

Connecting Communities

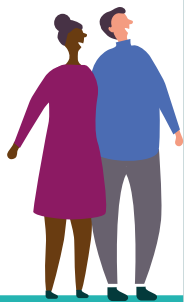
# We need to talk about our transport future

A Public Conversation  
on transport in Glasgow



# What's happened so far? What's next?

## Public Conversation on Transport!



What do you think about the proposed outcomes and policy focus areas for our new transport plans in the city?

- What have you told us, and how are we going to take it on board?

## Delivering our Plans

- The plans become city policy
- We start work to achieve the outcomes

Autumn 2020 Now!

Nov 2021 onwards

Winter 2019/20

## Making a case for change

- Bringing together what people have already told us about transport
- Doing research and gathering evidence
- Workshops with key stakeholders

Nov 2020 onwards

## Developing our Plans

Based on everything we've heard, confirm outcomes and make specific policies and actions for each plan to achieve them

- We'll ask you again – what do you think?

2030

## Our transport future!

Achieve the vision for Glasgow's Transport Future



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Foreword

# Glasgow needs a new vision for transport

And we want to hear your views as we develop this. How easily we can move around the city affects us all. It affects our life chances, our health, our climate and our communities.



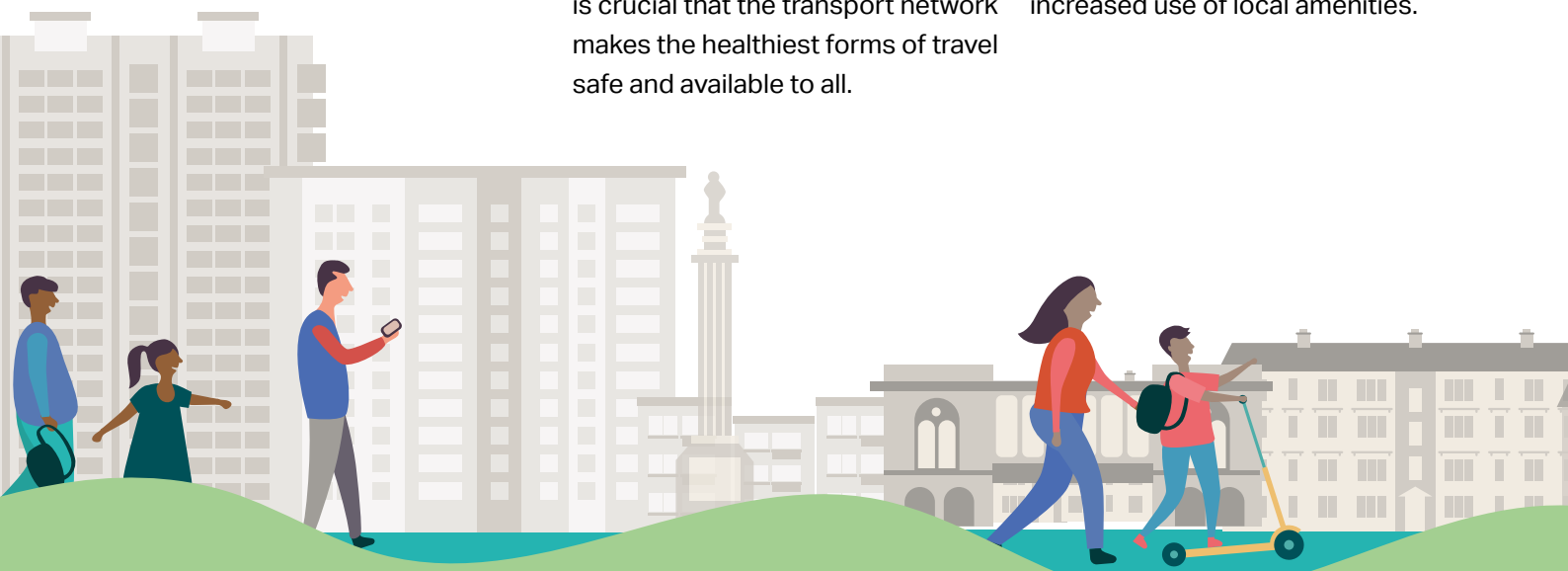
**Councillor Anna Richardson**

The transport choices available to us shape our lives and futures. Transport determines job opportunities, access to education, and how we spend our free time. Social inclusion cannot be achieved without a transport system that enables all communities to participate fully in the opportunities our city offers. It is also essential that the goods we use can be moved efficiently, to support businesses and industry.

Transport also plays an important role in public health. An increase in walking and cycling improves individual health and wellbeing. But the personal choices we make affect our neighbours too. The impact of reduced traffic emissions on our air quality will be felt by everyone, and in particular those with underlying health conditions. It is crucial that the transport network makes the healthiest forms of travel safe and available to all.

We have to change the way people and goods move in response to the climate emergency. Transport emissions must reduce significantly if we are to meet our 2030 target date for carbon neutrality. We must ensure that the transport network we have and develop is resilient to climate change, as well as playing a part in ensuring that future is a sustainable one.

Right across the city, Glasgow has many strong communities, and transport can support them and enable them to thrive. Communities that have been disconnected from the wider city have suffered economic and social disadvantage as a result, but a good transport network can change that. Social bonds can be strengthened by creating local streets that encourage play, interaction and increased use of local amenities.



## We want a city where people come first on our streets and neighbourhoods; where people walk, wheel and cycle for everyday journeys.

The Covid-19 pandemic changed how we travel dramatically, and we are still feeling the effects of that. Our transport plans must acknowledge the future is never certain, and we must try to proactively manage and respond to that as best we can.

There is already evidence and policy that tells us all these things; none of them are new ideas. Our challenge is to now turn these policies into action. In recent years we have made significant steps forward already. So now we are developing a set of plans that will tie together our progress so far, and set out our future direction. We want our investment to focus squarely on improvements that will be positive for the environment, that tackle inequalities, that support the economy, and that improve our communities.

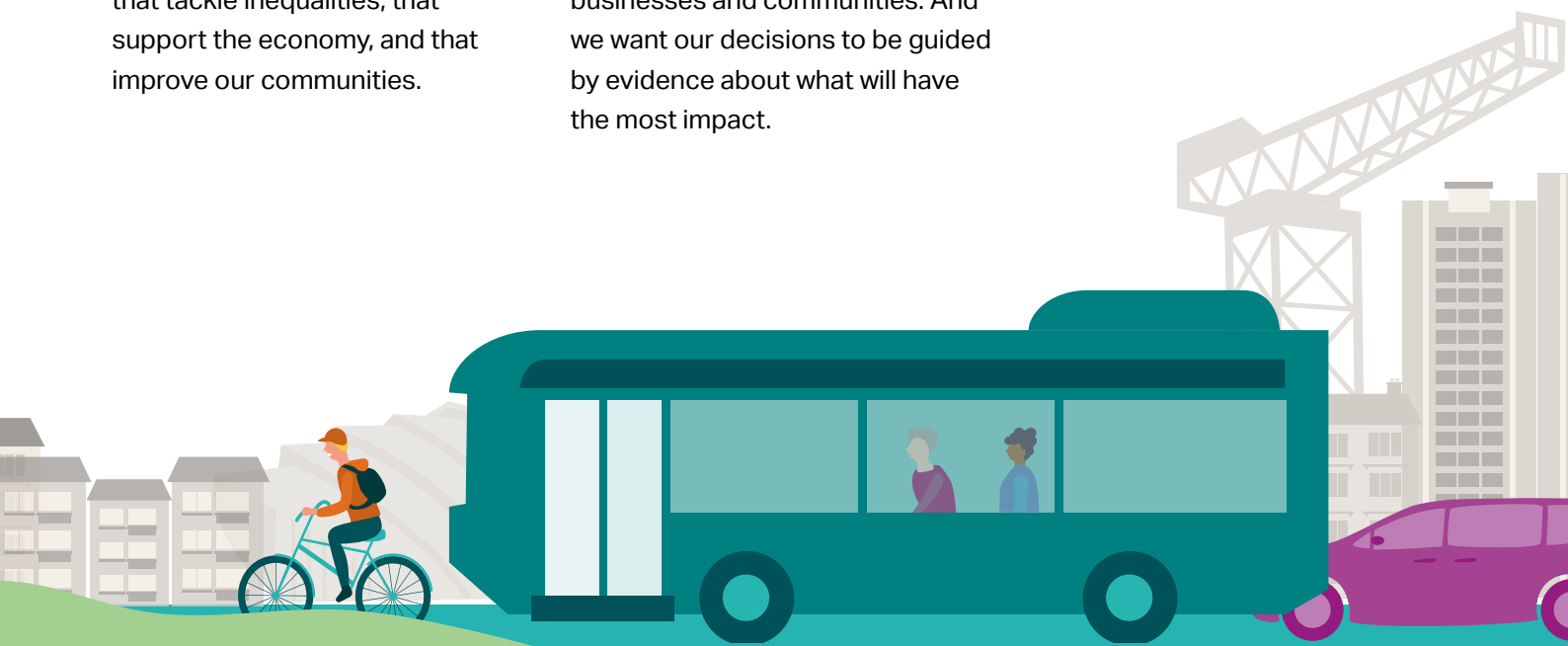
We want a city where people come first on our streets and neighbourhoods; where people walk, wheel and cycle for everyday journeys. We want a public transport system that is integrated, and operates in the best interests of its users. We are also committed to following up on the recommendations of the Connectivity Commission which made a compelling case for an integrated regional transport solution – a Metro - which would build on our potential as a global City Region

Change cannot happen without some difficult choices, so we will lay out the reasons that change is important and necessary for the well-being of our people, businesses and communities. And we want our decisions to be guided by evidence about what will have the most impact.

