

Glasgow's Active Travel Strategy 2022-2031

Glasgow Centre for Population Health: response to the consultation survey on the draft strategy

Introduction

Glasgow City Council is delivering an Active Travel Strategy to supersede the existing Strategic Plan for Cycling 2016-2025 and designed to achieve significant modal shift across the city to walking, wheeling and cycling.

The strategy is a recognition of the positive impact that transport, and active travel in particular, can make towards the city's wider policy objectives on Climate and the Environment, Health and Wellbeing, Inclusion and Equality and Wealth and Inclusive Growth.

The public conversation in autumn 2020 directly informed the policies and actions proposed in this draft Active Travel Strategy. We responded to this survey to provide feedback on the proposed policies and actions.

The consultation questions are in black font. The GCPH responses and comments on the consultation questions are provided in blue.

Theme 1: Connectivity People and Place: Rebalancing our Streets and Spaces

Following are the key policy objectives currently put forward for Theme 1. You will next be asked questions about actions associated with these policies and to put forward ideas for anything currently missing from this theme.

- Inclusive and Accessible Design: Our networks and connections need to be planned and designed to create inclusive enabling environments for all to enjoy the benefits of active travel across the city.
- Connecting Neighbourhoods: We will work with communities, as part of the Liveable Neighbourhoods Plan process, to improve active permeability within and between neighbourhoods.
- Improve active travel links with public transport to create an integrated and sustainable travel network
- Maintenance: We recognise that we will need to meet the challenges of transitioning to the different maintenance requirements of active travel.
- Streets for People: We will revamp Glasgow's neighbourhood streets to be focussed on the needs of people in order that streets can become more people-friendly, enjoyable and attractive places.
- Safe Secure Cycle Parking.
- Safer Walking and Cycling to School.
- Road Safety: Death and serious injury should not be accepted as an inevitable by-product of urban mobility. Traffic crashes and risk behaviours have underlying structural causes that we can act upon.

- **Monitoring Success:** We will set up a targeted monitoring programme to measure success of delivery of the infrastructure.

For the Actions in this Theme we will work to better connect communities through new walking, wheeling, and cycling links by creating new connections and also reducing the physical barriers that currently exist.

The Liveable Neighbourhoods Plan will assist in delivering traffic calming and improved walking environments needed to make walking easier and more pleasant for short trips, and create more pleasant public spaces in Glasgow neighbourhoods.

This will be a collaborative approach where we will work hand in hand with communities and neighbourhood groups to deliver the outcomes that people want for their neighbourhoods and surrounding areas.

➤ **Q1**

Please indicate whether you agree or disagree with the overall approach in the above theme outline.

Please tick ✓ which applies to you:

Strongly Agree	Agree	Neither agree nor disagree	disagree	Strongly disagree
✓				

➤ **Q2**

Please indicate with a tick ✓ whether you agree or disagree with the following actions proposed by Glasgow City Council, all of which are related to Theme 1.

	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly Disagree
Overall traffic reduction.	✓				
Improve connections between neighbourhoods.	✓				
Pursue rapid delivery of a linked-up citywide functional well-maintained cycle network by 2031.	✓				

	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly Disagree
Ensure our streets are accessible to all through actions like clearer footways and more dropped kerbs.	✓				
Reduce barriers to walking by preventing parking on pavements and increasing parking enforcement.	✓				
Introduce more safe crossing points across main roads.	✓				
Reduce excessively long pedestrian waits at junctions.	✓				
Improve connections to open space such as along canals, rivers, old railway lines and other 'green network' routes.	✓				
Ensure accessible routes to public transport hubs that are well-lit and with good widths to provide a comfortable environment.	✓				
Ban advertising boards, like Edinburgh, to help keep footways clear on shopping streets.	✓				
Introduce more benches and resting opportunities, clearer footways, dropped kerbs/level footways, and better road crossings.	✓				
Ensure that appropriate accessible parking and drop-off locations are included in street design and at destinations	✓				

➤ Q3

Please indicate with a tick ✓ whether you agree or disagree that to implement the actions above, Glasgow should revamp neighbourhood streets so that they become more people-friendly, enjoyable and attractive places, by reallocating space from unsustainable transport (e.g. provide more space for people by narrowing the width of streets, re-allocate parking spaces)?

