

Glasgow Transport Strategy Delivery Focus Areas & Monitoring Update 2024

November 2024



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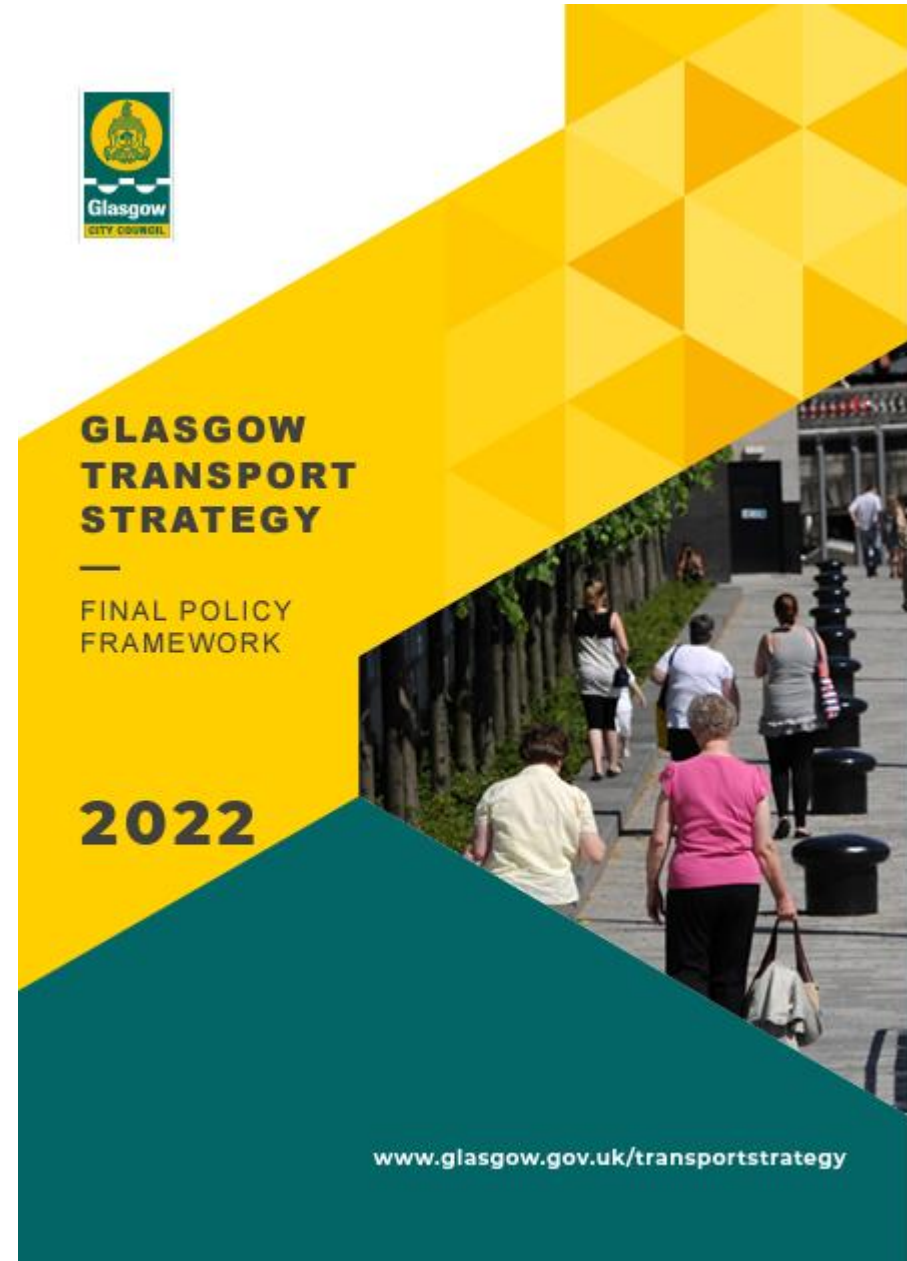
Glasgow Transport Strategy

Context



Glasgow Transport Strategy

- Glasgow Transport Strategy – [Policy Framework](#) published and adopted in 2022
- Sets out a transport vision for 2030, four overarching outcomes, a series of policies and actions
- Includes an initial monitoring framework
- Aims to provide a decision-making framework for Glasgow City Council and organisations across the city to work towards a sustainable transport future



Glasgow Transport Strategy

- Glasgow Transport Strategy – [Spatial Delivery Framework](#)
 - Responds spatially to the Policy Framework
 - A spatial framework to guide decision-making
 - Includes strategic locations for bus priority corridors, mobility hubs, Park and Ride, freight distribution hubs, active travel network, public electric vehicle charging infrastructure
 - Includes a strategic approach to parking and kerbside management, a roads hierarchy and a streetspace reallocation framework to guide decision-making



What are we trying to make happen with the Glasgow Transport Strategy?

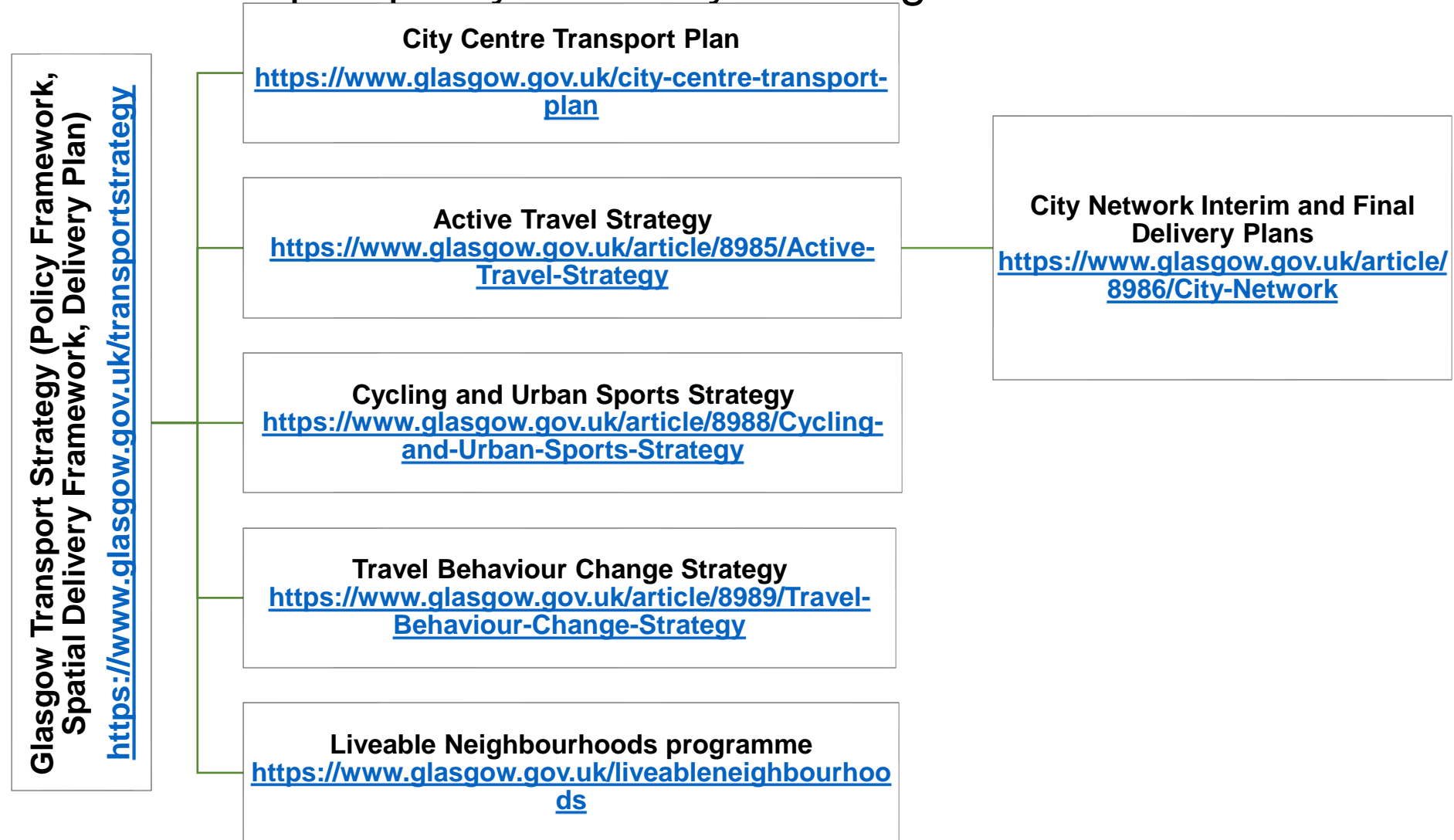
A vision statement for transport in Glasgow:

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 (or goals):

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

Sustainable transport policy hierarchy in Glasgow:



Monitoring update

Monitoring update:
2019 baseline, 2022 update



Why monitor?

Monitoring is a crucial part of any strategy. It helps to understand if progress is being made towards outcomes. Importantly, monitoring during the lifetime of a strategy helps to identify any action required to change the direction of any negative trends, as well as identifying any unintended consequences of policies and interventions. This is an important element of a whole systems approach, an approach followed by the Glasgow Transport Strategy.

The Council also has a number of targets which transport and mobility are either directly contributing to, or partially contributing to. These are:

- reducing car vehicle kilometres in Glasgow by at least 30% by 2030. This target stems from Transport Scotland's national target of a 20% reduction by 2030. It should be noted that in Glasgow, the Council has no control over trunk roads (e.g. the M8), and therefore provides updates on data related to this target for local roads and for trunk roads; and
- achieving net zero carbon in the city by 2030, as set by the Glasgow Climate Plan. Transport is only one contributing factor to this target, although an important one.

