



Glasgow City Council

**Environment, Sustainability and Carbon Reduction
City Policy Committee**

Item 3

5th October 2021

**Report by Executive Director, Neighbourhoods, Regeneration
and Sustainability**

Contact: Derek Dunsire

GLASGOW'S ACTIVE TRAVEL STRATEGY AND ACTION PLAN 2022-2031

Purpose of Report:

The purpose of the report is:

- To present to Committee the content of the Council's proposed Glasgow Active Travel Strategy and Action Plan 2022 – 2031, which will supersede the current Strategic Plan for Cycling 2016 – 2025.
- The intention to consult on the Active travel Strategy: network, policy and actions.

Recommendations:

It is recommended that Committee notes the content of the report and the intention to undertake public consultation for the Glasgow's Active Travel Strategy and Action Plan 2022-2031.

Ward No(s):

Citywide: ✓

Local member(s) advised: Yes No consulted: Yes No

1 Introduction

- 1.1 The purpose of this report is to present to the committee a draft on the Active Travel Strategy and Action Plan 2022-2031 and seek approval prior to public consultation.
- 1.2 [On 18 June 2020](#), the City Administration Committee approved the acceptance of £3 million of external funding from Sustrans to assist in updating Glasgow's transport strategies.
- 1.3 The grant from Sustrans Scotland's "Places for Everyone" fund for "Connecting Communities" is being used to support the development of new transport related plans across the city, principally:
 - i. A City Centre Transformation Plan,
 - ii. A Liveable Neighbourhoods Plan,
 - iii. An Active Travel Strategy.

This is in line with Glasgow City Council's sustainable transport ambitions. The grant is also supporting the development of the new Glasgow Transport Strategy (GTS).

- 1.4 As part of the GTS, the Active Travel Strategy and Action Plan 2022-2031 sets out the vision, outcomes and actions for encouraging and enabling increasing levels of walking, wheeling and cycling across Glasgow. The strategy is framed by three thematics, each with further sub-themes and associated policies and actions, and will be delivered in collaboration with a wide range of internal and external partners.
- 1.5 The strategy is an update to and replacement of the existing Strategic Plan for Cycling 2016-2025 which was developed initially to help build on the legacy of the 2014 Commonwealth Games by aiming to make best use of Glasgow's new cycling facilities and to increase participation in cycling for sport, leisure and everyday activity. By encouraging active travel as the first choice of transport, these measures will benefit public health by reducing noise and air pollution.
- 1.6 The Active Travel Strategy sits closely alongside the [Liveable Neighbourhood Plan](#), the vision for which is that Glasgow's Liveable Neighbourhoods will be accessible and healthy places that allow people of all ages and abilities to socialise and play in their local area. Active Travel is one of the four key thematics of the Liveable Neighbourhoods Plan alongside Streets for People, Everyday Journeys and Local Town Centres. The Liveable Neighbourhood Plan alongside the Active Travel Strategy seeks to both reduce the city's dependency on cars by making walking, cycling and public transport the first choice for everyday journeys, and to reduce the need for travel by reviving the retail, commercial and social functions of local centres.

2 Key Policy

- 2.1 The GTS for Glasgow sets out the Council's approach to how people and goods will move in and around the city daily. The Strategy identifies key strategic actions that will ensure Glasgow's connectivity, accessibility, attractiveness, resilience and mobility align with and deliver on the city's ambitions. The GTS complements national, regional and Council policies/strategies, in particular, the National and Regional Transport Strategies, Glasgow City Council Strategic Plan (2017-2022) and the City Development Plan (2017). The new city-wide transport plan will build upon the work of the Connectivity Commission and will feed into the ongoing Strategic Transport Projects Review 2 by Transport Scotland.
- 2.2 Since the inception of the Connecting Communities programme a number of significant developments have taken place in the wider fields of urban planning, environment, transport and place, which have been of particular importance in shaping the approach of the Active Travel Strategy. The principle external factors which have led these policy shifts have been the climate emergency and the response to the Covid-19 pandemic. The climate emergency, along with the demands placed on communities and economies by Covid-19, have highlighted the importance of active travel and place-based approaches to transport. There is a developing consensus of the importance of a neighbourhood level approach, which balances movement needs, with the full range of activities at a local level and the interaction with the wider active travel network.
- 2.3 Creating a new Active Travel Strategy allows for a re-focus on new priorities for the city in light of the declared climate and ecological emergency and the commitment to achieving net-zero carbon by 2030 and recovery from the Covid-19 pandemic. The incorporation into the strategy of walking and wheeling, along with cycling, is also a recognition of the contribution that all forms of active travel can and do make towards achieving the city's wider outcomes, as identified in the City Development Plan, Strategic Plan and Community Plan.