We will listen to as many voices as possible from across Glasgow, to help inform the direction we take, and ensure we meet the needs of those who have not always been included. So I ask that you take a few minutes to read the public conversation document, use the online tools and participate in discussion groups, give us your feedback, and encourage friends and family to do the same.

Thanks.

**Councillor Anna Richardson**  
**City Convener for Sustainability**  
**and Carbon Reduction**



# A Public Conversation on transport issues across the City

A modern, resilient and sustainable transport system is at the heart of any successful city, and Glasgow is no exception. Being able to move easily around the city is vital for all of us.

Glasgow City Council is embarking on the production of  
three new transport plans for the City.

## Glasgow Transport Strategy:

an overarching strategy for the City, setting out our goals, policies, priority projects to keep people and goods moving sustainably

## City Centre Transformation Plan:

providing a clear framework for transport decision-making in the City Centre specifically, to create the kind of City Centre where everyone can thrive

## Liveable Neighbourhoods Plan:

local streets are designed and managed to give priority to people over traffic, helping to create more attractive, vibrant and inclusive neighbourhoods

## The principles of these new plans

They aim to co-ordinate  
action and spending

They will link strongly to our  
policies and plans in other  
sectors

They will be based on  
evidence about what the  
city needs and what will  
have most impact

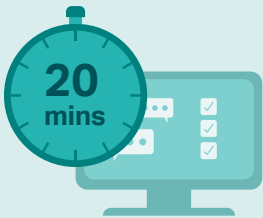
They will explain what we  
intend to do and how it  
will be phased over the  
next 10 years

They rely on partnership  
working, and collaboration  
with all our communities

This Public Conversation is the opportunity for you to have your say and to help shape these new plans. We want you to feedback to us, challenge us and be part of a Public Conversation on the transport future we want for our city. This Public Conversation is for everyone including residents, workers in the City, businesses and organisations.

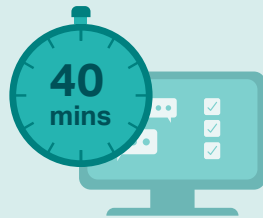


## How do I take part in this Public Conversation?



### Got 20 mins to spend online?

- Read the summary Public Conversation material online
- Fill in the online survey



### Got 40 mins to spend online?

- Read the Public Conversation material in full
- Fill in the online survey
- Have a go at the transport simulator tool



### Got longer to spend online and want to read about the issues more in-depth?

- Read the Public Conversation material in full
- Read our [Glasgow Transport Strategy Case for Change report](#)
- Complete the online survey and have a go at the transport simulator tool



### Want to chat to us and discuss the issues?

- Check our [website](#) for details of events and how to get involved in discussions
- Contact us to request the Public Conversation in hard copy form for your organisation to discuss
- Engage on social media to join in the conversation!



Look out for this symbol throughout this Public Conversation document. These indicate discussion points we want you to ask you about, and you can give us your views on these in our online survey.

Join the conversation with  
**#GetAboutGlasgow**

# Why do we need new transport plans?

Our city is constantly changing and growing. We need a new strategy for the City that provides a clear framework for decision-making on transport in the future.

The Council and our partners are continually developing plans and delivering projects to make our city more dynamic, sustainable, liveable, inclusive and successful. We need new transport plans which collate and join up our thinking and action on transport across the Council.

We need plans which set out the City's transport needs to regional and national decision makers.

In 2019, the City declared a [Climate and Ecological Emergency](#). We have set an ambitious goal of becoming a carbon neutral city by 2030. A third of carbon emissions in Scotland comes from transport, and this must be reduced. We must also build on our work to improve air quality across the city.

We have persistent issues of poverty, deprivation and health inequalities in the city. The link between transport and poverty is well-documented. We have to be proactive to reduce transport's role in poverty and access to opportunity in life.

An independent [Glasgow Connectivity Commission](#) has already given recommendations to Glasgow City Council, Transport Scotland and partners on how to improve connectivity in the city centre, throughout the city, and in the region. Our new transport strategies must respond proactively to the Commission's work.

Finally, the world is changing. Covid-19 has accelerated change and reminded us that the future is uncertain. We need to develop a clear transport vision which acknowledges uncertainty, and work towards it, responding flexibly to changes as they happen.



# Problems, challenges and outcomes

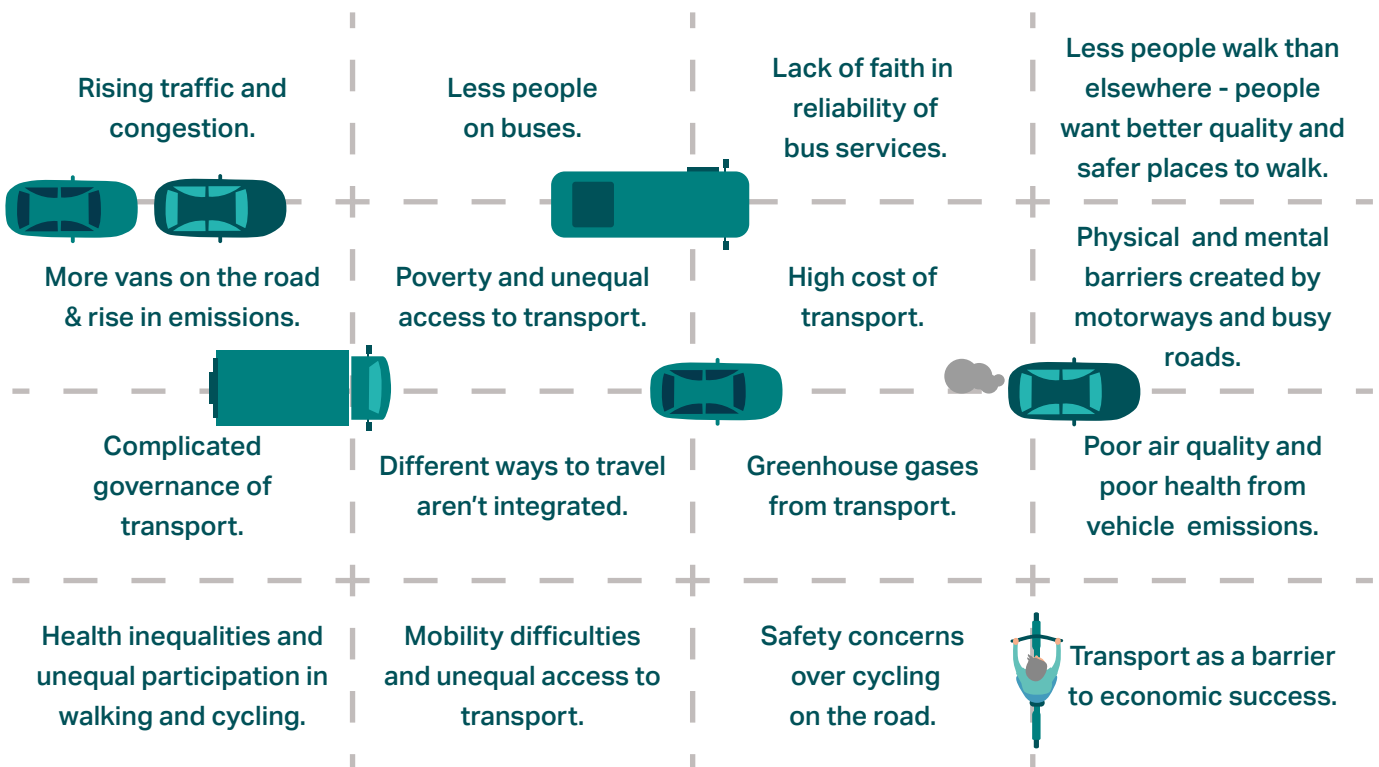
## What are the key problems our new transport plans need to tackle?

We have been exploring the problems that we need to tackle, and the evidence for these. You can read more about this in our Glasgow Transport Strategy Case for Change report, available at [www.glasgow.gov.uk/transportstrategy](http://www.glasgow.gov.uk/transportstrategy).



## Problems we need to tackle

Here are some of the biggest problems we have identified. **Tell us if you agree with this in our online survey.**



The **COVID-19 pandemic** creates additional challenges. The Council's Spaces for People programme of temporary measures is responding to immediate public health and physical distancing needs but some of the challenges may remain with us in the longer term.

Let's look at the challenges we need to face in a bit more detail.

# Our city and our environment

## The challenge

How we get about can have a huge impact on climate change, which is a threat to our very existence.

Glasgow is committed to becoming a carbon-neutral city by 2030. **That's in just 10 years.**

Motor vehicles are major contributors to carbon emissions and poor air quality. Walking and cycling and public transport are not. How we choose to travel can make a difference. We cannot carry on as we are.

Light and noise pollution from traffic can have a negative impact on biodiversity in the city and on our wellbeing.

How we achieve change by 2030 is important. We will only be successful if it is a just transition, which actively tackles inequality and poverty and supports an inclusive economy.

