

Council's aspirations to reduce impact of M8 on Glasgow City Centre – Update noted etc.

7 There was submitted a report by the Executive Director of Neighbourhoods, Regeneration and Sustainability regarding an update on the Council's aspirations to reduce the impact of the M8 corridor on Glasgow City Centre, advising

- (1) that the M8 which was owned, operated and maintained by Transport Scotland was the busiest motorway in Scotland, connecting Glasgow to the west and north-west of Scotland and to Edinburgh and the east of Scotland with part of it running through the centre of Glasgow, separating the City Centre from the north and west of the city and this barrier had created a negative impact on the city centre as a place in terms of community severance, pollution, noise and blight of adjacent land;
- (2) that the issues around the M8 had been well documented and captured in core policy documents, as detailed in the report;
- (3) that in March 2023, a formal request had been made in writing on behalf of the Council by Councillor Angus Millar, City Convener for Climate, Glasgow Green Deal, Transport and City Centre to the Transport Minister, to begin engagement with the Scottish Government at both political and officer level on the scoping of actions to rethink the role of the M8 motorway, including its relationship with Glasgow city centre;
- (4) of the short, medium and long term future of the city centre stretch of the M8 that the Council was seeking to explore, as detailed in the report;
- (5) that in May 2023, the Council had received a formal response to its request and the Minister for Transport had expressed support for Scottish Government officials to have initial discussions with the Council on the potential shared benefits and impacts of the specific points raised;
- (6) that a meeting between officers from the Council and Transport Scotland to discuss aspirations for the M8 motorway had been held on 23rd August 2023 and this was a positive discussion, with alignment of aspirations to reduce car vehicle kilometres with recognition of the desire to re-mode, reduce, re-route or re-time traffic that used the M8 motorway over the long-term and it was also agreed that research and evidence gathering was required to fully understand the problem and the nature of journeys being made currently on the M8 motorway, including by businesses;
- (7) that Transport Scotland had indicated that some of the issues raised by the Council could be explored via the Business Case work for the Strategic Transport Strategic Review project recommendation 14 on managed motorways, as detailed in the report;
- (8) that it had been agreed that an annual progress meeting would be held between officers from the Council and Transport Scotland to discuss updates

around the M8 motorway over and above any interim discussions on the actions, as detailed in the report; and

- (9) that officers had proposed that an action plan for short, medium and long term aspirations be prepared to cover all of the Council's projects that interact with the M8 motorway between junctions 15 and 22, clearly identifying the role of Transport Scotland in these interventions to help facilitate collaboration and progress.

After consideration, the committee noted

- (a) the report; and
- (b) that further update reports would be submitted to this committee on the matter.