

# Scottish Government submission of 19 May 2023

## PE1906/E: Investigate options for removing and reducing the impact of the central Glasgow section of the M8

Further to your letter of the 25 November 2022, regarding Petition PE1906, which is before the Committee, I have noted the Committee's specific questions and I have responded to these in this response.

Firstly, I would like to apologise for the delay in responding. I would note that much of Transport Scotland's original submission still remains valid in the context of the Committee's deliberations and the further written submissions from other stakeholders. Scottish Ministers responsibilities for the motorway and trunk road network remains unchanged and, as the roads authority, Transport Scotland have a legal responsibility for the safety, operation, and maintenance of the network. However, Glasgow City Council as the planning authority would be the most appropriate lead to bring forward their aspirations for any work in this space, given that there will be significant impacts for land-use and for the local road network around the city centre that will need to be considered.

If I can now turn to responding to the Committee's specific points raised in your letter:

### **Query 1**

**Facilitate a collaborative approach between Transport Scotland, Glasgow City Council and other key stakeholders (including those using and impacted by the M8) to progress the Council's commitment to reduce the impact of the M8 on Glasgow City Centre, exploring all potential options, including a full cost-benefit assessment of the options;**

I note the response from Glasgow City Council and their aspirations outlined in the Glasgow Strategic Plan. These aspirations certainly align with Scottish Government aims stated in our route map to achieving 20% reduction in car km, which acknowledges the harms to communities though air pollution, road safety and community severance. The route map also recognises that local interventions will play a key role in supporting this transformation.

Any future consideration of the role and use of the road network would of course require significant consideration of the land-use and planning aspects for which Glasgow City Council are responsible for. The Minister for Transport recently wrote to Councillor Angus Millar to offer discussions between officials of Transport Scotland and Glasgow City Council on the measures they are considering to reduce the impact of the M8 on Glasgow city centre.

### **Query 2**

**Confirm the proposed approach to engagement with those who use the M8 such as emergency services, police and members of the public, as part of any assessment;**

The engagement of stakeholders at the appropriate point within any study of this type is critically important. As I noted above, given that the scope of any study which would need to extend well beyond the bounds of Transport Scotland's remit, we are happy to work with Council colleagues in making sure that all the necessary stakeholders are included within their assessment.

### **Query 3**

**Clarify the funding mechanisms available to support this work.**

There is currently no funding allocated by the Scottish Government, towards a study to reduce the impact of the M8 on Glasgow city centre, as proposed by Glasgow City Council. As mentioned above, we are willing to discuss with officials for the local authority the scope of any work. As they have not taken place yet, it would not be appropriate to discuss funding at this time.

In conclusion, Transport Scotland are willing to work with Glasgow City Council on taking forward work on measures they are considering to reduce the impact of the M8 on Glasgow city centre.

I hope that the Committee will find this response helpful in their further consideration of the Petition.