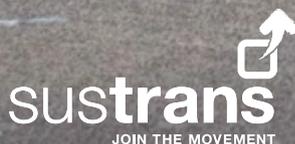




Glasgow

# Walking and Cycling Index 2021



Published May 2022



# Foreword

Our vision for walking, wheeling and cycling in Glasgow



The Glasgow Walking and Cycling Index 2021 comes at an important time as we refresh our transport strategies to contribute towards tackling

inequalities, as part of a just transition towards

a net zero carbon city by 2030.

Active travel is crucial to delivering the decarbonisation of transport, while improving transport choices for all, improving the health outcomes of citizens, and reducing demands on our health services. The report details existing impacts in these areas, but also highlights the potential extent of additional benefits as we increase active journeys.

The inclusion of walking and wheeling in this new report is to be warmly welcomed and aligns with Glasgow's Active Travel Strategy and the Liveable Neighbourhoods Plan, which together demonstrate the step change in Glasgow's commitment to accessible, inclusive active travel provision. The wealth of data and information this report brings together on the current active travel patterns of Glaswegians, as well as the barriers discouraging walking and cycling uptake, strengthens the case for sustained investment to build a city that makes active and sustainable travel the easiest and first choice for everyday journeys.

The report shows there is broad support for reducing speeds and volumes of traffic; the Liveable Neighbourhoods programme focuses on walking, wheeling and cycling to address the detrimental impact car dominance currently has on our residential streets. Glasgow will also continue to roll out School Streets to allow safer, more pleasant journeys to school.

It is evident that Glaswegians want more dedicated cycle lanes in order to feel safe and encourage them to cycle. The proposed City Network aims to achieve this for every community, with a plan to deliver it within the next decade.

Construction of high-quality cycling infrastructure is already being seen across the city, from Connecting Woodside to the East City Way, as well as the continued development of City Deal work including the city centre Avenues and Byres Road. The pandemic required a swift response to ensure safer travel, and Glasgow's temporary Spaces for People cycle lanes will now become permanent, as well as the traffic-free space on Kelvin Way and George Square.

This report gives us increased confidence that there is public support for taking forward these projects and more, on the journey to a resilient, sustainable, liveable city for all.

**Andy Waddell**  
**Director of City Operations,**  
**Neighbourhoods, Regeneration**  
**and Sustainability**



## Contents

4 Report summary

6 Walking in Glasgow

8 Cycling in Glasgow

10 Benefits of walking

12 Benefits of cycling

14 Walking solutions

16 Cycling solutions

18 Neighbourhood solutions

20 Developing Glasgow

22 Looking forward

## The Walking and Cycling Index

The Walking and Cycling Index (formerly Bike Life) is the biggest assessment of walking and cycling in urban areas in the UK and Ireland. This is the first year walking has been included.

It is delivered by Sustrans in collaboration with 18 cities and urban areas. Each city<sup>i</sup> reports on the progress made towards making both walking and cycling more attractive, everyday ways to travel.

The Walking and Cycling Index reports every two years. This is the second report from Glasgow produced in partnership with Glasgow City Council. The data in this report comes from 2021 and includes local walking and cycling data, modelling and an independent survey of 1,303 residents aged 16 or above in Glasgow. The survey was conducted from June to August 2021 following Covid-19 travel restrictions across the UK being lifted. Social research organisation NatCen conducted the survey which is representative of all residents, not just those who walk or cycle.

We have included comparisons to 2018 data where available.

Our thanks to the people of Glasgow who took part in the survey and shared their stories with us.

More details on all Walking and Cycling Index reports can be found at [www.sustrans.org.uk/walkingcyclingindex](http://www.sustrans.org.uk/walkingcyclingindex)



## Defining wheeling

We recognise some people, for example wheelchair or mobility scooter users, identify with the term wheeling instead of walking. Therefore we use the terms walking and wheeling together and consider walking and wheeling to include the use of mobility aids and pushchairs.

All walking survey responses within this report include responses from people who wheel. However, please note for graph labels we use walking as a shorthand for walking and wheeling.

i. City is used as a shorthand for Walking and Cycling Index cities, city regions and boroughs.

# Report summary

## Glasgow

### Population<sup>i</sup>

633,120

### Survey area

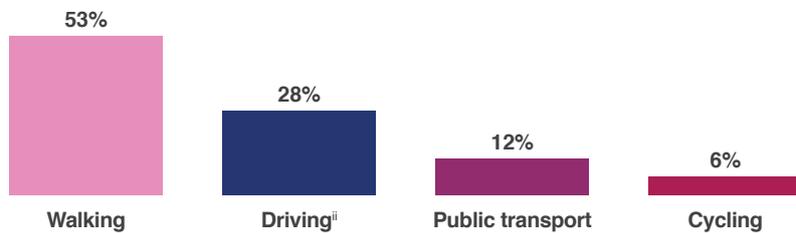


## Walking and cycling in Glasgow

During the Covid-19 pandemic, walking and cycling provided people with a safe and convenient choice for getting around Glasgow to reach jobs and essential services.

Covid-19 Analysis, Transport for Scotland, 2021

### Residents who travel by the following modes five or more days a week in Glasgow



While new travel patterns are still establishing, walking is by far the most popular travel mode.

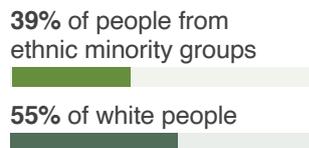
**53%**  
of residents walk at least five days a week

**20%**  
of residents cycle at least once a week

## Walking, wheeling and cycling participation is not equal

A greater proportion of white people walk, compared to people from ethnic minority groups, while almost three times as many men cycle compared to women.

### Proportion of residents who walk at least five days a week



### Proportion of residents who cycle at least once a week



## Not all residents feel safe and welcome in their neighbourhood

### Proportion of residents who think walking safety is good

**76%** of socio-economic group AB

**59%** of socio-economic group DE

### Proportion of residents who think cycling safety is good

**43%** of people aged 16–25

**35%** of people aged 36–45

### Proportion of residents who feel welcome and comfortable walking or spending time on the streets of their neighbourhood

**62%** of disabled people

**72%** of non-disabled people

Socio-economic group is a classification based on occupation maintained by the Market Research Society. Groups A and B are professional and managerial. Groups D and E are semi-skilled and unskilled manual occupations, homemakers and people not in employment.

i. NOMIS mid-year 2019 population estimates. This is the most recent available for Glasgow. ii. Travelling as driver or passenger of car, van or motorcycle. iii. The sample size for respondents who identified their gender 'in another way' was too low to be statistically significant and therefore is not presented here.

