

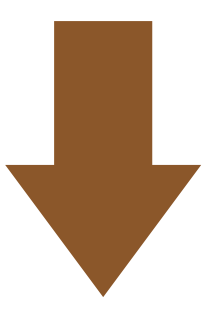


GLASGOW: A CHANGING CITY

TRANSPORT AND TRAVEL

Key stats

CO2 emissions per person in Glasgow reduced by 43% between 2005 and 2018



Pre-Covid-19 transport usage trends showed limited signs of a shift toward more sustainable methods of travel

1/3 of Glasgow's CO2 emissions are now from the transport sector

car use is rising

bus use is declining

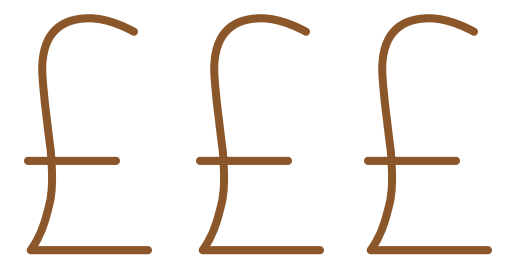
low levels of walking and cycling

Covid-19 impact

During the early lockdown phases of the pandemic, there were reductions in motor vehicle traffic and more people were walking and cycling



but car use has almost returned to pre-Covid-19 levels and public transport use remains low



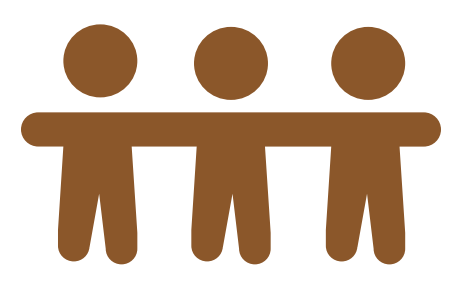
There has been significant investment in temporary active travel infrastructure in response to physical distancing restrictions and in order to make walking and cycling an attractive and viable choice for essential journeys and exercise

Our recommendations

The transition to net zero is an opportunity to tackle inequalities and climate change

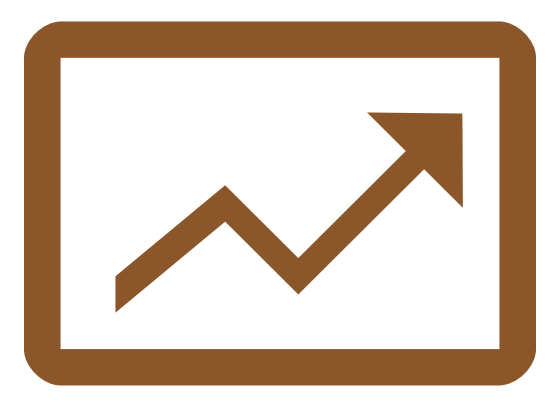


The focus on a just and green recovery must be maintained



New facilities and infrastructure for active travel, supported by meaningful community engagement and support, are required to enable people from all communities to shift to more sustainable transport modes

Progress needs to be accelerated on changing our transport systems, including building active travel infrastructure



It is crucial to continually monitor and report on both longstanding inequalities and emerging trends to inform population health debate, policy choices and service planning

Search 'changing city 2021' at www.gcph.co.uk