Glasgow Transport Strategy – progress update bulletin June 2021

Introduction

This short bulletin provides an update on progress on the development of the Glasgow Transport Strategy. It should be read in conjunction with the Summary Case for Change Report for the Glasgow Transport Strategy available at www.glasgow.gov.uk/transportstrategy.

The Public Conversation on Glasgow's Transport Future & the ongoing development of the Glasgow Transport Strategy

A major public and stakeholder engagement on transport issues in Glasgow ran for 6 weeks in Sept-Oct 2020. It received over 3000 individual responses as well as a large number of stakeholder organisation inputs. One of the aims of the Public Conversation on Glasgow's Transport Future was to sensecheck and challenge some of the work done on the Glasgow Transport Strategy to date, and gather ideas for the types of solutions people would like to see. A Draft Case for Change report was published alongside the Public Conversation to provide technical background on issues raised.

Drawing on the results from the Public Conversation, a **Final Case for Change Report** and a more user-friendly **Summary Case for Change Report** has been produced for the Glasgow Transport Strategy. This presents the evidence for issues that need to be tackled by the Glasgow Transport Strategy. The Public Conversation informed this report specifically in the following areas:

- By validating the draft list of problems presented in the Public Conversation, as well as adding some new ones and more detail to existing ones. *These are summarised on pages 15 to 17 of the Summary Case for Change Report.*
- By confirming the proposed overarching outcomes for all of Glasgow City Council's new transport related plans are valid. *These are re-presented below and on page 19 of the Summary Case for Change Report.*
- By raising specific goals people would like to see achieved in relation to transport, and this has informed a revised set of more detailed Glasgow Transport Strategy objectives, as well as a transport vision statement. *These are re-presented below and on page 19 and 20 of the Summary Case for Change Report.*
- By generating lots of ideas on the types of solutions people would like to see in the transport strategy, and this has informed the long list of options to consider further in the strategy work. *These are summarised below and in pages 24 to 27 of the Summary Case for Change report.*

Outcomes, a transport-specific vision and strategy objectives

The framework below sets out the **outcomes** (the longer term goals we want to achieve); a **transport-specific vision** for Glasgow which articulates the type of transport system we want; and the more **detailed objectives** which will now be used to assess alternative types of solutions in the Glasgow Transport Strategy process.

- **A vision for transport in Glasgow:** A sustainable transport system for people and for goods, which is affordable and inclusive, accessible and easy to use, clean and safe, integrated and reliable.

- **Four outcomes for transport policy in Glasgow:**

  - 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 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.

- **Detailed transport planning objectives to guide decision-making in transport policy in Glasgow:**

    - To promote low carbon movement of people and goods in a resilient transport system that can adapt sustainably in the future

    - To achieve clean air through sustainable transport investment and decision-making

    - To encourage and enable physical activity and improved health & wellbeing through active travel

    - To promote an affordable, inclusive, equitable and sustainable travel system

    - To improve reliability, integration and convenience of sustainable travel modes for people and goods

    - To ensure the transport system is accessible by all

    - To improve the safety and personal security of all transport users and the public spaces that they use

    - To deliver spaces for people first and foremost, with high quality public spaces which respect and respond to the natural environment, with an effective sustainable travel hierarchy

A long list of possible solutions

We are applying a multi-criteria appraisal approach to the development of the Glasgow Transport Strategy, based on Scottish Transport Appraisal Guidance (STAG). This, alongside our application of the Strategic Environmental Assessment process, requires us to consider **all possible types of solutions including alternatives,** to ensure we are confident our decisions are the right ones. These are then assessed against a range of criteria to see how they perform, and check they contribute to the goals we have set. The ability to deliver (feasibility, affordability, public acceptability) is also considered for each.

A long list of all the types of projects and policy interventions we should consider has been produced and these are now being developed and assessed. It should be noted anything the Council and partners are already committed to doing will of course be taken on board in the Glasgow Transport Strategy.

- **Public transport**

    - Bus service & bus infrastructure improvement options

    - Demand responsive / flexible public transport

    - Public transport fare improvements & smart integrated ticketing

- Subway & rail improvements
- Metro scheme
- Park & Ride

- **Community & social transport**
  - Enhanced role of community transport
  - More sustainable transport access to food, healthcare, education/ training, employment

- **Shared mobility**
  - Mobility hubs
  - E-scooters & micro-mobility
  - Car journey & journey sharing
  - Improving existing bike hire & car club offer
  - Public taxi & private hire, ride-hailing

- **Accessible transport system**
  - Accessible information & journey planning
  - Improvements to the journey experience & raising awareness of issues
  - Accessible walking environment
  - Inclusive cycling interventions
  - Scottish Accessible Travel Framework

- **Cycling**
  - More affordable access to cycling & further bike hire
  - Improved cycling infrastructure
  - Improved integration with other modes
  - Active travel hubs & training & information
  - Improved & consistent information & signage
  - Improved & more cycle parking & storage

- **Walking**
  - Improved walking infrastructure
  - Improved & consistent information & signage
  - Personal security enhancements
  - Reducing barrier impacts of major infrastructure

