

Glasgow Transport Strategy 2022-2031

Glasgow Centre for Population Health: response to the draft policy framework online survey

Introduction - the new Glasgow Transport Strategy (GTS)

Glasgow City Council is making a new transport strategy to cover the whole of the city. This strategy will set policies on transport up to 2030. It will also inform how decisions are made on transport projects up to 2030. It sets out what the Council can do, but also where we must work with others.

Why do we need a new transport strategy? The Council must respond to some targets set by the Scottish and UK Governments on transport, including on climate change. We also want to improve transport in the city. Glasgow has a strong transport system already, but it could be better. Better transport systems can help in tackling climate change and air pollution, creating a more equal society, supporting our economy and improving the places we live, work and spend time in.

What is the Glasgow Transport Strategy – Policy Framework for Discussion and Consultation?

This online survey is about the Policy Framework for Discussion and Consultation. This is Part 1 of the Glasgow Transport Strategy. It sets out initial policies on transport up to 2030 for discussion and feedback. We want to hear what you think of these. By listening to the feedback of stakeholders, organisations and individuals, it will help us make our transport policies stronger.

These policies have been designed to tackle specific problems. You told us about the transport problems you wanted us to tackle in the Public Conversation on Glasgow's Transport Future in Sept/Oct 2020. You can read more about that [here](#). All the background evidence to the Glasgow Transport Strategy policies is set out in a Case for Change report [here](#).

Part 2 of the Glasgow Transport Strategy will be a Spatial Delivery Framework, and this will be consulted on in 2022. It will help us make decisions on certain projects e.g. on where we need bus priority.

The consultation questions are in black font. The GCPH responses and comments on the consultation questions are provided in blue.

Technical policies and actions

- Reducing the need to travel unsustainably.
- Decarbonising transport and achieving cleaner air.
- Inclusive places for people and supporting sustainable travel choices.
- Collective transport – public, community, shared and demand responsive transport.
- Managing and developing assets and infrastructure.
- Smart and digital city.
- Managing travel demand.
- Transport and the natural and built environment.
- Access to vital services and opportunities and supporting economic success.

We take each theme in turn and ask you for your views. You are welcome to skip these themed questions if you prefer and tell us your overall views on the policy framework as a whole.

Would you like to skip these themed questions?

- We would like to give opinions on the themed questions

Theme 1 of 9: Reducing the need to travel unsustainably

Here is a broad summary of the technical policies and actions in Theme 1:

Theme 1 of 9: Reducing the need to travel unsustainably

- Develop Liveable Neighbourhoods where more services are available locally, more local trips are made on foot and by bike, and places are designed around people, not vehicles.
- Apply the national sustainable travel hierarchy in our decision-making which puts walking, wheeling, cycling at the top, followed by public transport and then the car at the bottom.
- Use the planning system to design more for people instead of cars, and help create more sustainable transport choices through new developments. This includes more low car or car-free developments.
- The Council to reduce unnecessary journeys where possible e.g. support more flexible working and help staff make more journeys by foot, bike, public transport.
- Help communities have more of a say in how their local places are designed.

Tell us if you support the policies under Theme 1.

- We support some of these policies but some could be changed or added to.

The action that the Council '*reduces unnecessary journeys*' suggests that this is restricted to Council employees. We would like to see this action expanded upon to encourage all public, private and third sector organisations to adopt this principle. If successful, this could increase the reach and impact of this proposal.

Creating more low-car or car-free developments and designing more for people than cars will be important, but attractive alternative travel options need to be provided also, including affordable and accessible public transport and a safe and expanded active travel network. It would be helpful to connect the active travel network to the green network.

Arguably the last point, *'Help(ing) communities have more of a say in how their local places are designed'* could be more specific and give neighbourhoods a more proactive role e.g. 'encouraging communities to take the lead in how their localities are designed to support sustainable travel.'

We welcome the principle of using the Sustainable Travel Hierarchy to make decisions. This should result in the prioritisation of streets and pavements over roads, in particular their maintenance and clearance in snow. Where possible, consideration should also be given to how existing roads can be given back to non-motorised forms of travel.