3 Glasgow Active Travel Strategy and Action Plan 2022-2031

- 3.1 The Active Travel Strategy (ATS) sets out the long-term vision for active travel within Glasgow to help meet the City's transport needs in the years to come. It also provides an overarching framework for the development and implementation of supporting strategies, policies and action plans.
- 3.2 The format of the ATS is:
- To inform of the benefits and opportunities that Active travel provides
 - The policy that drives forward the strategy
 - Vision and outcomes

- Three identified themes and subthemes which policy and actions will be built around.
- City Network and Development
- Monitoring & Evaluation
- Behaviour Change & collaborative delivery
- Communication & engagement
- Funding

3.3 A subsequent suite of documents will be developed to support the ATS
These are:

- City Network Technical Report
- Behavioural Change Strategy
- A Sport and Recreational Cycling Strategy
- ATS Action Plan

3.4 Vision – ‘*Active travel will be the first and natural choice for everyday journeys*’. We want walking and cycling and wheeling to be a viable choice and? the first and natural choice for everyday journeys – for people of all ages and ability - whether that’s travelling to and from the city centre or within local neighbourhoods to access schools, services and leisure facilities.

3.5 The ATS will assist in delivering this vision which will contribute to the following outcomes for Glasgow and its citizens:

- Transport contributes to a successful and just transition to a carbon neutral, clean and sustainable city.
- Transport has a positive role in tackling poverty, improving health deprivation and reducing inequalities.
- Transport responds to and contributes to continued and inclusive economic success and a dynamic, world-class city.
- Places are created where we can all thrive, regardless of mobility or income, through liveable neighbourhoods and an inclusive City Centre.

3.6 Glasgow’s Active Travel Strategy is shaped around three themes which help provide the focus for key initiatives and programmes for the coming years. Within each theme we have a further two sub-themes, each supported by policy objectives and further detailed through actions. The three themes are:

- Connectivity, People and Place
- Unlocking Change: Enabling everyone to walk wheel or cycle
- Thinking Differently: Encouraging, motivating & sustaining change

The themes are supported by case studies within the ATS as well as proposed policies which can be found in Appendix 2. The themes are summarised below.

3.6.1 *Connectivity, People and Place: Rebalancing our streets and spaces.* This theme identifies the need to consider what is needed within our street environment to enable people to walk wheel or cycle more often for everyday journeys. These changes directly follow from the 2020 Public Conversation where some of the top ten interventions that people would like to see are:

- Better environments for walking
- More restrictions on traffic
- More segregated cycle tracks/safer places to cycle
- Better access to cycles and cycling support

3.6.1.1 Glasgow's population is continuing to rise leading to more and more journeys taken in the city. If we are to avoid increasing traffic levels with resulting increased congestion, air pollution, and traffic danger then we must provide alternatives. One of the key benefits of active travel is that it actually increases the efficiency of the road network to move people and goods. A balanced multi-modal future within neighbourhoods and beyond will enable people to move about Glasgow more easily. This theme can be viewed as two distinct yet contributory sub themes:

- Network & Connections
- Neighbourhoods

3.6.1.2 Network expansion and improvements can assist communities through new walking, wheeling, and cycling links. A City Network of cycle routes, with accompanying pedestrian facilities, would enable anyone who could cycle to access most of the city within half an hour and almost all the city within an hour's journey. Glasgow has now built several segregated cycle routes in different parts of the city, each one an improvement on the last in terms of design. We will continue to improve on these and learn lessons from the Spaces for People temporary lanes to deliver approximately 270km of active travel infrastructure by 2030.

3.6.1.3 Networks and Connection provides cross connection work alongside the Liveable Neighbourhoods Plan through working with communities to identify everyday destinations for active travel and highlight barriers to active travel, opportunities to provide new community links through greenspace, and brownfield land while reducing the barriers people face to active travel. We can make better use of open space connections such as along green network routes such as canals, rivers, and old railway lines. There are also opportunities to expand and where possible upgrade our core path to provide further links to walk, wheel, and cycle.

3.6.1.4 Other considerations of Networks that have been identified through the Active Travel Forum include (in no particular order):

- Inclusive and accessible design
- City Network Design and Delivery
- Maintenance
- Improved interactions and links with public transport for multi modal journeys

Network development is further discussed in section 4.