Please tick ✓ which applies to you:

Strongly Agree	Agree	Neither agree nor disagree	disagree	Strongly disagree
✓				

➤ Q4

After reading the Active Travel Strategy, are there any actions missing from Theme 1 to achieve the desired outcomes?

Please use the space below for comments:

We are very supportive of the vision and aims of the strategy. Nevertheless, we have specific points to make about elements of the strategy, where we think there needs to be greater clarity or focus:

Inclusive and Accessible Design: We welcome this inclusion, and we would hope that this strategy has been developed with input from all equalities groups from the early stages. A more explicit mention of how you will support the needs of people with disabilities or visual impairment would be welcomed.

Overall traffic reduction: Providing a better network of infrastructure for cycling, walking and wheeling is necessary to encourage more people to travel actively but will not be sufficient. As the strategy points out there needs to be reductions in traffic but more detail is required on what actions will be taken to reduce motorised traffic and private car use on Glasgow’s streets. In this regard, much more could be done by reducing parking capacity, particularly on-road parking, increasing pricing for parking and via roadspace reallocation approaches, such as the Avenues programme and the recently announced proposal to remove cars from a large part of Glasgow City Centre. A far more radical approach than is suggested here will be needed to support achieving net zero emissions by 2030.

Road Safety: Less motor vehicles on our roads will make it safer and more pleasant to walk, cycle and wheel. Reducing road speeds will also help significantly in making people feel safe when travelling actively. The proposal to reduce the speed limit on the majority of roads in Glasgow to 20 mph should be brought in rapidly. Enforcement will be important and the support of the Police will be vital. The judicious use of speed cameras could help in bringing motor vehicle speeds down.

Connecting Neighbourhoods: Part of the work that is needed to achieve more connected neighbourhoods should include improving the condition of existing pavement surfaces across Glasgow. A strategic approach to improving pavements across Glasgow is required.

The proposed city cycle network is being built to be coherent and direct, which implies it will be mostly on or adjacent to existing road systems. While this makes sense, more explicit connections should also be made to the Green Network and greenspace. There are many popular green network routes used for business and leisure purposes already e.g. the path on the Forth & Clyde Canal, through Glasgow Green and Kelvingrove, etc. While not all of these routes will be used after dark, the majority of active travel journeys will be made in daylight hours and these spaces already form a critical part of the network for many people. These green and quieter routes, away from traffic, will often be favoured over more direct on-road routes by less experienced or more cautious cyclists. They are also more attractive and pleasant to use because of the lack of motorised traffic. Efforts to make parks and greenspaces feel safer at night should also be pursued, including improved lighting on frequently used key routes.

A budget and plan for the maintenance and repair of active travel routes is needed: Routine maintenance and repairs of active travel routes are not currently carried out timeously or are not undertaken at all. A clearly funded plan for regular repairs (e.g. potholes, tree roots, broken lights, etc.) and maintenance (e.g. clearance of broken glass, road detritus and leaves on pavements and in cycle lanes) is needed. Without sufficient funding dedicated for this, there is a danger that the new active travel infrastructure being installed currently will degrade quickly and not be used to its full potential. A good maintenance and repair regime would not only enable and prolong use of infrastructure, but would indicate the priority given to active travel which it has often not had. A budgeted maintenance and repair plan for active travel routes is in keeping with the Sustainable Travel Hierarchy, which is rightly included in the strategy.

Accelerating the pace of change: The many proposals to redesign road space in Glasgow and to address emissions are welcome, but the pace of change to date has been extremely slow. Without a significant acceleration in planning processes, civic engagement and construction of new infrastructure now, the city's target of becoming net-zero by 2030 will not be achieved.

Monitoring and evaluation: The consultation section above states that there will be 'a targeted monitoring programme to measure the success of delivery of the infrastructure'. However, a more comprehensive approach is required (which is reflected more clearly in the wording of the strategy).