Theme 2 of 9: Decarbonising transport and achieving cleaner air

Here is a broad summary of the technical policies and actions in Theme 2:

Theme 2 of 9: Decarbonising transport and achieving cleaner air

- The Council will make its fleet of vehicles cleaner and low carbon, and work with partners to provide cleaner and local carbon vehicles across the city (including buses, taxis and private hire).
- Continue to tackle vehicle emissions including through our Low Emission Zone and air quality monitoring.
- Encourage more electric vehicles in the city and speed up the delivery of a larger electric vehicle charging network
- Try to move more goods by cleaner and low carbon methods.
- Increasing awareness of transport's role in climate change.
- Exploring alternative fuels for transport such as hydrogen and join up work on clean energy across all sectors.
- Work towards a "circular economy" which means reusing, recycling and sharing more to reduce how much we consume, including in transport.
- Work towards a "Just Transition" to our 2030 net zero carbon goal, which means taking care we don't make it harder for people already struggling.

Tell us if you support the policies under Theme 2.

- We support some of these policies but some could be changed or added to.

Clean air is fundamental to health and there is growing evidence to show how air pollution affects different aspects of health at even lower concentrations than previously understood. Air pollution is now recognised as the single biggest environmental threat to human health, along with climate change, causing or contributing to cardiovascular and respiratory diseases, lower respiratory tract

infections, pre-term births and other causes of death in children and infants. It is also linked to dementia, cognitive decline and early life effects.

As a result, the WHO have recently lowered their recommended Air Quality Guidelines (AQG) for several pollutants including PM₁₀ and NO₂ meaning that even greater effort will be needed to reduce the concentrations of these pollutants on Glasgow's streets to safer levels. Additionally, in light of this, an assessment is needed of whether the LEZ restrictions being brought in are likely to reduce emissions to safe levels and, if not, then consideration should be given to introducing even tighter restrictions.

The recent House of Commons Environment, Food and Rural Affairs Committee report on Air Quality and the Coronavirus highlights that people who contribute the least to air pollution suffer the most. More specifically, people living in more deprived areas are more likely to be exposed to dangerous pollution levels than their more affluent counterparts. In Glasgow, many of the most deprived parts of the city have high traffic levels caused by commuting journeys from more affluent areas. We would therefore welcome a commitment from the Council to further explore the link between deprivation and poor air quality across the city, and where necessary steps should be taken to prioritise improving air quality in the most deprived and polluted areas. Better and cleaner public transport will help in this regard. This is a matter of environmental justice that must be considered and acted upon.

Reducing traffic related air pollution, including transitioning to electric vehicles and encouraging more active travel, is likely to have a positive impact on levels of noise pollution.

While electric vehicles will improve some aspects of air quality, they will have less of an effect on the reduction of particulate matter. The erosion of tyres and brake pads, as well as road dust are major sources of particulate matter from all motorised vehicles. Reducing unsustainable travel, and particularly private car use (whatever the power source), will bring air pollution levels down and help to achieve our carbon emission reduction targets. While shifting to electric vehicles is a part of the solution for creating a sustainable transport system, in cities the main change should be to encourage people to travel less, to travel actively and to use public transport.

The final action could be strengthened and go further. Working towards a "*Just Transition*" should be about working to improve affordable and sustainable transport options for people who are already struggling or suffering from transport inequality.

Theme 3 of 9: Inclusive and safe places for people and supporting sustainable travel choices

Here is a broad summary of the technical policies and actions in Theme 3:

Theme 3 of 9: Inclusive and safe places for people and supporting sustainable travel choices

- Encourage walking, wheeling and cycling for everyday journeys, with specific policies and projects set out in our new Active Travel Strategy, and new Liveable Neighbourhoods plans.
- Create a City Centre focused on people and place, with specifics in our new City Centre Transformation Plan.
- Encourage more shared mobility in the city – that is, transport schemes that support shared access such as the bike hire scheme and car club scheme we already have – and Mobility Hubs.
- Improve how we communicate and consult on transport in the city, making it easier to access and understand.
- Do targeted work to encourage people to make sustainable transport choices where they can.
- Ensure our transport systems support everyone, in particular some groups who can be particularly affected by poor transport systems such as those with disabilities, young people, older people, woman, people from black and ethnic minority backgrounds.
- Develop a transport system that helps to tackle child poverty.
- Continue to focus on road safety goals through our Glasgow Road Safety Plan 2020-2030 including our 20mph speed limit goal.
- Work with partners to ensure people feel secure and safe when travelling in the city, particularly women, LGBTQ+ communities and those from black and ethnic minority backgrounds.