## Everyone benefits when more people walk, wheel and cycle

Every year, walking and cycling in Glasgow:

**+** Prevents

**1,390**

serious long-term health conditions



Creates

**£438.4 million**

in economic benefit for individuals and the region



Saves

**26,000 tonnes**

of greenhouse gas emissions

## Walking, wheeling and cycling help to tackle the climate emergency

Every day, walking and cycling in Glasgow takes up to

**150,000 cars off the road<sup>iv</sup>**

However,

**86.5 million**

journeys up to three miles are driven in Glasgow each year

If **80%** of these journeys were walked or cycled it could save approximately

**29,000 tonnes**

of greenhouse gas emissions<sup>v</sup>

## Residents want more funding for walking, wheeling, cycling and public transport

Percentage of residents who would like to see more government spending on:

**61%** on walking



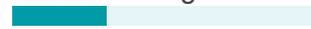
**56%** on cycling



**74%** on public transport



**31%** on driving



## This would help support more liveable neighbourhoods

Among Glasgow residents:

**63%** support



**22%** oppose

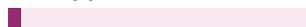


more cycle tracks along roads, physically separated from traffic and pedestrians

**80%** support



**4%** oppose



the creation of more 20-minute neighbourhoods<sup>vi</sup>

**70%** support



**11%** oppose



the creation of more low-traffic neighbourhoods

**64%** agree



**16%** disagree

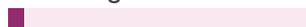


increasing space for people socialising, walking and cycling on their local high street would improve their local area

**79%** agree



**5%** disagree

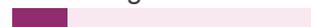


more measures to reduce crime and antisocial behaviour on the street or in public spaces would improve their local area

**50%** agree



**18%** disagree



closing streets outside local schools to cars during school drop-off and pick-up times would improve their local area

iv. Based on walking and cycling by residents that live in a household with a car. Does not include leisure cycling or leisure walking trips.

v. Based upon each journey being 1.5 miles in length. vi. See definition on page 14.



# Walking in Glasgow

Walking and wheeling participation, safety and satisfaction

## Walking and wheeling participation

Walking and wheeling are good for our health and wellbeing, also having a positive impact on the environment and protecting our climate.

Walking and wheeling are an efficient use of the space in our streets, helping take the pressure off the transport network and enabling more people to access our city and local town centres.

**96%**  
of all residents walk

**53%**  
of residents walk at least five days a week

## Proportion of residents who walk or wheel at least five days a week

### Gender<sup>i</sup>

48% of women

58% of men

### Ethnicity

39% of people from ethnic minority groups

55% of white people

### Sexuality

68% of LGBTQ+ people

51% of heterosexual people

### Age

64% of people aged 16–25

55% of people aged 26–35

47% of people aged 36–45

49% of people aged 46–55

50% of people aged 56–65

49% of people aged 66+

### Disability

50% of disabled people

55% of non-disabled people

### Socio-economic group<sup>ii</sup>

55% of AB

58% of C1

40% of C2

47% of DE

ii. Socio-economic group is a classification based on occupation maintained by the Market Research Society. Groups A and B are professional and managerial. Group C1 is supervisory/clerical and students. Group C2 is skilled manual. Groups D and E are semi-skilled and unskilled manual occupations, homemakers and people not in employment.

i. The sample size for respondents who identified their gender 'in another way' was too low to be statistically significant and therefore is not presented here.

## Walking and wheeling safety and satisfaction

Important differences exist in how safe people feel when walking or wheeling. Safety includes both road and personal safety.

**69%** of residents think the level of safety for walking is good

**51%** of residents think the level of safety for children walking is good

### Proportion of residents who think walking or wheeling safety in their local area is good

#### Gender

68% of women

70% of men

#### Ethnicity

68% of people from ethnic minority groups

69% of white people

#### Sexuality

68% of LGBTQ+ people

70% of heterosexual people

#### Age

69% of people aged 16–25

73% of people aged 26–35

68% of people aged 36–45

60% of people aged 46–55

74% of people aged 56–65

70% of people aged 66+

#### Disability

62% of disabled people

71% of non-disabled people

#### Socio-economic group

76% of AB

68% of C1

68% of C2

59% of DE

**73%** of residents think their local area overall is a good place to walk



Edna, walker



I moved to Glasgow from Ghana in 2015 to study, and walking has become a huge part of my daily life. It is my primary means of 'transport' and main form of exercise.

I walk everywhere, to campus, church, work and to meet friends. Luckily, all these places are about 15–50 minute walking distance.

I also love occasional walking adventures and some can last hours, especially when I want to discover Glasgow's many parks.

The city is easy to get around and people are happy to give me directions when I get lost.

Walking gets me where I need to be, stimulates my mind with all sorts of interesting ideas and fills my lungs with good fresh air.



# Cycling in Glasgow

Cycling participation, safety and satisfaction

## Cycling participation

Recent developments in cycling infrastructure provision in Glasgow have seen participation and mode share rates increase, but participation is still relatively low with only **20%** of people cycling regularly.<sup>i</sup>

Barriers to cycling remain very real for large sectors of Glasgow’s residents and can be far more pronounced for some people.

**41%**  
of all residents cycle

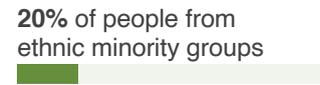
**20%**  
of all residents cycle at least once a week

### Proportion of residents who cycle at least once a week

#### Gender



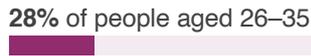
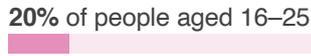
#### Ethnicity



#### Sexuality



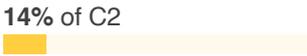
#### Age



#### Disability



#### Socio-economic group



i. Based on people who cycle at least once a week.

