



**Glasgow City Council**

**Economy, Housing, Transport and  
Regeneration City Policy Committee**

**Report by George Gillespie, Executive Director of  
Neighbourhoods, Regeneration and Sustainability**

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**Item 5**

**23rd January 2024**

**Glasgow Transport Strategy – Update, Part 2 Final Spatial Delivery Framework and associated final Strategic Environmental Assessment work**

**Purpose of Report:**

To present the findings from the consultation on the Draft Glasgow Transport Strategy: Spatial Delivery Framework and associated Strategic Environmental Assessment (SEA) Draft Environmental Report, and present Final versions for agreement to proceed to City Administration Committee for approval

**Recommendations:**

It is recommended that the Committee notes the contents of the report and refers the GTS – Spatial Delivery Framework and associated SEA to the City Administration Committee for approval.

Ward No(s):

Citywide:

Local member(s) advised: Yes  No       consulted: Yes  No

## 1 Introduction

- 1.1 This report sets out the findings from the public and stakeholder consultation on the Glasgow Transport Strategy Draft Spatial Delivery Framework and associated Strategic Environmental Assessment Draft Environmental Report.
- 1.2 Part 1 of the Glasgow Transport Strategy, the Policy Framework, was adopted by the Council at [City Administration Committee on 10 March 2022](#). Part 2, the Spatial Delivery Framework (GTS SDF) and associated impact assessments for public consultation were presented to EHTR on 30<sup>th</sup> May 2023 and approved by [City Administration Committee on 30<sup>th</sup> August 2023](#) to be published for consultation.
- 1.3 This report sets out the following:
- The Glasgow Transport Strategy (GTS) – a summary of how it has been developed and what it aims to do
  - The GTS Spatial Delivery Framework (GT SDF) which was subject to consultation in September and October 2023 – a summary of content and what it aims to do, and supporting assessments including the Strategic Environmental Assessment (SEA) Environmental Report. The final GTS SDF, post consultation, is available at this link [Glasgow Transport Strategy Spatial Delivery Framework](#), and the final SEA Final Environmental Report is available at this link [Strategic Environmental Assessment](#).
  - The consultation exercise undertaken, outcomes of this and updates which have been made to final documentation as a result. The Consultation Report is available at this link - [Glasgow Transport Strategy – Spatial Delivery Framework Consultation Report](#).

## 2 The Glasgow Transport Strategy – how it has been developed

- 2.1 The GTS is the Council's Local Transport Strategy, which all local authorities in Scotland are expected to produce and regularly update. The GTS is the Council's overarching policy document on transport issues and aims to guide and inform decision-making regarding transport in the city.
- 2.2 The development of the GTS has followed a multi-criteria appraisal approach, based on the Scottish Transport Appraisal Guidance (STAG).
- 2.3 A number of key outputs have been developed as part of and to inform the GTS:
- Case for Change report
  - Public Conversation on Glasgow's Transport Future
  - GTS Part 1 – Policy Framework
  - Integrated Transport Assessment
  - Equality Impact Assessment

- Strategic Environmental Assessment

2.4 All key outputs are published at [www.glasgow.gov.uk/transportstrategy](http://www.glasgow.gov.uk/transportstrategy).

### 3 The GTS Part 2 Spatial Delivery Framework and associated impact assessments – content and purpose

3.1 The Spatial Delivery Framework is the “spatial” response to the Policy Framework. It should be noted that whilst the City Development Plan is the principle spatial land use plan for the city, the GTS is complementary to this from a transport perspective. Work undertaken for the GTS will inform the evidence gathering process for the next City Development Plan and inform transport elements within it.

3.2 In particular, the **content** of the Spatial Delivery Framework sets out the following:

- The adopted City Network.
- Commitment to Clyde Metro proposals
- A set of principles to guide the location of key interventions highlighted within the Policy Framework including:
  - Bus corridors
  - Park & Ride
  - Mobility Hubs
  - Public electric vehicle charging infrastructure
- An approach to prioritising local access and the principles of a road hierarchy
- 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.
- The key outputs of a new Strategic Parking and Kerbside Management Parking Plan approach.

3.3 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 and decision-making.

3.4 The GTS Policy Framework already sets out national and regional policy influences and synergies. It should also be noted there is **significant synergy** between the Council’s GTS SDF and key national documents published in recent years, namely National Planning Framework 4 (NPF4) and Strategic Transport Projects Review Update (STPR2).

