

## Active Travel Transformation: Leadership and Engagement Workshop

### CONTEXT

#### Active Travel Transformation

The Active Travel (AT) budget has been growing year on year since its inception, doubling to £80m pa in 2018/19, and currently £150m pa in 2022/23. The budget is mainly distributed through annual grant funding to a number of partner organisations that are specialists in the delivery and project management of walking and cycling infrastructure, behaviour change programmes and access to bikes. These partner organisations include not only bodies who deliver AT schemes directly, but also those who fund and support third party organisations to deliver AT schemes.

The Bute House Agreement committed to increase the AT budget to at least £320m pa, or 10% of the total transport budget, by 2024/25. In this context, and the agreed need to evolve to deliver the AT agenda, there is consensus that existing AT delivery models will not be scalable, nor in many cases suitable.

It is therefore a critical moment if we are to realise our shared vision for AT - that Scotland's communities are shaped around people, with walking or cycling the most popular choice for shorter everyday journeys – and the long term outcomes designed to drive its delivery - with the rationale for transformational change in delivery widely accepted.

The Active Travel Transformation Project has been created to maximise the opportunities in AT delivery presented by increased budgetary commitments, for the most effective and efficient achievement of AT outcomes. Delivered across two phases, the Project is currently nearing the end of its evaluation and assessment phase.

#### Leadership and Engagement Workshop

The Project is being delivered across five pillars aligned with our Active Travel vision:

- Innovation and Exemplar Activity
- Capacity and Capability
- **Leadership and Engagement**
- Funding Design and Governance
- Legislative Enablers/ Barriers

The high-level objectives for the workshops are to:

- inform the evidence-base behind any proposals for an alternative system for Active Travel delivery in Scotland to help realise our Active Travel vision; and
- help provide criteria against which these proposals may be evaluated.

This workshop will be attended by both senior officers and Elected Members, and will:

- Focus on leadership and engagement;
- Examine coordination at a local, regional and national level including consideration of: good practice on local / community engagement;
- Bring together useful approaches and perspectives to resolving challenges to AT delivery at a local level;
- Links to the wider context; political support; promotion, messaging and demonstration of associated benefits; the role and impact of ambitious projects;
- Consider current engagement activities at local level and how it could be improved and increased.

## **AGENDA**

0930 – Arrival

0945 – Clare Reid (SCDI) – Welcome.

0950 – Patrick Harvie MSP - Opening Remarks

1000 – Jon Burke – ‘Demand-side policies for enabling Active Travel’

1010 – Presentation – Lee Craigie – ‘Letting Go Of What You Think You Know - The Power of Participative Democracy’

1020 – Panel Discussion chaired by Clare Reid - Challenges and Resolutions – Patrick Harvie MSP, Cllr Angus Millar, Lee Craigie, Jon Burke. Followed by Q&A from audience.

1050 – Coffee & tea break

1120 – Return and Breakouts – sharing experiences around 6 tables broken up by themes

1210 – Plenary from breakouts

1220 – Cllr MacGregor – Closing remarks.

1225 – Close

## **BIOGRAPHIES**

### **Patrick Harvie MSP**

Patrick Harvie is the Minister for Zero Carbon Buildings, Active Travel and Tenants' Rights. He has served as one of two co-leaders of the Scottish Greens since 2008, and is one of the first Green politicians in the UK to serve as a government minister. Patrick has been an MSP for the Glasgow region since 2003 and a passionate advocate for Active Travel for decades.



### **Jon Burke MIEMA CEnv**

Jon is a chartered environmentalist and a member of the Institute of Environmental Management & Assessment. He has over a decade of experience working on decarbonisation, both as an official and an elected representative. He is currently the Decarbonisation Lead for Gloucester City Council, and was formerly responsible for delivering a large number of Low Traffic Neighbourhoods and School Street schemes in the London Borough of Hackney. He tweets regularly under [@jonburkeUK](https://twitter.com/jonburkeUK)



### **Lee Craigie**

Scotland's Ambassador for Active Travel, former professional mountain bike racer and director of the Adventure Syndicate. Lee studied outdoor education and later child and adolescent psychotherapy before becoming a full time mountain bike racer. She became the British Mountain Bike Champion in 2013, member of Team GB at World and European Championships, and represented Scotland at the 2014 Commonwealth Games. She was appointed Active Nation Commissioner for Scotland in 2018, inspiring, encouraging and enabling others to consider the emotional and physical benefits to be gained from being everyday active. In June 2022 as an evolution of that role, she agreed to continue to support active travel transformation for 15 more months, focusing on public engagement, access to bikes, and providing an independent perspective on progress.



**Cllr Angus Millar**

Glasgow City Council's City Convener for Climate, Glasgow Green Deal, Transport and City Centre Recovery (Glasgow City – Anderston/City/Yorkhill Ward; Scottish National Party).

