



Glasgow City Council

**Sustainability and the Environment Policy Development Committee
1 February 2017**

**Report by Acting Executive Director,
Land and Environmental Services**

Contact: Christine Francis

Ext: 78086

**GLASGOW'S STRATEGIC PLAN FOR CYCLING 2016 – 2025
(2016 UPDATE)**

Purpose of Report:

The purpose of this report is to review progress made regarding in implementing the Strategic Plan for Cycling 2016-2025 during 2016.

Recommendations:

It is recommended that committee notes the contents of this report.

Ward No(s):

Citywide: ✓

Local member(s) advised: Yes No ✓

consulted: Yes No ✓

1. Background

- 1.1 Glasgow's Strategic Plan for Cycling 2016 – 2025 was approved by the Executive Committee on 3 March 2016 and includes an action plan covering the short, medium and long term actions. The Strategic Plan sets out Glasgow's vision, objectives, targets and actions for increasing levels of cycling, and can be viewed by accessing the following link -

<https://www.glasgow.gov.uk/CHttpHandler.ashx?id=33403&p=0>

- 1.2 The vision is "*To create a vibrant Cycling City where cycling is accessible, safe and attractive to all*".
- 1.3 A number of key outcomes have been developed that set out the aspirations for Glasgow. These are:
- An integrated network of routes
 - A healthier city
 - More people cycling
 - A safer cycling city

Alongside the key outcomes is a series of targets covering all aspects of cycling, from financial spend and infrastructure improvements, to training and the number of people cycling.

2. Annual Review

- 2.1 The action plan contains 79 items and is broken into appropriate sections, matching the areas of work highlighted in the Strategic Plan: Corporate/Overview; Successful, Sustainable Places; Cycle Network/Infrastructure; Behaviour Change & Promotion; Education/ Training; and, Leisure/ Sport/ Competitive & Performance Cycling. The action plan is updated on an annual basis and a summary of progress in each of the action plan's six sections is summarised below.

Corporate/Overview update

- 2.2 Glasgow City Plan 2 currently sets out the Council's land use planning policies, including those promoting cycling and walking, and other sustainable modes of travel, in new developments. These have continued to be utilised, wherever appropriate, in considering development proposals submitted to the Council and have been taken into account in the design of schemes that the Council is progressing, such as the Transformational Regeneration Area (TRA) at Sighthill.

Considerable progress has been made towards adoption of a new City Development Plan during 2017 and, on 22 December 2016, Scottish Ministers notified the Council that the Council could proceed to adopt the new Plan. It is anticipated that the new Plan will be adopted in early 2017 when it will replace City Plan 2.

Successful, Sustainable Places update

2.3 Sighthill TRA is the largest of the City's eight Transformational Regeneration Areas and the scheme has been designed specifically to support the creation of a non-motorised user, active travel and public transport friendly environment. An emphasis on cycling has been key to the design, with a Masterplan Cycle Strategy detailing a planned hierarchy of routes throughout the site. These include:

- a new pedestrian and cycle bridge across the M8 to provide a link to, and through, the development from the City Centre;
- 2-way segregated cycleways along the proposed civic boulevard through Sighthill and on the new northern road;
- 4 metre wide illuminated path through Sighthill Park from the northern road to Pinkston Road; and
- 4.5 metre wide shared use footways on Pinkston Road, the new southern road and Fountainwell Street.

The City Centre "Avenues" will be delivered through City Deal and will include measures to enhance the infrastructure for cycling. The design is about to commence for the first tranche of works which will include:

- The complete length of Argyle Street/St Enoch's Square
- Sauchiehall Precinct/the Underline (a linear public realm project under the M8 to link both sides of New City Road); and
- North Hanover Street/Cathedral Street.

Construction will also start on the Sauchiehall Street West (Charing Cross to Rose Street) Avenue in May 2017, with completion scheduled for May 2018. This includes a two way cycle route segregated from traffic.

