



DRAFT FOR CONSULTATION

Glasgow's Strategic Plan for Cycling 2015 - 2025

June 2015



www.glasgow.gov.uk/cycling





**Our vision for
Glasgow is:**

To create a vibrant
Cycling City where
cycling is accessible,
safe and attractive to all.

Contents

Foreword	3 - 4
Introduction	5 - 6
Glasgow Cycling in Numbers	7 - 8
The Challenges & Opportunities	9 - 10
Our Vision	11 - 12
Key Outcomes	13
Targets	14
Glasgow Cycle Network	15 - 24
Planning & Regeneration	25 - 26
Behaviour Change	27 - 28
Education	29 - 30
Sports Cycling	31 - 34
Funding	35
Monitoring & Reporting	36
Summary of Commitments	37 - 38
Action Plan	39 - 40



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Pedal for Scotland

CONSULTATIVE DRAFT **- Strategic Plan for Cycling**

Glasgow City Council have produced this Strategic Plan for Cycling as a consultative draft, to provide an opportunity for organisations and the public to comment and to contribute to finalising the Strategic Plan. We would consequently welcome any comments that you have about this document.

All responses will be treated confidentially and must be submitted before **4th September 2015**. If we don't receive your response by this date then we won't be able to take your views into account when finalising the new Strategic Plan for Cycling.

Online responses can be submitted using the feedback form at: www.glasgow.gov.uk/consultations

Responses can be submitted in writing to the following address:

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Land and Environmental Services,
Glasgow City Council,
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231 George Street,
Glasgow,
G1 1RX*

Foreword



We want Glasgow to be one of most sustainable cities in Europe. Creating a cycle friendly city can not only help to achieve that, but can also help to create a better urban environment for all with fewer cars and lower levels of congestion and pollution.

Since Glasgow's Strategic Plan for Cycling 2010 – 2020 was introduced, many more people are cycling than before, more funding is being directed towards cycling, the cycle network has expanded significantly and cycle sport in Glasgow is thriving at all levels.

I am pleased that key actions such as construction of Connect2, between the West End and the City Centre and new cycle routes in the East End have been fulfilled. The South Side also benefits from a new route from the City Centre to Pollokshields. World class cycle sport facilities have been built, including the Sir Chris Hoy Velodrome and the Cathkin Braes international mountain bike course, with a new international standard BMX course to follow.

These are just a few of the headline projects that the Council has taken forward during the life of the 2010 – 2020 Strategic Plan, demonstrating our strong commitment to cycling, which was reflected in our winning British Transport Award entry. As a major employer in the city, we have also implemented a number of measures internally to get our own staff cycling more. This has included installation of showers and lockers, increased cycle parking provision, introduction of a Cycle to Work Scheme, provision of pool bikes and borrow bikes for staff and support for the Council's Bicycle Users Group. I encourage other employers to do likewise and we will work collaboratively with them, hopefully seeing a growing number of 'Cycle Friendly Employers' in the city.

Cycling is one of the fastest, cheapest and most flexible ways to get around Glasgow. It is also great way to get fit. Whether cycling for leisure, transport or sport, Glasgow's vast range of facilities and initiatives can help you.

However, as a city there is still much to do and through the implementation of this Strategic Plan we will seek to create the cycling city that we all desire. To successfully deliver our aspirations though, will require considerable investment. I am aware that, along with all Scottish Councils, we will need to consider this in the context of the recommendations of the 'Get Britain Cycling' inquiry.

Glasgow is attracting significant investment, especially regarding regeneration. It is therefore essential that we will play our part in this cycling revolution and ensure that our major projects, such as City Deal and our Transformational Regeneration Areas, are advanced in such a way that will encourage more people to cycle. Just as we have seen through the 2010 – 2020 Strategic Plan, I'm sure that the 2015 – 2025 revision will accelerate our growth in cycling and we look forward to working with our external partners to create a cycling friendly Glasgow.