### TRANSPORT STRATEGY OUTCOME

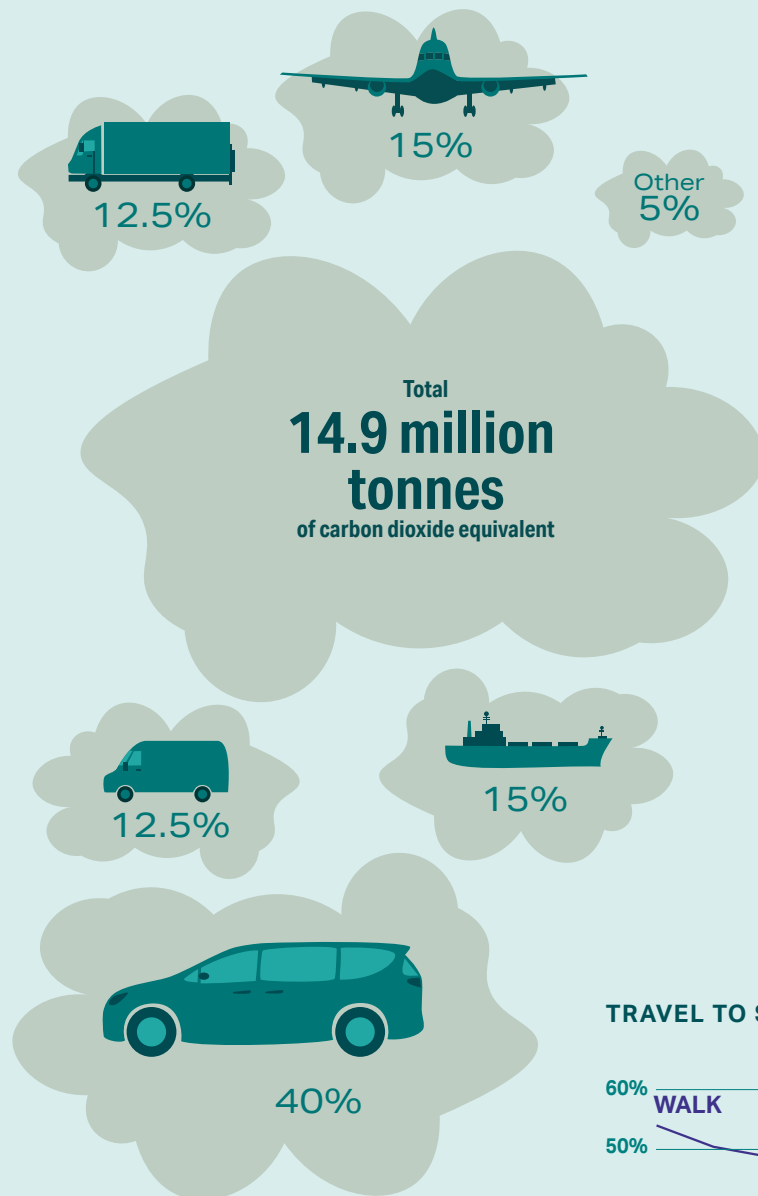
Transport contributes to a successful and just transition to a carbon neutral, clean and sustainable city

**Do you agree?**



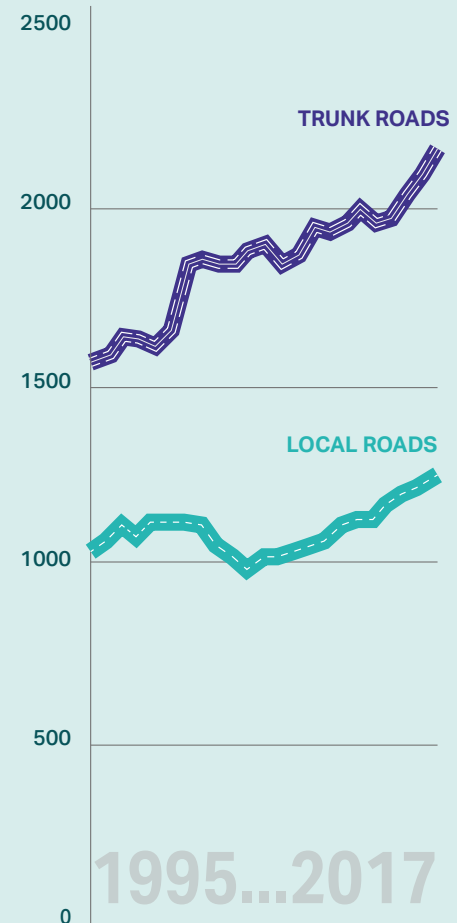
## The evidence

### SHARE OF GREENHOUSE GAS EMISSIONS BY MODE IN SCOTLAND 2017



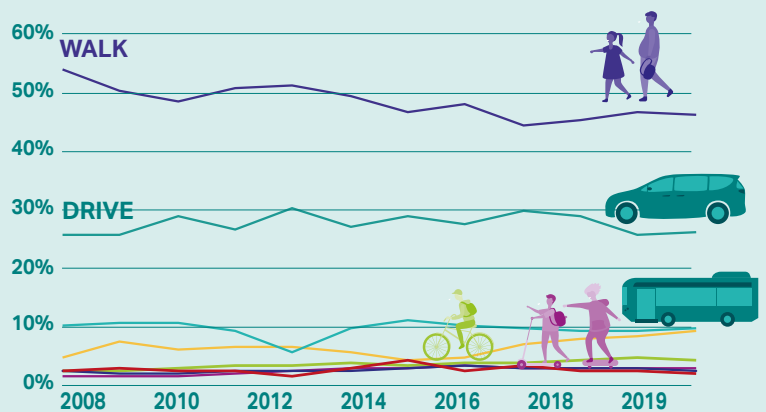
NATIONAL TRANSPORT STRATEGY  
TRANSPORT SCOTLAND, 2020

### GLASGOW MILLION VEHICLE KMS – TRENDS



SCOTTISH TRANSPORT STATISTICS

### TRAVEL TO SCHOOL 2018 (HUSS)



HANDS UP SURVEY SCOTLAND (SUSTRANS)

# Tackling inequalities, health and wellbeing

## The challenge

Getting to the shops or to work. Visiting people. Going to school or college. Just getting out and about to exercise. These are things people need to do everyday.

But getting around the city is easy for some and challenging for others. This reinforces poverty and inequalities and has a direct impact on health and wellbeing. For example, not all neighbourhoods are connected equally, and if you rely on public transport, your choice of job opportunities may be limited by travel time and cost. Or if you're less able or too old or young to move around easily on your own, you might not be able to get out as often as you need or like, whether for essentials, for exercise, or to see friends and family.

Glasgow has significant health inequalities, with life expectancy amongst the lowest in the UK, and we must tackle the issues around this in all our strategies and policies including transport.

Access to a bike in Glasgow varies across the City, and people in lower income areas are less likely to cycle. Travelling actively, on foot or by bike, are important ways to increase our levels of physical activity which has a significant impact on our health, and not everyone is currently benefitting.



## TRANSPORT STRATEGY OUTCOME

Transport has a positive role in tackling poverty, improving health and reducing inequalities.

**Do you agree?**



## The evidence

### Households without access to a car in Glasgow

All households (46%)

Those in social sector tenure (71%)

Owner occupiers (25%)



SCOTTISH HOUSEHOLD SURVEY 2018

### Households without access to a bike

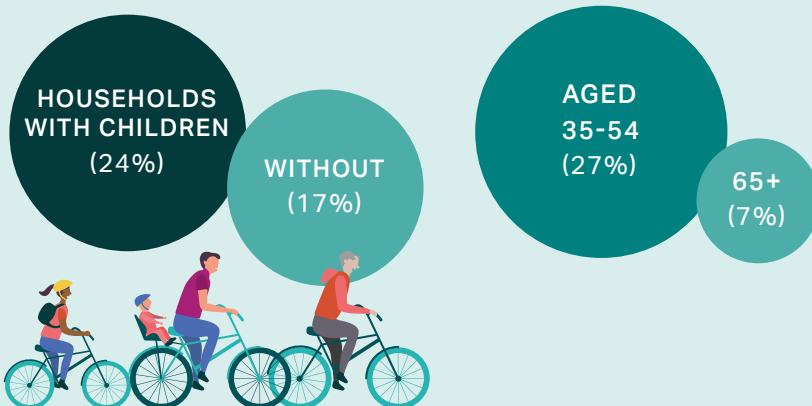
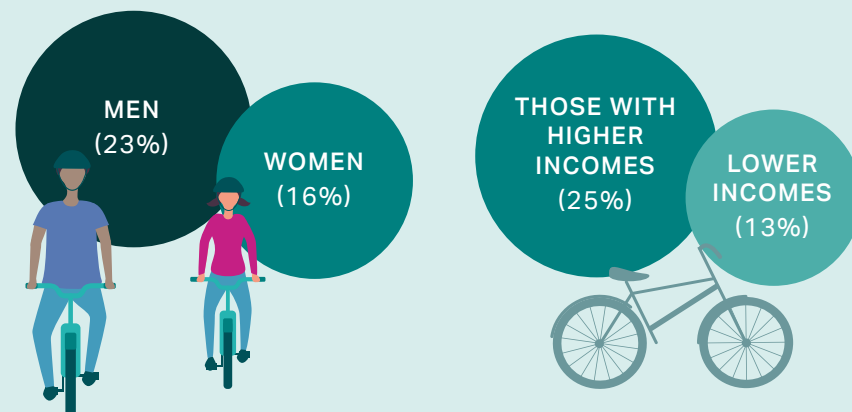
Glasgow (74%)

Scotland average (65%)



SCOTTISH HOUSEHOLD SURVEY

### Ownership or access to a bicycle remained most common among:



(CENSUS AND GLASGOW BIKE LIFE)

### Physical Exercise



**65%**

of people in Glasgow are active for 150 minutes a week

**Just 60%**

in most deprived areas.