3.6.1.5 The Neighbourhoods sub theme will work alongside with The Liveable Neighbourhood Plan. This plan will work over the next 10 years to deliver area improvements, including for walking and cycling, and more pleasant public space in Glasgow neighbourhoods. This will be a largely bottom-up approach where we will work collaboratively with communities and community groups to deliver the outcomes that people suggest for their neighbourhoods and surrounding areas. As identified in Connecting Communities, 83% of people support working collaboratively with planners and regeneration teams.

3.6.1.6 Other considerations for Neighbourhoods include:

- Streets for People
- Accessibility
- Road safety
- Safer walking and cycling to schools
- Safe and secure cycle parking

3.6.2 *Unlocking Change: Enabling everyone to walk wheel or cycle.*

Rebalancing streets for people and providing a more accessible neighbourhood environment can provide for journey decisions, however we understand that an individual's choice of travel mode may be affected by many other factors beyond the physical barriers they encounter daily: a lack of skills or confidence, isolation and fear, a health condition, a lack of information or knowledge of routes, amongst other things. We want to help enable everyone to walk, wheel or cycle thereby unlocking new everyday active travel journeys, maximising the use of our new infrastructure and ensuring we achieve significant modal shift across Glasgow. To support this the 'Unlocking Change' theme is split into two sub-themes of:

- Training & Education
- Collaboration & Engagement.

3.6.2.1 We need to unlock travel behaviour change in the short, medium, and longer term; to do this we aim to enable people of all ages and abilities to travel actively by building their knowledge, skills and confidence through the provision of training programmes, in a school or community setting, and to increase the opportunities for people to access cycles.

3.6.2.2 The Public Conversation showed that there is significant support and a latent demand for cycling within Glasgow and we have already seen evidence of this with the huge uptake in walking and cycling during the Covid-19 pandemic. As we develop the city network and our neighbourhoods become re-balanced towards people and place and less car-dominated, ensuring that our citizens are trained and competent cyclists, and confident to walk, will help active travel become an easy choice for everyday journeys.

3.6.2.3 To provide for Training and Education the ATS proposes to:

- Deliver walking & cycle training in our communities, for all
- Support school-age children to walk, wheel and cycle more
- Provide easier access to cycles for all

3.6.2.4 Our policies and actions within the sub theme continue with ‘enabling’ activities that have a focus on ensuring that we reach out to all elements of society and provide additional support through group activities where people live. Despite a large appetite from different demographic groups to start cycling, 85% of people aged over 65, 78% of disabled people, 76% of women, 75% of people at risk of deprivation and 74% of people from ethnic minority groups never cycle.

3.6.2.5 Collaboration and engagement is a key sub-theme where we want to engage with people from communities across Glasgow, facilitated through collaboration with national and community organisations which are already delivering group walking and cycling activities ‘on the ground’. These organisations have the knowledge and understanding of those groups’ lived experiences and are able to develop and deliver programmes of activities helping individuals to better health and wellbeing and a reduced sense of isolation – and can ultimately increase those groups’ rates of active travel.

3.6.2.6 Policy Objectives within this sub theme include:

- Help individuals to build walking, wheeling or cycling into their everyday journeys by supporting group activities in communities
- Engage with under-represented, disengaged and seldom-heard people and groups, to walk and cycle
- Encourage organisations to invest in Active Travel where people work, live and study
- Investigate and support opportunities to further develop the use of e-cargo bikes within the economic and social activities of the city

3.6.3 *Thinking Differently: Encouraging, motivating & sustaining change.*

The third and final theme focuses on effecting a cultural change in Glasgow so that walking, wheeling and cycling become an automatic first choice for people's everyday journeys – for all or part of those journeys.

3.6.4 As we start to deliver on this strategy, implementing the City Network and making changes to our neighbourhoods, we face the pressing challenges ahead from the climate emergency and recovery from the Covid-19 pandemic there will be major changes in the City that will require different thinking.

3.6.5 Thinking differently encompasses the sub themes of:

- Promoting & Messaging
- Activities, Events & Legacy

3.6.5.1 Promotion and Messaging, which goes hand in hand with behaviour change activities, will be a vital tool to help communicate the vision of this active travel strategy, to explain what is happening in the city and why change is needed, what we hope to achieve through the infrastructure changes and rebalancing of our streets, and what we can all gain personally and collectively from increased levels of sustainable and active travel.

3.6.5.2 Promotion and messaging is also required to raise the profile of active travel and to keep the discussion alive around the Climate emergency, the contribution active travel can make towards the city achieving net-zero carbon by 2030, and how our city will look and function by 2030.