Councillor Alistair Watson
Executive Member for Sustainability and Transport

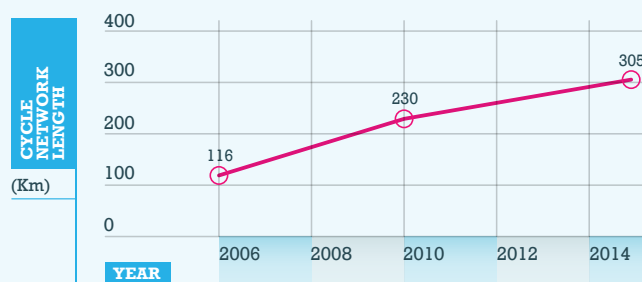
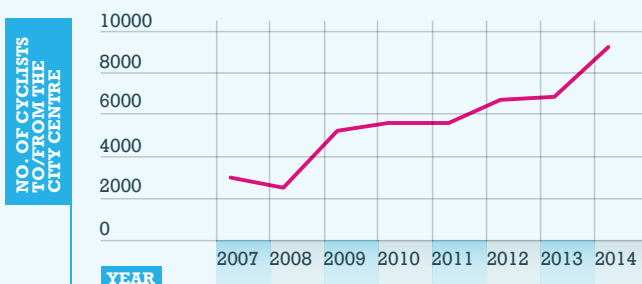
Introduction

This Strategic Plan for Cycling 2015-2025 sets out Glasgow's vision, objectives, targets and actions for increasing levels of cycling – for leisure, as a mode of transport and for sport.

The Plan updates the 2010 strategy which focussed on preparing the city for the Glasgow 2014 Commonwealth Games. The Games were a resounding success and this plan builds upon its legacy, making best use of existing and new facilities, and aiming to increase participation in cycling as an everyday activity, as well as a sport and leisure activity.

Since the original Strategic Plan for Cycling was published in 2010, considerable achievements have been made across the city.

- The number of cycling facilities has grown considerably.
- Investment in cycling has increased and remains steadily above the national average.
- The number of people cycling into and out of the City Centre has increased significantly – a 200% increase since 2007.



“ Glasgow cycle network increased by over 160% since 2006. ”

Increasing levels of cycling can have far reaching benefits for the city. It can help:

- Boost the local economy;
- Provide cheap and quick access to employment;
- Encourage active lifestyles and thereby improve the health of our residents;
- Alleviate congestion;
- Improve air quality;
- Reduce carbon footprint;
- Increase awareness of the city's green spaces and natural world and its benefits to citizens as well as wildlife; and
- Connect people with the places that they want to go.

At a national level, the Cycling Action Plan for Scotland has a target of achieving 10% of all journeys to be made by bike by 2020. Glasgow has a part to play in achieving this target. In 2013, 1.4% of all trips in Glasgow were made by bike so there is some way to go towards contributing to the national target. However, encouragingly, 6% of people travelling to work in Glasgow usually or regularly cycle.

There is great potential to increase these levels of cycling to work or education. Almost half of those journeys are under 5km, and 19% of these journeys under 5km are currently driven. 5km is an easy and realistic distance for people to cycle, on average taking under 20mins and without the hassle of getting caught in traffic or finding somewhere to park. Moving some of these short journeys from car to bike will have great benefits to the city.

An Action Plan is set out at the end of this strategy showing what we will do to achieve our vision.



Governance

The delivery of this strategy will be monitored by the production of an annual progress report which will be presented to Committee with regular updates to the Council's Cycling Steering Group.

Glasgow Cycle Forum meetings will bring together the Council, partners and local cycle groups and continue to play an active role in driving the Strategic Plan for Cycling forward. Forum meetings will focus on specific work streams, as follows:

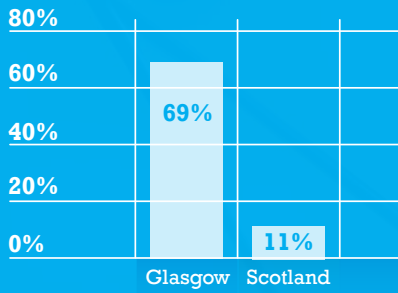
- Policy & Planning
- Sport & Leisure
- Transport & Safety

Forum meetings will help inform projects and initiatives, to share information and ideas, and to enable linkages between organisations. Progress on the Targets and Action Plan set out in this Strategic Plan will be reported to the Forum on a regular basis.

Health & Wellbeing

The health and wellbeing of our population is at the heart of the strategy. Health levels in Glasgow are improving, however we still lag behind other UK cities and wide inequalities in health exist across the city.

Cycling is an easy way to incorporate exercise into daily routines. Through this strategy we hope to encourage people to be more active, to get outside, to make more use of parks and open spaces. Not only will this improve physical health and well being, it will help to boost self-esteem and lead to positive habits for the future. Increasing cycling will also create wider environmental benefits through helping to reduce car use and congestion. This will help to improve air quality and reduce carbon emissions, both of which have associated health benefits.