2018 NHS GREATER GLASGOW & CLYDE HEALTH AND WELLBEING SURVEY

You can read more about these issues in our Equality Impact Assessment Screening document – head to [www.glasgow.gov.uk/transportstrategy](http://www.glasgow.gov.uk/transportstrategy).

### Socio-economic Issues

Glasgow City was ranked

**lowest for life expectancy at birth in 2017**

**34%** of children live in Poverty

GLASGOW COMMUNITY PLANNING PERFORMANCE MANAGEMENT FRAMEWORK PORTAL

# Inclusive economic success

## The challenge

Glasgow City Region is a driving force in the Scottish and UK economies. It creates almost a third of Scotland's Gross Value Added (GVA), provides a third of Scottish jobs and is home to almost a third of Scotland's businesses.

Transport inequalities mean poor access to economic opportunities for some, so not all of Glasgow's citizens can share the benefits of economic success. This is unfair for individuals but also bad for the city as it increases inequality and means that our citizens are less happy, less healthy, and less productive.

A high quality integrated transport network is vital for growing a successful economy. It enables people to get to work and to places where they can learn new skills, and it moves materials and goods around. New transport investment and technology present opportunities for local companies to thrive.

The movement of goods is a vital part of any city. In Glasgow, around 27,000 tonnes of goods are moved around every day (and that does not include parcel deliveries). Almost all goods will use the road network at some point in their journey, sharing road space with others.

More than ever before as we adjust to life after Covid19, we must support our economy and ensure transport is not a barrier to a green recovery. We also want to explore the role transport can play in a more sustainable 'circular economy' in Glasgow.

## TRANSPORT STRATEGY OUTCOME

Transport responds and contributes to continued and inclusive economic success and a dynamic, world class city.

**Do you agree?**



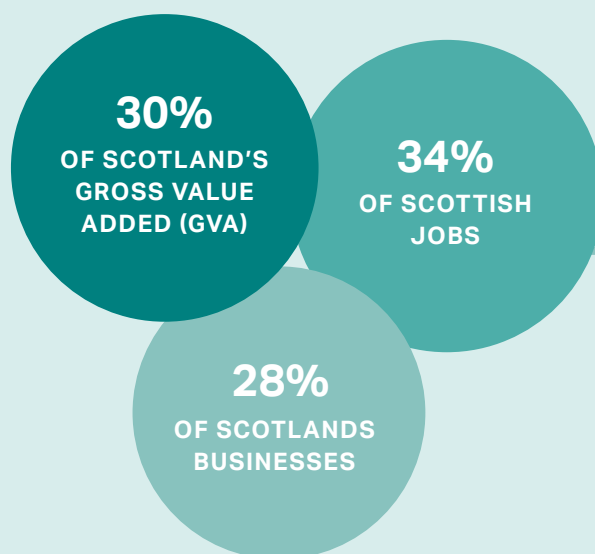
## The evidence

### How people travel to work in Glasgow



(SCOTTISH HOUSEHOLD SURVEY)

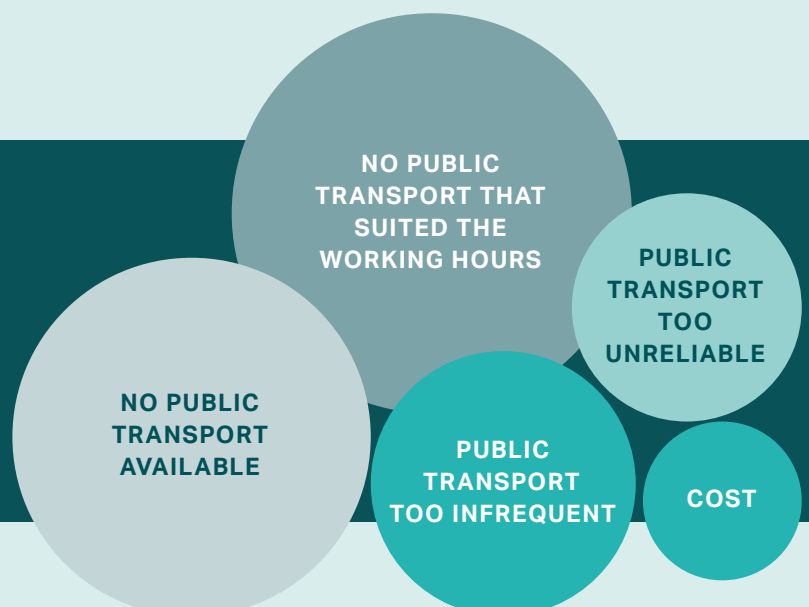
### Glasgow City Region



GLASGOW CITY REGION INTELLIGENCE

**A lack of suitable public transport are the biggest reasons that make it hard to apply for, or accept a job**

GLASGOW HOUSEHOLD SURVEY



# People and place

## The challenge

People walking, wheeling or cycling; people in buses, taxis, cars or on motorcycles; goods in lorries and vans – we use the same streets and spaces for a variety of purposes.

How they are designed and used is fundamental to our quality of life. They are used for transport, but they are also our public spaces; opportunities for people to come together and engage which should be inclusive for all.

Traditionally streets were social spaces, places where children played, neighbours met and where retail and trade took place. Over the last 70 years, streets have increasingly become spaces entirely dedicated to the movement and storage of motor vehicles.

Across the world an increasing number of cities are demonstrating creative and innovative ways of allowing streets to rediscover their full potential, whilst retaining their role in the network of movement.

They need not only to be safe to move around, but also comfortable, clean, and green. That is what helps to make our neighbourhoods, and our city, more liveable.

## TRANSPORT STRATEGY OUTCOME

Places are created where we can all thrive, regardless of mobility or income, through liveable neighbourhoods and an inclusive City Centre.

**Do you agree?**



The evidence

## Why do we travel in Glasgow?



## Neighbourhoods



**Walking distance to nearest greenspace in Glasgow is longer than average in Scotland**

**59%**

**of people can meet up and socialise locally**

59% of people in Glasgow say there are places in their neighbourhood where people can meet up and socialise (though this drops to 55% for those aged over 60)

SCOTTISH HOUSEHOLD SURVEY

## What do Glasgow residents want improved in their neighbourhoods the most?

Improved cleanliness

Better road maintenance

Less dog fouling

More youth facilities

More for children to do

Better pavements

More/better public transport

Less anti-social behaviour

More/better policing

Better shops

GLASGOW HOUSEHOLD SURVEY



# Successes so far

We will not be starting from scratch: we will be building on good work that has been done over the last decade.

We need to go further and faster however, if we are to meet the challenges that we have set out in this document. The ambitious examples shown here need to become the norm throughout the city, and we need to fill in the gaps so that they are available to everyone.



## City centre Low Emission Zone

**What?** The Low Emission Zone (which began in 2018) requires vehicles to meet a certain emissions standard to be driven in the City Centre. It already applies to local buses and will be extended to all other petrol and diesel vehicles over the next few years.

**Why?** Levels of harmful nitrogen dioxide are being recorded which do not meet statutory expectations. The main source of this air pollutant within the city is from road traffic. Air pollution particularly impacts the health of the very young, the elderly, and those with health conditions.

Scientific modelling has shown that these new standards will lead to substantial reductions in NO<sub>2</sub> levels.

Click [here](#) for more information on the Council website.



## School car-free zones

**What?** School car-free zones are currently in place at 6 primary schools. They limit traffic in the streets surrounding schools at key times. With some exemptions, vehicles are not able to drive into the zone to drop off or pick up children at these times.

**Why?** There are constant concerns about road safety outside schools and an increasing desire for children to be able to walk and cycle to school. The Zones create a safer, more pleasant environment for everyone.

The six pilot schemes are running for an initial trial period of 18 months. Initial findings after 6 months have revealed positive impacts with far reduced numbers of cars entering the school zones, and most of the schools building on the zones by developing School Travel Plans to encourage more walking and cycling and further improve road safety. More zones are in development.

Click [here](#) for more information on the Council website.



## South City Way



**What?** The South City Way is a 3km walking and cycling route to link Queens Park on the South Side with the city centre. The project also includes new public spaces, planting, artworks, and community projects, to improve local neighbourhoods and support local businesses, such as along Victoria Road. Alongside our other City Way projects and the Avenues, this project is helping us create a connected cycling network across the city, safe for all to use.

**Why?** We know that road safety is one of the big barriers to cycling. As well as creating a safe commuting route for cyclists, fully segregated cycle tracks and redesigned junctions are designed to be safe for all levels of cyclists including children and beginners.

Community groups like [South Seeds](#) and [Bike for Good](#) have been given funding as part of the project to deliver a range of initiatives from cycle training and secure bike storage to new murals. One local group, [SoulRiders](#), is encouraging women to start cycling regularly by leading rides, training and events.

