



Glasgow City Council

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

Item 6

19th November 2024

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

Contact: Martin Heath Telephone 0141 287 9685

Glasgow Transport Strategy: Delivery Focus Areas and Monitoring update

Purpose of Report:

To advise Elected Members of progress on delivery of key transport focus areas within the city and provide a monitoring indicator update.

Recommendations:

To note the contents of this paper, and support the Delivery Focus element proceeding to City Administration Committee for approval.

Ward No(s): n/a

Citywide: ✓

Local member(s) advised: Yes ☐ No X

consulted: Yes ☐ No X

1 Introduction and context

- 1.1 This report presents a delivery update on transport and mobility workstreams across the city, all of which aim to deliver the outcomes and vision set out in the Glasgow Transport Strategy. A monitoring update for 2022 is also presented on key monitoring indicators.
- 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 were adopted by [City Administration Committee on 8 February 2024](#).
- 1.3 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.
- 1.4 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 – this sets out a decision-making framework for transport in the city.
 - GTS Part 2 – Spatial Delivery Framework – this is the 'spatial' response to the Policy Framework.
 - Integrated Transport Assessment.
 - Equality Impact Assessment.
 - Strategic Environmental Assessment.
- 1.5 All key outputs are published via www.glasgow.gov.uk/transportstrategy.
- 1.6 It was originally planned to carry out annual monitoring of progress and indicators in the GTS. Covid-19 and associated lockdowns however disrupted transportation and mobility patterns significantly, as well as data collection by national bodies on some indicators within the GTS. It was therefore decided to wait to report on delivery and monitoring indicators until mobility patterns had 'normalised'. Going forward, it is planned to report on monitoring indicators every 2 years to ensure time is efficiently focused on delivery.
- 1.7 The GTS Delivery and Monitoring Update (2024) can be viewed [here](#).

2. Delivery Focus Areas

2.1 The Council undertakes a significant amount of work across the fields of transport, mobility & placemaking. Whilst the policy framework was updated in 2022 with the Glasgow Transport Strategy, much work was already underway to support sustainable travel choices in the city and create places for people. The GTS has formalised and strengthened this policy approach through evidence gathering and engagement, and setting a clear policy direction. Creating places for people instead of primarily vehicles has multiple benefits, including:

- improving people's health through reduced air pollution and increased levels of physical activity
- reducing carbon emissions which contribute to climate change and the city's net zero carbon target by 2030
- reducing the number of people involved in, and severity of, road traffic collisions
- supporting mental health through greater time spent outdoors by the young and old, and reduced social isolation
- supporting local regeneration and economic growth by encouraging people to linger in quality public spaces and local high streets and increasing equitable access by all modes
- reducing traffic congestion by encouraging modal shift to more space-efficient modes such as public transport and active travel, which has an economic benefit for people and for goods travelling through a more efficient roads network (whilst contributing to both the national and city targets to reduce car vehicle kilometres)

2.2 The GTS Delivery Focus Areas and Monitoring Update presents fourteen delivery focus areas. These broadly represent a range of activity underway and planned by the Council, supported by the overarching GTS policy approach. The delivery focus areas are:

- 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

2.3 As can be seen in the GTS Delivery Focus Areas and Monitoring Update, much progress is being made against each of these categories. The Council has a significant programme of work to focus on up to 2027, though much of this is dependent on external funding e.g. Active Travel Infrastructure Fund from Transport Scotland, and any renewed funding to support bus priority infrastructure. Key areas of work ongoing include:

- Delivery of city-wide 20mph speed limit
- Delivery of increased parking management across the city
- Delivery of active travel infrastructure
- Ongoing maintenance of the Council's significant portfolio of assets
- Delivery of the Glasgow City Region City Deal project portfolio in Glasgow, including George Square, the Avenues programme, Custom House Quay
- Development of the Clyde Metro concept
- Delivery of a new Staff Travel Plan and associated measures for Glasgow City Council staff
- Ongoing expansion of shared mobility schemes
- Ongoing road safety schemes and behaviour change campaigns via Go Safe Glasgow Road Safety Partnership

2.4 While the update provides evidence of the Council's investment in transport interventions on the ground, there is a dual role in that experience gained from these interventions can and is used to develop business cases which are used to apply for additional funding and investment.

2.5 The Council continues to work with partners across the city including Transport Scotland and Strathclyde Partnership for Transport. Measures developed by one partner, are often supported by complimentary measures from another.

2.6 It should be noted that the update does not include activity by other stakeholders in the city. Progress by others to create a sustainable city is vitally important as the Council cannot control all aspects of transport, mobility and placemaking – moreover, communities, organisations and stakeholders have a vital role to play in creating a sustainable city for all. Much progress is being made including:

- Subway modernisation programme by SPT
- Investment in cleaner fleets by bus operators, improvements to Tripper bus ticketing product, tap on tap off ticketing capability on some bus services
- Upgrading of Queen Street station by Network Rail/ScotRail, and planned upgrades to Central Station
- Buchanan Bus Station masterplan work by SPT
- Continued delivery of public EV charging infrastructure by the private sector and associated with new development
- Ongoing work by community organisations to support people to walk, wheel and cycle in their local areas
- Ongoing work by stakeholders and organisations in the city to support sustainable travel choices through staff travel planning and investment in clean fleets e.g. Universities & Colleges, NHS Greater Glasgow & Clyde

2 Monitoring update

2.7 A set of monitoring indicators were proposed within the GTS Policy Framework in 2022, and these have been reported on in the GTS Delivery Focus Areas and Monitoring Update.

2.8 It is clear progress is being made on some indicators, particularly around proportion of people cycling to work, number of low emission vehicles licensed in the city, proportion of school pupils walking to school, proportion of people using the bus to travel to work, proportion of multiple car households. In addition, the Sustrans Walking and Cycling Index 2023 found that people's perception of safety when cycling is increasing, and cycling infrastructure physically segregated from traffic in the city continues to grow. Carbon emissions from vehicular traffic is still below the 2019 baseline, as is vehicle kilometres travelled in the city, though these indicators are on an upward trend from a significant drop during the Covid pandemic and subsequent lockdowns.

2.9 It is clear more progress is needed in the city to increase level of public transport satisfaction, increase proportions of people car sharing for the journey to work and reduce proportions of people driving to work, increase household access to bikes, increase frequency of walking for everyday journeys, and reduce carbon emissions and energy consumption from road transport on minor roads in particular, especially from vehicles classified as light goods vehicles.

- 2.10 Data reported is largely for 2022 as national sources of data are being used, and these have a substantial lag in publication. It should also be noted that the ongoing impacts of Covid lockdowns may still be seen in the 2022 data, as well as the effects of some trends accelerated by the Covid pandemic such as increased levels of homeworking by some.
- 2.11 The Council shares appropriate monitoring data with officers at Transport Scotland, affording oversight and evidence of partnership working towards national transport targets.

3 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, 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.

Please highlight if the policy/proposal will

Improving opportunities for access to sustainable and/or active travel and enhancing

help address socio-economic disadvantage.

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.

Are there any potential data protection impacts as a result of this report
Y/N

If Yes, please confirm that a Data Protection Impact Assessment (DPIA) has been carried out

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