Tell us if you support the policies under Theme 3.

- We support some of these policies, but some could be changed or added to.

The reduction in the speed limit on the majority of roads to 20mph which has been committed to by the Scottish Government and Glasgow City Council will not only save lives and reduce casualties but encourage more people to feel it is safe to walk, cycle and wheel in Glasgow. Action to bring in this speed restriction should be accelerated, and the support of Police Scotland should be sought as effective enforcement will lead to a greater proportion of people adhering to these lower limits and thus providing a greater positive impact.

In order to provide a sustainable, accessible and affordable transport system that supports everyone, those most affected by poor transport currently - those with disabilities, young people, older people, women, people from black and ethnic minority backgrounds – should be involved in planning of improvements to the transport system. These policies rightly place an emphasis on population groups that face discrimination or barriers to transport use. While we welcome this, targeted investment and engagement with these groups is required to achieve these policies. More radical changes such as subsidised travel may be needed to address these issues of inequality.

Theme 4 of 9: Collective transport – public, community, shared and demand responsive transport

Here is a broad summary of the technical policies and actions in Theme 4:

Theme 4 of 9: Collective transport – public, community, shared and demand responsive transport

- Work with partners towards a more integrated, easy to understand, easier to use public transport system in the city across rail, bus, Subway, including ticketing that works across all forms of public transport and is more affordable.
- Work with partners to improve bus services in the city, supporting bus in new development, giving it more priority on roads to get ahead of congestion, improving the quality of stops and information.
- Continue to work on the existing Glasgow Bus Partnership and continue to explore different ways to run buses in the city in the future.
- Continue to value the role of rail in the city particularly in serving trips that start or end outside of the city boundary, and also work to identify more Park and Ride opportunities for these trips on rail and bus.
- Work with partners on developing a regional Glasgow Metro scheme.
- Continue to support taxi and private hire services and encourage quality improvements where necessary e.g. vehicles with lower emissions and more private hire vehicles that people with mobility difficulties can use.
- Work with SPT to enhance the role of Subway in the city e.g. longer opening hours at weekends and better cycle parking at stations whilst reducing car-based trips to Subway stations.
- Recognise the role e-scooters can play whilst protecting pedestrians, and monitor their use in Glasgow if they become legal.
- Promote more car-sharing.
- Continue to support and develop community transport in the city.
- Work with partners to make it easier to travel across the city using more than one form of transport e.g. better access to bike and car hire schemes, secure cycle parking at public transport interchange.
- Secure cycle parking at public transport interchange points.

Tell us if you support the policies under Theme 4.

We support some of these policies, but some could be changed or added to.

- It is well known that cost, convenience, reliability and journey times are key determinants in people's transport choices.
- Better public transport coverage across the city, extensions to subway opening times and more frequent services will help increase patronage.
- In terms of integrating transport options, there should be integrated tickets across all forms of public transport, including the bike hire scheme. This would help to encourage more multi-mode journeys using sustainable modes.
- The cost of public transport needs to be reduced if more people are to be encouraged to use public transport. A single affordable multi-modal ticket such as those available in cities like Vienna could make public transport significant more attractive.
- The section rightly places a lot of emphasis on working with partners to achieve better transport outcomes. However, we would welcome more emphasis on effectively engaging communities. Recent consultations such as this have been delivered in a more people-friendly and engaging way, but greater effort is needed to reach a cross section of the population. Using social media to engage with the population through maps is a welcome addition, however, there needs

to be a more obvious mechanism for continuing to engage with people once suggestions have been made (i.e. how have decisions been taken forward or why have they not been acted upon).

Theme 5 of 9: Managing and developing assets and infrastructure

Here is a broad summary of the technical policies and actions in Theme 5:

Theme 5 of 9: Managing and developing assets and infrastructure

- The Glasgow Transport Strategy: Spatial Delivery Framework will set out how we will make decisions on roadspace, recognising streets and routes have different and sometimes conflicting purposes. Overall, our goal is to support less journeys by car and more by sustainable transport.
- Continue to deliver, manage and maintain roads in the city as statutory roads authority for Glasgow and as per our Roads Asset Management Plan.
- Our winter maintenance plans are reviewed annually and public information can be viewed at the [Winter Gritting StoryMap](#).
- Continue to seek additional funding to maintain our assets.
- Continue to make street lighting and other traffic management lighting low carbon to reduce carbon emissions.
- Invest in signals and sensors to give pedestrians and cyclists more priority at junctions.
- Ensure our infrastructure is ready for the future, and can cope with climate change. Reuse and recycle materials where possible.
- New roads will only be delivered in certain circumstances and our overarching focus is on reducing the distance travelled by cars.