The GTS Policy Framework set out a number of initial core indicators, and progress on these are set out in the following tables, along with other indicators which the GTS Policy Framework identified as desirable to monitor should data become available.

On the whole, sources for indicator data have been selected from published, national datasets such as the Scottish Household Survey from the Scottish Government, or from the UK Government Department for Transport. These sources are replicable and avoid duplication of effort locally to gather data which can be resource intensive.

Annual monitoring of indicators has not taken place due to the Covid-19 pandemic. This has had the following impacts on the ability to monitor effectively since 2019-2022:

- Travel patterns were significantly disrupted by lockdowns, and data for 2020 and 2021 are therefore unlikely to be comparable to 2019.
- Some datasets were not produced at a local authority level during this period e.g. some indicators from the Scottish Household Survey.

Monitoring update – core indicators

Indicator	Source	2022 data	2019 REVISED	Historic data for comparison	Trend direction - 2022 data commentary	Goals by 2030
Carbon dioxide emissions from road transport in Glasgow (kilotonnes carbon dioxide)	UK Government	787.2	799.6	860.4 (2013)	Positive reduction: 2022 is still below 2019 though large drop in emissions in 2020 due to Covid and some increase since - minor roads emissions (as opposed to A roads and motorways) however are greater in 2022 than 2019 baseline	Net zero carbon goal for city
Carbon dioxide emissions from road transport in Glasgow road network under local authority control (kilotonnes carbon dioxide)	UK Government	478.2	448.4	516.5 (2013)	Negative increase: 2022 is above 2019 despite large drop in emissions in 2020 due to Covid - an increase in minor roads emissions (B, C & unclassified roads) is a large part of this trend	Net zero carbon goal for city
Road transport energy consumption – total energy used for personal transport (thousand tonnes of oil equivalent)	UK Government	184.9	193.4	208.6 (2013)	Positive reduction: 2022 is still below 2019 though large drop in 2020 due to Covid and some increase since.	Continued reduction as vehicles become more efficient and low emission, land use impacts & modal shift
Road transport energy consumption – total energy used for freight transport (thousand tonnes of oil equivalent)	UK Government	92.5	85.0	80.2 (2013)	Negative increase: increase largely attributed to LGVs as opposed to HGVs (latter has decreased), with substantial growth of energy consumed by diesel LGVs on minor roads in particular	Continued reduction as vehicles become more efficient and low emission, ideally some move towards rail & last mile deliveries
Number of licensed cars that are diesel (private ownership as opposed to company)	UK Government	65.7 (000s, Q4)	68.6 (000s, Q4)	51.6 (000s, 2015 Q4)	Positive reduction	Reduction
Number of licensed plug-in cars in Glasgow City (company and private)	UK Government	3999 (Quarter 4)	707 (Quarter 4)	410 (2015 Quarter 4)	Positive increase (caveat: licensed location may be different than vehicle location) – note over 6000 end 2023	Increase

Monitoring update – core indicators

Indicator	Source	2022 data	2019 data	Historic data for comparison	Trend direction - 2022 data commentary	Goals by 2030
Proportion of driving frequency by people aged 17+ who drive everyday	Scottish Household Survey, Scottish Government	19%	27%	2013 = 26.7%	Positive reduction - fewer people driving every day, though significant increase in % of people driving at least 3 days a week, and 10 percentage points increase in people with a driving licence.	Ideally a downwards trend to reduce frequency of car use & dependency on a car.
Proportion of households with no car available for use	Scottish Household Survey, Scottish Government	44%	47%	2013 = 51%	Neutral uncertainty indicator - more households now have access to a car than in 2019. Increase in households with access to one car, but a reduction in households with access to 2 cars.	A reduction is desirable though it is acknowledged some people rely on cars for access to some services & an uncertainty indicator.
Proportion of households with at least one bike available for use	Scottish Household Survey, Scottish Government	25%	28%	2013 = 27.8%	Negative reduction.	Increase.
Vehicle kms in Glasgow on local authority roads (million vehicle kilometres)	Scottish Transport Statistics, Scottish Government	1,993	2040 (adjusted in 2022)	2013 = 1974 m veh kms	Positive reduction.	Minimum 30% reduction target for vehicle kms by cars.
Vehicle kms in Glasgow on trunk roads (million veh km)	Scottish Transport Statistics, Scottish Government	1,529	1605	2013 = 1522 m veh kms	Positive reduction.	Not within GCC control.
Car and taxi vehicle kms in Glasgow (million veh km)	UK Government	2,684	2,862	2013 = 2,780	Positive reduction (noting increase in LGV veh kms, reduction in HGV).	Minimum 30% reduction target for vehicle kms by cars.

Monitoring update – core indicators

Indicator	Source	2022 data	2019 data	Historic data for comparison	Trend direction - 2022 data commentary	Goals by 2030
% of adults that walk as a means of transportation to work, shopping or visiting at least 1 day a week	Scottish Household Survey, Scottish Government	77%	76%	2013 = 74%	Positive increase although people are walking less frequently as a means of transport	Increase
Proportion of Employed Adults whose usual Method of Journey to Work is Driver & Passenger combined Car/ Van	Scottish Household Survey, Scottish Government	54% (52% driver)	49%	2013 = 54%	Negative increase	Reduction
Proportion of Employed Adults whose usual Method of Journey to Work is Bicycle	Scottish Household Survey, Scottish Government	5%	4%	2013 = 3%	Positive increase	Increase
Proportion of school pupils whose usual Method of Journey to school is car/ van	Scottish Household Survey, Scottish Government	27%	26%	2013 = 28%	Negative increase	Reduction
Proportion of school pupils whose usual Method of Journey to school is walking	Scottish Household Survey, Scottish Government	59%	52%	2013 = 47%	Positive increase	Increase
Proportion of those whose Main Mode of Transportation is Driver Car/ Van	Scottish Household Survey, Scottish Government	41%	36%	2013 = 37%	Negative increase	Reduction
Proportion of those whose Main Mode of Transportation is Bus	Scottish Household Survey, Scottish Government	16%	10%	2013 = 14%	Positive increase	Increase
Proportion of those whose Main Mode of Transportation is Cycling	Scottish Household Survey, Scottish Government	3%	1%	2013 = 1%	Positive increase	Increase

Monitoring update – additional indicators

Indicator	Source	2022 data	2019 data	Historic data	Trend direction - 2022 data commentary	Goals by 2030
% of travel whose main purpose is commuting	Scottish Household Survey, Scottish Government	24%	20%	2013 = 19.5% (though 24.9% in 2016)	Neutral uncertainty indicator – increase.	Not appropriate to set target – but an important uncertainty indicator to monitor.
% of adults that are very / fairly satisfied with public transport	Scottish Household Survey, Scottish Government	61%	79%	2013 = 80%	Negative reduction.	Increase.
% of distance travelled less than 1km (c0.6miles) - SHS average cycling journey length 3.3km in 2022 (c2miles), SHS av walking journey 2022 1km	Scottish Household Survey, Scottish Government	25%	27%	27% in 2013	Negative decrease	Increase
% of distance travelled between 1 and 2km	Scottish Household Survey, Scottish Government	19%	15%	18% in 2013	Positive increase – no change in % of journeys 2-3km, 3-5km, increase in % of journeys 5-10km whilst decrease in % of journeys 10-20km suggesting decrease in shorter journeys, increase in medium distance journeys	Increase
Average journey distance	Scottish Household Survey, Scottish Government	8.3km (Scotland 9.9km)	6.8km (Scotland 9.6km)	n/a	Negative increase	Decrease
Percentage of journeys under 2 miles by road network distance by main mode – walking	Scottish Household Survey, Scottish Government	46%	n/a	n/a	Same as Scottish average of 46%, significantly less than Edinburgh at 66%. Bus at 11% in Glasgow compared to 4% Scotland, 8% Edinburgh. Bicycle at 2% in Glasgow, 2% Scotland, 3% Edinburgh. Car /van driver 30% in Glasgow, 39% Scotland, 19% Edinburgh.	Increase

Monitoring update – additional indicators

Indicator	Source	2022 data	Baseline	Historic data	Trend direction - 2022 data commentary	Goals by 2030
Total length of cycle paths within highway, physically separated from traffic and pedestrians	Walking and Cycling Index (WACI) 2023 (Sustrans)	2023 – 36 miles	2021 – 8 miles	n/a	Positive increase though note the baseline was post-Covid	City Network delivery by 2031
Total length of traffic free cycle paths away from the highway	Walking and Cycling Index (WACI) 2023 (Sustrans)	2023 – 114 miles	2021 – 100 miles	n/a	Positive increase though note the baseline was post-Covid	City Network delivery by 2031
% saying safety when walking or wheeling is very good or fairly good	Walking and Cycling Index (WACI) 2023 (Sustrans)	2023 – 62%	2021 – 69%	n/a	Negative decrease though note the baseline was post-Covid	Increase
% saying safety when cycling is very good or fairly good	Walking and Cycling Index (WACI) 2023 (Sustrans)	2023 – 39%	2021 – 38%	n/a	Positive increase though note the baseline was post-Covid	Increase
% saying your local area overall as a place to walk or wheel is very good or fairly good	Walking and Cycling Index (WACI) 2023 (Sustrans)	2023 – 68%	2021 – 73%	n/a	Negative decrease though note the baseline was post-Covid	Increase

What are we doing well on in the city?

