

Glasgow City Council Connecting Communities: A public conversation on Glasgow's transport future

**Cycling Scotland submission
October 2020**

In this submission, we did not respond to all questions in the survey, instead selecting those we felt were relevant for us to reply to.

Question 14 – Problems our new transport plan must tackle
Which problems are important to you?

(Our answers are highlighted in bold)

- **Rising traffic levels and congestion**
- Bus use is declining
- Reliability issues with bus journey times
- **Less people walk for journeys than comparable areas, and people want better quality and safer places to walk**
- **Rising number of vans and light good vehicles, with associated emissions**
- **Poverty and unequal access to transport**
- **High cost of transport, particularly public transport**
- Physical and mental barriers created by motorways and busy roads
- Complicated governance of transport in the City (lots of organisations involved)
- **Different ways of travel are not smart and integrated, including ticketing**
- **Transport's role in climate change, particularly cars**
- **Poor air quality and health problems**
- **Health inequalities and unequal participation in active ways to travel like walking and cycling**
- Mobility difficulties and resulting unequal access to transport
- **Safety concerns over cycling on road and lack of a complete cycling network**
- **Transport as a barrier to economic success**

Question 15 – The biggest problems for transport to tackle

If not already covered in the list above, or you feel very strongly about them, please tell us about the biggest transport problems you would like our new transport plans to tackle.

The biggest transport challenge for the city is to tackle the level of congestion and number of motorised vehicles in the city, especially private cars. This is essential to help promote modal shift to active and sustainable transport particularly for short everyday journeys. The climate emergency is one of the biggest challenges facing the city, the country and at a global level. Given transport's significant contribution to climate change, as the largest emitting sector, delivering policies which promote active and public travel, making these the natural choice, are essential. This can be achieved through delivery of networks of dedicated separated cycling infrastructure that are safe and easily accessible, as well as supporting public transport.

Addressing and tackling inequalities in the transport system, and improving accessibility to active and sustainable modes, are key challenges which need to be addressed, and should

be the focus of the council's transport plans. Action in these areas is critical to address issues of congestion and rising traffic levels.

Responding to the challenges of Covid-19 and the resulting changes this has caused to travel patterns and trends is both a current and future challenge. It is likely going forward that travel patterns, demands and needs will be different from what they were prior to the pandemic, and this should be considered by the Council in developing their transport plans.

Question 16 – Transport contributes to a successful and a just transition to a carbon neutral, clean and sustainable city. Do you agree this should be one of our four outcomes?

Strongly agree

Question 17 – Transport has a positive role in tackling poverty, improving health deprivation, and reducing inequalities. Do you agree this should be one of our four outcomes?

Strongly agree

Question 18 – Transport responds and contributes to continued and inclusive economic success and a dynamic, world-class city. Do you agree this should be one of our four outcomes?

Strongly agree

Question 19 – Places are created where we can all thrive, regardless of mobility or income, through liveable neighbourhoods and an inclusive city. Do you agree this should be one of our four outcomes?

Strongly agree

Question 20 – Do you think we should have a different outcome?
Please write your ideas below.

There could be an outcome focusing on transport being safer. This should focus on roads being safer for all road users, especially vulnerable road users, and public transport being safe and accessible for all groups, including people with disabilities and LGBTQ groups for example.

Question 22 – The impact of Covid-19 on how we travel
Which of the following did you experience in your local streets during lockdown?

(Our answers are highlighted in bold)

- **There was less traffic**
- **There seemed to be more vehicles speeding**
- **More people walking**
- **More people cycling**
- Parking problems
- **More community spirit and communication**
- Other

Question 23 – Council transport actions in response to Covid-19

Below is a list of some of the changes we have made to respond to physical distancing in our Spaces for People programme, and some changes we are making to support public transport also. Which of these would you like us to consider keeping long-term, if any? Please select as many as you like.

(Our answers are highlighted in bold)

- **Pop-up cycle lanes**
- **Wider pavement space (removing some on-street parking) on busy streets**
- **Wider spaces around rail stations and bus stops for pedestrians**
- More places to sit outside of cafes, bars, and restaurants
- More signal priority for buses at traffic lights to help them get ahead of traffic queues
- Pop-up bus lanes and bus gates
- **Road closures**
- Other

Question 25 – Your first idea to improve transport in Glasgow

- Car-free city centre and reallocation of road space to active and sustainable modes

Question 26 – Your second idea to improve transport in Glasgow

- Increased investment in active travel infrastructure, including networks of safe and easily accessible dedicated cycling lanes and routes

Question 27 – Your third idea to improve transport in Glasgow

- Improved modal integration (with and between active and sustainable modes) to deliver truly sustainable door-to-door journeys

Question 28 – The use of road space

Any city has a limited amount of space, and there are often competing uses for that space. To what extent do you agree with reallocating road space away from private cars to more sustainable ways of travel (like walking, cycling and public transport)?

