



Glasgow Green Deal

A Response from CTA

December 2021

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Summary

On behalf of our members and as a champion of accessible, inclusive and sustainable transport for all, the Community Transport Association (CTA) welcomes the opportunity to respond to the Glasgow Green Deal roadmap and call for ideas.

The key points of our response to Glasgow City Council are:

- Community transport can play a key role in decarbonising Glasgow's transport system. The sector is leading the way to net zero by delivering shared transport services, facilitating active travel and modal shift and transitioning to zero-emissions vehicles
- The Glasgow Green Deal should harness the potential of community transport to close the 'implementation gap' and deliver accessible, inclusive and sustainable transport for all Glaswegians
- Community transport operators are not-for-profit, community-led projects for a social purpose. They can support bottom-up solutions to and citywide participation in Glasgow's net zero mission, especially through co-design of services and facilitating modal shift
- Transparent reporting of progress and new mechanisms to ensure robust screening of decisions and policies are compatible with net zero will be required
- The Glasgow Green Deal should consider how to support electric car share and shared e-bike schemes across the city as new community transport collaborations or projects by existing operators, or potentially as new operators if necessary
- Mobility as a Service should be developed in Glasgow to align, integrate and improve transport services information and services across all public and community transport operators in the city

1. Does the Green Deal and its mission reflect the direction Glasgow should be working towards?

We agree with the ambition of the Glasgow Green Deal and its mission of an 'equitable, net zero carbon, climate resilient city'. We welcome its recognition of the urgent need to bridge the implementation gap given the scale of the challenge and the pace of change which will be required to deliver net zero in Glasgow by 2030.

We agree that an integrated, mission-orientated and systematic approach to building a green recovery from COVID-19; tackling inaccessibility, inequality and poverty; and responding to the Climate and Nature Emergencies is both feasible and desirable. Investments, policies and regulations need to deliver co-benefits across these priorities to achieve the Green Deal's mission.

The community transport sector can play a critical role given its ability to deliver co-benefits for our society, our economy and our environment by delivering accessible, inclusive and sustainable transport for all.

2. How can we ensure the mission creates a just transition - prioritising those most at risk of the transition, or the impacts of climate change?

Delivering a just transition to net zero means that no one and no community is left behind, including older people, disabled people and people living in deprived or isolated communities. Community transport can be a key delivery partner in achieving this mission in Glasgow. The most recent data shows that 85% of community transport providers serve older people, while 53% serve disabled people.¹

As community-led projects, often with a mix of local volunteers and staff, operators in the sector are at the heart of their communities and understand their aspirations, characteristics and needs. Community transport providers can be a preferred mode of transport for elderly, disabled or vulnerable people as they offer a safe, reliable and often highly personalised service.

Community transport prioritises those most at risk of poor connectivity and a lack of transport in delivering their services and support. These people and communities are also among those most at risk from the negative impacts of a poorly managed and unevenly distributed transition to net zero, which could exacerbate existing inequalities by reducing the accessibility or affordability of transport, for example. Targeting resources at the community transport sector will therefore mitigate these risks.

Converting vehicle fleets from petrol and diesel to electric or hydrogen involves significant up-front capital costs, which can be especially prohibitive for community transport operators due to their not-for-profit status and the relative lack of supply of Electric Wheelchair Accessible Vehicles. The sector will require financial and other support in order to smoothly and fairly transition to zero-emissions fleets.

Case Study: Community Transport Glasgow

Community Transport Glasgow, which works in partnership with Glasgow City Council, is leading the way to net zero with the first zero-emissions fleet in Scotland's community transport sector. Supported by £1.2m of funding from Scottish Power Energy Network's Green Economy Fund, Community Transport Glasgow now has an all-electric fleet of 7 low floor minibuses, 4 standard minibuses, 2 people carriers, 1 van and 1 car to replace an aging diesel fleet, reduce long-term operating costs and improve local air quality. Over 18 months, they have reduced their carbon emissions by 188 tonnes.