- More people are cycling in the city, as their main mode and for their journey to work: **safe, segregated cycling infrastructure directly supports this.**
- More children are walking to school: **road safety work to support children to walk to school & School Streets projects can support this.**
- There are substantially more low emission vehicles licensed in the city, and fewer diesel vehicles: **improved access to public EV charging infrastructure can support this, as well as the Council's Low Emission Zone.**
- There appear to be fewer two car households in the city (no change in three or more): **schemes like car clubs can support this, as well as more sustainable transport options to reduce the need for multiple cars.**

What do we need to focus on more in the city?

- Vehicle kms are lower than 2019 but on an upwards trend from 2020 (Covid) – and vehicle kms and carbon emissions from transport appear to be increasing on “local roads” (not trunk roads and not A roads).
- People are walking less frequently, and less for work.
- Satisfaction with public transport has declined considerably, though more people are using the bus as their main mode.
- There is less access to bikes by households, and increased access to cars.
- The number of people sharing vehicle journeys has dropped – more focus is needed again on promoting journey sharing.
- Carbon emissions and energy consumption from road transport is increasing on minor roads, particularly in relation to vehicles classified as light goods vehicles (LGVs).

Delivery update and focus areas to Spring 2027

Key workstreams and projects



1. Walking, wheeling and cycling improvements
2. Liveable Neighbourhoods & local living
3. Improvements for bus users
4. Continued delivery of Road Safety Plan including 20mph default speed limit, road safety campaigns & interventions
5. Business as usual investment in road & winter maintenance and upkeep of key assets
6. Strengthening parking management across the city including implementation of pavement parking & double parking prohibitions
7. Continued development of a city centre where people have priority in a quality environment

8. Work with SPT and Transport Scotland to develop the Case for Investment for Clyde Metro
9. Continued expansion of shared mobility schemes in the city – the city car club and cycle hire scheme
10. Delivery of new sustainable transport infrastructure via City Deal and UK Government
11. Continued delivery of sustainable travel behaviour change programmes in the city
12. Increasing provision of public electric vehicle charging infrastructure in Glasgow in partnership with the private sector
13. A refreshed approach to staff and business travel at Glasgow City Council
14. Integrating land use planning and transport

1 Walking, wheeling and cycling improvements

Where do we want to get to?

- As per the [Council's Strategic Plan 2024-30](#), the Council is committed to deliver a City Network for walking, wheeling and cycling by 2031, some 270kms of routes across the city. Since the Council's original Strategic Plan for Cycling in 2010, the city has been making steady progress in delivering infrastructure to support higher levels of walking, wheeling and cycling, particularly for functional, everyday journeys but also for leisure. This active travel network includes the ongoing City Ways and Avenues programmes as well as new projects. The phasing of this city network can be found in the Council's approved [City Network Final Delivery Plan](#)

- For a 2024 snapshot of progress, read the annual active travel committee update [here](#).

Policy connections: Glasgow City Council Strategic Plan Grand Challenge 3 Mission 1, Glasgow Transport Strategy Policy 13 & Policy 16

Progress to 2024 - projects delivered:

- Continued progress on the East City Way, a key arterial active travel route, which saw phases 6 & 7 reach the Emirates in time for the UCI Championships in 2023 - <https://www.glasgow.gov.uk/ECW>
- The final section of South City Way, another key arterial route, completed in winter 2023/24 providing a direct link to the city centre <https://www.glasgow.gov.uk/scw>
- Glasgow's first Quietway at Raeberry Street, part of the Connecting Woodside project, was completed in 2023 <https://www.glasgow.gov.uk/connectingwoodside>
- Part of the North East Active Travel Route was completed in late 2024 <https://storymaps.arcgis.com/stories/757e7b96272341b2b0161139d35a7636>
- An extension of the South West City Way was completed on St Andrew's Drive
- Work to make temporary [Spaces for People](#) projects permanent has continued with projects on Braidcraft Road, Hawthorn Street, Brockburn Road, Clarence Drive, Cumbernauld Road, Royston Road, Provanmill Road
- Local area accessibility enhancements have been delivered across the city including in Yorkhill and Anderson, & the Gorbals
- [Byres Road Phase 1](#) public realm and active travel enhancements was completed in 2024
- Delivery of [secure on-street cycle storage](#), both in the city centre for destination trips and across the wider city to support residential cycle parking.

1 Walking, wheeling and cycling improvements

Ongoing focus areas up to 2027:

- Expansion of secure on-street cycle parking from 2024 onwards with award of new contract completed in 2024
- Continued programme of on-street cycle parking throughout the city as well as enhancing cycle parking facilities throughout the Council estate to support staff to cycle to work and for business travel
- **Getting ready for construction in 2024/25 or construction underway:**
 - City Centre Avenues including Sauchiehall Street and Argyle St: all updates at <https://www.glasgow.gov.uk/avenues>
 - Connecting Woodside: St Georges Rd & Charing Cross
 - Connecting Woodside: North Woodside Road
 - Connecting Woodside: Mount Street Greenspace
 - Connecting Yorkhill & Kelvingrove Phase 1
 - Flourishing Molendinar Phase 1
 - Drumbreck Road
 - Connecting Battlefield Phase 2
 - Byres Road Phase 2 (<https://www.glasgow.gov.uk/article/4083/Byres-Road-Development>)
 - Connecting Battlefield Phase 1
 - North East Active Travel Route Phase 1
- **In existing design / pipeline development in 2024/25 for further progress to 2027, whilst continuing to develop wider pipeline:**
 - City Centre Avenues
 - Connecting Greater Govan
 - South and Inner North City Network
 - South City Way and South West City Way Connection
 - Thornwood Roundabout & NCN7
 - East City Way Phase
 - Possil Liveable Neighbourhoods
 - Anderston Liveable Neighbourhoods
 - George V/Broomielaw Junction



2. Liveable Neighbourhoods

Where do we want to get to?

- As per Policy 1 in the Glasgow Transport Strategy, the [Liveable Neighbourhoods](#) (LN) programme is Glasgow's approach to combining elements of the [20-minute neighbourhood concept](#) with the [place principle](#). This programme emerged as an output from the City-wide public conversation on Glasgow's Transport future called [Connecting Communities](#). The City Council will work with and enable communities to improve their areas through the formation of Liveable Neighbourhood Plans. This process was initiated in Summer 2021 with the publication of the [LN Toolkit](#).
- The Liveable Neighbourhoods process assists with the [National Planning Framework 4](#) policy to create Local Living and 20-minute neighbourhoods. Early initial engagement informs development of the RIBA Stage 0-1 report – the main output of the initial process, forming a live project library going forward. This approach identifies local characteristics, barriers, and opportunities to generate a long list of emerging opportunities that can be utilised by several different internal GCC departments, such as the City Development Plan / Development Planning, and external partnership agencies.
- Through six tranches of work, LN plans will cover every area of Glasgow. Following the eight-stages of the [RIBA process](#), LN Plans will both identify existing activity and propose new interventions which align with the four themes of LN: *Local Town Centres, Everyday Journeys, Active Travel & Streets for People*.
- The Council's [Strategic Plan](#) commitment on Liveable Neighbourhoods aims to develop, secure funding for and implement local infrastructure changes in line with a Liveable Neighbourhoods approach for every single community by 2030 so that our local streets are safe and pleasant for everyone to walk, wheel, cycle, play and spend time in, with onward connections by public transport to help reduce vehicular journeys where possible, creating a more efficient road network for all users.

Progress to 2024:

- The LN programme began in 2021, supported by Sustrans Places for Everyone funding. By end 2024/25, masterplans and shortlisted projects co-designed with communities for Tranche 1, 2 and 3 will be complete. Work is ongoing to expand collaboration across Council services, exploring new opportunities for the delivery of the LN programme, and also to identify new sources of funding post March 2025.
- Work progresses on developing projects out of Tranche 1 and 2 and the continued progress on Tranche 3.

Ongoing focus areas up to 2027:

- **Getting ready for construction in 2025**
 - Letherby Triangle
- **In design / pipeline development in 2024/25 for further progress to 2027:**
 - Possilpark Liveable Neighbourhoods
 - Anderston Liveable Neighbourhoods [Link](#)
 - NCN7 Glasgow West – Riverside Museum Stobcross Road to Smith Street
 - Shawlands & Strathbungo: Area wide accessibility strategy: Dinmont Road. [Link](#)
 - Govanhill / Gorbals pedestrian priority junction upgrade: Cathcart Road. [Link](#)
 - Cessnock Village Strip. [Link](#).
 - Govan Road Improvements - added to Govan City Network. [Link](#)
- **Concept Design – Seeking funding to add to pipeline:**
 - Dummy Railway – Path and placemaking improvements. [Link](#)
 - Junction 15 – Pedestrian and cycling connectivity project. [Link](#)
 - Kildrostan Triangle Enhancements – to be included in South City Network. [Link](#)
 - (Re) Imagining Albert Drive streetscape. [Link](#)
 - Street Accessibility Programme – Hawick Street Pilot Transforming Victoria Park Drive South – added to City Network Phase 2. [Link](#)
 - Anniesland Road (West), Kingsway & Dumbarton Rd Junction Accessibility - added to City Network Phase 2. [Link](#)
 - Battle of Langside Monument - added to City Network Phase 2. [Link](#)
 - Junction 14 Royston to Dennistoun Connectivity Project – added to Inner North City Network. [Link](#)

Ongoing focus areas up to 2027 continued:

- **Concept Design – seeking delivery opportunity:**

- Royston Square Placemaking. [Link](#)
- Germiston Street Improvements & Connectivity Project. [Link](#)
- Royston to Alexandra Parade Bridge Connectivity. [Link](#)
- Riddrie Park and Cemetery Connectivity Project. [Link](#)
- Maxwellton Road to Provan Road - added to improving walking and cycling connection – Provan Road section added to Inner North City Network.
- Mansewood & Hillpark filtered permeability. [Link](#)
- Destination Laurieston. [Link](#)
- Toryglen Street for People. [Link](#)
- Carntyne Square. [Link](#)
- Riddrie Town Centre. [Link](#)
- Hogarth Park. [Link](#)
- Drumoyne Street for People. [Link](#)
- Lorne Street / Festival Park. [Link](#)
- Dennistoun Railway Bridges. [Link](#)
- Cranhill Bridge Lighting. [Link](#)
- Scotstoun Neighbourhood Permeability. [Link](#)
- Jordanhill Streetscape and Active Travel. [Link](#)

3. Improvements for bus passengers

Where do we want to get to?