As the spend on active travel increases in line with the Scottish Government's trebling of the national active travel budget and the accompanying policy focus on active travel increases, there will be a need to monitor and evaluate the impact of new infrastructure, behaviour change initiatives and inequalities in use of active travel. There is also a need to be able to estimate the risks associated with different

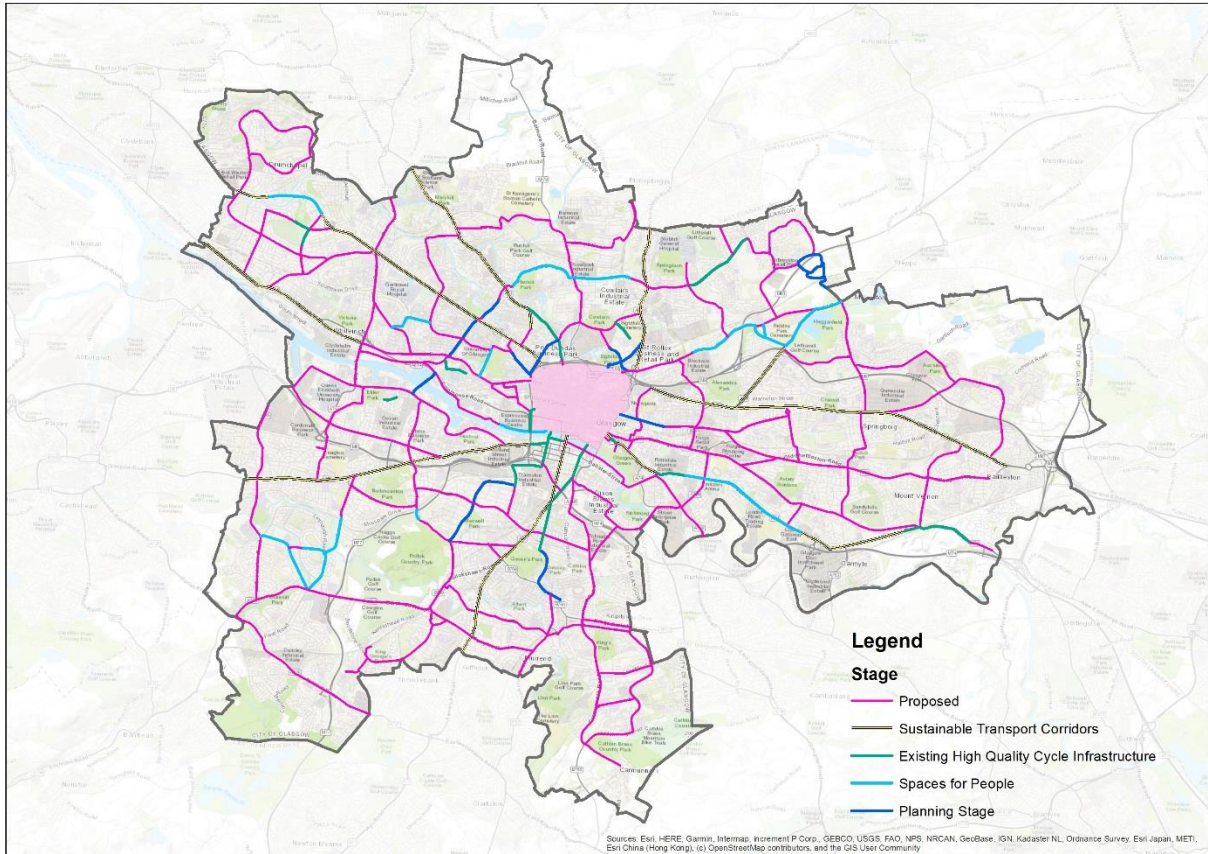
modes of active travel more accurately; for example, better information on how far and/or how long people cycle for would help in assessing exposure to risk and the likelihood of being a casualty.

Data from automatic counters, the next bike scheme, from apps such as 'Strava' and from newer more innovative sources such as the CCTV cameras around the city will be useful for assessing trends in walking and cycling. Additionally, surveys will be needed to monitor the demographic profile (age, gender, ethnicity, etc.) of active travellers, the trips they make, and distances cycled, walked and wheeled. Currently there is very little information on wheeling journeys and this will need to be addressed also. Gathering data on attitudes and behavioural influences (including weather, convenience, cost, and concerns about safety, climate change and air pollution) related to different modes of active travel will also help in assessing changes in public attitudes and behaviours.

City Network

As part of the Active Travel Strategy we have set out plans for 270km of high quality cycling infrastructure, creating a dense network of routes across Glasgow.