Cycle Network/ Infrastructure update

2.4 On 12 August 2016, South City Way was announced as the winning project in the Scottish Government's new funding challenge "Community Links PLUS". The aims of the South City Way are to provide segregated cycle tracks from Queen's Park to the City Centre (approximately 3km); improving the environment for people along the corridor, and working with and empowering community organisations along the route to establish cycling projects. Implementation costs for this £6.5m project will be split between Glasgow City Council (50%) and Sustrans/Scottish Government (50%). Design work for the South City Way has progressed throughout 2016 with the first phase of construction scheduled to start during late spring 2017.

The .../

The Glasgow Mass Automated Cycle Hire Scheme (MACH) has proved a successful year of growth during 2016. Membership figures at the start of the year were 11,501 registered users within the Glasgow boundary and 9 business / corporate memberships containing an additional 1800 users. These figures have grown to 15,965 registered users, with business/ corporate users growing to 2809. During 2016, the scheme has seen an increased average number of daily hires. Comparing like for like during the month of August 2015 and August 2016 in the number of hires increased from 10,905 to 14,468. This represents a 35% growth in usage year on year. New stations were established within two NHS sites – the Queen Elizabeth University Hospital Campus and Gartnavel General Hospital.

Cycling and walking facilities along the south bank of the River Clyde were significantly improved between Richmond Park and the Tradeston Footbridge, a distance of approximately 3.2 kilometres. Trip generators along the route include the City of Glasgow College Riverside Campus, Gorbals Leisure Centre, Glasgow Rowing Club, Richmond Park, the Sheriff Court and a significant quantity of areas comprising social and private housing. The route forms part of National Cycle Route 756 and links to National Cycle Route 75, the South West City Way and other city cycle routes.

Each year the Council monitors the number of cycle trips in and out of the City Centre. An increase of 6.7% has been identified in 2016 from 2015. The 2016 figure represents an increase of 85.8% since 2009.

Other improvements across the cycle route network include:

- Traffic signal improvements implemented along the South West City Way and use of the route continues to rise, with a weekday average of 692 users per day (September 2016). The route was highly commended at the British Cycle Planning awards and also at the Sustrans Community Links awards.
- A new cycle track built in Cardonald Park, enhanced cycle access to the Queen Elizabeth University Hospital. Improved facilities for cyclists have also been implemented on Moss Road/ Peninver Drive (Ward 5).
- Glasgow's first 'Quiet Way' implemented through Cardonald, encouraging cyclists to use roads where slow moving traffic exists, or where there is little traffic. The 'Quiet Way' is an alternative to using the nearby main road.
- Springburn Road minor works and re-determination order complete.
- Over 100 new cycle parking racks have been installed in street areas within the city.
- Secure cycle shelters have been installed in 5 schools below –

- Abercorn Secondary (Ward 11)
- Hillington Primary (Ward 4)
- St Martha's Primary (2 shelters) (Ward 21)
- Merrylee Primary (Ward 2)
- St Maria Goretti Primary (Ward 18)

A further 6 shelters are scheduled for installation by Spring 2017 at the following schools –

- Avenue End Primary (Ward 21)
- Chirnsyde Primary (Ward 16)
- Elmvale Primary (Ward 17)
- Miltonbank Primary (Ward 16)
- St Michael's Primary (Ward 9)
- St Monica's Primary (Ward 3)

The Council has worked closely with suppliers to ensure that maintenance requirements are minimised. Scooter parking has also been integrated within primary schools shelters.

Behaviour Change & Promotion update

2.5

The Council continued to produce a variety of promotional materials which are available on the Council's website, at www.glasgow.gov.uk/cycling, and organise and facilitate events to encourage greater levels of cycling.

The existing suite of leaflets and guides were updated with a complete refresh of the Glasgow cycle map to include safety and security hints and tips to both those who currently cycle or wish to begin.

Route specific guides were updated with new route guides produced to support specific promotional campaigns for major new infrastructure such as the West and South West City Ways. Guides on winter and spring cycling were also completed and made available in electronic and print form.

The Council took part in the European Cycle Challenge in May. This attracted over 1,100 people to register with over 127,000 km being recorded, revealing preferred commuter and leisure routes in and around Glasgow. The Council will be participating in 2017, with extended boundaries in partnership with neighbouring councils.

Through Smarter Places Smarter Choices funding, Glasgow City Council organised the Glasgow Community Cycling Network which aims to facilitate group working between existing cycle charities in Glasgow. This has led to a greater delivery of cycle training and cycling events as well as contributing to events during Bike Week, which is held annually each June.

