



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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Glasgow Transport Strategy – Update, Part 2 Spatial Delivery Framework and associated impacts for consultation

Purpose of Report:

- To present the Glasgow Transport Strategy: Spatial Delivery Framework and associated impact assessments for consultation later in 2023
- Notes further committee reports planned for constituent parts of the GTS at Section 6 of this report

Recommendations:

It is recommended that the Committee notes the contents of the report and the next steps on public consultation on the GTS Part 2 and the SEA Environmental Report.

Ward No(s):

Citywide:

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

1 Introduction

1.1 Part 1 of the Glasgow Transport Strategy, the Policy Framework, was adopted by the Council at [City Administration Committee on 10 March 2022](#). The purpose of this paper is to present the Glasgow Transport Strategy – Part 2, the Spatial Delivery Framework and associated impact assessments for public consultation. This completes the Glasgow Transport Strategy.

1.2 This report sets out the following:

- The Glasgow Transport Strategy (GTS) – how it has been developed, the purpose of this document, and what it aims to do
- The GTS Spatial Delivery Framework – summary of content and what it aims to do
- The Integrated Transport Assessment for the GTS, the SEA Environmental Report and EqIA, some elements of which will now proceed to statutory consultation
- Progress update on GTS delivery

3 The Glasgow Transport Strategy – how it has been developed

3.1 The GTS is the Council's Local Transport Strategy, which all local authorities in Scotland are expected to produce and regularly update. The GTS is the Council's overarching policy document on transport issues, and aims to guide and inform decision-making on transport in the city.

3.2 The development of the GTS has followed a multi-criteria appraisal approach, based on the Scottish Transport Appraisal Guidance (STAG). This emphasises:

- the importance of evidence-led analysis on problems and opportunities
- the setting of objectives which respond to these problems
- the development of "options", which are solutions that have been assessed and demonstrate the best performing options to ensure the objective are met'
- engagement and consultation

3.3 The GTS has been in development since late 2019. Key parts of the STAG process have been addressed, as follows:

- The **Draft Case for Change** report was published in 2020. This set out the evidence-based problems and opportunities, proposed objectives as well as a set of proposed policy statements.
- This supported one of the Council's largest public engagement exercises, the t Public Conversation on Glasgow's Transport Future). As informed by this public engagement exercise, the final [Case for Change](#) report was published
- An Integrated Transport Assessment (ITA) was commissioned from Jacobs and Steer to support the content of the GTS which has now been

finalised. This work has informed both the Policy Framework, and the Spatial Delivery Framework

3.4 An Equality Impact Assessment and Strategic Environmental Assessment have informed the development of the whole GTS.

3.5 All key outputs are published at www.glasgow.gov.uk/transportstrategy.

4 The GTS Part 2 Spatial Delivery Framework – content and purpose

4.1 The Spatial Delivery Framework is the “spatial” response to the Policy Framework. It adds spatial dimensions to several policies within the Policy Framework. Notwithstanding this, the GTS sits underneath the City Development Plan, as this local development plan is the key spatial planning document for the city. Work undertaken for the GTS will inform the evidence gathering process for the next City Development Plan and inform transport elements within it.

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

- The adopted City Network and local cycling networks from the Council’s approved Active Travel Strategy. This work has been further enhanced by the publication of a [Final Delivery Plan](#) for the City Network in April 2023, which sets out potential phasing and a short-term pipeline of schemes – all with the aim of reaching the city’s goal to deliver a City Network for cycling by 2030.
- A proposed framework for bus network planning in the city and bus priority. This highlights particular corridors where bus priority is potentially required, beginning with the five corridors currently under investigation via the Glasgow City Region Bus Partnership and funded by Transport Scotland’s Bus Partnership Fund.
- A Streetspace Allocation Framework (SAF) for Glasgow. This is a tool that allows the different demands placed on parts of the road network by placemaking and sustainable transport aspirations, to be considered-where space is constrained. The SAF has been applied to some of the Bus Partnership Fund workstream to date, and will continue to be developed in years to come.
- A set of principles to guide the location of key interventions highlighted within the Policy Framework. These include electric vehicle public charging points, Mobility Hubs, Park and Ride sites, freight distribution hubs and last mile delivery hubs.
- An indicative strategic road network, to support streetspace reallocation in the city for placemaking and sustainable transport, and for the movement of goods, in particular.
- The key outputs of a new Strategic Parking and Kerbside Management Parking Plan approach.