## Cycling safety and satisfaction

**38%**

of all residents think the level of safety for cycling in their local area is good

**30%**

of all residents think the level of safety for children cycling is good

**42%**

of all residents think their local area overall is a good place to cycle

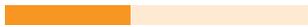
### Proportion of residents who think cycling safety in their local area is good

#### Gender

36% of women



41% of men



#### Ethnicity

49% of people from ethnic minority groups



36% of white people



#### Sexuality

36% of LGBTQ+ people

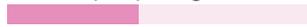


39% of heterosexual people



#### Age

43% of people aged 16–25



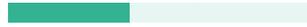
36% of people aged 26–35



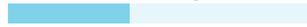
35% of people aged 36–45



40% of people aged 46–55



40% of people aged 56–65

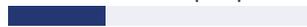


32% of people aged 66+

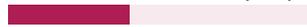


#### Disability

32% of disabled people



40% of non-disabled people

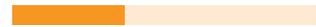


#### Socio-economic group

37% of AB



37% of C1



48% of C2



36% of DE



**Steve, cycle commuter**



I had never been a big cyclist, and usually took the car, even for short distances. Following a back injury, my physiotherapist recommended cycling.

I was a little hesitant at first, but when I saw how well used the new South City Way is I gave it a go and now I cycle most days.

It's great to see the new cycling lanes popping up around Glasgow. The new infrastructure gave me the confidence to start cycling in Glasgow, and I now cycle every day.

The next step is to make sure that cycling opportunities are for the many and not the few.



# Benefits of walking

Why everyone gains when more people walk or wheel

The large numbers of walking and wheeling trips in Glasgow produce important health, economic and environmental benefits for everyone.

## Glasgow residents walk or wheel 33 times around the world every day

**276.6 million**

walking and wheeling trips were made in Glasgow in the past year, which adds up to

**303.2 million miles**

= **830,000 miles** a day.

This equates to each resident spending

**6 days**

walking or wheeling continuously in the past year.

### Annual walking and wheeling trips by purpose<sup>i</sup>

Enjoyment or fitness – adults and children (including running):  
**117,800,000**

43%

Destination – adults only (eg work, school, shopping):  
**147,300,000**

53%

School – children only:  
**11,400,000**

4%



## Walking and wheeling benefit residents and the local economy in the region

In Glasgow, the net annual economic benefit for individuals and society from all walking and wheeling trips is

**£357.7 million**

Of this total,

**£15.3 million**

is from people with a car choosing to walk or wheel for transport in the past year.

**26p**

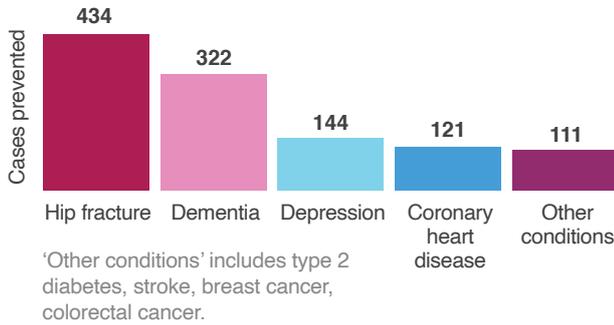
net benefit from each mile walked or wheeled instead of driven



These figures are based upon monetising the costs and benefits of driving and walking. This includes travel time, vehicle operating costs, medical costs, work absenteeism, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.

## Walking and wheeling unlock health benefits for everyone

### Walking in Glasgow prevents 1,132 serious long-term health conditions each year



### Saving the NHS in Glasgow £7.5 million per year

equivalent to the cost of  
**250,000 GP appointments**

Based on applying Glasgow data to the Sport England MOVES tool which calculates the return on investment for health of sport and physical activity.

### In Glasgow the physical activity benefits of walking prevent 370 early deaths annually

which is valued at  
**£1.2 billion<sup>ii</sup>**

Please note wheelchair and mobility scooter trips are modelled as walking trips for the purposes of the MOVES and HEAT models.

People walking and wheeling more instead of driving improves air quality, saving annually:

**49,000 kg of NO<sub>x</sub>**  
and  
**6,700 kg of particulates**  
(PM<sub>10</sub> and PM<sub>2.5</sub>)

47% of residents agree the air is clean in their local area



## Walking and wheeling in Glasgow help mitigate our climate crisis

**16,000 tonnes** of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by walking or wheeling instead of driving, equivalent to the carbon footprint of



**21,000 people** taking flights from Glasgow to New York

Transport within Scotland now accounts for **25%** of Scotland’s greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Between 1990 and 2019, transport emissions went down by **11.3%**, while overall emissions went down by **52%**.

Calculated using the Greenhouse Gas Account, which has replaced the previous method in Scotland. Scottish Government: Scottish Greenhouse Gas Statistics 1990 to 2019.

## Walking and wheeling keep Glasgow moving

Studies show walking or cycling frees up road space in comparison to driving.<sup>iii</sup> This helps to keep Glasgow moving for all road users.

**130,000 return walking trips** are made daily in Glasgow by people that could have used a car.

iii. Litman, 2021. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

If these cars were all in a traffic jam it would tail back

**388 miles** equivalent to the distance from Glasgow to Cardiff.



ii. Based on WHO/Europe Health Economic Assessment Tool (HEAT), which enables an economic assessment of the health benefits of walking by estimating the value of reduced mortality resulting from specified amounts of walking.



