

East End Regeneration Route Phase 3 – Motion, as adjusted, approved.

16 Councillor Long, seconded by Councillor Wardrop, moved that:-

"Council notes that transport is Scotland's biggest contributor to greenhouse gas emissions; that car and van use accounts for over half of these emissions; and that there is abundant evidence that building a new road creates more vehicle traffic through induced demand.

Council notes that car-centric transport design in Glasgow has created decades of avoidable challenges for communities, including ongoing physical barriers, unattractive and unsafe routes for walking, wheeling and cycling, and increased noise and air pollution.

Council notes that such impacts are not evenly distributed across the city; that the impact of dominant road infrastructure on communities reinforces existing inequalities, including health outcomes, and access to and safety of travel for disabled people, women, BME people, trans and non-binary people and people living in poverty.

Council affirms that action on both inequality and the Climate and Ecological Emergencies requires profoundly altered transport policy priorities for the city, and also that such altered priorities are an opportunity to create more pleasant, thriving, connected local communities.

Council notes that the 2020 Public Conversation on transport found that the top changes Glasgow residents would like to see include:

- better environments for walking;
- more restrictions on traffic;
- more segregated cycle tracks/safer places to cycle; and
- better access to cycles and cycling support.

Council notes that the new Glasgow Transport Strategy will align with the national Sustainable Travel Hierarchy, and the vision in the new recent Active Travel Strategy Consultation for a Glasgow where "Walking, cycling and wheeling will be the first and natural choice for everyday journeys, for people of all ages and ability to travel locally to schools, shops or socially, to work, or to the city centre."

Council notes that in 2016/17, £500,000 was committed by the then Executive Committee to develop plans for the East End Regeneration Route Phase 3 (EERR3) to pre-tender readiness, and for a further report to come to committee, and that no such report was brought.

Council notes that Hogarth Park, the planned route of EERR3, is in need of significant attention. Council notes local interest to improve the park along with potential investment, but that such improvement has stalled with the continued uncertainty around EERR3.

Council notes that north east communities have among the lowest levels of car ownership in the city. Council notes that conversion of the former Riddrie/Haghill railway line bed alongside Provan Road and through Hogarth Park into a new active travel route could transform a fly-tipping hotspot and better connect north east communities to the Forge shopping centre, the forthcoming Parkhead Health and Social Care Hub, and beyond.

Council further notes that Dennistoun, Riddrie and Carntyne will be among the first communities to take part in the Liveable Neighbourhoods process to create connected 20-minute neighbourhoods, but that neither this process nor the proposed new Strategic Development Framework for the Inner East can realistically progress while it remains unclear whether a new 4-lane road will be driven through their communities.

Council therefore agrees that:

- Phase 3 of the East End Regeneration Route is incompatible with the Council's planned action on Climate and Ecological Emergencies; incompatible with forthcoming transport strategies; and does not align with public need;
- delivery of Phase 3 of the East End Regeneration Route will no longer be pursued; and
- conversion of the former Riddrie/Haghill railway line bed to a new active travel route should be explored as part of development of Active Travel plans and Liveable Neighbourhood engagement work."

Councillor Richardson, seconded by Councillor Casey, moved as an amendment that:-

- (1) the following be inserted after the sixth paragraph which begins with the words "Council notes that the new Glasgow Transport Strategy ...":

"Council acknowledges that delivery of the proposed City Network and draft Active Travel Strategy will significantly accelerate the development of a city that prioritises walking, cycling and wheeling, and encourages residents and stakeholders to engage with the consultation."; and

- (2) the following be inserted after the seventh paragraph which begins with the words "Council notes that in 2016/17, £500,000 ...":

"Council notes that the current administration, since 2017, has not allocated funding to this project and that it does not form part of City Deal or any other current capital plan. Council formally confirms that progress on EERR3 has ceased, and that it will not be included in the upcoming Transport Strategy."

Councillor McAveety, seconded by Councillor O'Lone, moved as an amendment that the words from "Council therefore agrees ..." to the end be deleted and replaced by the following:-

“Council additionally notes that a commitment to the EERR was previously identified as a key dependency for Clyde Gateway as a means of improving connectivity to the area; recognises that connectivity needs can be met by a variety of projects; that the nature of regeneration and development in the East End has changed dramatically since the scheme now known as EERR was first mooted and first planned; and reiterates its belief in the need for sustained and significant investment in the East End to continue the exemplary regeneration which has taken place.

Council further recognises recent developments including, but not limited to, the initial development of the Glasgow Metro project, which seeks to transform connectivity right across the City. The direct and indirect benefits of such projects, from the outset, must accrue right across the City and the wider City Region.