3.6.5.3 At a city level, the public conversation on Glasgow's Transport Future in 2020 also highlighted that people want more information on routes for walking and cycling, better information on signage and improved information formats and beyond, there will be further effort to promote walking, wheeling and cycling as a viable first choice for everyday journeys including seeking to address misconceptions and social barriers to help foster positive attitudes and encourage those who have never participated before.

3.6.5.4 Glasgow is not a stranger to hosting small scale to major sporting activities and events. As part of the ATS a programme in our communities and at our major cycling venues can take inspiration from the legacy of major events that Glasgow has so successfully hosted in the past – and will do so again soon with the forthcoming 2023 UCI Cycling World Championships. Glasgow is the only city in the UK to hold the accolade of the UCI Bike City label and we must make the most of our opportunities to capitalise on this through the marketing and promotion of the championships themselves and the numerous 'activation events' in the run up, which will have a distinct communities-focus.

3.6.5.5 We will be seeking to develop a programme of regular 'open street' events at locations around the city which will aim to bring families together for walking and cycling in a safe and traffic-free environment. Rather than being city centre-based these events may be based in different locations around the city to truly meet with their communities and for the opportunity for local organisations to become involved and provide additional activities to make the events more inclusive.

3.6.5.6 Due to Glasgow's sporting legacy, the city and major cycling venues are important hubs for cycling programmes, drawing in participants from across our communities, especially from areas of deprivation. Due to this complex scene, a major output from the ATS related to this theme will be a separate Sport and Recreational Cycling Strategy.

4 Active Travel Network and Delivery

4.1 This Active Travel Strategy aims for a delivery of the Active Travel Network for 2031. This is a challenge due to the scale, resourcing, skill and funding needed over the next 9 years. Although Glasgow has been delivering high quality infrastructure around the city, such as the South City Way and Connecting Woodside, this has taken a significant number of years to deliver. To achieve this the Active Travel Network and options for delivery have been investigated.

4.2 The network is one of the key infrastructure outputs of the Active Travel Strategy. One of the main operational aims is to support co-ordination of funding and delivery of cycle infrastructure across Glasgow and to make it easier for stand-alone projects to have confidence that plans are future proofed to tie into wider contexts.

4.3 On this network people will be confident of a high quality infrastructure that removes feelings of traffic dangers while providing a clear comfortable journey. The City Network needs to feel open and useable by people 24hrs every day of the year. If a route needs to be closed it should be possible to divert around using equivalent infrastructure routes. The City Network aims to:

- Enable active journeys to schools, healthcare centres, high streets etc. in Glasgow.
- Eliminate traffic danger as reason not to cycle in Glasgow.
- Improve ability of Glasgow's road network to enable movement of people and goods.
- Have users which are representative of Glasgow (i.e. 50% women).

4.4 City Network

The Active Travel Network is seen as having two key elements; the City Network and the Neighbourhood Network with the latter working alongside the

[Liveable Neighbourhood Plan](#). The networks also take cognisance of green networks and the Spaces for People Programme.

4.4.1 The City Network has been planned out according to the two key principles of coherence and directness in the upcoming Cycle by Design Guidance. The other key principles of Safety, comfort, attractiveness, and adaptability are mostly respective to the detailed design phase.

4.4.2 Utilising the Level of Service indicators from Cycling by Design, the City Network was set out by following an initial algorithmic approach akin to the Rapid Cycle Prioritisation Tool. The key factors in this approach was that the network should:

- Connect key destinations (schools, commerce, culture etc.)
- Be on buildable roads (defined as >10m of carriageway)
- Routes with maximum of a 800m buffer from all residencies.

