



**Item 7**

**14th March 2024**

## **Glasgow Community Planning Partnership**

### **Safe Glasgow Partnership**

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### **Road Safety Round Table**

#### **Purpose of Report:**

To provide an overview of the partnership community engagement exercise on Road Safety issues across the City.

#### **Recommendations:**

The Safe Glasgow Partnership are asked to

- 1 Note the contents of the report
- 2 Agree to receive future updates on progress within planned Go Safe Glasgow Road Safety Partnership updates

## **1 Introduction**

- 1.1 This report provides an accounting of a community engagement approach carried out between 5<sup>th</sup> October and 22<sup>nd</sup> December 2023 on matters pertaining to Road Safety.
- 1.2 A summary of findings are provided, with full access to the source material on the Glasgow Community Choices website ([Road Safety Digital Roundtable exercise](#)). The findings from this exercise will progress through Council and partnership strategies and in particular through the Go Safe Glasgow Road Safety Partnership plans.
- 1.3 Updates from the Go Safe Glasgow Road Safety Partnership will be provided to the Safe Glasgow Partnership as part of the regular workplan.

## **2 Background**

- 2.1 At the meeting of the Safe Glasgow Partnership in March 2023 a proposal was put, requesting the establishment of a working group/roundtable discussion on road safety. This was put forward in relation to the consultation on the Glasgow City Local Policing Plan 2023-26, through which road safety was highlighted as a priority.
- 2.2 Safe partners agreed that a working group/roundtable discussion on road safety be established in conjunction with this Partnership, and officers from across Glasgow City Council.
- 2.3 At the subsequent meeting on 8th June 2023, in relation to the progress made in establishing a 'Road Safety roundtable discussion', the Partnership heard that:
  - (a) relevant Council and Police Scotland Officers had met twice since the March meeting to discuss the best way to progress this matter;
  - (b) it had been agreed that the platform [CONSUL \(Community Choices\)](#) would be the best networking tool to use as it was a dynamic way of maximising public engagement, with all officers involved being trained in the use of the platform prior to its launch;
  - (c) officers participating in the exercise would come from Glasgow City Council (Community Empowerment and Equalities, and Neighbourhoods, Regeneration and Sustainability (Roads and Liveable Neighbourhoods)), Police Scotland (Roads Policing – both local and national) and the Scottish Fire and Rescue Service;
  - (d) all officers were mindful of the potential outcomes that could arise from the 'roundtable discussions' and how they could feed into existing plans e.g. Local Policing Plan and Glasgow's Liveable Neighbourhoods and Road Safety Plan;

- (e) Terms of Reference and the questions set for CONSUL would be agreed with the Chair of this Partnership prior to launch (*Terms of Reference attached as Appendix 1*); and
  - (f) it was anticipated that the launch on CONSUL would be in September 2023, with it remaining open for a period to ensure maximum public engagement.
- 2.4 Community Choices is Glasgow City Council's CONSUL Democracy platform for communities to engage with organisations, including Glasgow City Council, and with each other. The platform offers opportunities to participate in decisions for Glasgow. This platform is used widely across Scotland and evolves to meet the needs of communities and partners, with learning from different engagement and participation opportunities. The working group recognised that this engagement process would complement previous consultation exercises used when developing relevant policies.
- 2.5 In Glasgow, Community Choices has been used previously for a range of engagement activity, including Participatory Budgeting projects where grant funding was determined using a participative approach and then voted on using this online platform.
- 2.6 The site is managed by Glasgow City Council and supported by COSLA and the Improvement Service (Scotland). It is built using CONSUL Democracy, which is a comprehensive digital tool for citizen participation, enabling an open, transparent and democratic government. It's an open software platform which allows for agile evolution to meet local needs.
- 2.7 The Road Safety engagement opened with a "Debate" stage on 5<sup>th</sup> October 2023 (closing on 3<sup>rd</sup> November 2023). This was followed with the "Proposals" stage, which ran from 30<sup>th</sup> November 2023 through 22<sup>nd</sup> December 2023.
- 2.8 A small group of officers from the working group developed and led the exercise, moderating and facilitating the online engagement during the two phases. The Chair for the Safe Glasgow Partnership was the point of reference for confirming Terms of Reference and to provide regular updates on progress.