Strongly agree

Question 29 - Electric scooters are increasingly common in European cities and a few UK cities also. Do you think e-scooters should be legal to use on-street and in cycle lanes in Glasgow?

Other

E-scooters are not proven as being safe on road carriageways but there could be an argument to test them on quieter lower speed roads (20mph roads), where there is likely to be less risk to both users of such vehicles and other road users, and to help keep them off pavements. E-scooters should be banned on footways.

There should be scope to accommodate e-scooters on cycle lanes and cycle tracks. E-bikes are currently permitted on such infrastructure, so it is appropriate, where e-scooters are subject to the same regulations and conditions as e-bikes, to also be able to use cycle lanes and tracks. Where permitted, there must be a clear set of regulations on use to prevent conflict with other users (i.e. people cycling on conventional, non-electric bikes, pedestrians, people with mobility aids, and people with visual or hearing impairments for example).

Question 30 - Your City Centre

Glasgow City Centre will be transformed through the creation of a network of Avenues and public spaces integrated with public transport services and cycling infrastructure. Access to the city centre for private cars will be limited with no through trips.

To what extent do you agree with this proposal to transform our city centre as described above?

Strongly agree

Question 31 - Your Liveable Neighbourhoods

Local Neighbourhoods in Glasgow will be transformed by making the streets safer and work better for people, rather than for vehicles, as part of a wider traffic reduction strategy for the area.

This means:

- Looking at how streets are planned to enable active, inclusive, and safe travel helping to encourage a modal shift away from the use of the private car.
- Designing public spaces integrated with public transport services and cycling infrastructure.
- Focusing on improving the local environment.
- Opening school streets.
- Delivering on 20mph speed limits.

To what extent do you agree with this proposal to create liveable neighbourhoods as described above?

Strongly agree

Question 33 - 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).

Support this policy focus

Question 34 - Continued working towards zero serious and fatal injuries on our road network (our updated Road Safety Plan to 2030).

Support this policy focus

Question 35 - 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.

Support this policy focus

Question 36 - 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.

Support this policy focus

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Question 37 - Continued maintenance of what we already have to ensure our pavements, cycleways and roads enable sustainable travel.

Support this policy focus

Question 38 - Embedding the Fairer Scotland Duty into our transport decision making alongside our Equality and Climate Duties and applying a "wellbeing test" to our transport investment decision-making.

Support this policy focus

Question 39 - 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.

Support this policy focus

Question 40 - 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.

Neutral

Question 41 - 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.

Support this policy focus

Question 42 - 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).

Support this policy focus

Question 43 - We collectively agree an approach to transport governance in Glasgow that is in the best interests of the users of our transport systems.

Support this policy focus

Question 44 - We create financially sustainable models of transport provision in the City and proactively identify sources of income to sustain investment in sustainable transport.

Support this policy focus

Question 46 - 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.

Support this policy focus

Question 47 - 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.

Support this policy focus

Question 48 - Working collaboratively with planners and regeneration teams, 'Liveable Neighbourhoods' are created which maximise the availability of services within 20 minutes walking distance.

Support this policy focus

Question 49 - A focus on the journey to school – further investment in walking and cycling infrastructure, working towards a default speed limit of 20mph, and a wide rollout of school road closures.

Support this policy focus

Question 50 - A focus on making sure the city centre and neighbourhood environments are accessible for all.

Support this policy focus

Question 51 - 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.

Support this policy focus

Question 52 - 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.

Support this policy focus

Question 53 - Less vehicles of all kinds on our roads, and a reallocation of road space to sustainable ways to travel.

Support this policy focus.

Question 54 - Monitoring consumer trends and doing what we can to manage the rising number of light goods vehicles on our roads.

Support this policy focus

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Question 55 - Considering and using the tools at our disposal to support cleaner vehicles in the city.

Neutral

Question 56 - Considering greenspace, open space, and biodiversity when we plan transport and placemaking projects, to maximise the benefits of our investment.

Support this policy focus