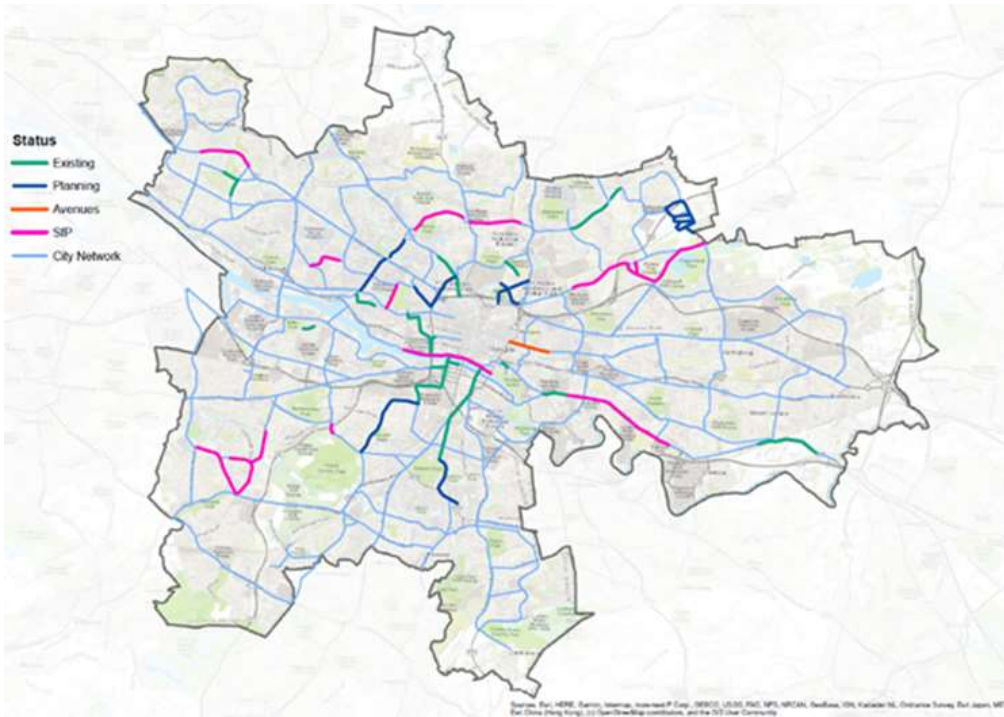
The algorithmic approach produced a pronounced initial network skeleton for Glasgow that largely met the requirements of the upcoming Cycle by Design guidance.

4.4.3 The proposed City Network sets a functional active travel network across the city however it is noted that key sustainable transport corridors which are part of the proposed City Network are also key bus corridors, and as such will need particular careful design to ensure we also meet the aim of a 20% reduction in bus journey times on these routes.

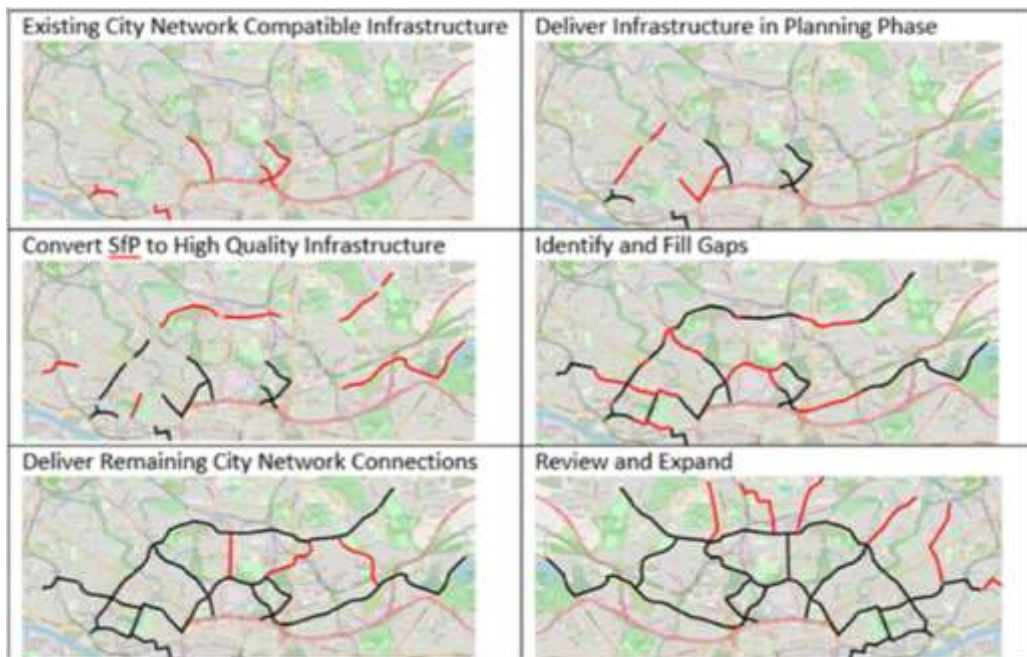
4.4.4 The network map is not designed to dictate which streets will be part of the City Network, but rather is the start of an iterative design process that will be continually reviewed and updated as the network progresses. On more detailed design for some of these routes, it might be that alternatives offer better function to the network and more pleasant journeys for people. However, the overall coherence of the network and directness of journeys would need to be maintained for it to remain functional.