Angus has served as a Scottish National Party Councillor, serving the Anderston / City / Yorkhill Wards in Glasgow City since 2016. He is currently Glasgow's Convener for Climate, Glasgow Green Deal, Transport and City Centre Recovery. He leads on the city's journey to Net Zero, promoting sustainability and a just transition to a greener economy, and developing the city's transport strategies.



**Cllr Gail Macgregor**

COSLA Spokesperson – Environment and Economy (Dumfries & Galloway – Annandale North Ward; Scottish Conservative and Unionist)

Gail Macgregor has served as a Conservative Councillor, serving the Annandale North Ward in Dumfries and Galloway since 2007. She previously served as COSLA's Resource Spokesperson before being appointed to the role of Environment and Economy Spokesperson at COSLA's Convention in June 2022.



## CASE STUDIES

### 1. Active Travel in Scotland today

Transport Scotland [defines and sets out](#) its commitment to active travel as “a vision of enabling walking, wheeling and cycling to be the most popular mode of travel for short, everyday journeys. We want to make Scotland's towns and cities friendlier, safer, and more accessible for people of all ages and abilities”.

In Scotland today [cars remain the dominant mode of transport](#) with cars still being used even over short distances.

- Transport Scotland data (2019) shows cars make up 76% of all traffic and 66% of all journeys compared to just 21% by walking or cycling. In 2020 68.8% of commuters drove to work against 63.1% in pre-pandemic 2019 (although commuting overall also fell as did the use of public transport so a rise in car use may have been anticipated).
- In 2020 13% of commuters walked to work while 2% cycled and in 2020 51.2 percent travelled actively to school: 47.7% of school children walked or scooted to school while 3.8% cycled ([Hands Up Scotland Survey](#)). This against pre-pandemic (2019) estimates of 12% of commuters walking and 2.7% cycling, and 43.7% of schoolchildren walking and scooting and 4.1% cycling. The survey shows that in 2020 active travel to school was at its highest level in over a decade – an almost 4% increase in walking to school over 2019 figures (although it is too early to know if these shifts were due to the pandemic or are more lasting).
- However, in 2020 cycling was one of the few transport types to demonstrate an increase in traffic (m/veh km), with estimates suggesting that on-road cycling increasing by up to 63.5% (Transport Scotland).
- Walking is [more prevalent than cycling](#) in Scotland with 49% of Scottish adults walking at least three days per week with 20% of journeys being on foot. Only 1% cycle, although 7% of commuter journeys in both Glasgow and Edinburgh are by bike.

According to polling, levels of public [satisfaction with active travel infrastructure](#) are low - particularly for cyclists.

- Between 53% and 62% of Scots are dissatisfied with the different aspects of walking and wheeling, and between 15% and 26% are satisfied. **Dissatisfaction was highest for availability of attractive infrastructure.**
- Meanwhile, between 64% and 79% were dissatisfied with the different aspects of cycling, and between 9% and 20% were satisfied. Dissatisfaction was highest for availability of safe infrastructure.

[Polling](#) has however also found that there are specific barriers to active travel that could be overcome.

- **66% support low-traffic neighbourhoods**



- 60% of residents support building more cycle tracks physically separated from traffic and pedestrians, even when this would mean less room for other road traffic
- 51% agree (20% disagree) closing streets outside local schools to cars during school drop-off and pick-up times would improve their local area
- 70% of people said that fewer cars and wider pavements on the pavement would help shift from driving to walking
- 69% of people said that more traffic-free cycle routes would help to switch from driving to walking, and 65% want cycle tracks that are physically protected from traffic.

The degree of uptake of active travel varies significantly between cities and the countryside, with higher rates of active travel in cities even if access to bicycles is more widespread in the countryside.

- In Scotland's four main cities proportions ranging from 51% (Dundee) to 72% (Edinburgh) walk, cycle, or wheel at least 3 times per week, with an average of 53% of children travelling actively to school.
- The areas with the highest levels of access to bikes tend to be in rural areas with the Highlands (54%), Orkney Islands (47%), Aberdeenshire (47%), Moray (46%) and Perth & Kinross (46%) above the national average of 34%.

## **2. Rest of the UK and International Case Studies**

In addition to being driven by circumstances and ambitions in Scotland, it is useful to consider how innovation and learning beyond Scotland can be adopted or adapted.

- Nuremberg:
  - Context: In the early 1970s, Nuremberg was facing growing problems of traffic-related air pollution, causing decay of historic buildings, health concerns, and excessive traffic congestion in the city centre.
  - What was done: The centre of Nuremberg has been gradually pedestrianised since the 1970s, with the last major traffic corridor through the centre being closed in 1989. In addition, it was recently announced that the wider city will also see 130km of new cycle lanes.
  - How was it done: the removal of car traffic was carried out in phases – once this was complete, the city publicly voted on whether to make these changes permanent which was ratified. Over the next 10 years, the area was transformed in six phases into an attractive pedestrian precinct, buildings have been renovated, street furniture upgraded, and art works introduced.
  - How it has been a success: When its heavily congested roads were closed to cars, traffic volumes fell by up to 25% in the city centre.