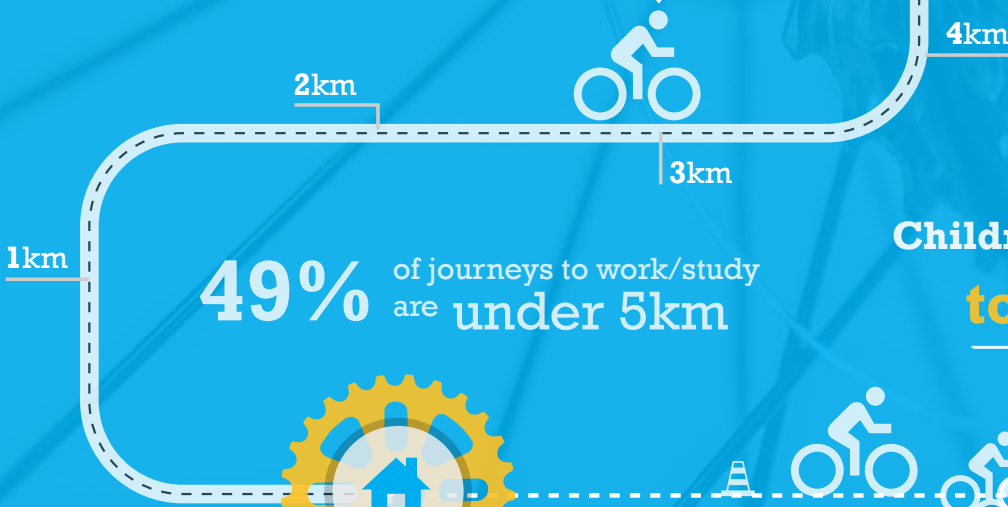


Research from the Glasgow Centre for Population Health shows that cycling levels in Glasgow **grew by 69%** between 2001 and 2011, well above the national average of 11%. Glasgow was the **top performing Council in Scotland for growth in cycling to work or study during 2001 to 2011.**



6% of people in Glasgow usually or regularly travel to work by bike

75% of all journeys in Glasgow are **under 5km**



49% of journeys to work/study are **under 5km**

Children cycling to school has **increased to 3.5%** from 2008-2011

23% of households have access to a bike

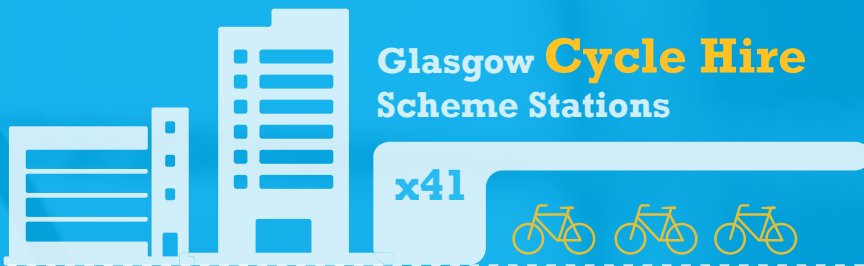
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Glasgow Cycling in Numbers

in Glasgow



15,000,000

Investment on cycling infrastructure since 2008

19,000 people participating in Sky Ride mass participation rides



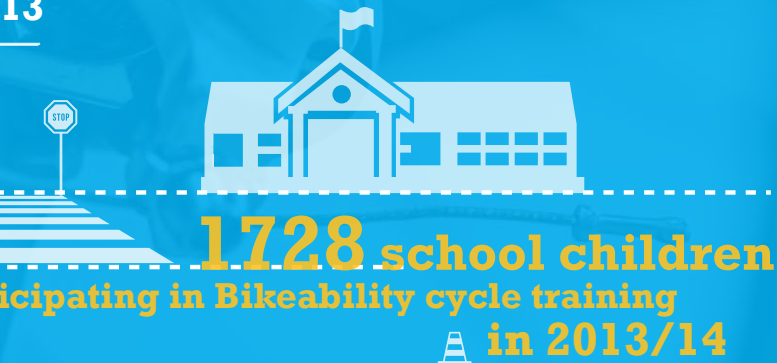
3,700

people participating in Sky Ride since 2010

from 2%
13



Over **£4,000,000** of annual health economic benefits from cycling in Glasgow



19% of people who live ...less than 5km from their place of work/study drive

Challenges & Opportunities



Why don't people cycle in Glasgow?