4.4.5 The Active Travel Strategy emphasises the importance of creating a network across a city. This method is outlined in a way to get the benefits of a network in place (building on what's there). Glasgow already has some infrastructure in place suitable to be part of the proposed City Network. [Spaces for People](#) have shown streets where carriageway space is available to upgrade to be part of the City Network. An alternative prioritisation concept is to work with what's there to produce the first stages of localised networks which can then be expanded out to include the whole city by 2030. Spaces for People has also shown the capability of progressing quick delivery to provide for such network infrastructure with varied interventions.

4.4.6 The Image below shows existing City Network infrastructure, routes in planning and Avenues (out with City Centre), Spaces for People routes, overlain over the City Network. Visually, it is clear that already a coherent network is forming in the North of Glasgow, with the South of Glasgow offering a network potential by better connecting the SWCW and SCW. The East City Way forms the first strand of a possible network in the east end.



4.4.7 The sketches of North Glasgow below show an outline concept of how such a network could be completed in a series of sequential steps. The result would be a functional cycle network stretching from Broomhill in the west end to Blackhill in the north east. The prioritisation map above could be used to help inform prioritisation of routes within this local network programme.



The advantages of this prioritisation concept is that a functional network is developed quickly which maximises benefits to those areas. The disadvantage is that benefits might be localised compared to prioritising routes across the city. However, this Network in Place approach has the advantage of connecting a range of different neighbourhoods that were previously difficult to travel between.

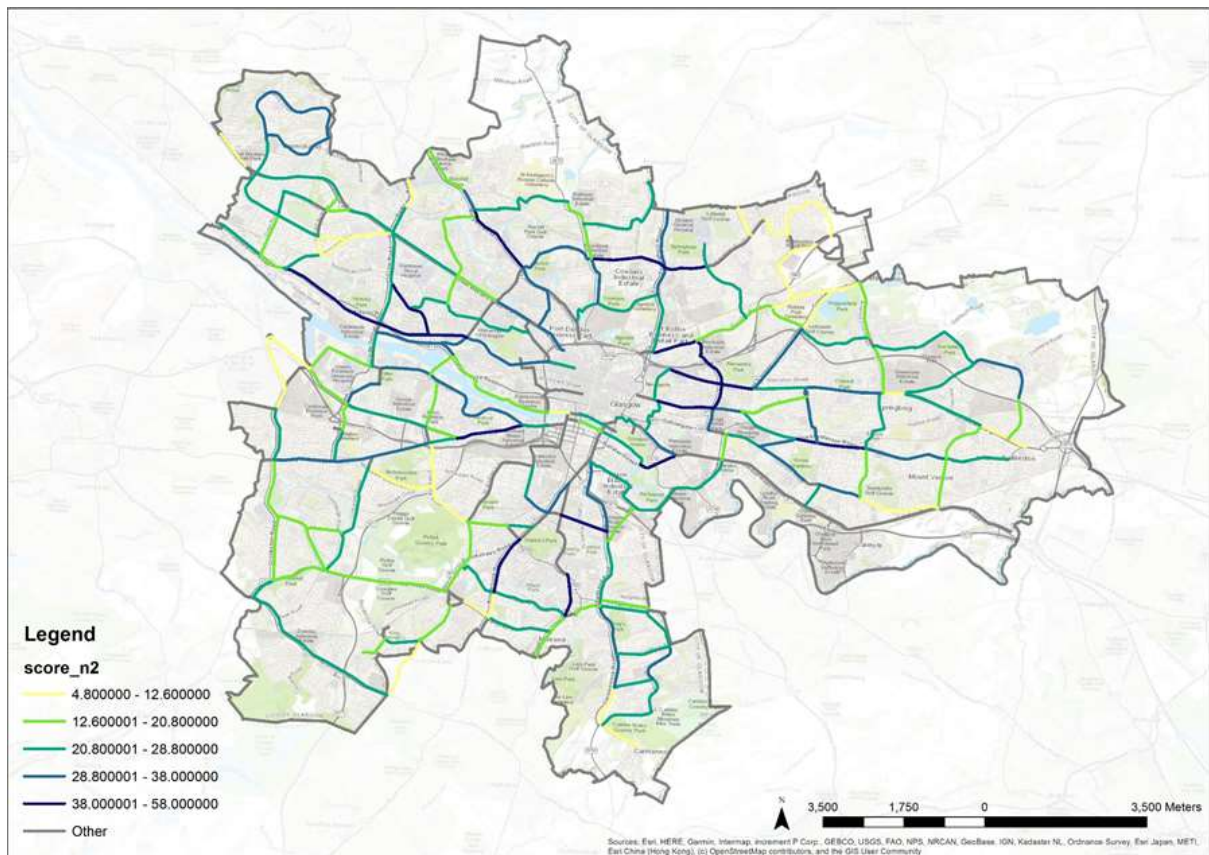
4.4.8 Route based prioritisation. Traditionally, transport planning have used a set of criteria applied to each route, scored each criteria, then prioritised construction of the routes which scored highest on that set of criteria. This route based method was used in the 2016 Strategic Plan for Cycling and led to South city Way, Byres Road, and London Road being targeted for development. Such a method could be used to support decision making around the network based method above.