# Benefits of cycling

Why everyone gains when more people cycle

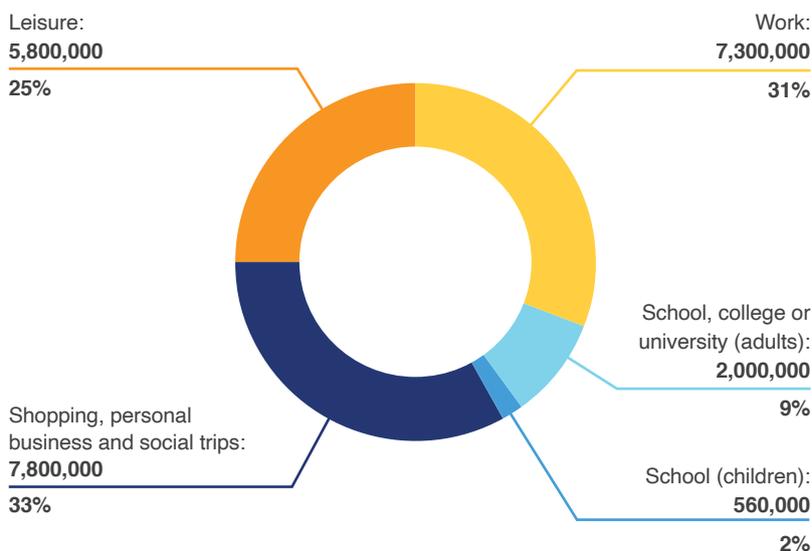
## Glasgow residents cycle 11 times around the world every day

Cycling is a hugely efficient way to travel, and can often be quicker than travelling by car.

**23.5 million cycling trips** were made in Glasgow in the past year.

This adds up to **103.1 million miles** = 280,000 miles a day.

### Annual cycling trips by purpose in Glasgow<sup>i</sup>



## Cycling benefits residents and the local economy in the region

In Glasgow, the net annual economic benefit for individuals and society from all cycling trips is **£80.7 million**

Of this total, **£40.7 million** is from people with a car choosing to cycle for transport in the past year.

**£1.15** net benefit from each mile cycled instead of driven

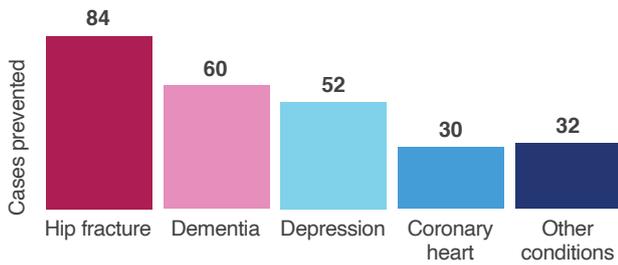


These figures are based upon monetising the costs and benefits of driving and cycling. This includes travel time, vehicle operating costs, medical costs, work absenteeism, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.

<sup>i</sup> Leisure trips include adults and children (with and without adult accompaniment). Education trips are shown separately for adults and children. All other trips are just adults.

## Cycling unlocks health benefits for everyone

### Cycling in Glasgow prevents 258 serious long-term health conditions each year



'Other conditions' includes type 2 diabetes, stroke, breast cancer, colorectal cancer.

### Saving the NHS in Glasgow £1.7 million per year



equivalent to the cost of  
**58,000 GP appointments**

Based on applying Glasgow data to the Sport England MOVES tool which calculates the return on investment for health of sport and physical activity.

In Glasgow the physical activity benefits of cycling

### prevent 41 early deaths annually

which is valued at  
**£135 million<sup>ii</sup>**

People cycling more instead of driving improves air quality, saving annually:

**19,000 kg of NO<sub>x</sub>**  
and  
**2,800 kg of particulates**  
(PM<sub>10</sub> and PM<sub>2.5</sub>)

47% of residents agree the air is clean in their local area



## Cycling in Glasgow helps mitigate our climate crisis

### 9,800 tonnes

of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by cycling instead of driving, equivalent to the carbon footprint of

### 13,000 people taking flights

from Glasgow to New York



Transport within Scotland now accounts for **25%** of Scotland's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Between 1990 and 2019, transport emissions went down by **11.3%**, while overall emissions went down by **52%**.

Calculated using the Greenhouse Gas Account, which has replaced the previous method in Scotland. Scottish Government: Scottish Greenhouse Gas Statistics 1990 to 2019.

## Cycling keeps Glasgow moving

Studies show walking or cycling frees up road space in comparison to driving.<sup>iii</sup> This helps to keep Glasgow moving for all road users.

### 16,000 return cycling trips

are made daily in Glasgow by people that could have used a car.

iii. Litman, 2021. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

If these cars were all in a traffic jam it would tail back

### 47 miles

equivalent to the distance from Glasgow to Edinburgh.



ii. Based on WHO/Europe Health Economic Assessment Tool (HEAT), which enables an economic assessment of the health benefits of cycling by estimating the value of reduced mortality resulting from specified amounts of cycling.



# Walking solutions

What would help make walking and wheeling better?

## Residents want more services and amenities within walking and wheeling distance

Ideally, walking should be the most attractive transport option for the vast majority of short journeys. A city can support this by ensuring many of the things people need are found near where people live. The walking environment should be safe, comfortable, welcoming and attractive.

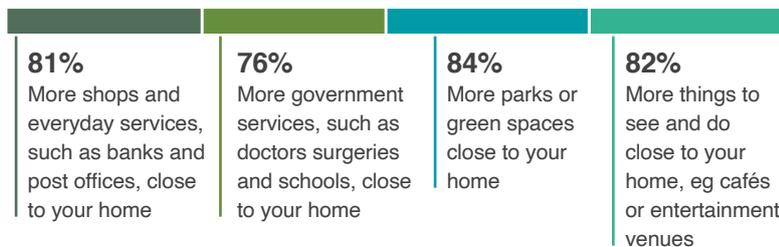
Neighbourhoods where many facilities can be reached on foot are known as 20-minute neighbourhoods. You can walk from your home to many of the things you need on a regular basis and back again within 20 minutes. This equates to around 800m each way.