### **3 Findings**

#### **Debate Phase**

- 3.1 During the Debate phase, six Questions were put out for public consideration, discussion and dialogue. Those questions were:
- 1. What is your preferred mode of transport for getting around the city and why?

2. What are the most pressing road safety concerns in your community? Some examples are provided to discuss, and any other responses are welcome.
  3. What existing road safety initiatives or programs in your community are you aware of and how effective do you think they are?
  4. What do you believe could be done to improve road safety in your local community?
  5. The Council are working on implementing citywide mandatory 20mph limits on most roads. In what ways could the roll out of this be supported to maximise the road safety benefits?
  6. What action can Glasgow take to prioritise the safety of people using sustainable transport modes (such as walking, wheeling or cycling), over accommodating cars?
- 3.2 A total of 341 comments were registered during the Debate phase. The input was varied, but was largely supportive (for all the dialogue on the Debate go to: <https://glasgow.communitychoices.scot/legislation/processes/7/debate> ). There were supportive comments:

*Less cars. And those that do drive cars are conscientious, courteous, appreciate that theirs is the least priority form of transport and behave accordingly. Joined up thinking around various initiatives.*

There were challenging comments:

*Unless there is enforcement action with a 20mph limit I don't think it's going to matter, drivers often park, drive and behave with impunity.*

And there were plenty of thoughts in relation to Question 4, seeking views on what would improve road safety:

*Segregated cycle lanes. Lower speed limits. Action on illegal parking.*

- 3.3 The input from the Debate phase provided rich material for the working group to reflect upon and to develop a range of "Proposals", to further engage discussion.

### **Proposals Phase**

- 3.4 Six proposals were developed to present for public dialogue. Care was taken to draw from the discussion in the Debate phase, but also to ensure any proposals were deliverable, realistic and reflected a wider evidence base. The six proposals were:

1. Glasgow City Council will carry out a full survey of all pavements in Glasgow to find out where we can use new legislation for restricting footway parking.
2. The Go Safe Glasgow Road Safety Partnership will engage with companies that use delivery cyclists to address emerging road safety issues.
3. Working with our partners and community organisations, Glasgow City Council will have a communication plan to keep the public engaged and informed on the roll out of the 20mph programme.
4. Glasgow City Council will identify priorities for individual communities and will use agreed design options to improve our streets to allow for easier movement for people with mobility impairments.
5. Glasgow City Council will have ongoing and targeted communication and promotional campaigns to continue to encourage everyone to consider using sustainable transport modes for their everyday journeys (with a 30% reduction in car kilometres travelled)
6. Glasgow City Council will carry out a study into the links between road safety and deprivation.

3.5 A total of 83 comments and 154 votes were registered during the Proposals phase. The input was varied, but was largely supportive (for all dialogue see: <https://glasgow.communitychoices.scot/legislation/processes/7/proposals>). As in the Debate phase, there were a mix of supportive, challenging and innovative comments:

*(ref Proposal 6) Gathering more data for something that we know is already an issue is just a stalling technique. Action is needed not more research.*

*(ref Proposal 2) Largely the problems - cycling on pavements, running red lights - are result of such deliverers being self-employed, and with few employment rights.*

*(ref Proposal 2) Cycling Scotland highlighted research about what may be incentivising the risky behaviours demonstrated by some delivery riders. (<https://www.cycling.scot/news-and-blog/article/food-delivery-companies-need-to-resolve-safety-for-riders>) The increase in food deliveries made by bike (rather than by motor vehicles) is a positive development, but delivery companies need to do more to provide adequate support and training to ensure the safety of their riders and other road users. Transport for London have recently agreed a voluntary charter with delivery companies who use motorcycle riders, which addresses exactly the same concerns and could be replicated for delivery riders on bikes.*

*(ref Proposal 4) Dowanhill Hyndland and Kelvinside Community Council - Our community Council will support these measures.*

(ref Proposal 3) *Given the importance of the car to communities and the economy I do not support the 20mph plans. A very bad idea that will not work in practice. It is yet another attack on personal choice and simply an anti-car measure.*