Tell us if you support the policies under Theme 5.

We support some of these policies, but some could be changed or added to.

The quality and level of maintenance and repairs on active travel routes (segregated cycle lanes, shared paths and pavements) needs to be brought up to an acceptable standard. There should be a clearly funded plan for regular repairs (e.g. potholes, tree roots, broken lights) and maintenance (e.g. clearance of broken glass, road detritus and leaves on pavement and in cycle lanes). This should be prioritised over improvements to roads, in line with the sustainable travel hierarchy. Standards need to be implemented across the city, particularly where quality has been allowed to deteriorate in the past.

Clear criteria should be published explaining the presumption against new road building but also in what circumstances new roads will be considered.

Affected local communities should have a strong role and influence on decisions regarding new roads. Building new roads should only be considered if there is a clear public need or an economic case, and carbon offsetting measures, as well as environmentally friendly asphalt, should be used to ensure a carbon neutral development.

A health impact assessment of any new road system proposal should be mandatory. Related to this, the Glasgow City Region team have recently been successful in a project bid for funds from the Health Foundation's Economies for Healthier Lives programme. The project aims to develop a 'Capital Investment Health Inequalities Impact Assessment '(CHIIA) tool and to test it on capital infrastructure projects of various sizes, types and stages of development. The tool will help enable a new approach to large infrastructure projects that considers the likely health, wellbeing and inequality outcomes of large scale capital infrastructure spend. This aligns with the Health and Wellbeing Policy within the Draft National Planning Framework 4 which requires a health impact assessment for all proposed development likely to generate significant adverse health effects.

Theme 6 of 9: Smart and digital city

Here is a broad summary of the technical policies and actions in Theme 6:

Theme 6 of 9: Smart and digital city

- Make more of our information available online and easier to access.
- Make more of our data open to encourage people to use it for the public good (e.g. creating apps to help people choose sustainable transport).
- Explore Mobility as a Service with SPT, to make it easier for people to travel seamlessly around the city on sustainable transport.
- Continue to focus on technology that prioritises the movement of people by sustainable ways to travel.
- Keep a 'watching brief' on the role of connected and autonomous vehicles, focus on autonomous vehicles for the movement of goods and people together (as opposed to individual cars), and start getting the city ready for autonomous vehicles.
- Work to ensure residents benefit from more jobs in data, technology and low carbon sectors through education and training.

Tell us if you support the policies under Theme 6.

We broadly support this set of policies.

It is worth noting that while digitalisation can enable progress, it can also prevent the implementation of inclusive transport options. There is no doubt that we are moving into an age of digitalisation, however, those without access to the internet or a smart phone, as well as people with language barriers or visual impairments are likely to face greater barriers to the use of transport in this way. Approaches to providing better transport information and services need to be delivered in ways that support all user' needs.

Theme 7 of 9: Managing travel demand

Here is a broad summary of the technical policies and actions in Theme 7:

Theme 7 of 9: Managing travel demand

- Introduce more controls on on-road parking in the city to manage how people use cars, giving priority to residents' parking and those with mobility difficulties, supporting parking and loading for businesses and visitors where appropriate. Reduce on-street parking where possible to use the space for pedestrians, people on bikes, buses and better local places.
- Continue to explore a Workplace Parking Licencing scheme in the city to tackle non-residential parking to encourage more employees to travel sustainably where possible, and use any money raised on sustainable transport schemes.
- Ensure adequate enforcement of parking restrictions and improve how we interact with customers.
- Set parking charges at a level that can meet the costs of running and enforcing parking provision, with any extra re-invested in projects in this Strategy.
- Review how we deal with parking in new development to try to reduce parking provision where possible and focus on better sustainable transport.
- Improve cycle parking in the city including secure sheltered parking.
- Ensure Council-owned car parks offer a safe and quality environment, and monitor usage and financial sustainability.
- Explore emissions-based resident parking charges.
- Better manage parking related to events in the city, and better plan for coach parking.
- Implement national bans on pavement parking and double parking, with any exemptions for pavement parking based on evidence.
- Encourage the Scottish Government to introduce 'road user pays' proposals at a national level and work with regional partners on a regional scheme.