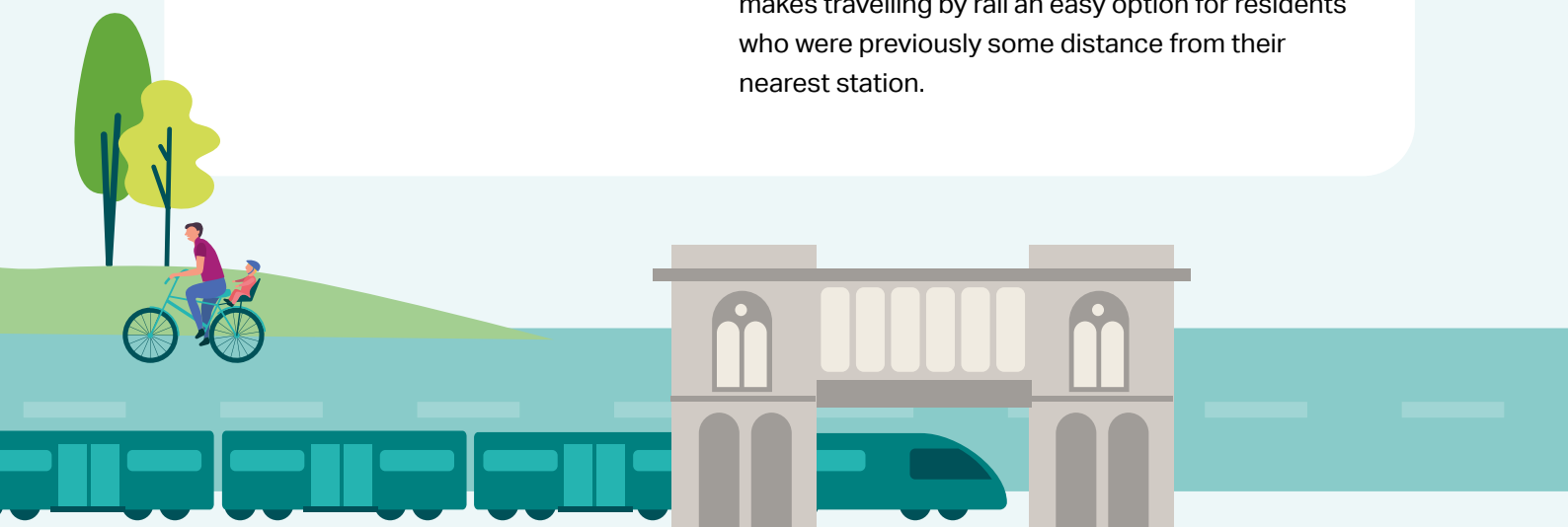
Construction of the £6.5m project began in 2018 and is now nearing completion. It is funded by the City Council, Sustrans and Transport Scotland. More information on the Council's website [here](#).



## Robroyston station

**What?** Robroyston Station is Glasgow's newest station – our 60th! There are two trains an hour in each direction to Glasgow Queen Street, just 12 minutes away, and Edinburgh Waverley (via Cumbernauld). The platforms are step-free for disabled access, there is easy walking access and covered cycle parking, plus a large car park.

**Why?** The new station is also designed to serve some 1,600 new homes which are being built on adjacent land, together with shops, health and leisure facilities, a primary school, and a hotel. It makes travelling by rail an easy option for residents who were previously some distance from their nearest station.



## Dalmarnock station and the Clyde Gateway: unlocking potential

**What?** The Clyde Gateway is Scotland's biggest and most ambitious regeneration programme. A partnership programme, it has delivered significant benefits over an area of 840 hectares in the east end of Glasgow and in Rutherglen. One of the largest rail investments in the area has been on Dalmarnock railway station. An £11 million programme delivered a new and highly prominent main entrance with a ticketing office, new lifts and stairways.

**Why?** The public transport project has helped to make an area more attractive for inward investment, which will support continued economic regeneration. There has been a huge increase in passenger numbers at the station since Clyde Gateway came into being, well above the average elsewhere in Scotland, rising from 985,000 in 2007-08 to over 2,000,000 in 2017-18 – some of the fastest growth in rail passengers in the region.

Read more at [www.clydegateway.com/economic-regeneration/public-transport-improvements/potential](http://www.clydegateway.com/economic-regeneration/public-transport-improvements/potential)

## Nextbike: Glasgow's public bike hire scheme

**What?** Glasgow's public bike hire scheme offers an inexpensive way to travel around the city by bike, without the commitment and expense of owning, storing and maintaining a personal bike. The scheme is always growing, with more riders and more stations, and e-bikes were added last year.

**Why?** Only around a quarter of households in Glasgow have access to a bicycle for personal use, and many people live in flats where it can be difficult to store a bike. Over 70% of all journeys in Glasgow are under 5km, which is within 30 minutes by bike for most people. Public bike hire makes this an option for more people.



## Union Street bus project

**What?** A project to improve flow of buses and journey times, and create a better environment for bus users. The original six stops became 3 'super-stops' with real-time information and high quality waiting and boarding facilities. Junction improvements helped buses move through quicker.

**Why?** One of the most heavily congested and polluted parts of the city needed improvements to support people and bus movement.



Our Glasgow - what will the future look like?

# What do we want our future to look like?

## Drivers of change

Transport is mostly a means to an end - we rarely travel just for the sake of it. How will the need to travel in the future change, and how do we take that into account in our transport strategy work?

Here are some of the drivers of change we have identified that may shape our need to travel in the future.

More remote working, reducing the need to commute.

Changing values around work-life balance, the environment and consumption – shaping transport needs.

Continued growth and regeneration, with changing jobs sectors that will shape the need for transportation systems that support an inclusive economy.

Changing work – more automation, more low paid and insecure jobs, more flexible working, self-employment – changing transport needs.

Online shopping – reducing the need for people to travel but increasing deliveries.

Cleaner energy sources in Scotland, providing new alternatives for transport including electric and hydrogen.

An ageing UK population, but also a relatively young and growing population in Glasgow – with diverse transport needs.

Remote access to services (like healthcare) – reducing the need to travel.

Technology - better connectivity and open data might help guide travel choices, and provide new transport solutions.

Cities need to improve place quality to remain competitive as areas to live, work and invest.

**What do you think will change how we travel in the future?**

**Tell us in our online survey.**



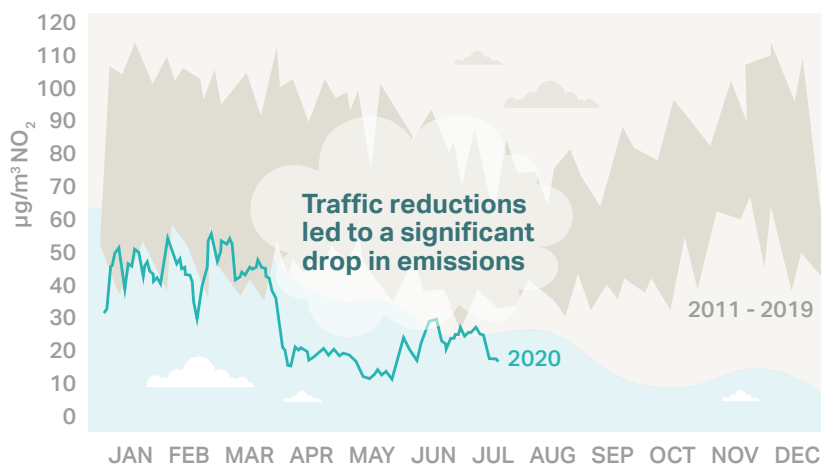
## Changes during Covid19

The pandemic has given rise to big questions about travel and the design of our streets. Evidence shows we were already travelling less as a society, working from home more, shopping and interacting more online. The pandemic and the lockdown in 2020 has seen dramatic changes in how people travel, and the need to travel, and some of these changes could accelerate and be with us permanently.

The Covid19 lockdown has had severe impacts on our economy, and more importantly, on many lives and livelihoods. During the full lockdown period we saw rises in cycling and walking, less traffic on our roads, and significant improvements to our air quality. We also saw a dramatic decline in usage of public transport.

Our new transport plans must take account of this 'new normal' as best they can, and must acknowledge that the future is never certain.

### Glasgow NO2 Kerbside Measurements (SEPA)



We have been making changes to the streets to support physical distancing in the city – you can read more about this at [www.glasgow.gov.uk/spacesforpeople](http://www.glasgow.gov.uk/spacesforpeople). We also hope to encourage a safe return to public transport, supported by measures giving buses more priority on certain routes.

We hope to never have to live through another pandemic. Thinking about some of the changes we saw on our streets however – how did you feel about those? Did you cycle and walk more? What do you think about some of the Spaces for People work we've been doing in the city since – making more space on pavements and streets for pedestrians for example? Tell us in our online survey.

## Your Glasgow – what kind of place do you want to live in?

What kind of a City do we want to live in? And thinking locally, where you live – what kind of place do you want to live in, or your children to live in, in the future? Finally, try to think of something you would like to do that would improve your life, but transport is holding you back.

**Tell us in our online survey.**



# What are the opportunities we can build on?

In addition to our successes in the City, there are opportunities we can seize and build upon, to help tackle the problems we face and achieve our goals. For more detail on these, read the [Glasgow Transport Strategy Case for Change report](#).

Across the UK, even before the Covid-19 crisis, people are generally travelling less than they used to. We can use this as an opportunity to reshape our environments.



Glasgow is a dense city, with high density housing. A compact city reduces the need to travel, and helps makes public transport more efficient.



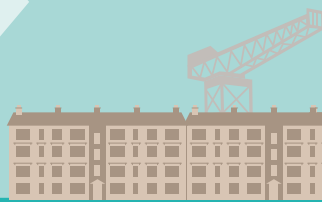
Use of public transport in the city is high, and access to a car is low – this can be turned into an opportunity for investment in sustainable transport.



Technology – it's everywhere, and part of our lives. We can harness it to improve people's experience of transport.



The Glasgow City Region City Deal funding is bringing transformative change, and helping our city remain economically competitive.



We can build on regional cooperation and partnership working to tackle City Region wide transport issues.



Glasgow has set a 2030 carbon neutral goal – having a concrete goal to work towards can help us focus on action.



Much has already been achieved in the City on sustainable transport projects (see 'Successes'). The city is open to change and progress, and we are starting to see what a sustainable future might look like.