- Buses play a crucial role in Glasgow's transport system. As per the Glasgow Transport Strategy policy 18, the Council seeks to “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 bus fares; consistent, accessible and integrated journey information; and a greener bus fleet.”
- The Council has limited influence over buses, which are run by private operators on the whole. The council is a member of the Glasgow City Region Bus Partnership which brings together as a voluntary partnership the eight Glasgow City Region local authorities, Strathclyde Partnership for Transport, bus operators (through their new alliance, GlasGo) and bus passenger representative groups to address current challenges to bus travel and to improve the passenger experience for communities across the Region. A [bus governance routemap](#) was approved by Elected Members in November 2022 which seeks to continue to explore alternative forms of ‘bus governance’ (that is, how buses are run and delivered) as per the Transport (Scotland) Act 2019. More recently, the Regional Transport Partnership, Strathclyde Partnership for Transport, has been exploring this topic at a regional level via the [Strathclyde Regional Bus Strategy](#), and Glasgow City Council continues to engage with that work.
- Using Bus Partnership Fund from Transport Scotland, and working with the Glasgow City Region Bus Partnership, a [Strategic Bus Network Plan](#) has been developed for Glasgow. This sets out an aspirational level of service and infrastructure improvements based on evidence and analysis. It should be noted that as of 2024, there is no known source of external funding for bus priority infrastructure in Glasgow as the Bus Partnership Fund has been paused for 2023/24 and SPT's capital funding for bus has also paused as of early 2024.

Progress to 2024:

- With funding from Transport Scotland's Bus Partnership Fund (BPF), Outline Business Cases for five corridors in Glasgow were submitted to Transport Scotland in 2023, ready to progress to next stage of Full Business Case and Concept Design – BPF was then paused in 2024/25. See <https://www.glasgow.gov.uk/glasgowbuspartnership> for more detail. Temporary bus lanes installed post-Covid 19 on Paisley Road West using Transport Scotland's Bus Rapid Deployment Fund have been made permanent using BPF monies, offering improved journey time reliability for bus passengers.
- Public-facing campaign to raise awareness of harms caused by parking in bus stops or bus lanes “[Don't be a bus blocker](#)” (2024), funded by Smarter Choices Smarter Places funding from Transport Scotland.
- Recruitment of additional Parking Attendants to support parking enforcement across the city, including at bus stops and bus lanes (2022/23), and investment in three new bus lane cameras on selected routes via SPT funding in 2023/24. Investment in traffic signal priority for late-running buses on Howard Street in 2023 via BPF. Conversion of vehicle detection to Virtual Loops on Paisley Road West and a full upgrade of 4 junctions on PRW with full bus pre-emption in 2024 (via BPF).

3. Improvements for bus passengers

Progress to 2024 (continued):

- Delivery of Renfrew Street bus avenue and delivery of phase one of the Hope Street bus avenue in 2024 (phase two is subject to funding). These projects aim to enhance the bus passenger experience in these city centre streets with enhancing waiting and information facilities, as well as providing buses with greater on-street priority. Ongoing enhancements for bus passengers across the city through minor works and bus stop enhancements.
- A study scoping a free public transport pilot in the city was commissioned and delivered, and a pilot designed (GTS policy 41).. A Free City Centre Bus scoping feasibility and developing options for a free electric shuttle bus in the city centre, was commissioned and delivered. There is no known source of funding to deliver these, and Officers and Elected Members continue to make representations to Transport Scotland and Scottish Ministers on this topic.
- Targeted efforts by Glasgow Life and GCC in 2022 via school visits & systems updates to enhance uptake of YoungScot card in Glasgow & associated free bus travel for under 22s. (GTS Policy 44)

Ongoing priority focus areas up to 2027:

- Continue to explore the role of Artificial Intelligence (AI) in priority for sustainable modes of travel at signals.
- Lobby Transport Scotland to re-start Bus Partnership Fund in 25/26 but as part of a more integrated approach to funding sustainable transport as a whole including active travel and place-making. Seek to progress the five Bus partnership Fund corridors, and other elements of the published Strategic Bus Network Plan as and when funding opportunities present opportunities. Continue to seek on-road bus priority opportunities across the city.
- Continue to engage in SPT's Strathclyde Regional Bus Strategy including in relation to Glasgow's adopted Bus Governance Routemap.
- Lobby Transport Scotland for Glasgow to be chosen for any bus flat fares pilot or area-based scheme to provide flat fares on bus travel, or reduced fares on zonal integrated travel.
- Continue to seek investment in traffic signal priority for late-running buses in Glasgow to continue extending the city's Bus Information and Signalling System.
- Continue to seek seamless, integrated ticketing across public transport in the city.
- Continue to seek funding for free public transport pilot project and city centre shuttle bus project.

4. Continued delivery of Road Safety Plan including 20mph default speed limit, road safety campaigns & interventions

Where do we want to get to?

- As per the Glasgow City Council [Road Safety Plan 2020-2030](#), the Council has a vision where no-one is killed or seriously injured on our roads by 2030. To achieve this, and as part of the Safe Systems approach, the Council is focusing on safe road use, safer roads and roadsides and safe speeds. Other elements of the safe systems approach, such as safer vehicles and post-crash response will be influenced through partnership working.
- The Scottish Government has also set road casualty reduction targets to 2030 based on the 2014/18 average:
 - 50% reduction in people killed.
 - 50% reduction in people seriously injured.
 - 60% reduction in children (aged <16) killed.
 - 60% reduction in children (aged <16) seriously injured.

Progress to 2024:

- Glasgow is progressing well towards the targets set out above, however, an unexpected and unprecedented rise in road fatalities during 2023 is a reminder that we must not be complacent in our efforts to protect our most vulnerable road users.
- As stated in the Road Safety Plan, a commitment has been made to introduce a city-wide mandatory 20mph limit on the majority of Glasgow's roads by 2025/6. To date, the following steps have been completed:
 - Existing GCC road network speed limit analysis/assessment using Transport Scotland guidelines: Nov 23 – Mar 24
 - New citywide speed limit recommendations for all existing 20 and 30mph GCC roads: Mar 24
 - Stage 3 and 4 Planning and Technical Design funding approval (Transport Scotland/Sustrans): Jun 24
 - Pre-implementation speed surveys and new 20mph speed limit zones identified/approved: Jul – Sep 24
- **School Travel and Road Safety (STARS):** The Council has developed an award-winning School Travel and Road Safety (STARS) programme which includes innovative projects such as the STARS short film award. The annual Lord Provost's STARS award has also been introduced to recognise the efforts of both pupils and staff in the delivery of STARS in their school community. The STARS development programme is ongoing with new projects planned for 2024/5. Further information can be found at: www.glasgowstars.com

4. Continued delivery of Road Safety Plan including 20mph default speed limit, road safety campaigns & interventions

Progress to 2024:

- **Bikeability:** Cycling Scotland's Bikeability scheme (on road cycle training) is promoted in every school in the city. The Council is currently meeting demand for this service whilst expanding resource availability to meet any future delivery requests. Further information can be found at: <https://www.glasgow.gov.uk/article/4641/Road-Safety-Training>
- **School Streets:** Glasgow has implemented the largest School Streets programme in Scotland with 47 schools meeting the required criteria. A new working group of elected members and senior officers has been established to review the School Streets programme and to develop new initiatives to improve school zone safety. Further information can be found at: <https://www.glasgow.gov.uk/schoolstreets>
- **Publicity:** Working in partnership across teams within the council, as well as the Go Safe Glasgow road safety partnership; a number of public-facing behavioural change campaigns have been delivered to raise awareness of specific issues and promote road safety for all road users. City-wide campaigns delivered during 2024 include: Let's look out for each other (including TV Commercial); Think Bike; Speeding. Further information can be found at: www.glasgow.gov.uk/roadsafety
- **Collision Investigation and Prevention:** The Collision Investigation and Prevention team (CIP) situated within the Traffic and Road Safety section analyse Police CRASH (**C**ollision **R**ecording and **S**Haring) data on a daily basis. As with speed related cluster sites, the number of injury collision cluster sites has also reduced year on year. This has resulted in a more proactive approach to collision prevention in line with the Safe Systems approach. A new Transport Scotland Road Safety Framework fund was introduced in 2023 which has allowed road safety engineers to address local road safety issues, such as speeding and rat running, and has also supported the updating of older crossing facilities and their accessibility.
- **Road Safety Framework projects for 2023/4 included:** 4 Traffic Calming Projects; 1 Anti-Skid; 2 Rat Run Closures; 1 School Zone Treatment; 6 Junction Upgrades
- **Safety Camera Partnership:** The Council also manages the Safety Camera Partnership which oversees the installation of safety cameras at sites where speed-related collisions occur. The number of sites has reduced year on year resulting in the removal of twenty-six cameras. Four new sites were identified, and cameras installed, during 2023/4. A new average speed camera is currently being considered for an eastbound section of Great Western Road