The new vehicles are enabling Community Transport Glasgow to continue to serve over 75,000 passengers every year in communities throughout the city, including older people, disabled people and people with mobility challenges. Its services focus on some of the least prosperous and least well-connected parts of the city, including Drumchapel, Easterhouse and Shettleston. The charity also

¹ <https://ctauk.org/report-serving-scotland-during-covid>

works with a number of stakeholders around food poverty to redistribute food to those in need instead of going to landfill.

At the Community Transport Awards 2021, Community Transport Glasgow was the Winner of the Commitment to Sustainability Award in recognition of its pioneering efforts to help transform and decarbonise Glasgow.²

3. Are the areas of focus for the mission right for the City? Do we have the balance right? What more could or should we be looking at?

We welcome 'clean, safe and connected mobility' as an area of focus of place-based action in the roadmap. It is essential that everyone in Glasgow benefits from an accessible, affordable and sustainable transport system.

Glasgow's transport system is currently in serious need of investment to make it fit for purpose for the 21st century and the climate crisis. New and emerging technologies like Electric Vehicles (EVs) and Mobility as a Service (MaaS), as well as ambitious proposals like the Glasgow Metro, create exciting opportunities to better align, improve and integrate public and community transport services and information across all modes and journeys across the city.

Many communities in the city currently suffer from poor connectivity with the rest of the city and its metropolitan region, which creates substantial barriers to education, employment, health and social care and access to other opportunities or services, which affects everything from life chances to household income to individual health and wellbeing.

The community transport sector delivers cost-effective, inclusive, innovative and community-led solutions to unmet transport needs, from scheduled wheelchair accessible bus services to electric car schemes. The sector operates a diverse range of services for a social purpose and not-for-profit in communities across Glasgow, including 16 members of CTA. They can play a critical role in supporting Glasgow City Council and its partners to increase modal shift, reduce dependence on private car ownership, reduce emissions and strengthen placemaking over the next nine years and beyond. We therefore also welcome Glasgow City Council's support for the 20-minute neighbourhoods agenda and the development of pilots in its Liveable Neighbourhoods Plan.³

4. Have we identified the appropriate levers of change to support the mission? Are there any that should be changed or that we have missed and why?

² <https://ctauk.org/events/ctawards21>

³ www.glasgow.gov.uk/index.aspx?articleid=27062

We agree that the appropriate levers of change to support the mission have been identified in the roadmap.

We believe that ‘co-design, participation and inclusion’ will be an especially important lever, which could help Glasgow City Council to stimulate and leverage ‘citywide participation in the mission’ by citizens and communities, including community transport operators and the wider third sector.

For example, transforming Glasgow – a city whose streets and public spaces are still dominated by fossil fuel cars in private ownership – into the UK’s first net zero city by 2030 will require radical and rapid modal shift to active travel and shared transport. Community transport has the potential to facilitate a significant proportion of the behaviour change required, supporting people to transition to shared models of travel like scheduled bus, demand responsive transport or car clubs. Every shared car in Scotland takes 10 private cars off the road.⁴ In partnership with Strathclyde Partnership for Transport and Transport Scotland, Glasgow City Council should work with the sector to strengthen, expand and raise awareness of its accessible, inclusive and sustainable services.

We welcome the commitment to give citizens and communities ‘a significant degree of control’ in the design and implementation of the Glasgow Green Deal. The community transport sector is all about local solutions to local transport needs. It is a community-led movement which recognises and showcases the capacity of empowered citizens and communities, with the right support from the public sector, to create and deliver the kind of ‘bottom-up solutions’ which the roadmap identifies as valuable. Community leadership and ownership increases public participation, long-term sustainability and democratic accountability.

The recognition of ‘funding and finance’ and ‘policy, powers and regulation’ as key levers is also important. It will be critical that local government in Scotland has the financial, legislative and regulatory powers it needs to design, deliver and fund local solutions in partnership with local communities – such as ambitious transport infrastructure projects like the proposed Glasgow Metro.