- **City Network Design:** A City Network which creates an inclusive environment that enables easy cycling across the city. The City Network will be developed alongside improved bus routes and the development of a Metro system to offer improved performance and choice for sustainable transport.
- **City Network Delivery:** The City Network must be delivered in order to contribute significantly to Glasgow's net zero commitments, requiring an achievable roll-out of infrastructure to meet this challenge.
- **Sustainable Transport Corridors:** those routes where we need to provide significant public transport improvements alongside delivery of the City Network



➤ **Q5**

Please indicate with a tick ✓ whether you agree or disagree that Glasgow City Council should focus on the following actions about the City Network.

	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly Disagree
Prioritise connecting the existing infrastructure to initially create localised networks which can then be expanded to the whole city.	✓				
Focus City Network investment on locations of highest risk and interaction such as junctions and bus stops, while straight-forward links use simple bolt down materials to speed up delivery and lower costs.	✓				

	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly Disagree
Continue to expand its Nextbike (Ovo Bikes) cycle-rental scheme in line with introducing new infrastructure	✓				

Theme 2: Unlocking Change: Enabling everyone to walk, wheel, and cycle.

Following are the key policy objectives currently put forward for Theme 2.

- Deliver walking and cycling training in our communities.
- Support school-age children to walk, wheel and cycle more.
- Provide easier access to cycles and push-scooters.
- 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.

In Theme 2 we set out how we will maximise use of improved infrastructure to achieve significant 'modal shift' to active travel and build people's confidence and competence through training and improved access to cycles and push scooters.

We will engage with people from communities across Glasgow, helped by collaborating with national and community-based organisations already delivering walking and cycling activities 'on the ground'. These organisations have the knowledge and understanding of peoples' 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.

➤ Q6

Please indicate whether you agree or disagree with the overall approach in the above theme outline.

Please tick ✓ which applies to you:

Strongly Agree	Agree	Neither agree nor disagree	disagree	Strongly disagree
✓				

➤ Q7

Please indicate with a tick ✓ whether you agree or disagree with the following actions proposed by Glasgow City Council in Theme 2.

	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly Disagree
Promote and support walking and cycling training for all.	✓				
Support the provision of training for cycle mechanics.	✓				
Support group activities in communities and workplaces.	✓				
Deliver Bikeability cycle training in every school in Glasgow.	✓				
Supporting walking buses and bike trains in the city's schools, to enable children to get to and from school safely.	✓				
Continue to enhance and support new ways of accessing cycles, such as cycle to work schemes, monthly subscription schemes which include maintenance and repairs, loans of cycles through 'bike pools' or libraries, refurbished cycles for sale at low cost, and 'swap fleets' for children's cycles.	✓				
Providing improved access to adapted bikes and training to enable people with disabilities to cycle.	✓				
Support trials of e-cargo bikes for businesses, community organisations and families to move around goods, materials and shopping as they can outperform light vans in terms	✓				

	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly Disagree
of investment and running costs, speed in congestion and environmental impact.					
Offer training programmes so that people of all ages and abilities gain the skills, confidence and competence to make cycling and walking part of their everyday lives.	✓				
Every school pupil in Glasgow to receive training and a range of other measures - which includes infrastructure changes and access to equipment – to be able to walk, cycle or wheel for all or part of their everyday journeys.	✓				
Do more to encourage people to walk or cycle more, particularly under-represented groups.	✓				

➤ **Q8**

Are there any actions missing from Theme 2 to achieve the desired outcomes? Please use the space below to leave any comments.

In order for this strategy to be part of a just transition in how we move around Glasgow, it will be particularly important to encourage people from currently under-represented groups to walk, cycle and wheel more. In this regard there will be lessons to learn from community led schemes, such as Bikes for All, which involved engaging with community organisations across the city already working with under-represented groups in cycling. That initiative was successful in encouraging participation from women, asylum seekers and people from ethnic minority backgrounds. This involved a long-term commitment from staff to support people through cycling and road safety training, providing route and maintenance advice and in some cases equipment for cycling.

There is no 'quick fix' for this approach, it requires resources and time, but it has proven to be very effective in shifting the demographic profile of cyclists. More recently, Bikes for All has been delivered as part of a social prescribing programme in Glasgow. It will be important to determine the efficacy of this approach in order to assess whether a scaled-up approach may be effective in increasing and diversifying the city's cycling population.