3.5 As required by Transport Scotland guidance on Local Transport Strategies and as reported to Elected Members earlier in 2023, the GTS has been subject to a number of impact assessments. This impact assessment work has not only

identified the benefits and impacts of the GTS, but has informed the content of the GTS. The Draft Strategic Environmental Assessment, final Equality Impact Assessment and overarching Integrated Transport Assessment findings were presented to EHTR on 30<sup>th</sup> May and City Administration Committee on 30<sup>th</sup> August.

- 3.6 The SEA Draft Environmental Report was also published alongside the GTS SDF in September and October 2023 for statutory consultation.

## **4 Consultation Exercise and Outcomes**

- 4.1 Glasgow City Council (GCC) developed a detailed consultation programme to ensure the GTS Spatial Delivery Framework 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 an in-person 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

- 4.2 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.

- 4.3 To further ensure 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.

- 4.4 The Consultation period ran from 31st August until 17th 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.

- 4.5 Glasgow City Council Corporate Communications team were involved in promoting the Consultation and associated survey. This included targeted messages on the Councils social media platforms. The publication of the Draft SEA Environmental Report was also published in the printed press, as required by legislation.

- 4.6 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.
- 4.7 In addition to the online survey, a further 55 organisations participated throughout the consultation through various means. In total therefore, 76 different groups or organisations responded to the consultation exercise.
- 4.8 Following on from the steps outlined above, a review of all inputs received was undertaken. This, in turn, informed consideration of updates to the final GTS SDF. A full [Consultation Report](#) is provided.
- 4.9 Comments received were generally in support of the spatial elements which have been presented. Whilst the consultation report presents all findings, only those which relate directly to the Spatial Delivery Framework have been presented below.

**Key comments on Bus Priority elements in GTS SDF:**

- 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
  - Concerns were noted that bus priority and associated road space reallocation could impact traffic patterns and cause further delays and congestion
- 4.10 With specific response to the initial bullet point above, it should be noted that significant technical work has been undertaken to understand the gaps in the current bus network in an associated Strategic Bus Network Plan workstream via the Glasgow City Region Bus Partnership in 2023, and this includes orbital routes. The GTS SDF has been updated accordingly (see below).

**Key comments on Park and Ride elements in GTS SDF:**

- Suggestions on additional or alternative Park and Ride sites
- 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 ensure Park and Ride provision is planned appropriately to capture incoming trips and not build redundant sites

**Key comments on Mobility Hubs elements in GTS SDF:**

4.11 As noted within the GTS SDF, Mobility Hubs have been defined as transport interchanges connecting different modes. They link to public transport, active travel connections and travel information. Key comments received from the consultation were as follows:

- Opportunities identified for additional locations
- The requirement to ensure mobility hubs include provision for taxis
- The need to have appropriate public transport services (bus/rail/metro) calling at hubs, to ensure they fulfil their potential

**Key comments on Freight Distribution Hubs elements in GTS SDF:**

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

**Key comments on public electric vehicle charging elements in GTS SDF:**

- Concerns for how to serve those who live in tenements and residential properties without driveways
- Concerns with EV charging taking up valuable road and pavement space

**Key comments on Strategic Parking and Kerbside Management Plan elements in GTS SDF:**

- Views that residents should be placed within the highest tier in each zone
- Taxis and buses should be included where appropriate within each zone

4.12 The majority of these points noted above are covered within GCC policy and additional wording has been introduced to strengthen elements within the GTS SDF where appropriate.

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

- An additional page has been added to the GTS to illustrate known gaps in the bus network and how orbital bus services can address these issues, drawing on technical research carried out in 2023 as well as consultation comments
- Additional Mobility Hub locations to be further explored have been added
- An additional Park and Ride location to be further explored to serve the east of the City has been proposed

- An additional freight hub has been added to the east of the city centre. This could support last mile delivery by sustainable modes and is consistent with proposals set out within the City Centre Transport Plan
- 4.14 As signposted above, the Final GTS SDF and SEA Final Environmental Report are available via these hyperlinks.
- 4.15 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.
- 4.16 Consultation responses were broadly positive with no objections being received from Statutory Consultation authorities. Comments received from the online survey included:
- Suggestion to include biodiversity and cultural heritage targets
  - Concern the SEA Draft Environmental Report does not consider 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
- 4.17 The above points do not necessitate alterations to the GTS, however they are being considered as appropriate and strengthened text will be added to the finalised version of the SEA Environmental Report. A Post Adoption Statement will also be provided.