Tell us if you support the policies under Theme 7.

We support some of these policies, but some could be changed or added to.

We support efforts to reduce on-road parking and suggest a target or set of tiered reduction targets might help prioritise action and create momentum for change.

We believe transport planning for all major events in the city, such as conferences, football matches, and protests, should focus on how to maximise the use of public transport and active travel modes, following the example of the Glasgow 2014 Commonwealth Games.

Theme 8 of 9: Transport and the natural and built environment

Here is a broad summary of the technical policies and actions in Theme 8:

Theme 8 of 9: Transport and the natural and built environment

- Work to ensure transport projects and decisions take account of biodiversity, and improve biodiversity where possible, for example, no overall loss of trees, improving habitats for wildlife.
- Ensure the design of transport projects take account of weather impacts from climate change, including flooding and high temperatures.
- Continue to improve access to “green”, “blue” and open spaces and the outdoors by residents, and consider this need in our transport decision-making. This includes country parks, Core Paths, the canal network, rivers.
- Support those in lower income communities in particular to walk and cycle for leisure and access to the outdoors.
- Ensure our transport decisions do not have a negative impact on water quality.

Tell us if you support the policies under Theme 8.

We support some of these policies, but some could be changed or added to.

As emphasised earlier in our submission, connections to the Green Network need to be strengthened. There are many popular green network routes used for business and leisure purposes already e.g. the path on the Forth & Clyde Canal, through Glasgow Green and Kelvingrove, etc. While not all these routes will be used after dark, most active travel journeys are undertaken in daylight hours and these spaces form a critical part of the network for many people. These green routes, away from traffic will often be favoured over more direct on-road routes by less experienced or more cautious cyclists. Transport planning in Glasgow needs to acknowledge the importance of the Green Network in enabling zero carbon travel around the city. Efforts to make parks and greenspaces feel safer at night should also be pursued, including improved lighting on frequently used strategic routes.

While support for those in lower income communities to walk and cycle for leisure and access to the outdoors is welcomed, it is also necessary to include other traditionally marginalised groups (e.g., those protected under the Equalities Act).

Consideration should be given to the walkability and wheelability of all neighbourhoods across Glasgow. There are currently huge disparities in the quality of environments across the city. Some of this will require regeneration on a large scale, but efforts to improve the quality of environments by removing litter, fly-tipping and street clutter could be implemented immediately. These sets of policies reflect the need to protect the existing environment, but more could be done to improve it.

Current interventions to promote 20-minute neighbourhoods tend to be implemented in areas where existing infrastructure (e.g., amenities, greenspace, active travel infrastructure) is in place. Many parts of Glasgow do not have the necessary infrastructure to support this approach and will therefore require more substantial

investment. In such areas, shops and amenities that can support local people, without the need to drive or use public transport, should be prioritised.

Climate change will have the greatest impact on low-income and marginalised population groups. Flexibility is needed in the transport system to ensure that people with fewer transport options (e.g., those who rely on one type of transport) are not prevented from travelling in disruptive weather. Where travel may not be possible, the Council should review its existing policies to ensure that all members of the public are supported. Measures should also be in place to enable active forms of travel in all weather, such as prioritising treating ice and snow on cycle routes.

Theme 9 of 9: Access to vital services and opportunities and supporting economic success

Here is a broad summary of the technical policies and actions in Theme 9:

Theme 9 of 9: Access to vital services and opportunities and supporting economic success

- Encourage walking, scooting and cycling to school first and foremost and reduce the use of the car on the journey to school.
- Work to improve access to jobs and training by good sustainable transport which is affordable to those on low incomes.
- Work to reduce transport as a barrier to accessing fresh, healthy and affordable food.
- Support the City Centre in its economic recovery from Covid-19 and focus on improving sustainable transport connections to it.
- Ensure our transport systems support Glasgow as a major events and tourism destination.
- Support the effective movement of goods in the city.
- Support business requirements through transport decision-making, recognising that more roadspace needs to be reallocated to pedestrians, people on bikes and public transport in the future.
- Work with SPT, bus operators and community transport to support good public transport connections to healthcare, and improve walking, wheeling and cycling connections.