**73%**

of Glasgow households are in neighbourhoods of at least 40 dwellings per hectare. These are or can become 20-minute neighbourhoods.<sup>i</sup>

Lower density neighbourhoods have too few people to make much local business or public transport viable.<sup>ii</sup>

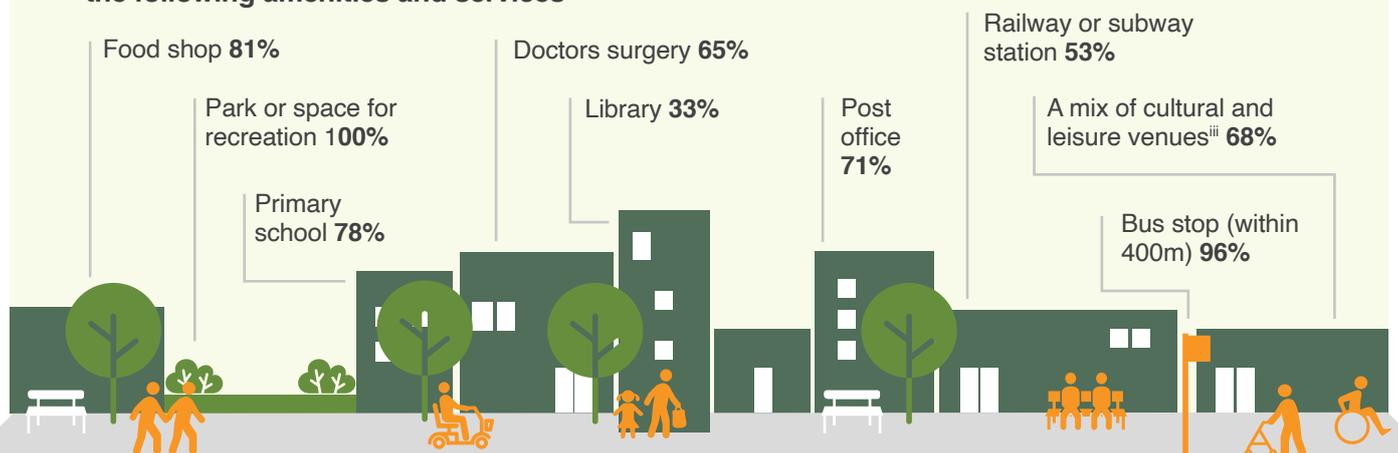
### What percentage of residents would find more local amenities and services useful to help them walk or wheel more?



**63%**

agree they can easily get to many places they need to visit without having to drive

### Proportion of households within an 800m walk or wheel of the following amenities and services



i. Ministry of Housing, Communities and Local Government, 2021, National Model Design Code.

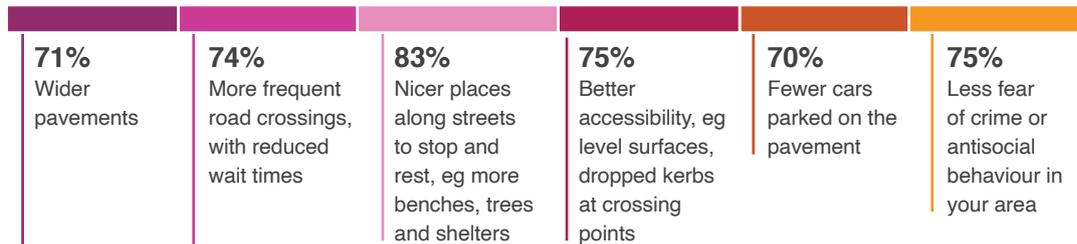
ii. Sustrans, 2017. Linking Active Travel and Public Transport to Housing Growth and Planning.

iii. A minimum of three distinct types of cultural and leisure venues, eg cafés, pubs, bingo halls, cinemas, museums.

## Residents want better streets

There are many ways to make our streets and neighbourhoods safe, welcoming and comfortable for everyone to walk in.

### What percentage of residents think that these changes would help them walk or wheel more?



#### In Glasgow:

**67%** of A and B roads have a pavement width greater than 3m<sup>iv</sup>

**81%** of C and unclassified roads have a pavement width greater than 2m

On all roads making up junctions, **3%** of those with traffic lights for cars have no red and green man for pedestrians

#### 79%

of residents agree more measures to reduce crime and antisocial behaviour on the street or in public spaces would improve their local area



**Hailey Maxwell, keen walker**



As a chronic pedestrian, I think that Glasgow is a fantastic city to walk in. I can't drive and because Glasgow is a small city, getting around on foot is very easy and a more pleasurable experience than sitting in traffic in a car.

I like architecture, history and feeling part of the city. Glasgow has such special pieces of heritage and public space that so many people don't notice or get to enjoy because they are always driving. I feel lucky to get to wander around in such an interesting and beautiful place - especially the older corner of the city centre. My favourite place to walk around is the stretch beyond Glasgow Cross - High St, Glasgow Necropolis, the Barras, the People's Palace, the Trongate and Saltmarket.

The unique and special character of the city centre lives most strongly in these areas. I am so sorry each time a little section of this district disappears or becomes closed off to the public. Without these areas, Glasgow would be like every other city and there would be nothing to explore.

iv. A and B roads are main roads. C roads and unclassified roads are more minor roads and often residential streets. Pavement width does not account for obstructions, such as bus stops or litter bins.

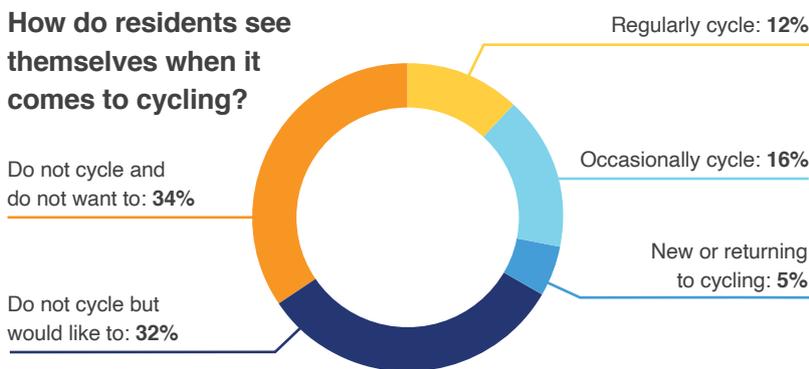


# Cycling solutions

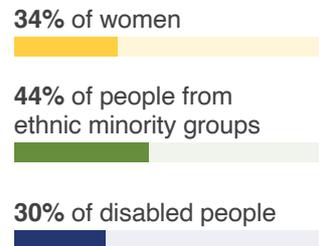
What would make cycling better?

## Many Glasgow residents want to cycle

How do residents see themselves when it comes to cycling?