Council therefore resolves that:

- Phase 3 of the East End Regeneration Route should be subject to an options analysis evaluating the benefits and impacts of a broad range of options to improve connectivity to the East End and bring vacant and derelict land back into productive use;
- this options analysis should consider potential active travel routes, development of Glasgow Metro to the area, and other sustainable connectivity infrastructure projects that align with current Council policy;
- this analysis should be considered amongst the emerging various Transport Strategies, including Liveable Neighbourhoods and Active Travel plans, and following engagement with Scottish Enterprise, South Lanarkshire Council and others;
- but, recognising that continued uncertainty around the EERR may potentially delay or deter further investment, this options analysis should be completed as soon as is practical and reported to the appropriate Council committee at the earliest opportunity.”

Councillor Connelly, seconded by Bailie Thornton, moved as an amendment that:-

“Council notes the recent publication of the UK Government’s ‘Net Zero Strategy’, setting out how the UK will deliver on its commitment to reach net zero emissions by 2050. Council notes the Strategy to outline measures to transition to a green and sustainable future, helping businesses and consumers to move to clean power – supporting over 400,000 well-paid jobs and leveraging up to £90 billion of private investment by 2030. Council endorses the Strategy’s aims to reduce Britain’s reliance on imported fossil fuels in order to protect consumers from global price spikes by boosting the domestic generation of clean forms of energy.

Council notes the transport sector to have produced 27% of the UK’s total emissions in 2019, the majority of which - 91% - came from road transport vehicles. Council therefore welcomes further UK Government support towards

efforts to decarbonise Britain's cars, vans and trucks. New investment provides an extra £350 million of up to £1 billion committed to the electrification of UK vehicles and their supply chains, and another £620 million for targeted electric vehicle grants and infrastructure - particularly local on-street residential charge points, with plans to put thousands more zero emission cars and vans onto UK roads through a zero emission vehicle mandate.

Council notes such announcements to build upon the UK Government's transport decarbonisation plan, released in July, which sets out the government's commitment and the actions needed to decarbonise the entire transport system in the UK. Council notes these plans to include: increasing cycling and walking, zero emission buses and coaches, decarbonising our railways, a zero emission fleet of cars, vans, motorcycles and scooters, accelerating maritime decarbonisation, and accelerating aviation decarbonisation.

Council agrees with the Secretary of State for Transport, the Rt Hon Grant Shapps MP, in his assessment of the intention behind transport decarbonisation:

"It's not about stopping people doing things: it's about doing the same things differently. We will still fly on holiday, but in more efficient aircraft, using sustainable fuel. We will still drive on improved roads, but increasingly in zero emission cars. We will still have new development, but it won't force us into high-carbon lifestyles."

Council therefore does not agree that private vehicle ownership is antithetical to achieving our climate aims. Rather, Council recognises that some Glaswegians – including shift workers and those with access/mobility issues – lack a viable alternative to car usage. Council further recognises the importance of swift and accessible road networks for Scotland's fleet of emergency service vehicles.

Council believes that in order to make progress towards our net zero ambitions, it is necessary to maintain public trust in the decarbonisation process. Council considers that proposals to scale back public investment in our road infrastructure risk damaging that public trust, at a time when pothole repair and street maintenance are a consistent high priority for the constituents in Glasgow we represent.

Council reiterates its own efforts to electrify its fleet of vehicles and expresses disappointment at reports that up to 200 electric cars secured at the taxpayer's expense have been left unused while replacement polluting vehicles were procured at further cost to the public purse over the last 2 years. Council is further aware of reports that electric vehicles being used to transport international leaders at the COP26 summit will be charged via external combustion generators due to a lack of charging provision at accommodation sites. Council believes this to be a prime example of why increased investment in Glasgow's public charging network is required in order to meet our climate targets.

Council therefore resolves to endorse the UK Government's ambitious plans to decarbonise the UK's transport sector – enabling Britons to continue to enjoy the freedom and convenience of car ownership without the highly damaging

consequences for emissions. Council believes that seeking to remove private car ownership completely is a damaging ideological position and completely impractical. Rather, Council commends the UK's transition to electric and alternatively powered vehicles and looks forward to the UK Government negotiating international agreement in Glasgow on further progress towards addressing climate change at COP26."

Councillor Long, with the agreement of her seconder, accepted the amendment by Councillor Richardson resulting in the following adjusted motion:-

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On a vote being taken by calling the roll 5 members voted for the amendment by Councillor Connelly, 28 for the amendment by Councillor McAveety and 42 for the motion as adjusted, which was accordingly declared to be carried.