Tell us if you support the policies under Theme 9.

We support this set of policies.

Improvements to the current transport system in Glasgow could provide far-reaching positive impacts. An inclusive, sustainable and accessible transport system can have many co-benefits, contributing to lowering carbon emissions, reducing air pollution and creating healthier more attractive communities.

Further, public transport systems can be major employers in a city, offering a range of job opportunities from entry level to highly skilled professions. There is an opportunity to provide good quality, fair work through the public transport system. And it is recognised that investment that improves a city's public transport system is

likely to have positive overspill across other policy areas with health, social and economic benefits.

Technical policies overall [routed question if not answering questions per theme above]

Overall, do you think the policies set out in the GTS: Policy Framework for Discussion and Consultation are going in the right direction?

- We support this set of policies.

You've said you support these policies. If you have any other comments to add, please add them below.

Pose a policy

This is your chance to “pose a policy” for the Glasgow Transport Strategy. Is there something we have missed that you feel strongly about? It might be something very detailed or very general, and you think it really needs to be tackled to help us achieve our goals. Please tell us below the specific policy you would like us to include.

In our previous ‘Connecting Communities’ response we provided the three policy ideas below. We believe that these are covered to some extent in this strategy, but a stronger commitment to each would be welcomed.

- 1. We would like to see a firm commitment to taking back road space from cars for the benefit of more sustainable and less congesting forms of travel, with walking and cycling prioritised.** Given that Glasgow has more road space as a percentage of its land mass than many other UK cities, there are ample opportunities to adapt streets in ways that promote walking and cycling and wheeling, as well as making them safer and more pleasant. These changes would help to increase physical activity through active travel and support reducing emissions in line with current carbon reduction targets. This should build on the changes already delivered through ‘Spaces for People’ and those planned through the Avenues programme, be driven by targets and supported by adequate investment.
- 2. Invest in an affordable, accessible public transport network** Good public transportation systems have both social and economic benefits: efficient mobility in cities creates economic opportunity, facilitates access to services and employment, and encourages people to socialise. Companies running public transport are employers in a city, often large scale, and can offer a range of employment opportunities. Investment in well-planned public transport systems supports economic activity, inclusion in the labour market, and the growth of jobs because of the variety of skills required by transport providers as employers.

Meanwhile, jobs that are not accessible to those without a car exclude a considerable proportion of the population which exacerbates inequality; in Glasgow around half of all households do not have access to a car.

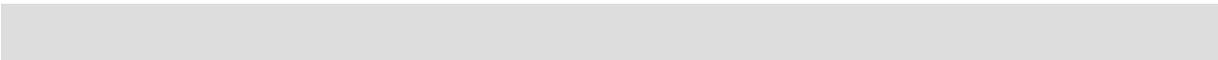
It can be easier to access Glasgow from outside the city than from some neighbourhoods within the city boundary. People living in more deprived communities (where car ownership is lower) often rely on buses. However, bus services are subject to commercial decisions and so can be unreliable. Additionally, on some routes there may not be a full service that supports travel outside of peak travel times. This is a particular issue for those who rely on a bus to get to work on time, who have complex commuting journeys and for those who do shift work. Many work opportunities, such as in the hospitality sector, where shift work is required, become very difficult for those on low incomes who rely on public transport. The current costs of public transport can be a barrier for many on low income. The accessibility, reliability and affordability of public transport are key to realising the social and economic benefits it can deliver.

For all these reasons there needs to be greater public control of public transport services in Glasgow, either through a publicly owned and operated system or a network franchising system controlled and managed by the public sector. A publicly managed public transport system would enable it to be run principally for the public good and for environmental benefit. This could in turn enable the integration of services: ensuring adequate and efficient allocation of bus and train services across the network, integrated ticketing and fairer, more consistent and more affordable ticket pricing that ensures public transport can be accessed by all.

- 3. Create a safe, affordable, inclusive and comprehensive active travel network across the city.** Clearly the draft active travel strategy represents a significant and strong step in this direction. Nevertheless further detail will be needed. A costed strategic plan with clear timescales and significant investment is required to create such a network across the whole city. Lowering road speed, principally via a city-wide default 20mph limit, should be a key component of this plan in order to reduce casualties and encourage more people to walk, cycle and wheel safely.