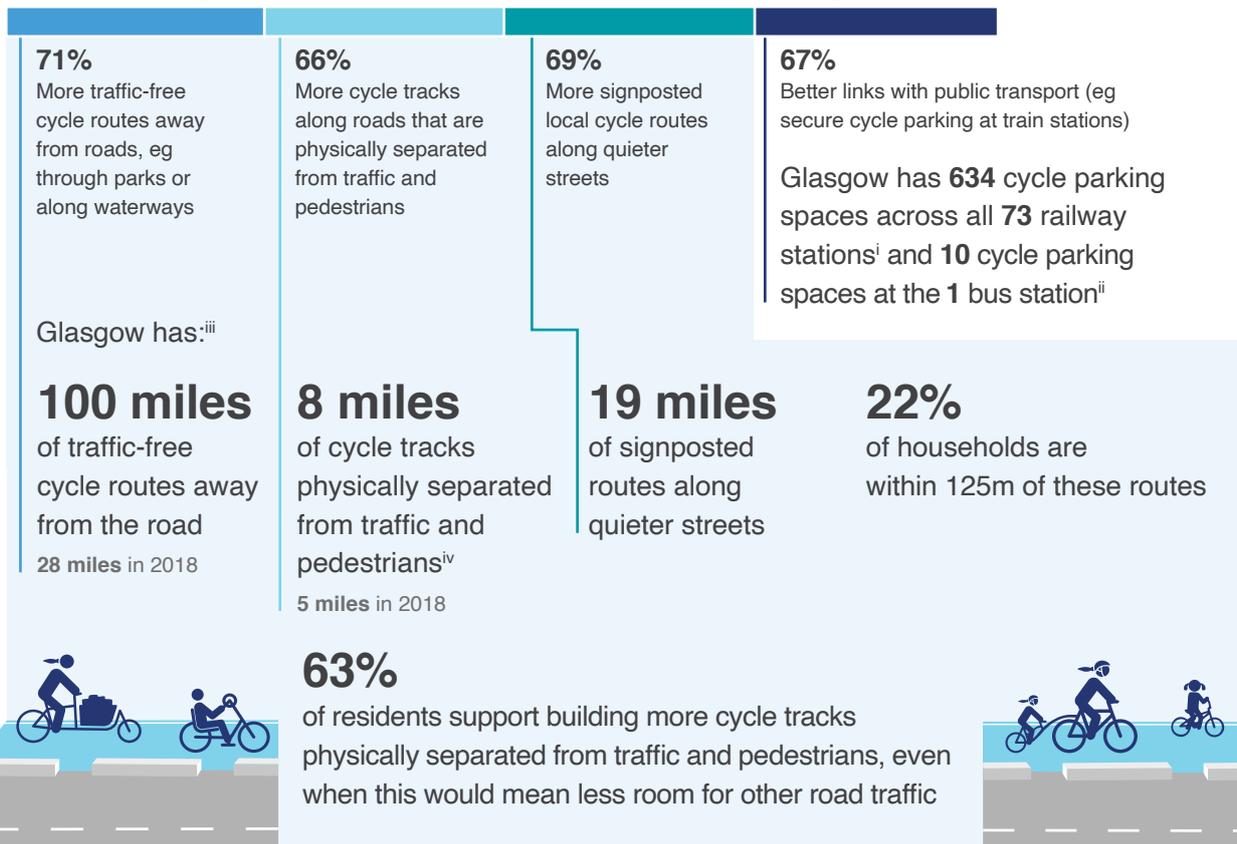


What proportion of residents said they 'do not cycle but would like to'?



## Residents want improved cycling infrastructure

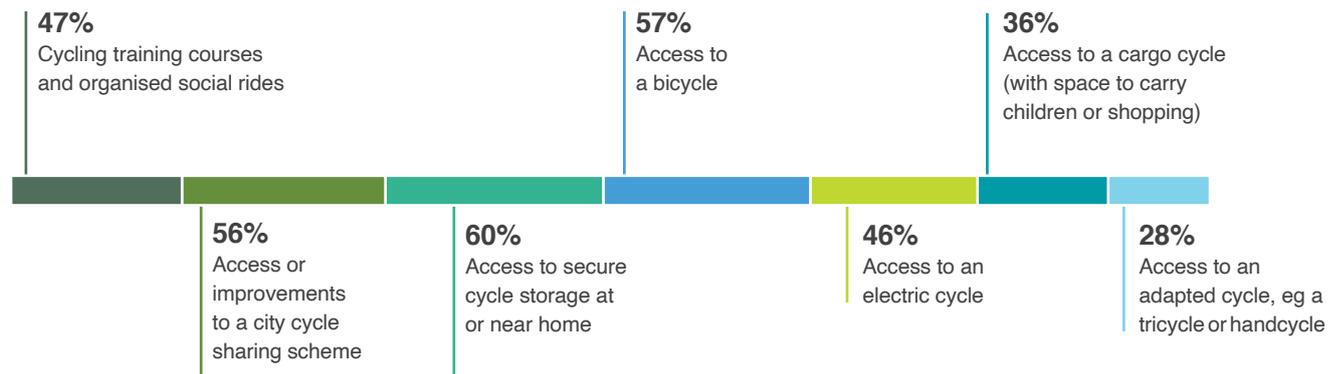
What percentage of residents would be helped to cycle more by better facilities?



i. Cycle parking at railway stations includes cycle parking at subway stations, and cycle parking that is for both rail and bus/subway users. ii. For bus stations that do not share their cycle parking with rail or subway stations. iii. To ensure comparability, figures given are correct as of 26 May 2021 for all city reports. iv. This does not include 'pop-up' cycle tracks installed during the pandemic.

## Residents want more support to cycle

What percentage of residents think that these kinds of support would help them cycle more?



### Glasgow cycle share scheme<sup>v</sup>

**996**

shared cycles

**86**

cycle share stations

**379,937**

annual trips

### Reported cycle thefts

There were **1,462** reported cycle thefts in Glasgow in 2020/21.

1,075 in 2019/20

For every **172** people who own an adult cycle in Glasgow, there was **1** reported cycle theft in the past year.

### Cycle access

**47%**

of residents have access to an adult pedal cycle

**34%**

of households are within 800m of a cycle shop<sup>vi</sup>

There is a public cycle parking space for every **64** people who cycle in Glasgow.