5. How should we govern the Green Deal? Are new institutions and structures needed to support implementation at this scale? If so, what are they, and why are they needed?

We welcome the roadmap’s proposal for a new Glasgow Green Deal unit to be created within Glasgow City Council. Any new unit will need to provide additional capacity and have an ability to convene and draw on external expertise across other organisations and sectors to support its effective design and implementation.

The new unit could address the need for capacity to robustly calculate the likely sustainability impacts and carbon reductions associated with proposed or potential policies. In its most recent progress

⁴ <https://como.org.uk/wp-content/uploads/2021/06/CoMoUK-Scotland-Car-Club-Summary-Report-2020.pdf>

report for Scotland, the Climate Change Committee called on the Scottish Government to be more transparent in its reporting of how it expects proposed policies to achieve its carbon reduction goals.⁵ The same principle should apply to local government.

6. Are we adopting the right implementation approach? Would you suggest any changes, and if so, why?

An effective approach to implementation of the Glasgow Green Deal will require transparent reporting and robust screening. Progress towards net zero will need to be evaluated and communicated to the citizens of Glasgow in a scientifically accurate and timely way. Decision-making and policy-making in planning, transport, waste management and so on will need to be evidenced as being compatible with net zero.

This could be achieved in a number of ways. In Germany, for example, it had been proposed that its newly elected coalition government create a new ministry with the responsibility to ‘veto’ decisions or policies which were ‘incompatible’ with the country’s net zero targets. In Glasgow, the proposed new Green Deal unit could fulfil this kind of role. In the end, it was agreed that a new ‘climate check’ process would be conducted by each ministry.⁶ Similarly, in Glasgow, a new mechanism for net zero evaluation could be created to be conducted by individual departments and even partners or stakeholders across the city.

7. Are there particular policies, regulations or investments the City (or others) should consider bringing forward as part of the Green Deal?

Harnessing the power of community transport can help Glasgow City Council close its ‘implementation gap’ between ambition and action to deliver net zero. Community transport operators are deeply embedded in their communities with local knowledge, staff and volunteers. They are cost-effective and innovative, focused on practical delivery of services and contribute to community wealth building and resilience.

The community transport sector has a long track record of delivering high-quality accessible, inclusive and sustainable services in often challenging circumstances. It is an existing asset with significant experience and expertise which should be harnessed. The Glasgow Green Deal should consider how the sector can be a key delivery partner of Glasgow City Council, Strathclyde Partnership for Transport and Transport Scotland in projects and programmes across the city to decarbonise, improve and integrate its public and community transport services and increase modal shift away from single occupancy journeys in private cars.

⁵ www.theccc.org.uk/publication/progress-reducing-emissions-in-scotland-2021-report-to-parliament

⁶ www.energymonitor.ai/policy/green-deals/what-does-the-scholz-coalition-agreement-mean-for-germanys-energy-transition

There are several opportunities for this partnership with the community transport sector to be developed and deepened.

The Glasgow Green Deal could invest in supporting the creation of electric car share schemes across Glasgow, either as new community transport collaborations or projects by existing operators, or potentially as new operators if necessary. Car clubs could play a positive role in reducing congestion and car journey miles across the city, as well as freeing up more pavement and road space for people and active travel. Every shared car in Scotland takes 10 private cars off the road.⁷ Many neighbourhoods in Glasgow with high levels of car ownership are severely impacted by pavement parking and street overcrowding, which damages accessibility for older and disabled people and discourages walking, wheeling and cycling. Localised electric car clubs at the level of the neighbourhood, street or tenement close could be an innovative and sustainable solution to these challenges of placemaking across the city.