4. Continued delivery of Road Safety Plan including 20mph default speed limit, road safety campaigns & interventions

Ongoing priority focus areas up to 2027:

- **Ongoing review and monitoring:** Review the Road Safety Plan on an annual basis and report to Committee. Monitor and report to Committee on Glasgow's road casualty reduction performance to 2030.
- **20mph delivery:** Deliver a city-wide "Get ready for 20" awareness campaign (central PR) (2024/5); New speed limit orders to be made/promoted: Jul 24 – Jan 26; Roll-out of new speed limit zones. Installation of new traffic signs and road markings using zones: Aug 24 – Dec 25; Post-implementation speed surveys: Dec 25 – Dec 26
- **Develop and deliver the STARS programme to include:** Online school travel plan tool for 2024/5; "Traffic Trail" resource, to provide opportunities for children to practice road safety and introduce them to features of their local roads and streets (2024/5); Walk and Cycle to school campaign in partnership with colleagues in Sustainable Transport (2025); Support for walking and bike buses, such as the innovative Ultra Smart Cycle Transmitter; Annual Lord Provost Road Safety and STARS Film Awards; Expand the Junior Road Safety Officer scheme – city-wide.
- **Go Safe Glasgow Road Safety Partnership** - continue with behavioural change campaigns including: "Let's talk about road safety" - 12 short social media films to raise awareness of road safety issues. This will include a specific film demonstrating safe road use and interaction between Large Goods Vehicles (LGV's) and people on bikes and pedestrians in line with the new road hierarchy (2024/5); Speeding campaign as a precursor to the new mandatory 20mph limit (August 2024); Introduce "LOOK BOTH WAYS" signage at junctions identified by First Bus drivers as near miss locations and expand to city-wide junctions identified through CRASH data (2024/5); Engagement with delivery companies and riders re: legal use of electric vehicles on Glasgow's roads, to include enforcement where necessary (September 2024); Introduction and evaluation of no-cycling pilot signs at city-centre motorway slip roads (2024/5); Road Safety research: Research and report to Committee on links between deprivation and road safety 2024/5.
- **Collision Investigation and Prevention:** Annual city-wide review of speed related collisions. Introduce safety cameras at identified cluster sites, prioritising sites where vulnerable road users are injured; Analyse Police CRASH data and deliver local road safety solutions, utilising Road Safety Framework funding.

Policy connections: Glasgow City Council Strategic Plan Grand Challenge 3 Mission 1, Glasgow Transport Strategy Policy 52, Road Safety Plan 2020-2030

5. Business as usual investment in road & winter maintenance and upkeep of key assets

Where do we want to get to?

- Glasgow City Council is responsible for the operation and maintenance of a significant road network and associated infrastructure. Effective management of 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 part of the management of this significant asset, in line with best practice, an annual review of the current condition is undertaken along with identifying options for investment. This **Annual Status and Options Report (ASOR)** sets out the condition of our road related assets and provides a means of identifying and prioritising the overall funding needs of each of the asset categories. The 2024 ASOR will be published upon approval.

Progress to 2024:

- The Council has an innovative Urban Traffic Management Control system based at Eastgate in the city, managed by the Council's Traffcom team. This includes bus priority, which is installed at over 150 sites and can detect late buses and amend the traffic signal timings to get any late buses back on their original timetable, Split Cycle Offset Optimisation Technique (SCOOT), which is a real time adaptive traffic control system, and fault management. The Council is investing in the upgrade of junctions and pedestrian crossings to support sites to be upgraded to current accessible standards, including tactile cones, tactile paving, smart cross and new technology to improve pedestrian and cyclist facilities, pedestrian safety at crossings and reduce traffic signal fault rates.
- Traffcom have been trialling further innovations in adaptive and dynamic urban traffic management in recent years, including embedded Artificial Intelligence (AI) on Buchanan Street to detect and give access to service vehicles, at the city's Squinty Bridge to assist bus and cycling movements, and on Helen Street to test methods for emergency vehicle assists as signals. The team has been trialling SmartAI, a new AI based self-learning traffic control system, and a remote AI supercomputer to reduce delays on Pollokshaws Road corridor, using near real-time modelling of live SCOOT detector data. The team has a Bluetooth journey time capability which is mobile and can be used to monitor journey time reliability before and after interventions (most recently on Byres Road). The Council also supported parents and children on the journey to school via the Shawlands Bike Bus initiative, whereby priority is requested and activated by users at signals.
- The Council's street lighting network consists of over 74,000 lighting columns/lanterns and is a significant asset. Over half of lanterns in 2024 were LED which on average use 65% less energy than traditional types, and this has improved efficiency of the Council's lighting network as well as contributing to a reduction in carbon emissions in line with the Climate Plan.
- Glasgow City Council is responsible for the management and maintenance of 1,924km of carriageways. Neighbourhood carriageways (as opposed to A, B and C class roads) represent the majority of Glasgow's network (76%). 2024 data indicates that 70.8% carriageways remained at 71.7% of carriageways are in an acceptable condition. This shows that Glasgow continues to be one of the best performing Road Authorities in the country when compared to the latest available Scottish average of 65.9% of carriageways in acceptable condition. It should be noted that severe winters are having an impact on roads condition, and further investment has been safeguarded by the Council with a view to improving roads condition.

5. Business as usual investment in road & winter maintenance and upkeep of key assets

Progress to 2024 (continued):

- Glasgow City Council is responsible for the maintenance of 3,124km of footways, and 310km of cycle infrastructure, made up of primary and secondary routes in addition to permeable, residential zones. The most recent footway condition data indicates that 81.2% of our footways are in either a good or fair condition. The condition data available at present for the cycle network only covers the 61km primary cycle network maintained by Glasgow City Council. This data indicates that 94% of the asset is in good or fair condition. This reflects the fact that much of this infrastructure is relatively new.
- Glasgow City Council is responsible for the maintenance of; • 24,000 traffic signs • 20,000 bollards • 110km of pedestrian barrier • 5.3km of vehicle safety barrier • 5,700km of road markings. Reactive maintenance of these assets are carried out. In addition, a £250k programme was completed in 2023 that focussed on the repair of key, highly critical vehicle safety barrier on the Clydeside Expressway and Clyde Tunnel Expressway that will reduce the severity of accidents and save lives.
- Glasgow City Council is responsible for maintaining and managing 395 structures throughout the City. Glasgow's structures connect communities and ensure commerce allowing citizens and business easy access across rivers, railways and roads ensuring efficient travel and transportation. These are subject to a mixture of programmed preventative maintenance and routine maintenance, as well as structural assessments.
- Glasgow City Council is responsible for the maintenance of the only road tunnel in Scotland. The Clyde Tunnel is the busiest stretch of non-trunk road in Scotland with approximately 64,000 vehicles using the Tunnel each day. Glasgow City Council receives the same amount of funding for the Clyde Tunnel from the Scottish Government as a similar length of local road. This funding takes no account of the need for the Tunnel to be staffed 24/7, the maintenance of the two tunnel bores and safety equipment, the maintenance of the two ventilation buildings, operational control room and the office block. The revenue funding shortfall is approximately £860k each year.
- The city's road drainage systems comprise of approximately 74,000 gullies (stanks), 2,500km of road drains, manholes, pumps, kerb drains and a variety of Sustainable Urban Drainage Systems (SUDS). These assets form an integral part of the public road and failure to maintain them will compromise the integrity of the entire road structure and cause significant disruption to the network during storm events. Targeted investment is carried out via a risk-based approach, an example being neighbourhoods weeks-of-action on gully cleaning, which is effective but resource-intensive. The development of Surface Water Management Plans for urban areas to reduce the impact of flooding is underway in Glasgow and is being carried out through the Metropolitan Glasgow Strategic Drainage Plan (MGSDP). Glasgow City Council, Scottish Water, Scottish Government, SEPA and South Lanarkshire Council have been working together to tackle the issues of drainage and sewerage in the metropolitan Glasgow area since 2002, when the East End of the City suffered major flooding.
- The Council's [Winter maintenance programme](#) is updated annually, with the 2023-24 report available [here](#). In 2023, the Council and Sustrans jointly funded a multi-purpose vehicle to support winter maintenance of cycleways in the city. Core-de-icing operations of footways, cycleways and carriageways is carried out 24/7 between November and March, with snow ploughing as required and provision of salt bins for residents.

5. Business as usual investment in road & winter maintenance and upkeep of key assets

Ongoing priority focus areas up to 2027:

- Continue to lobby Scottish Government for enhanced investment for the Clyde Tunnel or change the operational model.
- Continue to lobby Transport Scotland for revenue funding for cyclical road maintenance works as insufficient to maintain assets in required condition.
- Continue work to trial innovative traffic management systems including use of AI to give greater priority to sustainable modes of travel at traffic lights. The Council aims to replace SCOOT, cycle and pedestrian detection systems with embedded AI which will be more adaptive and responsive, and support enhanced monitoring of priority for sustainable modes. The Council also aims to gradually replace traditional SCOOT detection with above ground radar detection as this is more resilient to carriageway works which are a regular occurrence in any city.
- Continue to renew the Council's lighting network with replacement of ageing columns and move to LED lanterns.
- Continue to invest in footway and cycle network conditions, acknowledging that further maintenance investment will be required as new assets increase in age over time. Continue to enhance accessibility features of the active travel network including at controlled and uncontrolled crossings
- Continue to work with key partners to reduce the impact of flooding.