**Rosie Trevill, local cyclist**



I don't drive but instead spend most of my time getting between places in Glasgow by bike, walking or on the train. I enjoy cycling and how much quicker it is to get around than by public transport. It's also great exercise and allows you to spend more time outdoors.

I like that Glasgow is a good city overall for walking and cycling but I think infrastructure has got a while to go before we can live in a city where active travel is the norm for everyone.

I live in the Southside, so I regularly use the South City Way to get into town or the East End but much of the city doesn't have active travel infrastructure like this.

We all need to be travelling more sustainably and as much as I'd like to encourage everyone to do so, it won't be possible until there is substantial change in the infrastructure.

v. Next Bike cycle hire data for July 2020 - June 2021 (Source: CoMoUK).  
vi. Credit to the Association of Cycle Traders (ACT) and Cycling UK for their assistance with cycle shop locations and services offered.



# Neighbourhood solutions

What would help make neighbourhoods better?

## All residents should feel welcome in their neighbourhood

Proportion of residents that feel welcome and comfortable walking, wheeling or spending time on the streets of their neighbourhood

69% of residents



70% of women



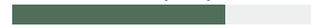
63% of people from ethnic minority groups



69% of men



70% of white people



62% of disabled people



73% of LGBTQ+ people



58% of socio-economic group DE



72% of non-disabled people



70% of heterosexual people



75% of socio-economic group AB



## The dominance of motor vehicles can discourage walking, wheeling and cycling

Only 27% of residents think that their streets are not dominated by moving or parked motor vehicles.

Residents would find fewer motor vehicles on their streets useful to:

66% Walk more



64% Cycle more



Unclassified roads are not designed to carry through-traffic, but in Glasgow 27% of their total length has nothing to prevent it. This can result in rat-running.<sup>i</sup>

58% agree that restricting through-traffic on local residential streets would make their area a better place.

13% of Glasgow's streets have 20mph speed limits.<sup>ii</sup>  
12% in 2018

Residents would find more streets with 20mph speed limits useful to:

60% Walk more



59% Cycle more



## Residents want local streets to be better spaces for people to spend time in

64%

agree increasing space for people socialising, walking and cycling on their local high street would improve their local area

51%

agree they regularly chat to their neighbours, more than just to say hello

70%

support low-traffic neighbourhoods

i. Based on analysis by CycleStreets [www.lowtrafficneighbourhoods.org](http://www.lowtrafficneighbourhoods.org).

Unclassified roads are all public roads that are neither motorways, A, B nor C roads.

ii. Excludes motorways.

## Romy, heritage group leader



Thistles & Dandelions is a heritage project aimed at facilitating better access to heritage for Black, Asian, ethnic minority, asylum-seeking, refugee and migrant women in Glasgow. One part of the project is creating our own heritage trail co-produced with our group. As lockdown restrictions lifted, we have been meeting to go on heritage walks and it has been a great way to learn about the city and move through it.

For many members of our group this was the first time they had been in certain areas of the city, and it was an opportunity to learn about these unfamiliar spaces.

Some of our group struggle with social isolation and so the community and conversation the walks brought has been great. Meeting with a friendly walking group allowed them to feel more comfortable moving around the city.

As walking is free it makes for a great group activity. People in the group include a mix of ages, pregnant people, and parents with young children, so we make sure to adjust the pace and select areas with seating for rest breaks.

## Neighbourhoods must be designed with children in mind

Neighbourhoods should be places for children to thrive: to grow up in, live their lives in and grow old in. Increasing independence, providing space to play and socialise, and improving the journey to school are all important.

If we design neighbourhoods with children in mind they will then work better for everyone else too.

### 12 years old

average age when people living with children would let them walk or cycle independently in their neighbourhood.

Over **80%** of seven-year-olds in Germany are allowed to go alone to places within walking distance, other than school (parents' responses).<sup>iii</sup>

**51%** of residents agree there is space for children to socialise and play



**92%** of households are within 800m of a children's playground

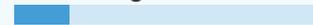


Among Glasgow residents:

**50%** agree



**18%** disagree



closing streets outside local schools to cars during drop-off and pick-up times would improve their local area

These kind of closures are known as 'School Streets'.

**6** permanent School Streets schemes exist in Glasgow<sup>iv</sup>



iii. Children's Independent Mobility: an international comparison and recommendations for action, 2015. iv. Figure given is correct as of 26 May 2021. There are also further trial school streets schemes in Glasgow which have not been included in the total.



# Developing Glasgow

Recent walking, wheeling, cycling and neighbourhood changes

Walking and Cycling Index Glasgow highlights Glasgow City Council's (GCC) vision and commitment in supporting a crucial shift to walking, wheeling and cycling.

The Covid-19 pandemic demonstrated the latent demand within the city for everyday active travel journeys. Scottish Government Spaces for People funding enabled the council to quickly respond to the needs of its citizens, installing around 25 miles of pop-up cycle lanes, implementing over 30 School Streets schemes, as well as other measures to aid safe movement around the city by walking, wheeling and cycling. Having proved immensely popular, over the coming months many of these temporary measures will become permanent.

Learning from these early schemes, the Spaces for People concept has been developed to progress the City Network; here resources are focused on interaction areas such as junctions and crossings, with high quality quick-installation materials used to form the links between.

Meanwhile, construction on major city projects such as the South City Way, East City Way, the area-wide Connecting Woodside project and the landmark active travel Sighthill Bridge, among many others across the city, have been continuing at pace after encountering temporary set-backs early in the pandemic.

Although there is still much to do, significant progress with building our active travel network has been made, and Glasgow is already well on its way to creating a connected, accessible and people-friendly city.

“““

Temporary School Street closures had a significant impact on travel to and from school with around 40% of active travellers reporting an increase, and almost 40% of car users reporting a decrease.<sup>i</sup>



## Kelvin Way

---

Creating people-friendly streets and freeing up pedestrian space in dense residential neighbourhoods was a priority during the Covid-19 pandemic.

The first measure implemented by GCC, supported by the Spaces for People scheme, was to fully close Kelvin Way to vehicle traffic, creating space for people to physically distance while exercising or travelling in the Kelvingrove Park area.