The top five reasons given in the 2012/2013 Scottish Household Survey for not cycling in Glasgow were:

- It's too far
- It's too cold/wet/windy
- I don't have a bike
- There are too many cars on the road
- Traffic travels too fast

The Challenges

- Current levels of cycling: In 2013, only 6% of adults in Glasgow cycled to work
- Encouraging more physical activity
- Need for more volunteers to support more people to cycle
- Maintaining and building on the Glasgow 2014 Commonwealth legacy
- Access to funding
- Changing driver behaviour
- Changing mind-sets
- Making cycling an everyday activity and way to travel
- Air quality in parts of the city centre

The Opportunities

Unfortunately we can't change the weather but, through this strategy, we can address many of the issues that are preventing people from cycling at the moment and in doing so address the challenges we are facing as well.

Opportunities include:

- Reducing traffic speeds
- Reallocation of road space
- Glasgow Cycle Hire Scheme expansion
- Funding, including City Deal
- Integrating cycling with other major projects
- Development management / regeneration
- 2018 European Championship preparation
- Ongoing maintenance programmes
- Major events

Cycling can help:

- Support local businesses
- Boost tourism
- Improve our health
- Improve air quality
- Reduce congestion
- Save people money!





Vision

Our vision for Glasgow is:

To create a vibrant Cycling City where cycling is accessible, safe and attractive to all.

Our Cycling City will make cycling a popular mode of travel for those people who live, work and visit the city. It will support the health and well-being of our residents and will contribute to Glasgow's aim of being one of the most sustainable cities in Europe. It will help to reduce traffic congestion, improve air quality and give more priority to cyclists.

We will continue to support cycling as a participation activity for all and will build on the accomplishments of, and continue to support, Glasgow's talented, competitive cyclists.

Partnership Working

The Council cannot deliver this vision on its own. We will work closely with all our partners across the city to deliver this strategy. These organisations include:

- Glasgow Life
- Glasgow Cycle Forum
- Community Planning Partnership
- Sustrans
- NHS Greater Glasgow and Clyde
- Strathclyde Partnership for Transport
- Neighbouring local authorities
- Scotrail
- Cycling Scotland
- British Cycling
- Scottish Cycling
- Voluntary organisations
- Employers
- Developers
- Community Groups
- Glasgow Centre for Population Health
- Education establishments

Key Outcomes



1

An integrated network of routes

We want Glasgow to have a fully integrated network of cycling routes. It's not going to happen overnight but, with the help of our partners and neighbouring authorities, it is what we're aiming towards. Over the ten years of this strategy we will continue to develop a network which will link communities to the city centre, schools, workplaces, leisure destinations and public facilities. This will include both high quality, segregated routes to and from the city centre, as well as a network of quiet streets, open spaces and off-road paths, so that cyclists can choose the route that suits them best.

3

More People Cycling

We want cycling to become normal. We want to change people's behaviours and encourage people to see cycling as a normal, everyday mode of travel and leisure activity. We will improve accessibility for people and aim to ensure that our cycling network and facilities are suitable for all. We will work with partners and communities to support people from all cultural backgrounds, whatever their age, gender or ability to cycle.

2

A Healthier City

The link between health and physical activity is well known. This cycling strategy will help to get more people active in Glasgow and we will work to encourage the take up of cycling across our city. We will expand our training programmes and behaviour change campaigns to reach communities throughout the city and target groups of people who don't currently consider cycling. Through Glasgow Life we will support the uptake of sport cycling and support Glasgow's talented, competitive cyclists to realise their potential.

4

A Safer Cycling City

Glasgow will be a city where cyclists feel safe and welcome. We will improve safety for cyclists by providing better facilities, but also by encouraging mutual respect between all road or path users. We will review our existing cycling facilities to ensure they are as safe as possible for cyclists, and implement new facilities with safety at the heart of our designs. We will continue to organise taxi, HGV and bus awareness courses for both cyclists and the drivers of these vehicles to encourage mutual respect and a better understanding of each other's needs.

Targets

Continue to spend above the Scottish national average per head of population on cycling.

Increase in cycling to/from the city centre from 7,636 per day (2012-2014 average) to 15,000 per day by 2025.

Increase in number of children cycling to primary school from 3.5% to 7% by 2025.

Increase Bikeability participation to 100% of primary schools by 2025.

Increase the overall length of the Glasgow cycle network from 310km in 2015 to 400km in 2025.

100% of city schools to have cycle parking by 2025.

Increase the number of riders in national cycle sport programmes from 6 (2014/15) to 10 (2015/16).

Increase the number clubs with junior sections from 19 (2014/15) to 22 (2015/16).