4.4.9 To do this, the following criteria have been set out in response to the Public Consultation and in engagement with the Active Travel Forum in Glasgow:

- Household Density
- Collisions
- Commercial Premises
- Parks
- Pharmacies
- Hospitals and GPs
- Schools
- Railway Stations
- Glasgow Life venues
- SIMD

The main difference between this and the 2016 prioritisation is that we are now not considering current cycling levels or commuter routes as priorities for the development of the network.

4.4.10 The following map shows how the routes scored. Very short sections were removed from the analysis as they created some distorted results. Below are the preliminary results of following this method. Dark blue represents routes which scored higher for prioritisation.



Existing or routes far on in planning or being built were removed from the analysis, such as Victoria Road (existing) or London Road (in planning/being built)

4.4.11 Spaces for People

The [Spaces for People programme](#) (SfP) showed how use of temporary interventions and materials allows quick construction to test concepts and learn lessons quickly. The latest SfP project on Royston Road is delivering smooth surfaces, improved bus stop layouts, and traffic light adjustment to provide a higher quality of infrastructure than early projects. Some SfP projects had wider adverse impacts or did not lead to expected benefits, these could be removed quickly or adjusted.

4.4.12 While no longer in a COVID Emergency situation, we are still in a Climate Emergency context which requires rapid modal shift from unsustainable transport. To enable people to make the choice to walk or cycle rather than drive we need to deliver high quality infrastructure faster than we have ever been able to before.

4.4.13 A possible progression is a Spaces for People+. This is the utilisation of the lessons from Spaces for People, where we can use similar materials to deliver segregated cycleways or extended footways using temporary materials. However, we can use additional funds and time to more fully plan and design

zones of interaction such as junctions and bus stops to a high quality permanent standard. This would allow us to quickly deliver the simple sections, which can be the majority of kilometres of a route, but still deliver high quality inclusive infrastructure.

5 Funding the Network

- 5.1 As outlined in the network delivery, funding is a critical part for the delivery of a City Network. To deliver a network of a scale that is needed for the city the size of Glasgow it is estimated that 270kms of network and associated works are needed.
- 5.2 Using a high level cost of infrastructure to date it is estimated that to deliver a network of this size would be in the region of £470m.

6 Governance

- 6.1 The Active Travel Strategy Team is in talks with colleagues across NRS, Chief Executive and Glasgow Life to establish a Governance model for the ATS.

7 Consultation

- 7.1 Prior to development of the draft ATS, Council officers set up a series of one-on-one online conversations with members of the Active Travel Forum in May 2021 to learn more about:
- Their work activities and issues that they have experienced throughout the Pandemic.
 - Projects and interventions at a local level that have been delivered or undertaken where there are overlapping opportunities for the ATS and LNP.
 - Active travel barriers.
 - What is missing from Glasgow's Strategic Plan for Cycling 2016-2025 that should be included in the ATS.

Conversations were held with (but not limited to) Key Stakeholders:

- Bike for Good
- Cycling Scotland
- Cycling UK
- Freewheel North
- Glasgow Centre For Population Health
- Get Glasgow Moving
- Glasgow Caledonian University
- University of Glasgow
- University of Strathclyde
- Glasgow Eco Trust
- Go Bike
- Living Streets
- St Paul's Youth Forum / On Bikes
- NHS GGC
- Paths for All

- Scottish Cycling
- South Seeds
- SW Community Cycles
- Sustrans

This assisted with the structure and inception of the draft ATS.

7.2 In June 2021, an Active Travel Forum and workshop was held online to:

- Develop and review themes, policies and actions
- Provide input on the Active Travel Network

This was facilitated through an online collaborative session with an interactive white board and post-it notes to record all views and suggestions.

7.3 Further online workshops were held In June and July with key internal departments of Glasgow Life, PEPASS, Spatial Planning, Technical Services, Planning, Road Safety Unit and Roads. This was to allow input into the themes and policies and to make sure that their needs were accounted for as well as making sure the language is consistent throughout council services. Once that process was complete the internal stakeholders reviewed spreadsheets containing all policy objectives and actions.