A later redesign allows vehicle access to the re-opened Kelvingrove Art Gallery and Museum. This short section is characterised by attractive recycled wood planters defining separate cycle and walking paths, while the remainder of the road remains completely open to people walking and wheeling.

This beautiful tree-lined road in the heart of the city is now established as a safe and open space for children's play as well as walking, wheeling and cycling. It highlights how pleasant neighbourhoods with reduced traffic pollution and noise can feel as we go about our everyday journeys.



## Garscube Road (Connecting Woodside)

---

This is the first major infrastructure in the £8 million Connecting Woodside active travel project, and was completed in 2021.

The 1.3km segregated cycle route along Garscube Road – accompanied by improved footways, new pedestrian crossings, and public realm additions – established a key connection for walkers, wheelers and cyclists between the city centre and the Forth and Clyde Canal path.

Connecting Woodside aims to create a network of cycle and walking routes, integrated with improvements to public spaces and other measures which together prioritise active and sustainable transport in the area.

The project forms a pivotal connection with many other key strategic schemes in the city. Garscube Road's northern extent links to the Hamiltonhill Claypits Local Nature Reserve and connects isolated communities both sides of the canal. Its south extent links to the city centre and the Sauchiehall Street Avenue, to the east connecting to the Sighthill and Port Dundas regeneration areas.



# Looking forward

Better streets and places for everyone

Glasgow is Scotland's largest local authority and home to a diverse, engaged and growing population. To improve health and wellbeing, the economy and connectivity, and respond to the climate crisis, the city has set ambitious commitments to achieve net zero carbon emissions, at least a 30% reduction in car kilometres travelled and a 'Vision Zero' road safety target - all by **2030**.

The new Active Travel Strategy and the Liveable Neighbourhoods Plan respond by detailing how safer, calmer streets and healthier neighbourhoods will be enabled as part of the transition to a low-carbon and resilient city, with both working in tandem to reduce the city's dependency on cars by making active and sustainable transport the first choice for everyday journeys.

## Active Travel Strategy

**Glasgow's Active Travel Strategy 2022-2031** (ATS) represents a step change in how we will move around the city and will tackle the many barriers to active travel that citizens face.

The strategy's three themes provide the focus for Glasgow to achieve this: **Connectivity, people and place** details the rebalancing of our street environments to enable active travel, and is facilitated through development of the City and Neighbourhood networks; **Unlocking change** supports new active travel journeys by delivering on training and education, particularly for young people and others currently under-represented in walking and cycling, and; **Thinking differently** motivates and sustains new active travel behaviours through targeted communications and inspiring community safe street events.

## City Network

The City Network is a key output from the ATS, supporting a crucial shift in the movement of people and goods around the city. Deliverable by 2031, the network will add around



Active travel infrastructure and public spaces must provide everyone with easy access, at all times of day, to public transport, local services and their community, so that nobody feels disconnected.<sup>i</sup>

270km of high-quality, protected infrastructure along Glasgow’s road network to create a dense, 24-hour functional network. The aim is for the City Network to be within 400m of every school and no more than 800m from every home.

## Liveable Neighbourhoods Plan

---

The **Liveable Neighbourhoods Plan** (LNP) 10-year area-based programme draws on the 20-minute neighbourhood concept but has been developed to respond directly to Glasgow’s particular conditions and opportunities to improve quality of life in the city’s urban areas. The LNP approach prioritises people moving on foot, by cycle and public transport to meet the majority of their daily needs, and the creation of a network of safe, inclusive and attractive neighbourhoods, designed with local communities, for the benefit of all.

## Vision Zero

---

Central to the ATS and LNP is Vision Zero, as set out in **Glasgow’s Road Safety Plan 2030**, for: “nobody being killed or seriously injured on our roads, streets, cycle ways and footpaths by 2030”. Utilising the safe systems approach, a citywide mandatory speed limit, combined with segregation and prioritisation for vulnerable road users, are some of the priorities in managing Glasgow’s road system for Vision Zero.



### Rabaha Arshad, new cyclist

---



Until recently, my only cycling experience was riding a tricycle as a child. I remember nagging my mum for one but I never learned how to cycle a bike.

When I was quarantining after travelling, people-watching kept me occupied and I found myself looking forward to the arrival of a woman who cycled past most days.

I discovered that Bike for Good were offering cycling lessons for complete beginners which was great! Having not cycled before, even walking the bike to the park was a new experience. My instructor helped me pedal a few times, then the magic happened. Suddenly I was cycling on my own down Kelvin Way.

Since then, I haven’t stopped cycling. It’s brought structure to my days because it’s motivated me to get my work done so that I can go out and practice. It’s helped me form friendships; there are so many people who cycle it’s like there’s a secret cycling society!

As I’m gaining confidence with my cycling, my goals are ever-evolving. I’m really grateful to Bike for Good for supporting me on my cycling journey and I hope that they continue to help others in the community.

## Notes on methodology:

The attitudinal survey was conducted from June to August 2021 by independent social research organisation NatGen.

The survey is representative of all Glasgow residents, not just those who walk or cycle.

All other data is sourced from our city partners, national data sets or modelled and calculated by Sustrans.

Trip estimates use a model developed by Sustrans. When comparing to other travel surveys, some variation may exist in the proportion of journeys cycled by journey purpose.

Rounding has been used throughout the report. In many cases we have rounded to the nearest whole number. Rounding is avoided where this may cause confusion, for example with modelled estimates shown in the summary and benefits sections.

More information and a detailed methodology are available at [www.sustrans.org.uk/walkingcyclingindex](http://www.sustrans.org.uk/walkingcyclingindex)

Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute. Join us on our journey. [www.sustrans.org.uk](http://www.sustrans.org.uk)

Sustrans is a registered charity in the UK No. 326550 (England and Wales) SC039263 (Scotland)

© Sustrans May 2022  
© Photos: Glasgow City Council (page 2 headshot),  
Jan Boyd/Glasgow City Council (page 21 top).  
All other photos: Brian Sweeney.

Thanks to Open Route Service for their support with their isochrone plugin in QGIS.



Printed with 100% renewable energy using an alcohol-free process and vegetable-based inks

Walking and Cycling Index Glasgow has been funded by Transport Scotland. The project is co-ordinated by Sustrans.

