

Organisational feedback form – please return to ConnectingCommunities@glasgow.gov.uk by 13th November at the latest.

We want to hear from you in our Public Conversation On Glasgow’s Transport Future.

Glasgow City Council is preparing three new transport plans for the City in 2020/2021. These are:

- an updated Local Transport Strategy - the Glasgow Transport Strategy
- an updated City Centre Transport Strategy - the City Centre Transformation Plan
- a completely new Liveable Neighbourhoods Plan

Please refer to [our Public Conversation document](#). (via www.glasgow.gov.uk/connectingcommunities)

Organisation name

Please tell us the name of the organisation you are representing in this response, and ideally a contact email. If you do not wish your response to be attributed to your organisation in a published Consultation Report, but prefer it to be anonymised - please tell us below (delete whatever statement **does not apply** to you).

Get Glasgow Moving www.getglasgowmoving.org
Ellie Harrison (Chairperson) info@getglasgowmoving.org

Non-attributable and anonymous?

- Fine to attribute our comments to our organisation in your consultation reporting

(this includes all the other supplementary material we have submitted alongside this Organisational Feedback Form, listed on page 13)

Problems our new transport plans must tackle

In our Public Conversation document, we have listed some of the problems we think we need to tackle. Our Draft Case for Change report has more detail on these and others.

Problems:

- Rising traffic and congestion
- Bus use is declining
- Reliability issues with buses
- Less people walk for journeys than comparable areas elsewhere, and people want better quality and safer places to walk
- Rising number of vans and light goods 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 to travel are not smart & integrated, including ticketing
- Transport's role in climate change particularly cars
- Poor air quality and health problems from vehicle emissions
- 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

The biggest transport problems 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.

Glasgow's bus network is patchy, expensive and unreliable. This leaves communities cut-off from the main social and economic life of the city, it pushes people into car ownership that they often can't afford, and leads to more climate emissions from transport.

Our transport outcomes – do you agree?

We want you to tell us if you agree with the four outcomes we have chosen for our transport plans. Outcomes (or goals) are what we are trying to achieve with all our spending on transport and decision-making on transport in the next 10 years.

Below are our four outcomes. Do you agree or disagree they should be goals we work towards in our new transport plans? (Please delete below until you are left with the statement that applies to you e.g. delete all except slightly agree to indicate you slightly agree.)

Outcomes:

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

- Strongly agree

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

- Strongly agree

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

- Strongly agree

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

- Strongly agree

Do you think we should have a different outcome?

Please write your ideas below.

Our campaign was launched in 2016 “To help expand Greater Glasgow’s economy, address inequality and social isolation, reduce toxic levels of air pollution and tackle climate change, by campaigning for a world-class, fully-integrated & accessible, publicly-owned & accountable, public transport network for everyone in our region” – all of which are covered by the outcomes identified.

The City is changing and how we travel in the future might also change.

Transport is mostly a means to an end - we rarely travel just for the sake of it except for leisure or social reasons. The need to travel may change in the future, and indeed, already is.

Key drivers of travel demand (the need to travel) in the future

In our Public Conversation document, we have identified some factors that might change how we travel in the future. These drivers of change include technology, more working from home and a changing world of work, more online services, changing attitudes and greater awareness of climate change. These are the things we think we need to keep an eye on, as they may reduce our need to travel, or change how and when we travel.

If you are interested in this subject - please give us your ideas on how the need to travel (or not) in Glasgow may change in the future, in the textbox below.

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Your ideas and priorities

Tell us three things you would like the Council to include in their future transport strategies and plans for the city. This could be a specific project you would like them to pursue, or a concept like cheaper public transport fares, safer places to cycle, more dropped kerbs on pavements.

Big or small, tell us your ideas.

Your first idea on how to improve transport in Glasgow

Re-regulate all the existing private bus companies under 'Franchising' so we can properly plan the network to re-connect communities left stranded by cuts from private bus companies, and impose an immediate cap on fares.

Your second idea on how to improve transport in Glasgow

Set up a publicly-owned bus company for Greater Glasgow to start taking over routes. This will provide a better service and ensure public money is not being extracted from the system as private profit.

Your third idea on how to improve transport in Glasgow

Once costs have been brought under control, we can roll-out free regional public transport for all. As shown in the [Free Our City campaign manifesto](#), this policy has economic benefits which far outweigh the costs of running it – returning £1.70 to the economy for every £1 spent, and it can pay for itself in increased tax receipts.

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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? (Please delete below until you are left with the statement that applies to you e.g. delete all except slightly agree to indicate you slightly agree.)