8 Next Steps

8.1 We will continue to work with Active Travel Forum members to run workshops to generate further feedback on the proposed strategy.

8.2 Additional internal consultations are underway with the proposed City Network.

8.3 The Active Travel Strategy and Action Plan public consultation will be launched on Tuesday 12th October to 22nd November 2021. This will comprise of the circulation of the consultation documentation to all elected members and community councils, active travel forum representatives and other interested agencies.

8.4 The consultation document will be publicly displayed online for comment with public drop in sessions and events to be arranged.

8.5 The Active Travel Strategy and Action Plan will be presented to the Environment, Sustainability and Carbon Reduction City Policy Committee on 1st February 2022 for final approval.

8.6 Proposed publication dates of the related ATS suite of documents.

- City Network Technical Report February 2022
- ATS Action Plan February 2022

- Behavioural Change Strategy June 2022
- Sport and Recreational Cycling Strategy June 2022

9 Policy and Resource Implications

Resource Implications:

Financial: The cost of producing the full suite of reports is £3,500,000. This will be funded with £3,000,000 from Sustrans and £500,000 from the Council.

Legal: The report raises no new legal issues.

Personnel: Internal and external resources

Procurement: Consultancy Assistance for reviewing network, methodology and report design.

Council Strategic Plan:

The following Strategic Plan outcomes are supported:

- A resilient, growing and diverse city economy where businesses thrive.
- Glasgow is a world class destination for tourism, culture, sport, events and heritage.
- Glaswegians are active and healthier.
- All citizens have access to the city's cultural life and its heritage.
- Glasgow is healthier.
- Citizens and communities are more self-reliant for their health and wellbeing.
- Citizens use active travel, including walking and cycling.
- We have more sustainable, integrated transport networks across the city, and less congestion.
- We have a low carbon footprint as a council and as a city.
- Citizens can access good facilities, jobs and services locally.

More specifically the Active Travel Strategy and Network make an important contribution to the Council's Priorities:

- 31 – Extend the use of walking buses to schools and safe cycling routes to encourage cycling.
- 54 - Invest in roads and pavement maintenance, improving conditions, residents' satisfaction and contributing to active travel networks. Ensure community involvement in local decision making about this investment.
- 55 – Prioritise Sustainable Transport
- 65 - Build high quality, inclusive active travel infrastructure, investing a minimum of 10% of our transport infrastructure budgets in cycling and walking to make Glasgow an excellent cycling and walking city.

Equality and Socio-Economic Impacts:

Does the proposal support the Council's Equality Outcomes 2021-25? Please specify.

Generally supportive of the stated outcomes.

What are the potential equality impacts as a result of this report?

EQIA screening has been developed for the overall Glasgow Transport Strategy. Individual EQIA screenings will be undertaken for the individual projects as appropriate.

Please highlight if the policy/proposal will help address socio-economic disadvantage.

Improving opportunities for access to sustainable and/or active travel and enhancing local environments through improving conditions for cycling/walking can help address barriers to social mobility, improve access to services and employment opportunities, and can help to address problems of physical and mental health and wellbeing.

Climate Impacts:

Does the proposal support any Climate Plan actions? Please specify:

Glasgow City Council has committed to a goal of achieving net zero carbon emissions in Glasgow by 2030 in its collaborative Climate Plan. As this Plan recognises, transport emissions are the biggest challenge for the

city. The ATS and associated network supports actions:

- 51 - Deliver a comprehensive active travel network, incorporating the spaces for people measures (following consultation) and enabling 20-minute neighbourhoods through the Liveable neighbourhoods plan.
- 56 – Reduce the need to own and use a car through measures in the City Development Plan 2, Glasgow Transport Strategy and the Liveable Neighbourhoods

What are the potential climate impacts as a result of this proposal?

The Active Travel Strategy and Network can provide a positive impact on the climate through enabling and encouraging alternative modes of traveling through Glasgow City. Reduced emissions improved environments.

Will the proposal contribute to Glasgow's net zero carbon target?

The Active Travel Strategy and Network will contribute to Glasgow's net zero carbon target. To promote low carbon movement of people and goods in a resilient transport system that can adapt sustainably in the future. To achieve clean air through sustainable & active transport decisions, investment and decision-making.

Privacy and Data Protection Impacts:

No data protection impacts identified.

10 Recommendations

It is recommended that Committee notes the content of the report and the intention to undertake public consultation for the Glasgow's Active Travel Strategy and Action Plan 2022-2031.