What local authorities can do is starting to change. The Transport (Scotland) 2019 gave local authorities more powers on bus services, pavement parking, workplace parking levy.

# How do we get there?

In this document, we have proposed **four outcomes** for our new transport plans:

Transport contributes to a successful and just transition to a carbon neutral, clean and sustainable city.

Transport has a positive role in tackling poverty, improving health and reducing inequalities

Transport responds and contributes to continued and inclusive economic success and a dynamic, world class city.

Places are created where we can all thrive, regardless of mobility or income, through liveable neighbourhoods and an inclusive City Centre.

In the policy focus areas on the following pages we have outlined our initial thoughts on what needs to be done to achieve them. We want you to tell us if we are going in the right direction.

With the help of your feedback and ideas, we'll work up more detailed specific actions in each of the three new strategies, which we'll then bring back to you for consultation.



On the following pages, we give some ideas for the policy directions we think we should focus on to meet the outcomes we proposed earlier.

**Are we moving in the right direction?  
What else do you think we should focus on?**

**Tell us in the online survey.**



Policy Focus:

# Priority for people, not vehicles

What would this mean?



Reallocation of and better management of access to road space to give priority to people walking, wheeling, cycling and on public transport, and ensure goods get to where they need to go in the city.



Investment in cycling infrastructure to produce a city-wide network that people feel safe to cycle on (presented in our updated "Active Travel Plan" which will replace our existing Strategic Plan for Cycling).



Continued working towards zero serious and fatal injuries on our road network (our updated Road Safety Plan to 2030).



Efficient management of our road networks through design and technology to make better use of the space we have, ensuring the sustainable travel hierarchy informs our decisions and priorities.



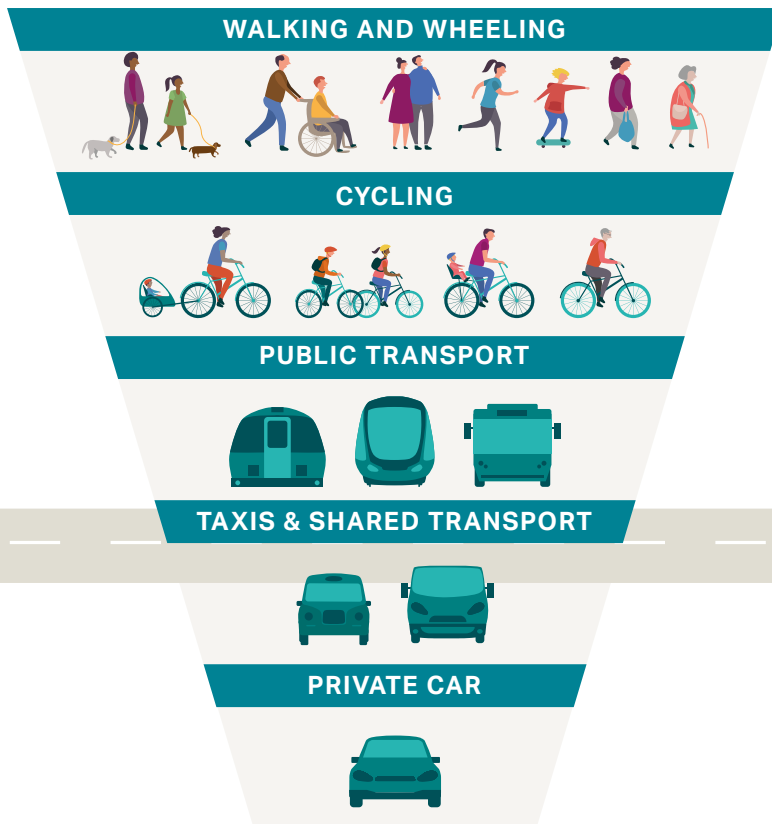
Continued maintenance of what we already have to ensure our pavements, cycleways and roads enable sustainable travel.



Embedding the Fairer Scotland Duty meaningfully into our decision making alongside our Equality and Climate Duties, and applying a "wellbeing test" to our transport investment decision-making.



## Prioritising Sustainable Transport

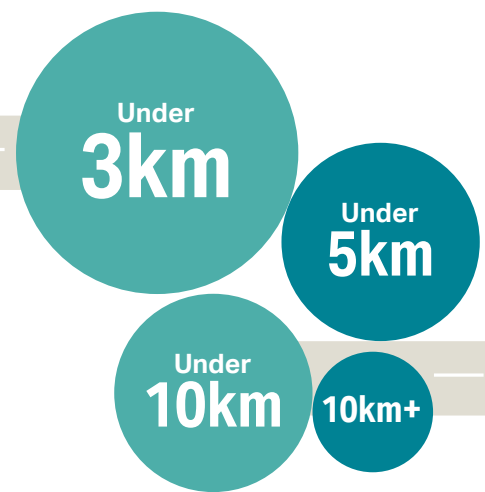


NATIONAL TRANSPORT STRATEGY  
TRANSPORT SCOTLAND, 2020

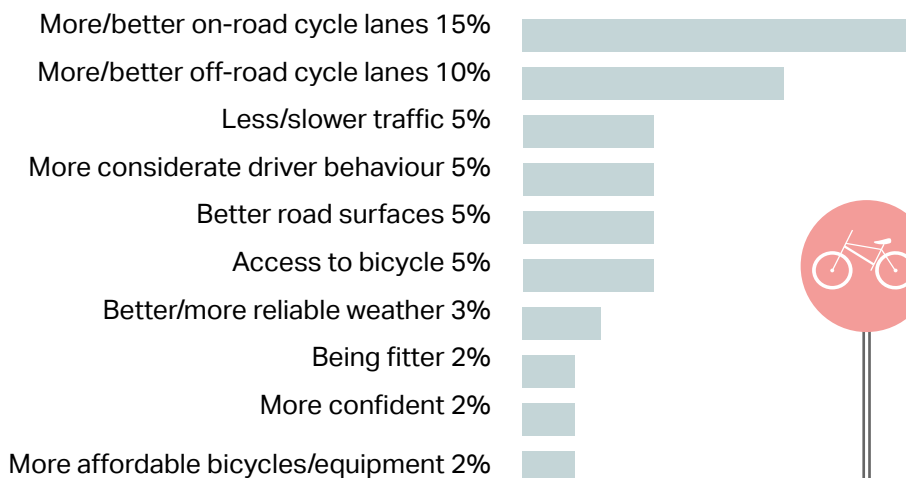
### 2018 JOURNEY DISTANCE

**50% of journeys  
in Glasgow are  
less than 3km**

SCOTTISH HOUSEHOLD SURVEY



### MEASURES THAT WOULD ENCOURAGE RESIDENTS TO CYCLE – TOP TEN RESPONSES



GLASGOW HOUSEHOLD SURVEY 2017

**One double  
decker bus  
can replace  
75 cars with  
a single  
occupant**

NATIONAL TRANSPORT STRATEGY  
TRANSPORT SCOTLAND, 2020



## Policy Focus

# Better, cheaper, integrated transport systems

## What would this mean?

Investment in a modern public transport system that supports our economy, and serves the thousands of households which don't have access to a car, providing a real alternative for those who do.

In particular, supporting buses, exploring a Metro, working with SPT to support the modernisation and promotion of the Subway, and exploring innovative models of public transport provision in a changing market.

A smart, technologically savvy city where we use technology in transport for public benefit, we are open and transparent and encourage innovation through open data. We upskill Glasgow residents in carbon, energy and technological advances related to transport so that everyone benefits. For example, creating and promoting innovative travel booking or payment apps, or online platforms that help citizens understand the carbon impacts of their travel choices. This means continued collaboration with many partners in our City, including our excellent University sector.

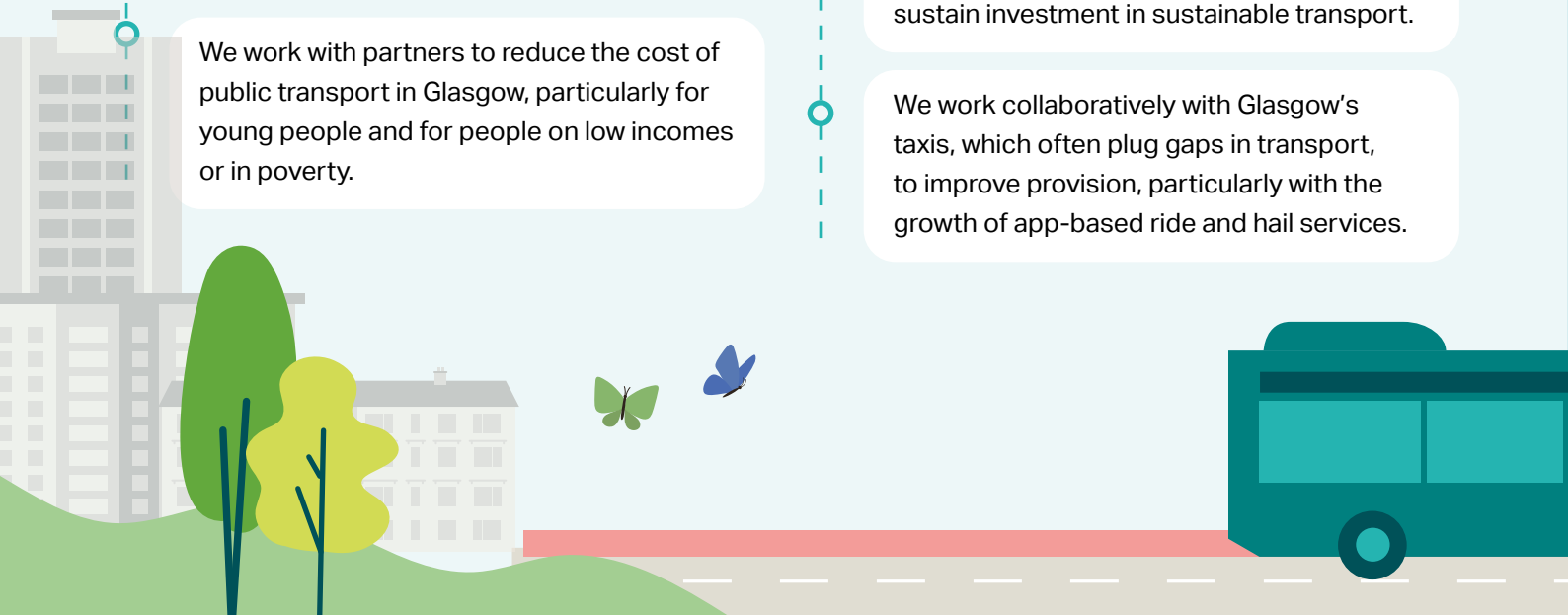
We work with partners to reduce the cost of public transport in Glasgow, particularly for young people and for people on low incomes or in poverty.