Integration of active travel with other modes of travel, particularly sustainable public transport is key: making multi-modal trips easy, convenient and cheap will help people to make these journeys more frequently. Integration of public transport, bike sharing and other active travel options will play a vital part in the transition away from the car to a more sustainable less carbon intensive transport system.

Delivery and governance



The GTS: Policy Framework contains some policies around how transport decision-making will be made and how policies will be delivered.

Summary of delivery and governance policies

- Within the Council, we will work to better join up our efforts and policies.
- We will work collaboratively with partners in the city, region and nationally on transport goals.
- We will work to ensure people have a better understanding of our policies and decision-making on transport, and have better access to information.
- We will continue to explore better ways to run transport in the city and the region to make it more joined-up.
- We'll continue to make the most of external and innovative funding streams for transport improvements.

Tell us how you feel about these policies on delivery and governance.

- We support some of these policies, but some could be changed or added to.

As noted elsewhere in our response we believe it will be important to involve those most marginalised and affected by transport inequalities in decisions about how to make the shift to a sustainable transport system a fair one.

Guiding principles

A few principles have guided the development of transport policies – important points that have influenced our thinking.

These are:

Managing uncertainty – the world is uncertain and our policies need to be able to respond to that

Post-Covid recovery – we must work to support sustainable travel post-Covid-19 as well as economic recovery

Thinking long-term and not just about the next few years

Setting out the future we want rather than wait for things to happen to us

A whole systems approach – transport is part of a much bigger picture and we must all work together

Sustainable travel hierarchy which puts walking, wheeling and cycling at the top, then public transport, with cars at the bottom

Sustainable investment hierarchy which includes reducing the need to travel by vehicles in particular and getting better use of what we have

Do you agree this is a good set of principles to guide the Glasgow Transport Strategy Policy Framework?

We agree with some of these principles, but some could be changed or added to.

We suggest an additional principle of ‘working to achieve a fair and accessible transport system,’ in recognition of the many inequalities in access to transport that currently exist and affect some groups disproportionately.

Monitoring and evaluation – how we will know if we are moving in the right direction

The GTS Policy Framework contains some proposed monitoring indicators. These are the things we will keep an eye on to check if we are moving in the right direction. We also propose to check this around 2026 to give ourselves time to take action if we are not on the right track (the GTS covers the period up to 2030). The indicators include:

- Carbon emissions from transport.
- Proportion of vehicles that use diesel or petrol or are ultra low emission.
- Household car and bike access.
- The proportion of people using bikes and cars for important journeys.
- Distance travelled by cars.
- Distance travelled by vehicles on local roads.
- Satisfaction with public transport.
- % of journeys made for commuting purposes.

Do you agree these are useful indicators to monitor in Glasgow Transport Strategy Policy Framework?

- We agree with some of these monitoring indicators, but some could be changed or added to.

Firstly, we think that the range of measures above and in the strategy document could be expanded (further details below); secondly, that monitoring should be on-going with annual reporting on progress; and, thirdly, that the monitoring framework needs to be broad and holistic, recognising the dynamic linkages and interactions between different elements of the transport system.

Further detailed discussion would be required to agree on a fuller set of system indicators, but – as well as the indicators identified above and in the strategy document – we have suggested additional indicators below:

Data is needed to track changes in usage of different modes – journeys and distances by private motor vehicles (by type – private cars, taxis, lorries, vans), public transport journeys (by bus, train and subway) and by active modes (walking, wheeling and cycling)

Casualty statistics by mode and demographic characteristics.

Survey data will be needed to monitor the demographic profile of travellers by transport mode, by journey type (e.g., work, leisure, shopping) by trip type (single, multi-trip) and by distance travelled. A measure of people switching to and from different modes for particular journeys might be useful also.

Additionally, data on attitudes and behavioural influences (including weather, convenience, cost, safety, and concerns about climate change and air pollution) related to different modes of active travel will also help in assessing changes in attitudes and behaviours.

Consideration should be given to a more comprehensive network of air quality monitoring sites, to enable air quality data to be linked to data on deprivation and to use this data as an evidence base for decision-making.