- **Clean air**
  - Further development of LEZ & air quality measures
  - Further support electric bikes
  - Enhancing electric vehicle charging

- **Movement of goods**
  - Tackling last-mile delivery
  - Consider freight distribution consolidation
  - Low carbon freight movement
  - Expanding Eco-Stars
  - Improve journey time reliability of goods movement

- **Travel information & behaviour change and information provision**
  - As above - improved information provision on sustainable transport
  - Improved integrated branding of sustainable transport in Glasgow
  - Behaviour change campaigns
  - Mobility as a Service

- **Transport governance & decision making**
  - Consider options under the Transport (Scotland) Act 2019
  - Consider overall governance of transport in Glasgow
  - Improve transparency of Council decision-making on transport

- **Water-based transport**
  - River-based movement of people and goods
  - Canal-based movement of people and goods
  - Improved connectivity to and across the river

- **Transport and technology**
  - Further development of existing urban traffic control system e.g. greater priority for sustainable transport
  - Consider role of connected autonomous vehicles
  - Consider skills & jobs opportunities from new transport technologies
  - Open data standards

- **Transport and climate and biodiversity**
  - Improving biodiversity through transport decision-making

- Climate adaptation measures in transport projects

- Low / zero carbon energy & propulsion for transport

- Consider skills & jobs opportunities from new transport & carbon & energy initiatives

- Improved climate change resilience of transport

- **Demand management, vehicle restraint and road safety**

  - Strategic approach to parking in the city

  - Consider workplace parking levy & other charging mechanisms to manage demand

  - Further road safety improvements

  - Pavement parking prohibitions implementation

- **Road infrastructure**

  - New road capacity schemes with sustainable transport allocations

  - Managing capacity

  - Improved maintenance

  - Roadspace reallocation to sustainable modes (as per categories above)

  - Reducing the barrier impact of major roads infrastructure

- **Development and plan related**

  - Place-making in transport schemes

  - Development plan policies to reduce the need to travel e.g. 20 minute neighbourhoods and discourage car ownership

  - Transport proposals from Strategic Development Frameworks which form part of the City Development Plan

  - City Centre Transformation Plan measures

  - Liveable Neighbourhood Plan measures

  - Travel planning for new development

- **Process related**

  - Improved monitoring of transport trends

  - GCC staff travel plan update

  - Innovative & resilient sources of funding

  - Low carbon Council fleet

  - Improved enforcement to support sustainable transport

  - Further mainstreaming equalities in decision-making

This long list has been particularly **informed by**:

- a review of policy and plans and targets both within and outside the Council
- stakeholder and public engagement in 2020
- the sustainable travel hierarchy set out in the National Transport Strategy for Scotland, and the sustainable investment hierarchy which aims to make best use of existing transport network capacity before investing in new capacity
- the target to reduce car kilometres in Scotland by 20% by 2030 set out in the Climate Plan update by the Scottish Government (see below)

Wider policy and target updates since the Draft Case for Change report was published

Since the Draft Case for Change report was published in September 2020, there have been a few key updates to the wider policy context for the Glasgow Transport Strategy. The following documents and commitments have been published and are all being taken into account by the ongoing work on the Glasgow Transport Strategy:

- Glasgow City Council's Climate Emergency Implementation Plan and results of the public consultation on this (December 2020).
- The Scottish Government's Climate Change Plan Update including a new target to reduce car kilometres by 20% by 2032 (December 2020).
- The Just Transition Commission's report on recommendations (March 2021).
- SPT's Draft Case for Change report for consultation (April 2021).
- Transport Scotland's Strategic Transport Projects Review Update Phase 1 recommendations (February 2021).
- A Scottish Government commitment to extend free bus fares to under 22s.
- Outputs and ongoing work from the Glasgow Economic Recovery Group and Social Recovery Taskforce, as well as the publication of Glasgow Council Family Equality Outcomes for 2021-25.

EqIA and SEA process

An **Equality Impact Assessment (EqIA)** was published in 2020 and has informed the Case for Change stage as well as the Public Conversation. Both a **Strategic Environmental Assessment (SEA)** screening assessment and scoping report have been produced and submitted to the Scottish Government SEA Gateway for review and comment. Both the EqIA and SEA processes will continue to inform the development of the GTS. Outputs to date are available at www.glasgow.gov.uk/transportstrategy.

Next steps in the Glasgow Transport Strategy development process

In the coming months, we are working with appraisal consultants on:

- Establishing a transport baseline of trips and developing alternative scenarios with stakeholder input for future travel demand to help test our policies and interventions against.
- Developing and packaging up options for further appraisal and assessment.
- SEA and EqIA work.

In addition, the transport strategy team continues to work on policies for the Glasgow Transport Strategy.

Feedback on this bulletin?

If you have any feedback on this bulletin, **especially the long list of options**, please email ConnectingCommunities@glasgow.gov.uk & copy and paste this as the subject of your email: **"GTS Bulletin #1 June 2021 Feedback"**. Feedback is welcomed until 30th June 2021.