4.3 The **purpose** of the Spatial Delivery Framework is to provide greater transparency over the Council's aspirations for sustainable transport. It also aims to guide project development, consultation and decision-making.

4.4 The GTS Policy Framework already sets out national and regional policy influences and synergies. It should also be noted there is **significant synergy** between the Council's GTS SDF and key national documents published over the past year. Including:

- National Planning Framework 4 (NPF4), and the focus on place, and identification of Clyde Metro as a strategic priority
- Scottish Transport Projects Review 2 (STPR2), which promotes Clyde Metro as well as a large number of other interventions which align strongly with the GTS, including active travel freeways, mobility hubs and 20 minute neighbourhoods (Liveable Neighbourhoods).

5 Impact assessment and statutory consultation on the SEA and EqIA elements, and consultation on the GTS SDF

5.1 As required by Transport Scotland guidance on Local Transport Strategies, the GTS has been subject to impact assessment. This impact assessment work has not only identified the benefits and impacts of the GTS, but has informed the content of the GTS.

5.2 An **Integrated Transport Assessment** has been carried out across 2021-23 on the GTS, based on the Scottish Transport Appraisal Guidance (STAG). This has incorporated the requirements of the Strategic Environmental Assessment (SEA) process, and the Equality Impact Assessment (EqIA) process.

5.3 A summary of the impacts and benefits of the GTS will be published alongside the SDF for public and stakeholder information. On the whole, the impacts and benefits of the GTS are positive.

5.4 It should be noted the [SEA Draft Environmental Report](#) is also published alongside this GTS Part 2 for statutory consultation, alongside the [EqIA report](#).

5.5 It is proposed to carry out public and stakeholder consultation on the GTS SDF, SEA Draft Environmental Report for 6 weeks from mid-August 2023.

6 Progress update on GTS delivery – SPP and WPL workstreams, free public transport pilot & city centre electric shuttle bus scoping

6.1 Delivery of the GTS continues through business-as-usual work by the Council and its partners, as well as bespoke workstreams initiated by the Council in response to the GTS. Some key points of progress over the last year are as follows:

- Securing external funding to develop a Strategic Parking Plan approach for Glasgow, the principles of which are included in the GTS Part 2. Alongside this, commissioning of parking survey work to update estimates of liable parking for any Workplace Parking Licencing (WPL) scheme in the city. Subject to resources, work is ongoing to develop a WPL scheme and bring forward a report to committee on this matter.
- Commissioning work on scoping a free public transport pilot and city centre shuttle bus with a further report planned for Autumn 2023.
- Via the Glasgow City Region Bus Partnership, and in relation to the adopted [bus governance routemap](#), GCC has commenced scoping a Bus Service Improvement Plan & Partnership as part of Bus Partnership Fund corridor work.
- Work on an updated Staff Travel Plan has commenced in 23/24, utilising funding successfully secured from Paths for All Smarter Choices Smarter Places Open Fund.

6 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 the Bus Partnership Fund and Places for Everyone & CWSR funding from Transport Scotland. The GTS Policy Framework includes elements that could raise revenue to fund sustainable transport, such as Workplace Parking Licencing and road user charging.
<i>Legal:</i>	The report raises no new legal issues. However, a number of untested and novel legal processes are involved in delivery of elements of the GTS including bus governance changes associated with the Transport (Scotland) 2019 Act, some of which are not yet enacted, and the Workplace Parking Licencing scheme in a Scotland context.
<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.

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.

7 Recommendations

- 7.1 It is recommended that the Committee notes the contents of the report and the next steps on public consultation on the GTS Part 2 and the SEA Environmental Report.