We work towards a goal of a single, integrated, smart ticket for public transport in the city (with the potential to include other forms of mobility like cycle hire and car clubs).

We collectively agree an approach to transport governance in Glasgow that is in the best interests of the users of our transport systems.

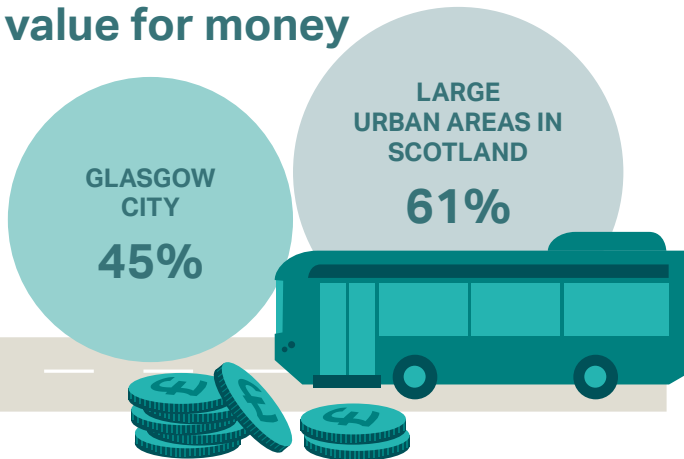
We create financially sustainable models of transport provision in the City and proactively identify sources of income to sustain investment in sustainable transport.

We work collaboratively with Glasgow's taxis, which often plug gaps in transport, to improve provision, particularly with the growth of app-based ride and hail services.



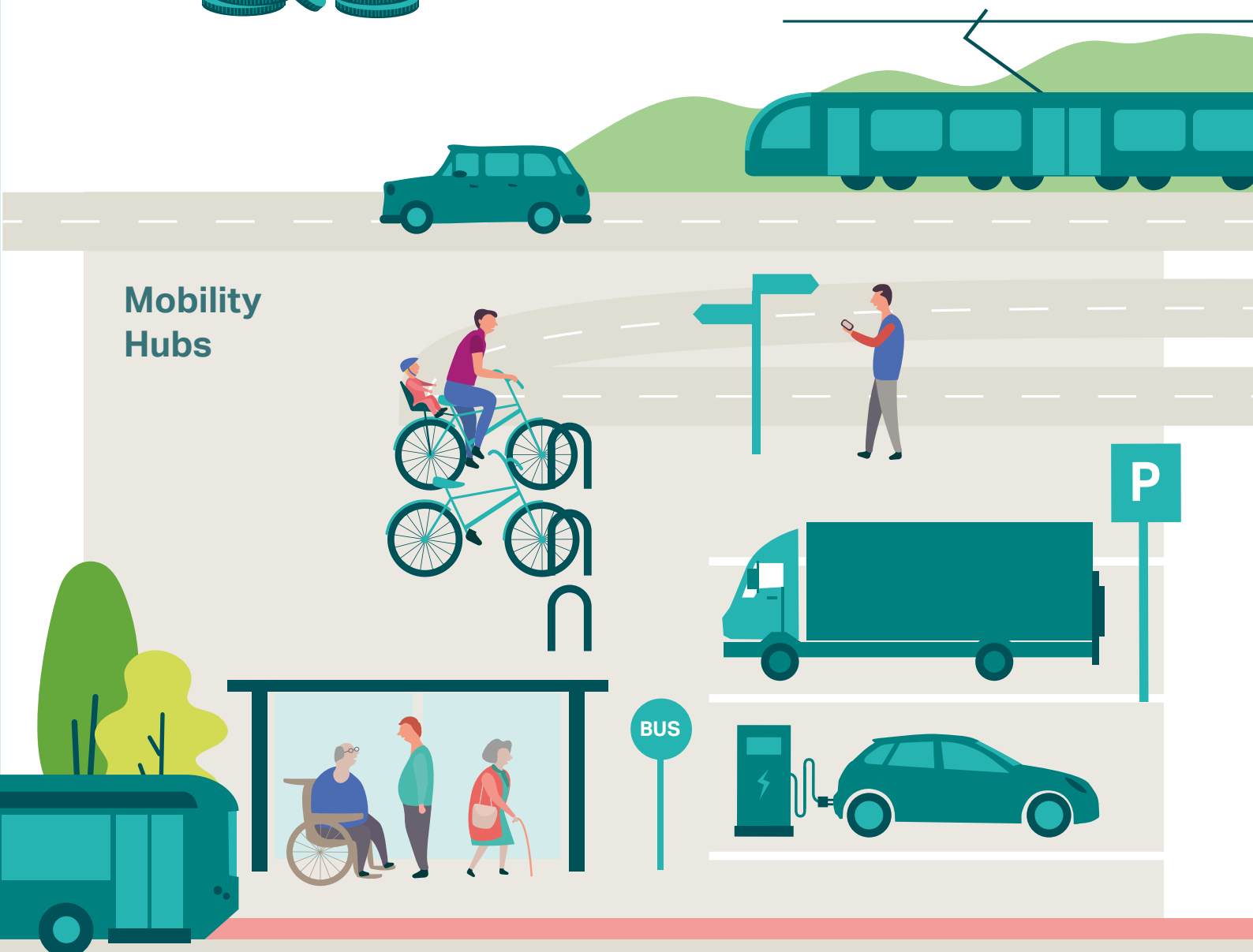
## SATISFACTION WITH ASPECTS OF LOCAL BUS SERVICES 2018

**Only 45% people  
think bus fares offer  
value for money**



**Nottingham raised  
£25m in 3 years from  
a workplace parking  
levy, all of which was  
invested in public  
transport**

## Mobility Hubs



## Policy Focus

# People-friendly, inclusive neighbourhoods and city centre

## What would this mean?

People and place are prioritised in our City Centre - making it easier and quicker for people to walk and cycle and make onward journeys by public transport.

A new City Centre Transformation Plan will support existing goals to reduce car journeys in the city centre by 30%, whilst enabling the residential population to double.

Parking supply and cost are balanced to ensure that using public transport is cheaper than driving into the city centre. An evidence-led and policy-driven car parking strategy is developed for the city.

Working collaboratively with planners and regeneration teams, 'Liveable Neighbourhoods' are created which maximise the availability of services within 20 minutes walking distance.

- All neighbourhood streets are accessible but through traffic is reduced, creating more safe and pleasant conditions for walking, cycling, play and socialising.

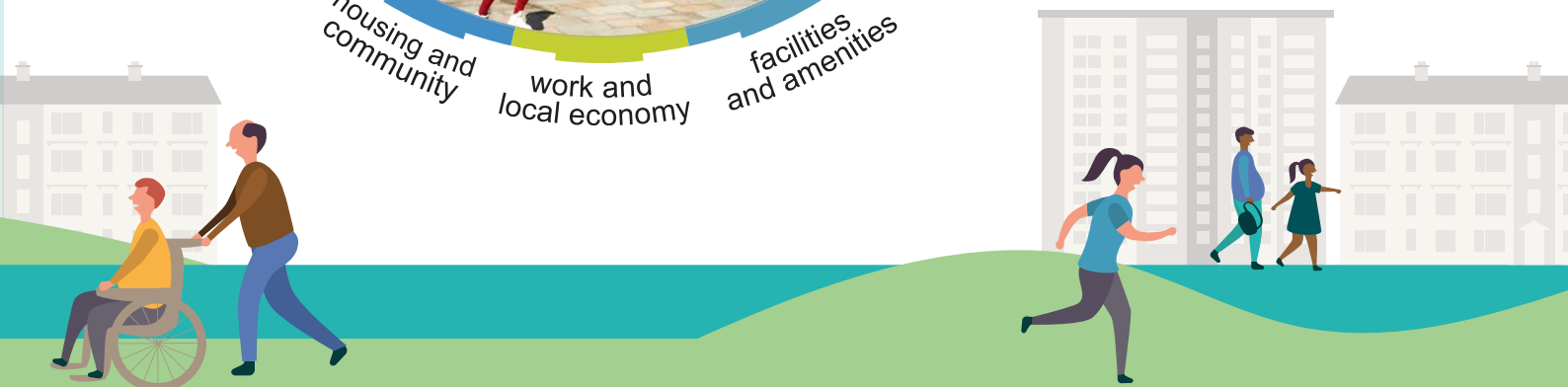
A focus on the journey to school – further investment in walking and cycling infrastructure, work towards a City default speed limit of 20mph, and a wide rollout of school road closures.