Policy connections: Glasgow City Council Strategic Plan Grand Challenge 3 Mission 1, Glasgow Transport Strategy Policy 111, Policies 121-128.



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6. Strengthening parking management across the city including implementation of pavement parking & double parking prohibitions

Where do we want to get to?

- As per Glasgow Transport Strategy policy 82, progressively extending controls on on-road parking throughout the city is a key tool to support sustainable travel choices and reduce the impact of vehicles on communities, as well as prioritising and supporting those who need priority access to on-street parking such as residents, those with mobility difficulties, shared vehicles, visitor / customer parking and loading requirements for businesses. A strategic approach to parking has been developed and approved within the Glasgow Transport Strategy: Spatial Delivery Framework. This will support a roll-out of further parking management based on area type, incorporating user hierarchies.
- Better managing on-street parking across the city is also accompanied by workstreams to implement national restrictions on pavement parking and double parking (GTS policies 88 & 89), and the Council has aspirations to use parking as a way to incentivise low emission vehicles through delivering carbon-based parking permits for residents (GTS policy 93).
- The price of parking is also an important way to manage demand to use a vehicle in the city where roads are under pressure from multiple demands, and to ensure the cost of using a car is not unfairly cheaper than the cost of travelling by public transport (GTS policy 96). The Council is delivering a programme of reviewing and increasing on-street parking charges where appropriate, whilst balancing the supply of off-street parking for those who need to use a car particularly in the city centre.

Progress to 2024:

- Completion of a new strategic approach to parking & kerbside management as per GTS policy 82, and presented in the [GTS Spatial Delivery Framework](#).
- Progress in parking enforcement capacity with the recruitment of additional parking attendants in 2023/24, and a trial of a dedicated parking enforcement resource for bus corridor violations to support bus journey reliability into and out of the City in 2024/25.
- Significant reductions in wait time for a disabled person to have their parking space marked on the ground following submission of an application - reducing from 12 months to 2 months.
- Developing a strong working relationship with Drumoyne Community Council to take forward an experimental Traffic Regulation Order to try and assist with the unique parking issues they are experiencing around the Queen Elizabeth University Hospital.
- Progress on delivery of national pavement parking and double parking prohibitions, with Stage 1 Audit of Streets completed in May 2024.
- A new RingGo virtual parking permit system went live on 12 December 2023.
- Delivery of new parking management areas in North Kelvin and North Woodside – September 2022; Garnethill – February 2023; Hillhead – January 2024.

6. Strengthening parking management across the city including implementation of pavement parking & double parking prohibitions

Ongoing priority focus areas up to 2027:

- Continue work to implement national prohibitions on pavement parking and double parking, including completing Stage 2 Assessment of Streets in 2024/25, followed by Stage 3 Implementation / Enforcement. This will be a phased approach with enforcement commencing where an assessment has been completed and no exemption is being considered. Enforcement of obstructive parking at dropped kerbs or double parking is aimed to commence late 2024.
- Complete transfer to RingGo virtual parking permit system with transfer of event day parking permit holders (Scotstoun & Hampden), then Resident Visitor Parking Permits.
- Continue to develop a Workplace Parking Licencing scheme in 2024/25 for Elected Members to take a view on the way forward (as per GTS policy 83).
- Continue to develop a carbon-based parking permit scheme for residents, subject to public consultation in late 2024.
- Work to standardise chargeable hours across parking zones in the city (with the exception of the city centre currently).
- Delivery of approved on-street parking charge increases (2024/25).
- Continue to develop Event Day Parking Zones around Celtic Park and Ibrox stadia to protect residential areas and improve enforcement during events, aiming to implement within 24/25.
- Ongoing delivery of parking management area programme, focusing on seven areas identified in 2019 as requiring parking control to deal with parking issues the local community are / will experience: Barras South Extension; Broomhill / Thornwood; Dennistoun and Royston; Kirklee; New Gorbals (Hutchesontown); Sighthill; St Vincent Street / Argyle Street / Dumbarton Road Corridor
- In addition to previously reported project areas for future parking controls the Council's 2024-27 budget agreed an expansion of new controls to be progressed. In line with the Council's Glasgow Transport Strategy Spatial Delivery Framework, and the Council's Strategic Parking and Kerbside Management Plan approach, parking controls will be prioritised in areas with the following characteristics: • Local neighbourhoods, both major and local town centres; • Employment centres; • Transport Hubs, subway stations, railway stations and bus interchanges; • Residential zones suffering from displacement issues
- Further parking management is being considered in • Pollokshields; • Govanhill; • Battlefield; • Shawlands; • Strathbungo

Policy connections: Glasgow City Council Strategic Plan Grand Challenge 3 Mission 1, Glasgow Transport Strategy Policies 82 to 94

7. Continued development of a city centre where people have priority in a quality environment

Where do we want to get to?

- As per Glasgow Transport Strategy policy 65, policies & interventions set out in a new [City Centre Transport Plan](#) aim to deliver a high quality city centre with a sustainable travel network. A key concept within this is that of a People First Zone, where people have priority over vehicles in a thriving, inclusive city centre with high quality public realm.
- An updated [City Centre Strategy](#) has been produced in 2024, and sets out priority actions around three pillars and associated “Big Moves” – a magnetic experience, front door to innovation, place to live.

Progress to 2024:

- Low Emission Zone fully operational in Glasgow City Centre, supporting targets for cleaner air and carbon reduction. See [here](#) for more information.
- City Centre Transport Plan adopted by the Council in 2023, and refreshed City Centre Strategy adopted in 2024.
- Feasibility work and stakeholder engagement on a People First Zone carried out with Sustrans funding support in 2023/24. Concept developed with priority projects identified to reduce through traffic, reallocate roadspace to sustainable travel & support enhanced public realm. Next steps are subject to funding, though it should be noted the People First Zone is an overarching concept and work is already progressing to achieve objectives via the Avenues programme, active travel programme, bus improvements, City Deal programme.
- Sauchiehall Street pilot Avenue and Intelligent Street Lighting projects delivered, with three further Avenues in construction in 2024/25: - Holland Street/Pitt Street, Sauchiehall Street Precinct/Cambridge Street, Argyle Street West. For the latest update on the Avenues, see <https://www.glasgow.gov.uk/avenues>
- Delivery of [secure on-street destination cycle parking](#) in association with the Avenues programme.
- City Centre Taskforce sub-group on transport set up in autumn 2023, and GCC lobbying role in continuation of Nightbus services in 2023 (GTS policy 38)
- The landmark cyclist, pedestrian and wheeler Sighthill Bridge over the M8 opened in March 2023, forming part of a wider active travel network connecting Sighthill, the nearby city centre and neighbouring communities in North Glasgow (see Delivery Focus Area 10).
- Completion of the city centre section of South City Way providing a safe active travel route from Queens Park to the Merchant City (see Delivery Focus Area 1)

7. Continued development of a city centre where people have priority in a quality environment

Ongoing priority focus areas up to 2027:

- Continued delivery of the Glasgow City Deal Avenues programme in the city centre:
 - Further Avenue sub-projects are in design / development in 2024/25 – Argyle Street East, Broomielaw / Clyde Street (funded by City Deal), while others are in procurement - North Hanover Street / Kyle Street, George Square & Surrounding Avenues. Four Block S (Sustrans funded) Avenues are currently in procurement – Stockwell Street, South Portland Street, John Knox Street / Duke Street, Cowcaddens Road and Dobbies Loan / Port Dundas St. For a 2024 update, see [here](#).
- Continued development of the People First Zone subject to funding, in particular traffic management scheme development to reduce through traffic & public realm projects. For a 2024 update, see [here](#).
- Continue to explore ways to minimise the severance and disruption of the M8 motorway and explore opportunities for change.
- Develop opportunities for Active travel on High Street, West Nile Street and Renfrew / Killermont Street.
- Continue to explore the role of AI in priority for sustainable modes of travel at signals and opportunities to increase the amount of time provided to pedestrians.
- Ongoing review of GCC multi-storey car parks to ensure efficient use.

Policy connections: Glasgow City Council Strategic Plan Grand Challenge 3 Mission 1, Glasgow Transport Strategy Policy 65

8. Work with SPT and Transport Scotland to develop the Case for Investment for Clyde Metro

Where do we want to get to?

- Further to the Strategy Plan and GTS Policy 21, the council is working on behalf of Glasgow City Region in partnership with SPT and Transport Scotland to progress the Case For Investment (CFI) for Clyde Metro. The CFI will set out the Programme Level Business Case and arrangements for initial delivery phases which will enable informed decisions to be made around route selection, phasing, funding and implementation.

- As an integrated, sustainable mass transit network, Clyde Metro will offer opportunity through an investment programme which will achieve, placemaking, regeneration and housing densification along route corridors. This will help deliver a healthier, fairer and more prosperous Glasgow City Region, connecting more people with opportunity, welcoming visitors and investors, reducing carbon emissions, and providing the platform for the Region to fulfil its potential as the economic powerhouse for Scotland. Clyde Metro would be the biggest infrastructure project in a generation, potentially comprising new and existing infrastructure, as well as multiple modes of public transport.

- Clyde Metro also forms a key element of the statutory Regional Transport Strategy as approved by Scottish Ministers in July 2023, along with the GTS and other relevant local strategies. This strategic alignment provides Clyde Metro with a strong justification base to build upon.