- Strongly agree

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? (Please delete below until you are left with the statement that applies to you e.g. delete all except slightly agree to indicate you slightly agree.)

- Strongly agree

Our policy focus areas and your priorities

In our Public Conversation document, we have set out the areas of policy we propose to focus. We would like your views on this. Tell us how much you agree that these should be policy focus areas in our new transport strategies.

Are we moving in the right direction with our policy focus areas? Tell us if you support, don't support or are not sure about our initial set of policy focus ideas.

(Please delete support/neutral/do not support for each statement below, to leave the response that applies to you – for example:

“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”)

Statements:

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

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

- Support this policy focus

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

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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

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

- Support this policy focus

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

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*

* We do not like the use of the word 'supporting' which implies doing our best to prop up a failing system. We want this replaced with 'regulating'.

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.

- Support this policy focus

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*

* We want to know what 'partners' are alluded to in this statement. If this refers to Glasgow's private bus operators - the same bus operators who habitually hike prices so even short journeys on Glasgow's buses are extortionate - this statement is worthless. We want this to say 'We regulate the bus network to reduce the cost...'

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).

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- Support this policy focus*

* Glasgow/SPT have been attempting to 'work towards' this goal through 'partnerships' with private operators for 20 years and it has completely failed. We now have the powers necessary to deliver integrated ticketing. Regulate the entire network and we dictate to transport operators how much they are allowed to charge and what ticket they must accept. This is not rocket science (London's Oyster card launched 17 years ago(!) in 2003) – the Strategy must now give a *clear timeline* to delivering a single, integrated, smart ticket.

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*

* As outlined in our Covering Letter, fixing our region's transport governance is essential. This statement, however, needs more detail. If Glasgow City Council continues to develop a BSIP rather than introduce regulation and transparency over the bus network, this will not be in the 'best interests' of transport users.

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*

* We agree we need substantially more funding to deliver a world-class public transport network. This must be done hand-in-hand with public-control of the network and greater public ownership which will also reduce costs in the long-term. People will not accept new taxes, unless it is guaranteed this money is helping expand and improve public transport and not being extracted from the system as private profit.

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

- Do not support this policy focus*

* We do not support this policy focus. The only reason we have so many 'gaps' in our transport network is because de-regulation of buses has fundamentally failed – we have lost millions of miles of routes over the last 30 years. We must reject this policy focus and instead deliver a world-class, fully-integrated public transport network which equally serves every community in our city and so there is less need for taxi use which cause congestion, carbon and air pollution.

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.

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- Support this policy focus

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*

* It is essential that the most sustainable forms our transport are also the cheapest. This is why Get Glasgow Moving is supporting the [Free Our City campaign](#) for a complete free public transport network – this is the *only way* we will achieve modal shift on the scale that is necessary to meet the 2030 deadline.

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

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

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

- Support this policy focus

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

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

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

- Support this policy focus

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

- Support this policy focus

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

- Support this policy focus

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

- Support this policy focus

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What changes would you be willing to make, and how can the Council support you?

Glasgow City Council can, and should, do a lot to work towards our transport outcomes. There are many organisations involved in the delivery of transport infrastructure and services in the city, and we must all work together.

We'd also like to hear what you would consider doing to help us achieve the transport outcomes we have set out above.

What would you be prepared to do to help us achieve our outcomes, and what support do you need from the Council to help you do this? Tell us in the text box below.

For example:

- As an employer or organisation, I'd like to offer my staff reduced price public transport tickets
- As an employer or organisation, I'd like to encourage staff and visitors/customers to travel to us on foot or by bike

We will mobilise all our supporters to back any Local Transport Strategy which truly commits to putting transport users' interests ahead of those of the private bus companies – like those being proposed by [Manchester](#) and [Liverpool](#).

We will do everything we can to ensure the Strategy is implemented.

One final question for you - your transport vision for Glasgow

Thinking about the city of Glasgow, and the role transport could play in it – give us 5 words that describe the type of transport system you would like Glasgow to have in ten years time.

Affordable, reliable, accessible, integrated and efficient

Any other comments

Please feel free to add any more comments below. Thank you for taking part!

This Organisational Feedback Form should be ready in conjunction with:

- Get Glasgow Moving's [Covering Letter](#) emailed 30/10/20 22:10
- Petition 1: [World-class transport for Glasgow](#) (signed by 11,382 people as of 30/10/20)
- Petition 2: [Time to take back our buses!](#) (signed by 7,810 people as of 30/10/20)
- [Letter to Transport Minister Michael Matheson](#) dated 25/10/20
- Our 'References for Local Transport Strategy' emailed 30/10/20 12:48