

ENVIRONMENT, SUSTAINABILITY AND CARBON REDUCTION CITY POLICY COMMITTEE'S MINUTES.

By video conference, 1st February 2022.

Environment, Sustainability and Carbon Reduction City Policy Committee.

Present: Angus Millar (Chair), Martin Bartos (substitute for Glenn Elder), Jill Brown, Chris Cunningham, Allan Gow, John Kane, Jim Kavanagh, Matt Kerr, Elaine McSporran, Eva Murray, Franny Scally, Kyle Thornton, David Turner and Martha Wardrop.

Apologies: Paul Carey and Glenn Elder.

Also present: Anna Richardson.

Attending: C Jack (Clerk); A Waddell, Director of City Operations, Neighbourhoods, Regeneration and Sustainability; and I Campsie (for the Head of Communication and Strategic Partnerships).

Glasgow Transport Strategy noted – Instruction to Executive Director of Neighbourhoods, Regeneration and Sustainability - Motion approved, after division – Declarations of interest.

1 With reference to the minutes of 5th October 2021 (Print 4, page 278) noting the proposed Glasgow Transport Strategy: Policy Framework – Draft for Discussion and Consultation, there was submitted a report by the Executive Director of Neighbourhoods, Regeneration and Sustainability regarding the outcomes of the consultation and on the further progress made towards the development of a Glasgow Transport Strategy, advising

- (1) of the Draft Policy Framework consultation that ran from 18th October to 3rd December 2021 which formed Part 1 of the Glasgow Transport Strategy as detailed at Appendix 1 of the report and the key findings of the consultation as detailed at Appendix 2 of the report with the substantive changes to the Policy Framework following discussion and consultation;
- (2) in further detail of the scoping study and initial outline business case carried out in 2020 to the Workplace Parking Licensing (WPL), the subsequent consultation carried out on draft regulations and guidance on the Act in summer 2021 by Transport Scotland and that the regulations and guidance would be in place in early 2022;
- (3) of the WPL next steps;
- (4) of the key findings from the scoping study on bus governance options in the city and wider region related to the Transport (Scotland) 2019 Act that had been commissioned by Strathclyde Partnership for Transport (SPT) and the

Council and that this work had informed the Final Policy Framework by helping to reshape policy on bus governance options;

- (5) of the completed scoping study co-commissioned by SPT and the Council on Mobility as a Service options in the city and wider region in 2021 that had informed the Final Policy Framework; and
- (6) of the next steps and the ongoing impacts of Covid-19.

After consideration, Councillor Millar, seconded by Councillor Wardrop, moved that the committee

- (a) instruct the Executive Director of Neighbourhoods, Regeneration and Sustainability to make the following amendments to the Glasgow Transport Strategy – Final Policy Framework:-

- (i) at page 32 – “The journey to school ...Little progress has been made on reducing the proportion of children who travel to school in Scotland as a whole and in Glasgow, and we need to do more to support walking, cycling and scooting where possible. The Council’s new Active Travel Strategy sets out a proposed city network and a series of policies to support more active travel to school.”

be amended to read:

“...Little progress has been made on reducing the proportion of children who travel to school by car in Scotland as a whole and in Glasgow, and we need to do more to support walking, cycling and scooting. The Council’s new Active Travel Strategy sets out a proposed city network, which will introduce safe active travel infrastructure, and a series of policies to support more active travel to school.”;

- (ii) at page 33 – “Action 13.B: Continue to tackle severance issues for active travel journeys by major infrastructure and features in the city including rivers and motorways, and work to enhance active travel connections as part of a network approach.”

be amended to read:

“Action 13.B: Continue to tackle severance issues for active travel journeys by major infrastructure and features in the city including rivers and motorways, and work to enhance active travel connections, and junctions, as part of a network approach.”

Junctions are major obstacles and continue to be even where active travel infrastructure has been improved - often stopping at junctions which are arguably the most dangerous points for cycles.;

- (iii) at page 33 “Policy 14: Through our infrastructure, services and behaviour change programmes, we will continue to encourage and

support walking, cycling and scooting to school for the majority of pupils where possible, especially at nursery and primary school level.”

remove “where possible”.; and

- (b) note the report and the proposed adjusted Glasgow Transport Strategy: Final Policy Framework in Appendix 1 which will thereafter proceed to the City Administration Committee in March 2022 for final approval, as well as the associated consultation report in Appendix 2.

Councillor Murray, seconded by Councillor Brown, moved as an amendment that the report be continued for consideration to the next meeting.

On a vote being taken by calling the roll 6 members voted for the amendment and 7 for the motion, which was accordingly declared to be carried.

In terms of Standing Order 27, Bailie Thornton and Bailie Dr Bartos declared an interest in this item with regard to Network Rail and SPT respectively.