**Public support for the pedestrianisation scheme has since proven to be strong in the long-term despite early difficulties; at one point proposals to reopen the centre to car traffic were not realised due to public objection. The city not only has seen an increase in people walking but also sees 44% of pedestrians walking more than 2km during weekdays, increasing to 53% on Saturdays.**

- Seville:
  - Context: The City Council of Seville recognized the excessive use of motor vehicles and the environmental consequences. As a solution, the Council developed different strategies to promote bicycles as a desirable mean of transportation. **When asking the citizens during assemblies on participatory budgets in 2003, the most voted-on proposal on how to improve their district was the construction of safe bicycle-lanes.**
  - What was done: A 120 km network of cycle lanes were established connecting suburban areas with the city centre with broad lanes of an average width of 2.5 metres.
  - How was it done: Led by the Urban Planning Office of the City Council of Seville, the design and building of the cycling infrastructure in Seville started in 2006 by establishing the Cycle-Lane Network and a Master Plan as first steps. During the implementation of the Cycle-Lane Network citizens were kept up to date: an exhibition touring through the city's civic centres, several Bike Weeks, a Guide for Cyclists, and a clearly structured website. A Civic Bicycle Committee was formed with cyclist and pedestrian associations, the two Sevillian universities, and companies from the transportation sector forming this Committee.
  - How it has been a success: Like the UK, Spain has low levels of cycling compared to northern European countries, with less than 2% of people indicating that a bicycle is their main means of transport. **Seville's new infrastructure led to massive behaviour change, and an 11-fold increase in rider numbers with the number of bikes used daily in the city rising from 6,000 to 70,000. 6% of all trips are made by bike, rising to 9% for non-commuter journeys.**
- Belfast:
  - What was done: The Greenway created accessible parkland for leisure, recreation, community events and activities with a focus on improving biodiversity on the route itself, incorporating heritage trails to attract visitors, and engaging communities in the development of the route.
  - How was it done: The Connswater Community Greenway, mobilizing a £40 million investment, created a 9km linear park through east Belfast, following the course of the Connswater, Knock and Loop Rivers, connecting the open and green spaces.
  - How it has been a success: As part of an 8-year study of the

Greenway, a paper revealed that for every £1 invested there is an expected return of £2 - £6 over the lifetime of the Connswater Community Greenway. It also revealed that the multi-functional nature of the space had a wider impact on areas such as tourism, climate change, health and employment.

- London:
  - Context: In 2018, London identified the need to invest in a more inclusive transport system to ensure equal access for all of its citizens. The findings of a 2015 survey conducted by Transport for London showed that disabled and older people experienced greater barriers than other groups when it came to moving around the city. London's Inclusive Transport Strategy sought to address these challenges.
  - What was done: Upgrades were made to allow for step-free access to Tube and Overground stations. TfL recruited 650 new customer-service representatives with disability and equality training to provide assistance at all London Underground stations.
  - How was it done: The improvements in the physical elements of the transport system included more tactile paving, soft-touch handrails, fully accessible ticket machines and adding appropriate infrastructure, including escalators and ramps. TfL further launched a real-time information app to allow for real-time reports on the status of services such as escalators and lifts, and the project dedicated £3.4 million over five years to hiring and training British Transport Police officers.
  - How it has been a success: While emphasising that work is far from complete, TfL reports that 95% of bus stops are now accessible to wheelchair users, while a third of Tube stations, 60 Overground stations, and almost all of the 27 stations served by Transport for London (TfL) Rail.
  - Additionally, there has been **strong political endorsement of Low Traffic Neighbourhoods (LTNs) in the recent local elections in London**, with many of the councils that faced opposition for introducing (LTNs) re-elected with large majorities in the local elections in May 2022. Administrations in the London boroughs of Hackney, Waltham Forest, Islington, Lambeth, Southwark and Camden, as well as across the country, retained power despite anti-LTN protests.
- Taipei:
  - Context: Taipei spent years building an extensive public transport system. However, the usage rate of public transport stagnated due to the lack of first- and last-mile solutions. In some areas, people were unwilling to choose public transport because subway stations or bus stops were so far away from where they lived or worked.
  - What was done: Taipei is now considered Asia's cycling capital and an international role model for its bike-sharing scheme: YouBike. As



- of 2020 over 13,000 bicycles at over 400 stations are available to commuters, and the scheme hit a record 26.2 million annual rentals.
- How was it done: Despite initial difficulties in achieving uptake due to limited coverage, the expansion drive behind the YouBike scheme also simplified the rental process using digital technologies, subsidised rentals including making the first 30 minutes of travel free, expanded cycle lanes, and improved the bikes themselves. They have since added smart panels and simplified the payment system for rentals.
  - How it has been a success: YouBike also boasts one of the top global usage rates for public bike-sharing schemes with an average 12 trips per bicycle per day, two to three times that of New York.