- 3.6 As well as being able to offer comment, individuals were encouraged to provide an indicative “thumbs up/thumbs down” vote on each proposal. While all were supported by the majority, the levels of support varied from a low of 77% support for Proposal 5 (a 30% reduction in car road kilometres travelled) to 100% for Proposal 4 (Accessibility). Other than Proposal 5, all received over 80% support in the vote (for overview of the votes on each Proposal, see Appendix 2).
- 3.7 The generally positive support of the proposals was reassuring. As all of the proposals reflected not only the Debate phase, but also reflected realistic, evidenced based approaches which were reasonably within the gift of the partners, there was consensus on aligning the proposals with existing Council and/or partnership developments.

## 4 Next Steps

- 4.1 Of particular importance in progressing the proposals is the Council's [Strategic Plan 2022 - 2027](#), which sets out a commitment to deliver a fair and sustainable city where everyone benefits from a flourishing Glasgow. To enable this, the Strategic Plan sets out four interconnected *Grand Challenges*, including Grand Challenge 3: Fight the Climate Emergency in a Just Transition to a Net Zero Glasgow and Mission 1: Deliver sustainable transport and travel aligned with the city region.
- 4.2 At the heart of all the proposals is the [Glasgow Road Safety Plan 2020-2030](#) which commits the Council to Vision Zero: nobody being killed or seriously injured on our roads, streets, cycle ways and footpaths by 2030.
- 4.3 Building upon this, the [Glasgow Transport Strategy](#) and the related [Active Travel Strategy](#) commit Glasgow to creating a comprehensive and cohesive [City Network](#) of active travel routes as well as prioritising public transport. As a combined transport package, enabling and delivering these will be key in achieving the City Council's commitments to net zero carbon, a minimum reduction of [30% of car kilometres travelled by 2030](#). (**Proposals 4 and 5**)
- 4.4 The Go Safe Glasgow Road Safety Partnership, which directly includes the Council and Police Scotland, have initiated engagement with companies that use delivery cyclists to address emerging road safety issues. Police Scotland are looking at local Policing Plans to ensure an appropriate enforcement element is implemented. There will be continued communications with the key businesses involved. (**Proposal 2**)

- 4.5 The Go Safe Glasgow Road Safety Partnership will carry out a study into the links between road safety and deprivation and report back to the Safe Glasgow Partnership as the work progresses. (**Proposal 6**)
- 4.6 The Council has setup a dedicated webpage [www.glasgow.gov.uk/pavementparking](http://www.glasgow.gov.uk/pavementparking) with details for members of the public to report/request enforcement for parking on pedestrian pavements (reflecting powers within the new legislation). The parking enforcement team can take targeted action. (**Proposal 1**)
- 4.7 The Council has also setup an online application for members of the public to request exemptions for pavement parking. Each request will be logged and surveys carried out in order to make an assessment as to whether it would meet the criteria or not. These surveys will be linked to a GIS dataset. The Parking Enforcement team are currently liaising with the Council's GIS teams to draw lines for a future survey work in Glasgow. (**Proposal 1**)
- 4.8 Through the Liveable Neighbourhoods programme, a methodology has been piloted and developed for identifying neighbourhood interventions to improve accessibility. The analysis considers a variety of parameters including lack of existing dropped kerbs and an assessment of Personal Injury Collisions (PICs) data. The output of this is a prioritised list of junctions and side roads to be improved through routine maintenance and/or dedicated project activity. This will allow better accessibility and connectivity of active travel, allowing safer and more coherent movement for people walking, wheeling and cycling in our local neighbourhoods. (**Proposal 4**)
- 4.9 The Council is delivering a *Let's Look Out For Each Other* road safety campaign which aims to promote walking, wheeling and cycling in the city and mutual respect amongst all road users. The Council is also developing a bus enforcement campaign to raise awareness of the impact of irresponsible parking in bus stops and bus lanes on bus users in the city, with the aim of improving journey time reliability for buses and access to buses by passengers. (**Proposals 4 & 5**)
- 4.10 Moving into 2024/25, the Council will continue to promote active travel to workplaces and schools, subject to funding. The Council will also continue to liaise with Transport Scotland on their emerging Car Demand Management Framework which is aimed for delivery by 2025. (**Proposals 3 & 5**)
- 4.11 The promotion of the new 20 MPH speed limits requires public understanding and support. The Council's Traffic and Road Safety Team are preparing a comprehensive and visible communications campaign outlining what the 20 MPH project involves, why it is being taken forward and how people can get further information about how it might affect them. It will also support the delivery of attitudinal and behaviour change toward the lower speed limit, as well as the overall success and reputation of the initiative. (**Proposal 3**)