Such events and organisations provide an opportunity for the distribution of materials throughout the year.

Education/ Training update

- 2.6 Bikeability is offered to all primary and ASL schools in Glasgow on an annual basis. Support is offered to schools to enable them to participate in on-road training as much as possible. It is hoped that the number of schools participating will increase in the future. Within the 2015/16 school year, over 70 schools have taken part in cycle training including 48 delivering on road training.

A new online tool has been developed which will enable schools to develop a School Travel Plan. Schools will be contacted during early 2017 to encourage and help them develop travel plans. Help and support with implementation is available to ensure that the travel plan remains up-to-date on an annual basis.

Businesses were contacted throughout Glasgow to promote the 'Cycle Aware' initiative. The main aim of this online resource is to raise awareness of how accidents can be avoided by sharing our roads with courtesy, care and respect. Businesses have also been offered the new 'Urban Rider' course which is a 2 hour practical cycling experience for both fleet managers and employees. It focuses on making candidates more confident on a bicycle, whilst improving cycle awareness amongst drivers and managers. Several companies have signed up to both programmes and it is hoped this will increase in 2017. The course can also be adapted for an organisation's e-learning platform.

Leisure/ Sport/ Competitive & Performance Cycling update

- 2.7 2016 was another growth year for sport and leisure cycling in Glasgow, with many highlights.

12,000 riders of all ages enjoyed traffic free streets within the City Centre in September at the Skyride event. Earlier that same day, Stage 1 of the Tour of Britain toured the City Centre with over 20,000 spectators enjoying seeing top riders such as Sir Bradley Wiggins and Mark Cavendish competing.

November 2016 saw round one of the Track Cycling World Cup return to the Sir Chris Hoy Velodrome. Jack Carlin (GB) won gold in the men's team sprint. Jack began his cycling career in Glasgow, with the local junior club 'Glasgow Riderz', based at Bellahouston Park.

Glasgow Life's partnership with British Cycling continued to deliver free led rides for all, with the women's Breeze network growing to over 500 participants and 19 active leaders. Our community cycling projects flourished with groups like Soul Riders in Pollokshields and the Drumchapel Bike Library proving hugely popular. Negotiations are ongoing with British Cycling over a partnership that will see over £4 million of investment across sport, schools, clubs and communities over the next 8 years, with details currently being finalised.

The Knightswood Park BMX facility is now at the planning and design/build stage with work expected to be started during summer 2017.

The Cathkin Braes mountain bike circuit is expected to have additional trails, a pump track and skills area added in 2017. This will coincide with the creation of an activity centre at the former St. Martins Church, located in the Cathkin Braes area.

3. Summary

As evidenced above, 2016 has been an extremely active and productive year for developing cycling within Glasgow across all forms of cycling for commuting, leisure or sport purposes. Publication of Glasgow's Strategic Plan for Cycling 2016-25 has helped services within the Council work together towards our vision of creating 'a vibrant Cycling City where cycling is accessible, safe and attractive to all'.

4. Policy and Resource Implications

Resource Implications:

Financial: None

Legal: None

Personnel: None

Procurement: None

Council Strategic Plan: The Strategic Plan for Cycling supports Priority 3 of the Council's Strategic Plan 2012 to 2017, "A sustainable city".

Equality Impacts:

EQIA carried out: Equality screening was carried out as part of the Strategic Plan for Cycling 2016 - 2025

Outcome: A technical memorandum is available that summarises the inequality impacts of the Strategic Plan for Cycling 2016 - 2025, along with recommendations as to how these issues can be addressed.

Sustainability Impacts:

Environmental: The Strategic Plan promotes the use of active and sustainable forms of transport, in particular, cycling, reducing harmful traffic emissions and assisting in meeting the Council's carbon reduction objectives and health benefits.

Social: The promotion of cycling as a form of transport, as a leisure activity and as a sport, will promote

social, health and well-being benefits.

Economic:

Cycling is an accessible form of transport regardless of personal wealth, although low cycle ownership exists in the city.

5. Recommendations

It is recommended that committee notes the contents of this report.