

Active Travel Forum notes – Wednesday 03 March 2021

Welcome

Existing and new members welcomed. Recognition that it had been approximately 12 months since the Forum met and that the landscape – policy and physical had changed since then.

Matters arising

- Spaces for People (SfP) possibility for expansion? - funding only for temporary measures however, GCC have been considering where this lends itself to permanent improvements, and, are increasing investment in this area generally.
- Possibility of a SfP map? – Team is looking at this; resource challenges (illness etc) have meant delays
- Liaison with employers at Silverburn retail park re employees' active travel journeys – monitoring by video camera and Sustrans surveys due to businesses/employees being furloughed
- London Road maintenance and enforcement – car lanes clear quicker than cycle lanes due to velocity etc assisting. Officers aware of need to increase sweeping and happy to take any reports re enforcement.

Active Travel Strategy

(Derek Dunsire – Group Manager – Liveable Neighbourhoods)

Intention to develop the strategy over the next few months and complete by year end: part of a suite of transport related plans and initiatives.

Active Travel Forum recognised as a key part of this process – the glue for wider stakeholder and city-wide engagement

'Ground truthing' approach will be taken ensuring ATF members inform development. Aim to identify core and secondary group to assist.

Overarching theme 'Successful Sustainable Places' – local, metropolitan and national challenges and opportunities informing the framework.

Promotion of behaviours change a critical element alongside infrastructure - Education Services/ Road Safety and Glasgow Life key agencies in achieving this.

Leisure/ Sport – will have less emphasis on competitive or professional sports events, instead development of cycling as lifestyle choice and increasing participation.

Health as well as environmental benefits will be at the heart of this.

Noted that it was important to have a joined-up network across the city including resources e.g. map

70% of the population live within 1-2km of the network but important to get underneath and explore inequalities i.e. that more affluent people cycle.

Focus on safety – not acceptable that increased cycling leads to a rising number of casualties

Estates have been designed with the car in mind. Need to live within easy reach of primary or secondary routes does not always work for people. Sustrans recommend infrastructure consider the capability of a 12yo: Glasgow aims to deliver for the most vulnerable first.

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Policy initiatives going forward will promote Active Travel and Liveable Neighbourhoods – base this on SIMD and Equity and build in other things e.g. Healthy Streets (TFL example). Learning re Equity Index (USA) enables application to health, race etc.

Scottish Government National Planning Framework 4 statement ([NP4 Nov 2020](#)) contains goal of developing 20 min Neighbourhoods. Will be pivotal in informing the content and strategic direction of policy in the new City Development Plan and will also form part of the new Policy Framework for Glasgow. Regional and national transport strategies

NPF4 will embed both the UN Sustainable Development Goals and our National Outcomes and states that the “Place Principle” will be a key driver. NPF4 establishes four outcomes for 2050 that inform the long-term strategy:

- Net Zero Emissions
- Resilient Communities
- A Wellbeing Economy
- Better Greener Places

SG acknowledgement that the position statement sets out policy ambitions but contains limited detail in terms of delivering - reasonable given that that the Position Statement is not intended to be a finished set of proposals but a stimulus for discussion on the approach the Government has arrived at so far.

[Council response \(Jan 2021\)](#) to NPF4 statement consultation took a cross cutting thematic approach to the 4 outcomes e.g. Integrated Land Use and Transport Policy - prioritise high quality walking, wheeling and cycling environments, public transport and shared transport in preference to single occupancy private car use. Will help to direct development to locations which reduce the need to travel that are already well served by sustainable transport options and support the focus upon reducing inequalities created by poor accessibility.

[University of West of England research](#) noted which demonstrated that continuous footways led to a reduction in collisions and severity of injuries (research focus on children)

Cllr Richardson noted the Public Conversation on Glasgow’s transport future which tested and overall endorsed policy statements.

Derek Dunsire added that the Public Conversation would inform the direction of the Liveable Neighbourhoods, Active Travel Strategy, shape the overarching Transport policy. Confirmed that the Glasgow strategy related to regional and national strategies and the green Network Partnership is actively reporting to the Clyde Plan etc and feeds into the Sustrans national network.

Derek Dunsire concluded that the time frame for the overarching strategy was October 2021, and related action plan produced by March 2022. Ongoing stakeholder input welcome

Cllr Richardson closed the meeting noting that the future ATFs would aim to support this engagement and utilise its track record to date of early engagement in shaping policy and plans.