A focus on making sure the city centre and neighbourhood environments are accessible for all, including:

- A full audit of dropped kerbs
- Working with partners to make sure public transport interchanges are accessible
- Continued upgrading of bus stops across the City
- Incorporating wheeling into our new Active Travel Plan.

Local communities are supported and enabled to take forward ideas which benefit their neighbourhood, in line with the community empowerment agenda and recent changes to planning legislation.





## Policy Focus

# Cleaner and low carbon transport

## What would this mean?

Ensuring a just transition to a low carbon transport future by:

- First, reducing the need to travel
- Then, supporting trips by foot, wheeling, bike, public transport and shared transport
- Finally, moving to low carbon and low emission vehicles.

Less vehicles of all kinds on our roads, and a reallocation of road space to sustainable ways to travel.

Monitoring consumer trends and doing what we can to manage the rising number of light goods vehicles on our roads through hubs, working with regional partners on freight distribution and developing innovative solutions with industry for the last-mile of deliveries.



Exploring and using the tools at our disposal to support cleaner vehicles in the city, including

- Low Emission Zones
- Emission-based parking charges
- Working with partners on a network of electric vehicle hubs
- Transitioning the Council vehicle fleet to cleaner energy sources.



Considering greenspace, open space and biodiversity when we plan transport and placemaking projects, to maximise the benefits of our investment.



# What would you prioritise?

We have put together an online transport simulator tool as part of this Public Conversation, to get you thinking about priorities. Allocate and earn points on the tool – you can find it via our webpage [www.glasgow.gov.uk/connectingcommunities](http://www.glasgow.gov.uk/connectingcommunities).

## TRANSPORT SIMULATOR TOOL – SPEND AND EARN POINTS!

Allocate your points to...

Public transport ☐

Walking and cycling ☐

Road safety ☐

Low carbon vehicles ☐

Integrated and affordable ticketing ☐

Managing vehicles in the city ☐

You can earn points too!

# What can you do?

We'd like to hear what you would consider doing to help us achieve our transport strategy goals.

We want to hear what you would consider doing to help us achieve the transport outcomes we have set out in this document. Whether you are an organisation, an employer or an individual, everyone can play a role.

Give us your views in our online survey.



# What Glasgow City Council will do

To make these changes real, there is much work to be done over the coming decade.

## 1. Our daily work

Here are some of the statutory duties we have that are relevant to transport.

Local roads authority with legal requirements in relation to: managing and maintaining the road network, provision of footways, traffic regulation order procedures, traffic signs, targets for reducing traffic, road safety

Access authority under the Land Reform (Scotland) Act and requirement to identify core paths

Local planning authority with requirement to produce a Development Plan, and manage development

Equality Duty from the Equality Act 2010

Climate change and sustainability duty from Climate Change & Emissions legislation

Air quality emissions duty

Fairer Scotland Duty, and human rights and child right's duties

Duties relating to managing and reducing flood risk, and to further the conservation of biodiversity

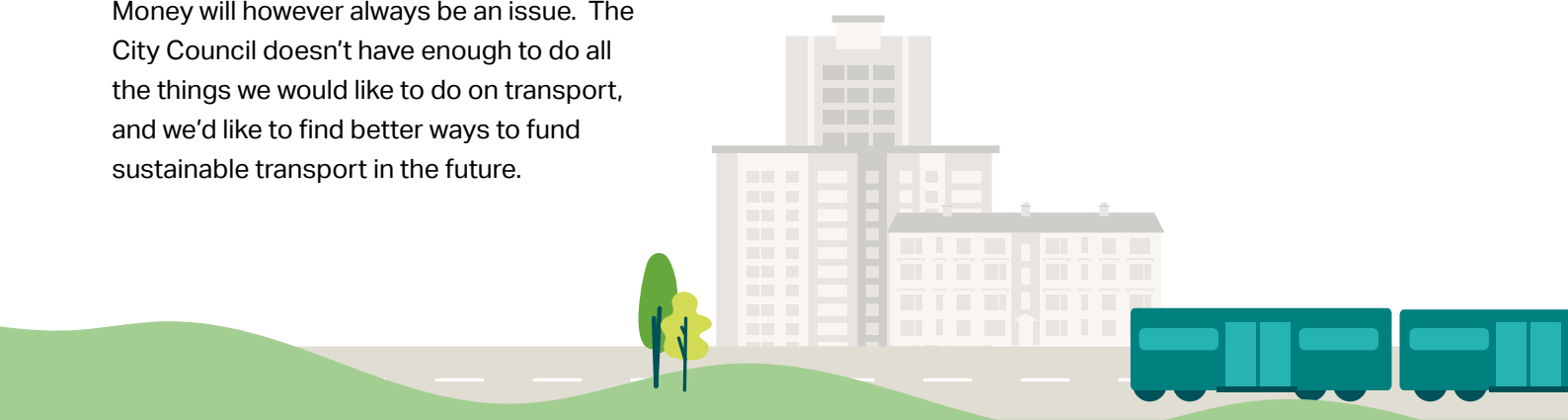
## 2. Budgets and finance

On top of these duties, the Council runs many other services and budgets, from education to planning. Decisions and spending on these services will help deliver better transport. For example, school catchments and new schools can be planned around public transport routes; and the City Development Plan focuses new development on locations well served by public transport and active travel routes.

We have core funding streams and we can apply for funding from external organisations. Money will however always be an issue. The City Council doesn't have enough to do all the things we would like to do on transport, and we'd like to find better ways to fund sustainable transport in the future.

## 3. Our new transport plans

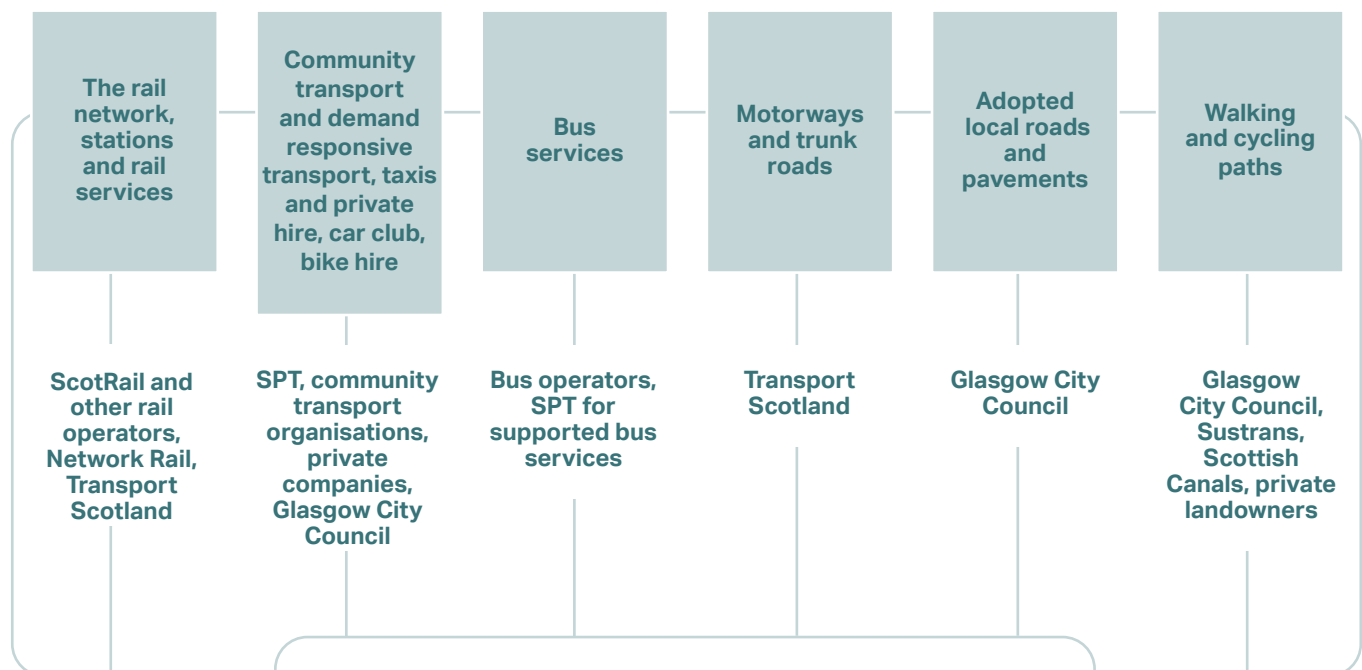
The Council will create our three new transport plans to co-ordinate action and spending. These three plans will be based on evidence from citizens, stakeholders and research about what the city needs and what will have most impact. They will explain what we intend to do and how it will be phased over the coming years.



# Working together

Responsibility for Glasgow's transport system is split across a number of organisations. We do not run public transport and have limited control over it. The Glasgow Connectivity Commission raised the issue of transport governance in the region, and called for a single organisation to plan and coordinate transport infrastructure at the city region level.

## TRANSPORT PROVISION IN GLASGOW – ROLES AND RESPONSIBILITIES



**The only way to deliver the transport priorities in this document is for everyone to work together.**



# Want to find out more?

Browse our Connecting Communities webpage, check out the background papers, and see other ways that you can get involved.

Head to: [www.glasgow.gov.uk/connectingcommunities](http://www.glasgow.gov.uk/connectingcommunities)

Join the Public Conversation at [#GetAboutGlasgow](https://twitter.com/GetAboutGlasgow)

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