The Glasgow Green Deal could also invest in supporting the creation of innovative micro-mobility solutions, such as a citywide shared e-bike or e-scooter scheme, either as new community transport collaborations or projects by existing operators, or potentially as new operators if necessary. There are numerous community-owned and community-led not-for-profit shared e-bike schemes in operation across the UK, such as GO e-Bike in the South East of Scotland Transport Partnership, which help to tackle congestion, reduce emissions, increase active travel and improve public health. Some schemes also provide accessible e-bikes which are more inclusive of disabled people. Micro-mobility hubs could be created at local transport interchanges, on local high streets, by parks and green spaces or near public services like GP surgeries, libraries and schools, learning from and strengthening the nextbike Glasgow model.

Case Study: GO e-Bike

GO e-Bike is a regional e-bike sharing scheme which has developed projects across Scotland in partnership between the South East of Scotland Transport Partnership, the University of St Andrews, Forth Valley Royal Hospital and CoMoUK. The projects are testing e-bikes to assess where they can reduce congestion, encourage modal shift and improve public health.⁸

Globally, many of the most innovative and impactful interventions to tackle the Climate Emergency are progressing at city level. Glasgow should continue to learn from best practice in major urban centres around the world. Mobility as a Service (MaaS) utilises data and digital technologies to provide people with live, high-quality travel information to help them more easily and reliably plan and access smooth journeys across transport modes. The concept has been proven in a number of cities, regions and nations and is the subject of a number of exciting pilots in Scotland funded by the Scottish Government's MaaS Investment Fund.⁹ It represents an important opportunity for Glasgow given the

⁷ <https://como.org.uk/wp-content/uploads/2021/06/CoMoUK-Scotland-Car-Club-Summary-Report-2020.pdf>

⁸ <https://como.org.uk/project/go-e-bike-south-east-scotlands-regional-e-bike-share-scheme>

⁹ www.transport.gov.scot/our-approach/mobility-as-a-service

urgent need to align, integrate and improve transport information and services across the city. Many Glaswegians currently have a disjointed and difficult experience of travelling around the city.

The Glasgow Green Deal needs to make travelling around the city by public and community transport easier, quicker and more affordable. It could invest in a citywide MaaS project to develop a single smartphone app and website which provides live information and integrated ticketing for journey planning via public and community transport services across Glasgow. It could learn from the positive GO-Hi pilot in the Highlands and Islands or the huge success of Rejseplanen in Denmark.

Case Study: GO-HI

The Highlands and Islands Transport Partnership (HITRANS) launched a new app in 2021 which will make it easier for residents, tourists and business travellers to access the information they need to make greater use of public transport and car sharing and to decide when cycling is an option.

HITRANS, the regional transport partnership, developed the bespoke GO-HI branded app to provide instant access to information on buses, trains, taxis, demand responsive transport, car hire, car clubs, bicycle hire, air travel and ferries. It allows users to plan their journeys and find, book and pay for all modes of transport in one place using any iPhone or Android mobile device.

Project partners include Enterprise Rent-A-Car and Car Club, Brompton Bike Hire, Stagecoach Bus, West Coast Motors, Inverness Taxis, ScotRail, Loganair, Orkney Ferries and Northlink Ferries.¹⁰

Case Study: Rejseplanen

Rejseplanen is an online platform which has been providing integrated and up-to-date information on transport services in Denmark since 2004. In addition to enabling passengers to plan journeys and buy digital tickets for traditional public transport modes like buses, ferries, metro and trains, Rejseplanen also now supports other modes such as city bikes, domestic flights and ridesharing. Its app and webpage are more frequently used than Google Maps by millions of Danes every year.

Rejseplanen is jointly owned and operated by a collaboration of publicly- and privately-owned bus, metro, railway and ferry operators and private bus operators in every region of the country.¹¹

The Glasgow Green Deal should enhance and accelerate Glasgow City Council's support for the scaling-up of a resilient and future-proof Electric Vehicle (EV) charging network across the city through its planning and investment decisions and policies. It will be important that the city's EV charging network meets the distinct needs of those who do not own a car, those without access to off-street parking and the specific needs of community transport operators providing flexible services with larger and heavier accessible vehicles.