## 5 Policy and Resource Implications

### Resource Implications:

*Financial:* Significant funding will be needed to deliver the GTS and related workstreams. GCC continues to maximise the use of external funding sources such as the Bus Partnership Fund and Places for Everyone & CWSR funding from Transport Scotland. The GTS includes elements that could raise revenue to fund sustainable transport, such as Workplace Parking Licencing and road user charging.

*Legal:* The report raises no new legal issues. However, it is linked to the Policy Framework which includes a number of untested and novel legal processes are involved in delivery of elements of the GTS including bus governance changes

associated with the Transport (Scotland) 2019 Act, some of which are not yet enacted, and the Workplace Parking Licencing scheme in a Scotland context.

*Personnel:* Internal and external resources and partners will be utilised in delivering the GTS.

*Procurement:* Any new programmes and projects may require procurement resource input as per normal process.

**Council Strategic Plan:** The Plan supports the following Council Strategic Plan 2022 – 2027

GRAND CHALLENGE THREE – Fight the climate emergency in a just transition to a net zero Glasgow

MISSION 1: Deliver sustainable transport and travel aligned with the city region

- Via implementation of the Glasgow Transport Strategy Policy Framework, work to reduce car vehicle kilometres travelled in the city by at least 30 per cent by 2030.
- Continue to deliver on our commitment to a 20mph cityside speed limit and design streets that naturally reduce speeding. Explore ways to take stronger action on pavement and other illegal parking, and on idling vehicles.
- Deliver the city's Active Travel Strategy, working towards delivery of a comprehensive City Network of active travel infrastructure to support modal shift.
- Deliver improved bus services via the Glasgow City Region Bus Partnership and the Council's work on bus priority.

GRAND CHALLENGE FOUR – Enable staff to deliver essential services in a sustainable, innovative and efficient way for our communities  
MISSION 1: Create safe, clean and thriving neighbourhoods

- Continue to progress the Liveable Neighbourhoods programme.

## Equality and Socio-Economic Impacts:

*Does the proposal support the Council's Equality Outcomes 2021-25? Please specify.*

Yes, supportive of the stated outcomes, particularly outcomes 1,2, 6, 7-11, through the role of active travel investment supporting people to make sustainable, affordable & equitable travel choices in the city, the role of active travel in supporting physical and mental health improvement, and the role of behaviour change policies to assist facilitate and influence choice of travel.

*What are the potential equality impacts as a result of this report?*

A full EqIA is provided for the Glasgow Transport Strategy and is available at [www.glasgow.gov.uk/transportstrategy](http://www.glasgow.gov.uk/transportstrategy).

*Please highlight if the policy/proposal will help address socio-economic disadvantage.*

Improving opportunities for access to sustainable and/or active travel and enhancing local environments through improving conditions for cycling/walking can help address barriers to social mobility, improve knowledge of alternative travel modes, access to training, services and employment opportunities, and can help to address problems of physical and mental health and wellbeing.

## Climate Impacts:

*Does the proposal support any Climate Plan actions? Please specify:*

The GTS will assist in promoting and supporting sustainable forms of transport. GCC Climate Plan Theme 3 – Well Connected and Thriving City. This includes:

**Action Number 51.** Deliver a comprehensive active travel network, incorporating the spaces for people measures (following consultation) and enabling 20-minute neighbourhoods through the Liveable Neighbourhoods Plan.

*What are the potential climate impacts as a result of this proposal?*

The projects will improve Glasgow's urban environment and connectivity, thus leading to an improvement in a range of outcomes for the city's population.

*Will the proposal contribute to Glasgow's net zero carbon target?*

The proposal will assist in reducing the need to travel unsustainably and encourage people to live more locally improving the quality of place and respond to the requirements for the creation of resilient places to cope with and tackle climate change.

**Privacy and Data Protection Impacts:** No data protection impacts identified.

## **6 Recommendations**

- 6.1 It is recommended that the Committee notes the contents of the report and agrees that the GTS – Spatial Delivery Framework and associated SEA proceeds to City Administration Committee for approval.