



Glasgow City Council

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

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

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Item 8

18th November 2025

**Glasgow Transport Strategy: Delivery Focus Areas and Monitoring update
2025**

Purpose of Report:

To advise Elected Members of progress on delivery of key transport focus areas and an update on core monitoring indicators, established in the Glasgow Transport Strategy.

Recommendations:

To note the contents of this paper and the work being progressed and delivered in relation to the Glasgow Transport Strategy.

Ward No(s): n/a

Citywide: ✓

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

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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. Additionally, this report also provides the formal GTS Delivery Focus Areas and Monitoring Update, which can be seen in Appendix 1.
- 1.2 Part 1 of the Glasgow Transport Strategy (GTS), 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](#). The first GTS Delivery Plan and Monitoring Update was approved by [City Administration Committee on 21 November 2024](#).
- 1.3 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. It also is the Council's Local Transport Strategy, which aligns to regional and national strategies and required to be delivered under the [Transport \(Scotland\) Act 2001](#).
- 1.4 A number of key outputs were 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.

2 Policy and Resource Implications

Policy Approach

- 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)

Delivery Focus Areas

2.2 The 2024 GTS Delivery Focus Areas and Monitoring Update presented fourteen delivery focus areas. 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 Delivery Focus Areas currently remain consistent and are based on identified policies and actions. It is recognised that Delivery Focus Areas may require to be refined in future years to capture any changes in priorities, and or availability of funding.

2.4 The 2025 GTS Delivery Focus Areas and Monitoring Update – outlined in Appendix A , highlights valuable progress being made. The Council has a significant programme of work, though much of this is dependent on external funding. Key areas of work remain consistent with the 2024 update and include:

- Delivery of city-wide 20mph speed limit and road safety schemes
- Delivery of increased parking management across the city
- Delivery of active travel infrastructure through the City Network Programme and the Secure On-Street Residential Cycle Shelters Programme
- Ongoing maintenance of the Council's significant portfolio of assets
- Delivery of the Glasgow City Region City Deal project portfolio in Glasgow, including the Avenues programme and the redevelopment of George Square
- Development of the Clyde Metro Case for Investment
- Ongoing expansion of shared mobility schemes
- On going delivery and support of behaviour change initiatives

2.5 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:

- SPT developing the Strathclyde Regional Bus Strategy with a focus on the introduction of a franchised bus network
- Investment in cleaner fleets by bus operators, tap on tap off ticketing capability on some bus services
- Buchanan Bus Station masterplan work by SPT

- Continued delivery of public EV charging infrastructure in Glasgow and neighbouring local authorities, being led by Glasgow City Region
- 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

3 Monitoring update

Indicators

- 3.1 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 2025 Update.
- 3.2 The monitoring indicators are wide-ranging and cover topics including:
- Road Traffic
 - vehicle kilometres, CO2 emissions, energy consumption, fuel type
 - Mode Share
 - main mode and usual method of travel for journeys to work and school
 - Access to Personal Transport
 - access to cars and bikes
 - Satisfaction with Public Transport
 - Travel Trends
 - main trip purposes, average journey distance, frequency of walking, frequency of driving.
- 3.3 It is noted that the Glasgow Walking and Cycling Index, produced by the Walk Wheel Cycle Trust (formerly known as Sustrans) in collaboration with Glasgow City Council, provides further information on provision within the city to facilitate walking, wheeling and cycling and also incorporates the attitudes of local residents towards these travel modes. The 2025 Glasgow Walking and Cycling Index is due to be published in Spring 2026.
- 3.4 Data reported is largely for 2023 as national sources of data are being used, and the accredited statistics have a substantial lag in publication. It should also be noted that the ongoing impacts of Covid lockdowns may still be seen in the 2023 data.

Progress Against Indicators

- 3.5 It is clear from the 2025 update that progress continues on some monitoring indicators, particularly around the number of people cycling to work, school pupils walking to school and the number of low emission vehicles licensed in the city:
- 3.6 Analysis of official statistics from 2023 shows a series of positive trends in terms of travel in the city. Many of which can be attributed to ongoing Council workstreams and partnership working. This includes:
- The popularity of cycling continues to grow with the proportion of people cycling to work increasing over the last year. The correlation between increasing propensity to cycle and the continued installation of the City Network and supporting cycling infrastructure is apparent.
 - More school children are now walking to school with an increase of 5% between 2022 and 2023. This represents a 12% increase from the 2019 baseline in pupils walking to school.
 - Aside from school children, more people are now choosing walking as a form of transport with a 4% increase in the last year.
 - Reported figures show improvements in satisfaction with public transport, 70% of people were 'very' or 'fairly satisfied' with public transport in 2023: a 9% increase from 2022.
 - Carbon dioxide (CO₂) emissions from road transport in Glasgow continued to decline, with 2.5% less CO₂ emissions recorded in 2023 than in 2022 and 3% less than the 2019 baseline.
 - Petrol and diesel consumption by road vehicles used for personal transport in Glasgow, including buses, diesel cars, petrol cars and motorcycles, continued to decline with consumption at 2% less than in 2023.
 - The take-up of electric vehicles (EVs) continued to increase and the number of licensed EVs was up 38% in 2023, while the number of privately-owned diesel cars on the road continued to decline by a further 7% in 2023.
 - Vehicle kilometres on roads across Glasgow have increased marginally by 1% over the last year, however the annual growth in vehicle kilometres throughout the period of Covid recovery has slowed and indeed may have plateaued. Importantly, the latest figure remains 1% lower than the 2019 baseline.
- 3.7 It should be recognised that each of the above are particularly challenging targets which require a combination of investment through infrastructure

development and behaviour change, some of which is required at a national and societal level. GCC continue to work towards these targets through our own interventions and our strategic partnerships at national, regional and local level. The 2025 Monitoring and Evaluation report shows that investment is being targeted at interventions which positively affect performance against our targets.

4 Policy and Resource Implications

Resource Implications:

<i>Financial:</i>	Significant funding will be needed to deliver the GTS and related workstreams. GCC continues to maximise the use of external funding sources such as Transport Scotland's Active Travel Infrastructure Fund (ATIF) tiers 1 and 2, Local Authority Direct Award and SPTs People and Place Programme. Additional funding sources are applied to as and when available. In 2025 Transport Scotland opened the Bus Infrastructure Fund which will be in part used to deliver specific bus infrastructure and priority improvements. The GTS includes elements that could raise revenue to fund sustainable transport, such as road user charging, which is currently subject to a regulatory review by Transport Scotland.
<i>Legal:</i>	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 which 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 which Glasgow City Council are not pursuing any further at the present time.
<i>Personnel:</i>	Internal and external resources and partners will be utilised in delivering the GTS.
<i>Procurement:</i>	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 help address socio-economic disadvantage.

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

Climate Impacts:

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

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

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

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

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

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

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

Privacy and Data Protection Impacts:

No data protection impacts identified.

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

3 Recommendations

To note the contents of this paper.