It will be important to expand the next bike scheme in order to ensure there is access to cheap cycle transport across all of Glasgow’s communities. These expansions should be publicised and linked to interventions which promote participation from groups that are under-represented in cycling.

Theme 3. Thinking Differently: Encouraging, motivating and sustaining change.

Priorities for Theme 3:

- Promote walking, wheeling and cycling as a viable first choice for everyday journeys.
- Develop improved information, wayfinding and navigation.
- GCC leading by example to embed active travel across the Council and its partner organisations.
- Support larger events that encourage people to walk, wheel or cycle.
- Investigate and support opportunities to further develop Urban Sports within the City.
- Build on opportunities and legacy of major events to increase everyday active travel.

➤ **Q9**

Please indicate whether you agree or disagree with the overall approach in the above theme outline.

Please tick ✓ which applies to you:

Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly Disagree
✓				

➤ Q10

Please indicate with a tick ✓ whether you agree or disagree with the following actions proposed by Glasgow City Council in Theme 3.

	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly Disagree
Regular traffic-free 'open streets' throughout the city where anybody, of any age or ability, can come together to sociably walk, wheel or cycle, perhaps linked with other arts, sporting and activities.	✓				
We need to address misconceptions and social barriers, and help foster positive attitudes to encourage those who have not walked or cycled much before.	✓				
Develop a centralised information hub about active, sustainable and multi-modal travel options for residents and tourists.	✓				
Promote proposals for venues for urban sports - which can include BMX, skateboarding and free-running.	✓				

➤ Q11

Are there any actions missing from this Theme 3 to achieve the desired outcomes? Please use the space below to make any comments.

While we support regular traffic-free 'open streets' events, we should also be looking to permanently close other streets to motorised traffic as has happened with the closure of Kelvin Way. This would need to be done with the support of local communities and only where significant disruption can be avoided.

The benefits of this would be pleasanter, safer and healthier neighbourhood environments. As the strategy points out, the Kelvin Way is now a safe open space in the heart of the city, providing a better environment for children to play in and for everyone to walk, cycle and wheel in.

It will require more than just new infrastructure and campaigns to promote active travel to encourage those who have not cycled before to do so. As pointed out earlier in our response, it will require efforts to build confidence and capacity as well.

➤ Q12

Would you be more likely to walk and cycle in Glasgow if the policies and actions outlined in the Active Travel Strategy were largely implemented?

Please tick which applies to you:

Yes, I would be much more likely to walk, wheel or cycle

Yes, I would be somewhat more likely to walk, wheel or cycle

No, it would not make a difference to the amount I walk, wheel or cycle

No, it would make me walk, wheel or cycle less than I do now

➤ Q13

Finally, please use the space below to make any additional comments.

Acknowledge inequality in environments for walking: Glasgow has a very unequal environment for walking, cycling and wheeling. Therefore, a strategic approach will be needed to prioritise areas in most need. Typically, areas where the population has the potential to make the most significant health gains due to poor existing health contain the worst environmental conditions. This includes high levels of dereliction and vacant land, litter and fly-tipping, poor quality pavements, poor air quality and environments that do not feel safe. This is a matter of social justice and should be treated as such. We would therefore like this strategy to more explicitly outline how areas where poor health and poor environmental conditions are conflated will be prioritised for improvement.

Some neighbourhoods are not set up for active travel: 20-minute neighbourhoods are being promoted as best practice across Scotland. However, many neighbourhoods in Glasgow are not currently set up to adopt these principles. More intensive regeneration is required to support these principles. In areas where local amenities are not close-by, active forms of travel may not be the most suitable form of travel and greater emphasis will need to be given to sustainable public transport.

Integration of active travel with other modes of travel, particularly sustainable public transport is key: Making multi-modal trips easy, convenient and cheap will help people to make these journeys more frequently. The recent COP26 event provides a good example of what is possible. During the two weeks of COP26, delegates and volunteers were able to travel freely on all forms of public transport and on the ovo/next bikes enabling more low-carbon journeys. Integration of public bike sharing and other active travel options will play a vital part in the transition away from the car to a more sustainable less carbon intensive transport system.