Glasgow could consider becoming the second city in Europe to appoint a Chief Heat Officer to prepare for severe temperature increases in Scotland in the near future as a result of climate change. Temperature increases are highly likely and will create challenging conditions for residents, especially

¹⁰ www.intelligenttransport.com/transport-news/126195/hitrans-app

¹¹ www.rejseplanen.dk/webapp/?language=en EN

older people, in the summer months. The Glasgow Green Deal could create such a role to accelerate and coordinate efforts by the local authority to minimise the risk to public health and safety – for example, by aligning the plan to plant 18 million trees across the Glasgow City Region with a climate adaptation strategy to reduce heat across the city.¹²

Case Study: Athens' Chief Heat Officer

*The Greek capital of Athens has appointed the first 'Chief Heat Officer' for a major European city. Eleni Myrivili is responsible for advising the local authority on how to respond through urban planning and emergency preparedness to rising temperatures as a result of climate change. More frequent heatwaves threaten to make major cities unliveable in the summer months and pose a serious risk to the lives of thousands of citizens, especially older people.*¹³

8. Are there particular policies and regulations that could be changed which could help deliver the mission? What could we (or others) change to make it happen?

Planning decisions and policies will need to change in order to be compatible with net zero, the sustainable transport hierarchy and the forthcoming National Planning Framework 4 (NPF4). Commercial and residential developments should not be approved if they lock in car dependency; fail to facilitate active travel and the use of public or community transport; or are inaccessible.

We welcome Glasgow's approach to Spaces for People during the pandemic, which reclaimed space from cars for walking, wheeling and cycling and helped to increase safe and healthy active travel. It is important, however, that the Glasgow Green Deal builds momentum behind a more ambitious and comprehensive programme of changes and improvements in all neighbourhoods, learning from the success of cities like Paris.

Case Study: Paris – '15-minute city'

*As part of its ambitions as a '15-minute city', Paris is planning to pedestrianise major boulevards like the Champs-Élysées, remove 60,000 on-street parking spaces, increase car parking charges and create a cycle lane on every street in the French capital by 2024.*¹⁴

We welcome Glasgow's Low Emissions Zone (LEZ), phase two of which will come into force in June 2023.¹⁵ However, it is important that the LEZ is designed and implemented in a way which does not unfairly and negatively impact on disabled people and the community transport operators who serve them. We believe it is right that there are exemptions for Blue Badge holders. We are making

¹² www.glasgow.gov.uk/index.aspx?articleid=27099

¹³ www.politico.eu/article/hot-in-the-city-teaching-europe-how-to-live-on-a-warmer-planet

¹⁴ <https://slate.com/business/2021/09/paris-cars-bicycles-walking-david-belliard-anne-hidalgo.html>

¹⁵ www.glasgow.gov.uk/LEZ

representations to Transport Scotland on the national framework which will shape and govern the four LEZs in Scotland to protect accessible, inclusive transport.

More generally, Glasgow City Council will need to continue to take steps to deprioritise and increase the costs of private car ownership and use in the public realm across the city. A more progressive approach to the costs of parking permits and charges could better reflect its true costs and externalities and further discourage car ownership and use.

Further information

To discuss this consultation response further, or to engage with the CTA and our members in Scotland on any other issue, please contact:

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The Community Transport Association (CTA) is the national charity that represents and supports providers of community transport – thousands of local charities and community groups in all parts of the UK that provide transport services which fulfil a social purpose and community benefit, including over 160 across Scotland, and 16 in the city of Glasgow.

We champion accessible, inclusive and sustainable transport, connect people and ideas, strengthen our members and raise standards. We do this by contributing to the formation of public policy that affects our sector and their service users and showing how better outcomes are achieved for people and communities when they have access to community transport. We create partnerships with like-minded organisations across all sectors; manage a national programme of quality assured education and training; provide comprehensive advice and guidance to those delivering community transport; and we take every opportunity to champion the vital and indispensable work that our members do.