Progress to 2024:

- The metro concept, initially recommended by the Connectivity Commission in 2019, was endorsed by Transport Scotland's second Strategic Transport Projects Review (STPR2). Funding secured from Glasgow City Region City Deal has enabled the council to partner with SPT who have been leading on the CFI development since Nov 2023, to take the first steps towards programme mobilisation. The CFI is expected to be completed circa 2026 and will be informed by a range of workstreams including a STAG and transformational based appraisal, business case development, technical assessments, audit, assurance, engagement and statutory and public consultations.

Ongoing priority focus areas up to 2027:

- Complete the Case For Investment
- Develop a funding strategy and asks for future development stages.
- Develop Clyde Metro delivery model arrangements for future development stages.
- Progress the Clyde Metro Advocacy Programme to raise awareness, promote conversations to shape messages which resonate and generate acceptance within national, regional and local stakeholders groups.
- Work closely with Glasgow City Region local authorities to ensure alignment of policy, strategy and infrastructure delivery arrangements to support ambitions of Clyde Metro and any scheme development recommendations.

Policy connections: Glasgow City Council Strategic Plan Grand Challenge 3 Mission 1, Glasgow Transport Strategy Policy 21

9. Continued expansion of shared mobility schemes in the city – the city car club and cycle hire scheme

Where do we want to get to?

- As per GTS policy 26, the Council aims to increase access to shared mobility options, specifically shared cycle schemes and shared car schemes.

Progress to 2024:

- The Glasgow City Car Club scheme, run by Co Wheels, continues to grow, with an additional seventeen cars associated with Housing Associations added to the fleet in 2023/24, creating a 71 strong pool of vehicles for more than 4200 members already signed up to the car club in Glasgow. A new contract was awarded for car club in 2023/24 for a further 3 years with expansion of car club planned. More information can be found at <https://glasgow.gov.uk/carclub>.

- The Glasgow shared cycle scheme, run by Tier Mobility, has significantly grown since it first began in 2014. The rapid growth in the cycle hire scheme has gone hand in hand with a significant expansion of the hire network, which is now well beyond the original target of providing 1000 bikes at 100 hire stations in the city. [In August 2023](https://glasgow.gov.uk/article/8432/Cycle-Share), rentals for both standard bikes and e-bikes were averaging almost 2000 per day. More information can be found at <https://glasgow.gov.uk/article/8432/Cycle-Share>

Ongoing priority focus areas up to 2027:

- The current shared cycle hire contract runs until September 2025. A new shared cycle hire contract is planned for 2025/26 onwards.

- Under a new 3 year contract, the car club in Glasgow will continue to grow. A total of 17 Zonal parking permits are being introduced that will allow car share club vehicles to be parked in 12 zones across the city. Work is also underway to look at how car club vehicles can be provided near to new housing developments.

Policy connections: Glasgow City Council Strategic Plan Grand Challenge 3 Mission 1, Glasgow Transport Strategy Policy 26, Policy 10

10. Delivery of new sustainable transport infrastructure via City Deal and UK Government

Where do we want to get to?

- Glasgow City Council is delivering a £385.91m Infrastructure Investment Programme, which is funded through the Glasgow City Region: City Deal. It is made up of 5 separate but interconnected sub-programmes that are being delivered across the city: Canal & North Glasgow (CNG) - £89.33m; Collegelands Calton Barras (CCB) - £27.00m; Clyde Waterfront & West End Innovation Quarter (CWWEIQ) - £113.90m; Enabling Infrastructure: Integrated Public Realm (EIIPR) City Centre 'Avenues' - £115.52m; Metropolitan Glasgow Strategic Drainage Partnership (MGSDP) - £40.16m. For the 2023/24 annual progress report on the Glasgow City Region City Deal, visit [here](#).

- In early 2024, Glasgow City Council accepted in principle a £14.98million award from the UK Government to deliver new housing and transform [Drumchapel Town Centre](#), including a new public plaza and an improved transport network with better walking and cycling routes. The council will provide a further £1.664million in funding, bringing the total project cost to £16.644million. Within this major programme, several transformational pieces of infrastructure have already been delivered including the Govan-Partick Bridge, and the Sighthill M8 Bridge.

Progress to 2024:

- Glasgow City Council has made good progress with the delivery of the City Deal Infrastructure Investment Programme. As of the end of the Quarter 1 2024/25 reporting period (July 2024):

- Strategic and Outline Business Cases have been approved by the Glasgow City Region Cabinet for all 5 infrastructure sub-programmes;
- 30 no. sub-projects have reached approved Full Business Case stage;
- 5 no. live active construction contracts are on site – this includes **Govan-Partick Bridge** and Byres Road Public Realm Phase 1; & city centre projects Holland St/Pitt St Avenue, Sauchiehall Street Precinct/Cambridge Street Avenues, and Argyle Street West Avenue.
- 25 no. sub-projects are complete / at practical completion – this includes the **Sighthill M8 Bridge**, Cowlares Bridge, Smart Canal, Sauchiehall Street Avenue & Intelligent Street Lighting project in the city centre, multiple Surface Water Management Plans in localities across the city, Govan Public Realm & active travel route North, Tradeston Bridge refurbishment; Calton Barras public realm phase 1 & junction improvements.
- 15 no. sub-projects are progressing through design stages; and
- 5 no. procurements are currently in progress (next 12 to 18-month period).

Ongoing priority focus areas up to 2027:

- Work is ongoing to deliver the remainder of the Glasgow City Region City Deal projects in Glasgow. These include completing the current Avenues programme in the city centre, UK Government funded project in Drumchapel.

Policy connections: Glasgow City Council Strategic Plan Grand Challenge 3 Mission 1, Glasgow Transport Strategy Policy 111, Policy 138, Policy 140



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11. Continued delivery of sustainable travel behaviour change programmes in the city

Where do we want to get to?

- As per GTS policy 97 and policy 98, work on behaviour change workstreams is important to support modal shift to sustainable modes. Transparent, accessible and easy to understand communications are also crucial to ensure citizens and stakeholders are meaningfully engaged and clearly communicated with. A clear [Travel Behaviour Change Strategy](#) was produced in 2023 which sets out where the Council wants to get to our travel behaviour change, and aims to ensure a consistent approach across the Council on parallel behaviour change / communications work alongside the delivery of sustainable transport infrastructure.

Progress to 2024/25:

- Using Transport Scotland's Smarter Choices Smarter Places (SCSP) funding up to end 2023/24, a range of projects have been funded across the city to support sustainable travel choices. This includes funding support for community networks supporting people to walk, wheel and cycle through training and access to bikes.

- Update of the Council's website travel pages in 23/24 (funded by SCSP) to provide a single point of sustainable transport information in Glasgow, from how to plan a bus journey, how to book a shared bike to information on the Council's sustainable transport projects – see www.glasgow.gov.uk/travel.

- Ongoing series of public-facing behaviour change campaigns, including the 2024 campaigns “Don't be a bus blocker”, aiming to discourage parking at bus stops and in bus lanes; and “Let's look out for each other”, aiming to encourage people to use our roads and public spaces with courtesy, care and mutual respect (more information on these campaigns available [here](#)).

- Specific initiatives alongside infrastructure improvements to promote use, such as the South City Way Protected Junction education campaign (see TBCS above for information)

- Ongoing delivery of Bikeability in the city and Play Together on Pedals in partnership with Cycling UK, supported by SCSP funding

- Development of the STARS project with primary schools – see Road Safety update

- Street Play – this is an initiative run by Glasgow City Council and Glasgow Life that allows communities to close local roads free-of-charge so children can play safely outside close to their homes. See <https://www.glasgow.gov.uk/streetplay> for more information.

- Go Glasgow Cycle Fund associated with the UCI World Cycling Championships in 2023/24 – see [here](#) for an evaluation of this fund by Glasgow Life and Glasgow Centre for Population Health

- Via the Schools Cycling Working Group meetings, a secondary school in the north of Glasgow requested assistance with refurbishing their cycle storage unit in order to adhere to safety requirements. The group were able to identify funding for this through this group.

11. Continued delivery of sustainable travel behaviour change programmes in the city

Ongoing priority focus areas to 2027:

- In addition to road safety behaviour change campaigns (see item 4), the Council will continue to deliver on individual behaviour change work alongside the delivery of active travel infrastructure in the city. For example in May 2024 the [Glasgow Walking and Wheeling Festival](#) was delivered by GCC (Avenues) in collaboration with [Glasgow Life](#) and Sustrans. The festival was launched on Glasgow Green with a series of activities for various age groups and was supported by third sector, academic and public sector organisations. Following the launch event, a programme of themed led walks, starting from various locations across the city, continued daily for a fortnight.
- Using Transport Scotland funding in 24/25, the Council is continuing to fund organisations and community networks in the city to support higher levels of walking, wheeling and cycling, including Bike for Good, Nextbike (Bike for All project), Cycling UK Play on Pedals, Drumchapel Cycle Hub, Women on Wheels. In addition, the Council is aiming to develop an active workplaces programme, further develop a Travel Information Digital Hub using GCC webpages, develop a Cycling to School campaign in partnership with the Road Safety team.
- An updated map of Glasgow's cycling network will be published in 2024/25 with more information on pipeline schemes.
- Staff Travel Plan & related initiatives for GCC staff (see Delivery Focus 13). Increase focus on staff travel plans across the city to support sustainable travel choices, via the planning system where possible and via a possible Corporate Mobility Pact.
- A new fund, Wheels in Motion, is being developed by Glasgow Life with funding support from Glasgow City Council for an anticipated launch of applications later in 2024. Wheels in Motion, will be managed by the Glasgow Life sport development team responsible for GoCycle Glasgow. The fund will be open to Glasgow-based organisations and schools for training and other programmes to encourage and support use of cycles and other wheeled mobility equipment. A portion of the fund will be earmarked to extend some proven successful city-wide programmes such as the Girls' Cycling programme (a 2023 UCI Cycling World Championships legacy project). The Wheels in Motion fund is closely linked to the city's new Cycling and Urban Sports Strategy, which was approved in November 2023, and will support its Action Plan which is currently in development.
- GCC officers are continuing to work closely with Glasgow Life on the city's new, emerging Physical Activity & Sport Strategy (P&ASS) to ensure alignment with the Cycling & Urban Sports Strategy. This new strategy utilises the Public Health Scotland outcomes framework, which includes Active Travel as a core delivery outcome.
- GCC officers continue to attend the Schools Cycling Working Group meetings. This group, which meets on a monthly basis, is managed by the PEPASS team (Physical Education, Physical Activity and School Sports) within GCC Education. The aim is to increase the provision of cycling through Glasgow's schools, including delivery of Bikeability and other programmes at Glasgow's cycling venues. The multi-discipline working group includes representatives from Active Schools, Glasgow Life sport development, GCC TP&D, GCC Road Safety, Blairvadach Outdoor Education Centre, Cycling Scotland, Cycling UK and on occasion by appropriate community organisations, such as Women on Wheels. The group seeks to share relevant information, discuss best practice, and to identify opportunities to maximise on funding opportunities.