## **5 Recommendations**

The Safe Glasgow Partnership are asked to

- 1 Note the contents of the report
- 2 Agree to receive future updates on progress within planned Go Safe Glasgow Road Safety Partnership updates



# Appendix 1



















## Road Safety Round Table Terms of Reference

- 1 To establish a group of relevant council officers and partners to contribute to the short-term road safety round table process
- 2 To identify key strategies and policies influencing road safety in Glasgow
- 3 To draw a broad and reflective cohort of stakeholders into the process
- 4 To consider the best way to maximise community engagement on the topic of road safety
- 5 To facilitate community engagement via a round table process on the topic of road safety in Glasgow
- 6 To report interim progress to the Safe Glasgow Partnership, via the Chair
- 7 To prepare a final report on the outcome of the round table process to the Safe Glasgow Partnership
- 8 To provide this final report to the Go Safe Glasgow Road Safety Partnership with a view to informing service delivery and influencing the identified strategies and policies



## Appendix 2

### Votes – Road Safety Proposals Developed from Comments from CONSUL Exercise

	<b>20mph programme</b> 2023-11-30 • 14 comments • GT • <a href="#">Glasgow City Council Officer</a> Working with our partners and community organisations, Glasgow City Council will have a communication plan to keep the public engaged and informed on the roll out of the 20mph	 88%  12% <b>26 votes</b>
	<b>Pavement Parking</b> 2023-11-30 • 26 comments • GT • <a href="#">Glasgow City Council Officer</a> Glasgow City Council will carry out a full survey of all pavements in Glasgow to find out where we can use new legislation for restricting footway parking.	 90%  10% <b>34 votes</b>
	<b>Delivery Cyclists</b> 2023-11-30 • 21 comments • GT • <a href="#">Glasgow City Council Officer</a> The Go Safe Glasgow Road Safety Partnership will engage with companies that use delivery cyclists to address emerging road safety issues.	 88%  12% <b>28 votes</b>
	<b>30% reduction in car kms travelled</b> 2023-11-30 • 17 comments • GT • <a href="#">Glasgow City Council Officer</a> Glasgow City Council will have ongoing and targeted communication and promotional campaigns to continue to encourage everyone to consider using sustainable transport	 77%  23% <b>17 votes</b>
	<b>Accessibility</b> 2023-11-30 • 13 comments • GT • <a href="#">Glasgow City Council Officer</a> Glasgow City Council will identify priorities for individual communities and will use agreed design options to improve our streets to allow for easier movement for people with mobility.	 100%  0% <b>31 votes</b>
	<b>Deprivation &amp; Road Safety</b> 2023-11-30 • 9 comments • GT • <a href="#">Glasgow City Council Officer</a> Glasgow City Council will carry out a study into the links between road safety and deprivation.	 84%  16% <b>18 votes</b>

## Appendix 3

### Road Safety Linked Reports and Documents:

Glasgow's Road Safety Plan 2020 - 2030

<https://www.glasgow.gov.uk/CHttpHandler.ashx?id=38514&p=0>

Glasgow City Centre Living Strategy

<https://www.glasgowconsult.co.uk/UploadedFiles/CITY%20CENTRE%20LIVING%20STRATEGY%20low%20res.pdf>

Scotland's Road Safety Framework to 2030

<https://www.transport.gov.scot/publication/scotland-s-road-safety-framework-to-2030/>

Liveable Neighbourhoods

<https://www.glasgow.gov.uk/liveableneighbourhoods>

Council Strategic Plan

<https://www.glasgow.gov.uk/councillorsandcommittees/viewSelectedDocument.asp?c=P62AFQDNZ3T10GDX0G>