

## **Glasgow's Active Travel Strategy 2022-31 approved, after division.**

**6** With reference to the minutes of the Environment, Sustainability and Carbon Reduction City Policy Committee of 1st February 2022 (Print 6, page 440) when it had been agreed to recommend to this committee approval of Glasgow's Active Travel Strategy (ATS) 2022-31, Councillor Richardson, City Convener for Sustainability and Carbon Reduction, presented a report regarding the strategy, advising

- (1) of the public consultation that had been undertaken on the draft Glasgow's ATS 2022-31 over a period of 8 weeks from 12th October 2021 to 5th December 2021, as detailed in the appendix to the report, and the suite of documents that would be developed to support the ATS following approval;
- (2) that the ATS actions were being reviewed and amended based on feedback through the public consultation and through conversations with the responsible Council departments on how best to deliver desired outcomes and the amendments would be reflected in the Theme 1 outputs to be published in February 2022; and
- (3) of the ATS delivery plan for the city network, funding, governance, and collaboration.

Councillor Richardson, seconded by Councillor Aitken, moved that the committee approve the Glasgow Active Travel Strategy 2022-31.

Councillor Connelly, seconded by Councillor Blockley, moved as an amendment that the committee

- (a) notes its concern with the current Active Travel Strategy proposals in the following areas:
  - (i) there was little to no consideration given as to how this strategy would be implemented in partnership with local communities. This committee believes that any Active Travel Strategy must be implemented in partnership with communities to ensure that public resource is utilised to maximum effect. This committee further notes that a number of communities expressed significant concern over the manner and design of "Spaces for People" infrastructure and that the committee wishes to see the Council avoid such community concern over active travel infrastructure proposals if at all possible; and
  - (ii) there does not appear to be enough consideration given to the potential detrimental impact that some of the proposed infrastructure could have on those with mobility issues, those who are blind or partially sighted, those who are deaf and other protected characteristics. This committee believes that the strategy must be changed to address those concerns and ensure that we build infrastructure which is accessible to all.

- (b) wishes officers to include proposals into this strategy as to how this new infrastructure can be co-designed alongside local communities and those who may experience a detrimental impact as a result of its introduction (e.g. those with mobility issues or those who are blind and partially sighted); and
- (c) remits this report back to officers to be re-drafted to take into account the above and to be presented to the committee at a later date.

On a vote taken by calling the roll, 2 members voted for the amendment and 21 for the motion, which was accordingly declared to be carried.