Policy connections: Glasgow City Council Strategic Plan Grand Challenge 3 Mission 1, Glasgow Transport Strategy Policy 26, Policies 97 & 98

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

Where do we want to get to?

- As per GTS policy 103 and the Strategic Plan, the Council wants to support expanded provision of public electric vehicle charging infrastructure across the city. The aim is to lever in significant private sector investment to result in a stepchange in public EV charging infrastructure in the city, in collaboration with local authorities across the region.

Progress to 2024/25:

- Since 2022, the Council has been working via a regional collaboration with neighbouring local authorities and the Glasgow City Region team to develop an approach that will lever in investment in public EVCI from the private sector, as per Transport Scotland's [Vision for Scotland's Electric Vehicle Charging network](#) and associated Electric Vehicle Infrastructure Fund (EVIF). As part of this work, an [EVCI Strategy and Expansion Plan](#) has been developed for Glasgow, which sets out forecast demand and broad spatial locations for new EVCI.
- The Council agreed in 2024 to proceed with a regional collaboration to procure a concession to deliver increased levels of public EVCI in partnership with the private sector.

Ongoing priority focus areas to 2027:

- It is hoped to procure a regional concession in 2025, and thereafter commence delivery of new destination and residential public EVCI in Glasgow. All existing chargepoints on Transport Scotland's Chargeplace Scotland system will also be transitioned by the end of 2025, as Transport Scotland are not renewing the Chargeplace Scotland contract.

Policy connections: Glasgow City Council Strategic Plan Grand Challenge 3 Mission 1, Glasgow Transport Strategy Policy 103

13. A refreshed approach to staff and business travel at Glasgow City Council

Where do we want to get to?

- As per GTS policy 3, the Strategic Plan, the Carbon Management Plan, and the Air Quality Action Plan, Glasgow City Council has committed to a refreshed Staff Travel Plan to explore and enact ways to reduce the carbon impact of staff-related travel, both commuting and business travel.

Progress to 2024/25:

- Using funding in 2023/24 from Paths for All SCSP Open Fund & GCC budgets, a major staff travel survey was completed towards the end of 2023 which forms a baseline for staff travel against which future progress can be measured. These findings have been used to populate some key actions moving forward.
- A refreshed Staff Travel Plan will be launched in 2024. This will comprise a new business travel policy including a new travel assessment (is the journey necessary) and sustainable travel hierarchy for business travel, as well as a new policy to discourage air-travel for journeys within the UK which could be made by rail. It also updates on public transport discounts available for staff via bus operators in the city etc etc and will be accompanied by a new staff travel area on the intranet, offering information on discounts, journey planning and sustainable travel options.
- GCC launched a hybrid working pilot in 2021 and this is currently being continued. This helps to reduce the carbon impact of staff commuting for those who are able to combine office working and home working (acknowledging this is not feasible for all staff).

Ongoing priority focus areas to 2027:

- Procure a new cycle to work scheme provider after 2024/25, with a view to increasing the amount available for bike purchase.
- Service GCC fleet bikes and put back into circulation for staff with appropriate awareness raising.
- Introduce a work programme to install new cycle shelters at key staff locations as and when funding is made available
- Re-introduce GCC staff walking groups
- Explore interest free loans for staff to purchase public transport season tickets.
- Explore a salary sacrifice scheme to support staff to purchase electric vehicles.
- Explore staff discounts for personal and business-related travel in any new city bike scheme contract after 2025.

Policy connections: Glasgow City Council Strategic Plan Grand Challenge 3 Mission 1, Glasgow Transport Strategy Policy 3, Carbon Management Plan Action 20, Air Quality Action Plan Measure 5

14 Integrating land use planning and transport

Where do we want to get to?

- The integration of land use planning and transport is a long-established policy goal at all policy levels in the UK. Transport is a means to an end, and land use planning approaches which consider transport accessibility from the outset can reduce the need for retro-fit interventions such as new infrastructure, and can embed sustainable travel choices from the beginning. They can also reduce the need to travel by co-locating people, jobs and services where feasible, in line with the National Planning Framework 4 spatial principles of “local living”, and “compact urban growth”. The Council faces a key opportunity to further integrate land use planning and transport in the development and adoption of the [City Development Plan 2](#) by 2027.

Progress to 2024/25:

- The Council produced a [non-statutory design note](#) associated with the City Development Plan on drive-through operations in 2022. A ‘material consideration’ in decisions on drive-through related planning applications, it includes guidance on location and placemaking related matters. By ensuring a tighter spatial control approach to future drive-through locations, the guidance will constrain ‘unnecessary drive-through only’ trips and capture the benefits of complementary land-use synergies including efficient use of land and supporting retail viability.
- Publication of Evidence Report for the City Development Plan 2.
- Adoption of SG12 Delivering Development in September 2024 - Framework for development contributions for Fastlink.
- Delivery of Robroyston rail station, linked to development in the city and an example of partnership working.

Ongoing priority focus areas to 2027:

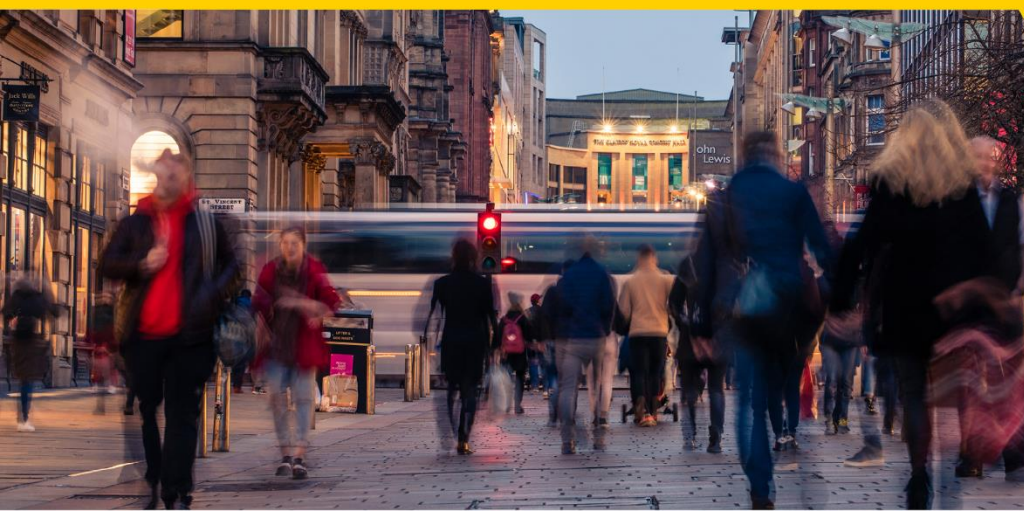
- Incorporate the Glasgow Transport Strategy Spatial Delivery Framework elements where relevant/ possible into the City Development Plan 2. Progress further work to identify sites from broad locations identified in the GTS Spatial Delivery Framework (e.g. on Mobility Hubs). Ensure the City Development Plan 2 safeguards as appropriate for Clyde Metro. Identify sites for energy for decarbonising transport.
- Work to enhance how the Council secures developer contributions to help deliver sustainable transport infrastructure in the city, and continue to explore any Infrastructure Levy powers enacted by the Scottish Government.
- Explore cycling accessibility analysis in the City Development Plan 2 alongside existing CDP Public Transport Accessibility Analysis.
- Allocate sites in CDP2 & determine planning consents with cognisance of the sustainable transport hierarchy and living locally (20 minute neighbourhoods).
- Work with SPT on the redevelopment of Buchanan Bus Station as a multimodal & multifunctional transport hub.

Policy connections: Glasgow City Council Strategic Plan Grand Challenge 4 Mission 1, Glasgow Transport Strategy Policies 1 & 2, Policy 6, Policy 7, Policy 10.

Up to 2030 and beyond

Longer term aspirations

Up to 2030 and beyond



Longer-term aspirations up to 2030 and beyond:

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

<http://www.glasgow.gov.uk/transportstrategy>



Neighbourhoods Regeneration
and Sustainability
Glasgow City Council
Exchange House, 231 George Street, Glasgow
G1 1RX



0141 287 2000



ConnectingCommunities@glasgow.gov.uk