Increase the number of volunteers working with clubs from 57 (2014/15) to 70 (2015/16).

Increase the number of riders attending events from 4535 (2014/15) to 4800 (2015/16).

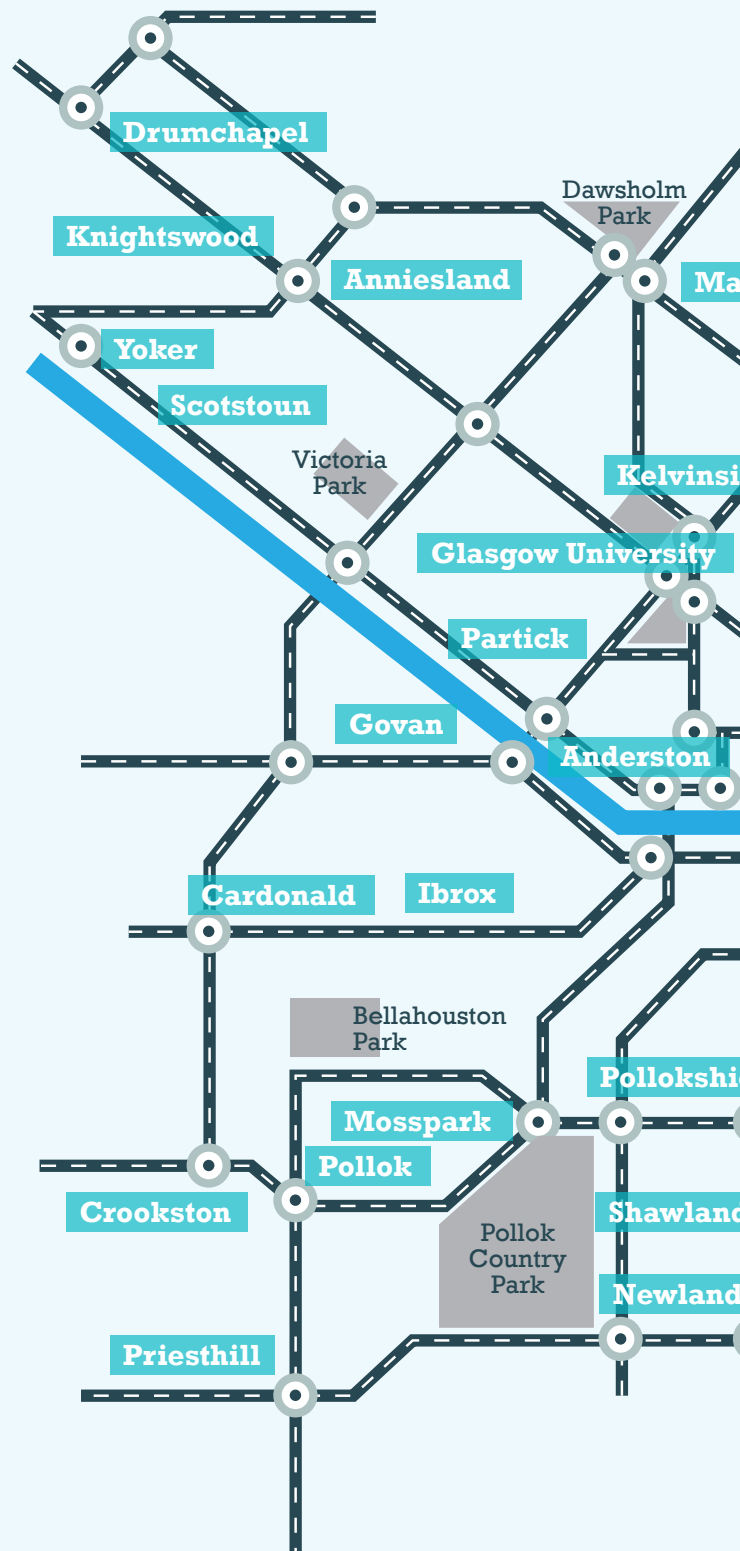


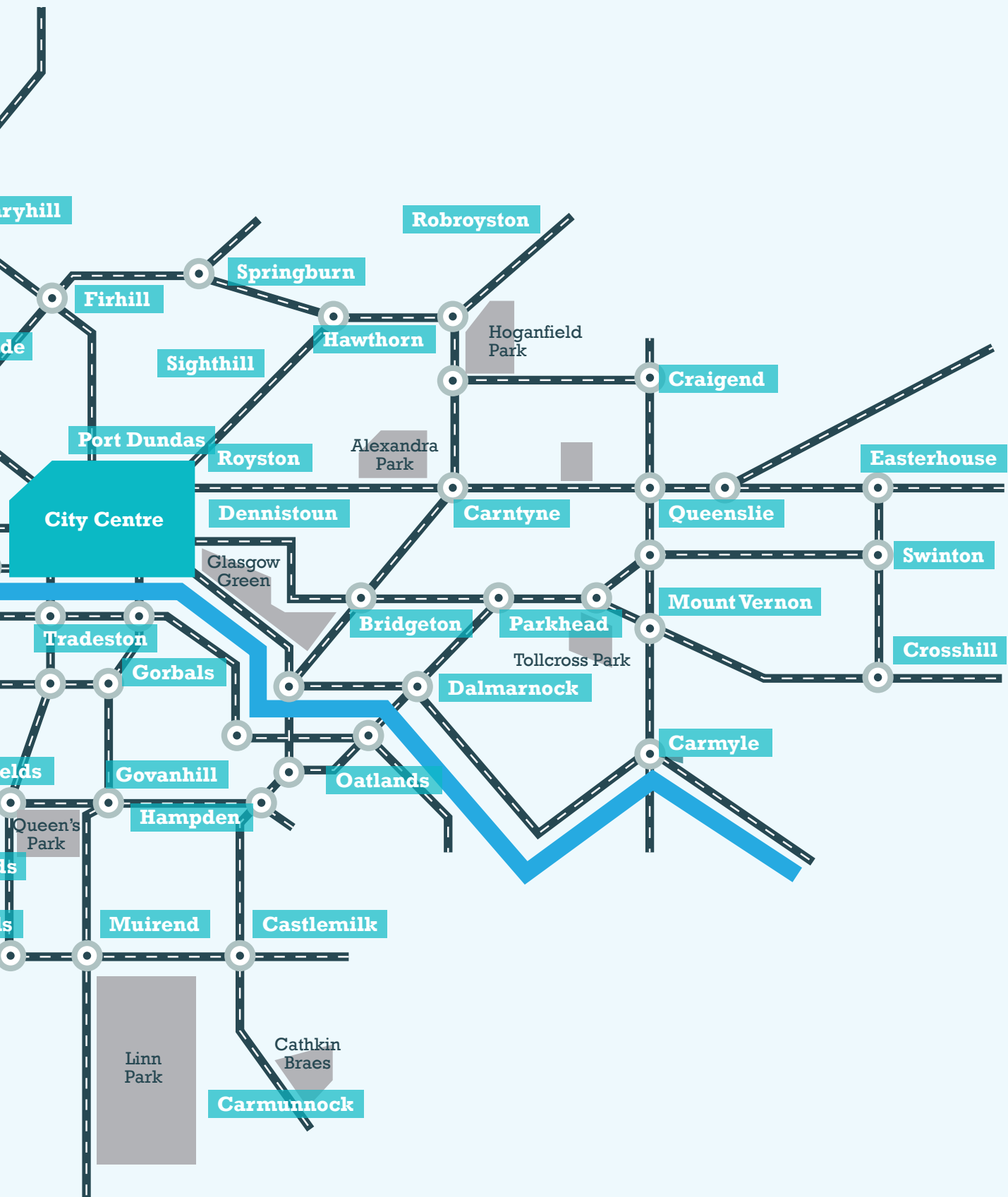
Glasgow Cycle Network

The Glasgow cycle network has grown considerably in recent years, from 116km in 2006 to 310km in 2015 (this includes the National Cycle Network and other strategic routes, commuter routes, signed routes in parks and open spaces, signed 'quiet ways' and local routes, etc.). A substantial effort has been made to join the routes together to create a more coherent, connected and attractive network. These routes are supported by more local provision aimed at helping citizens move around their own communities.

The key requirements of our cycle network, as per Cycling by Design, are based on **directness**, **comfort**, **cohesion**, **attractiveness** and **safety**. In partnership with Sustrans a full audit of the cycle network across the city has been undertaken including both existing and potential routes. This involved mapping existing routes, identifying trip generators and desire lines, and auditing over 800km of routes to record information including route type, surface condition, Bikeability level, speed limit and suitability.

The results of the audit will be translated into digitised mapping showing both the existing and potential cycle network categorised by primary, secondary, recreational routes, as well as permeable zones. This information will be used across services within Glasgow City Council to inform decisions about where to target new infrastructure, to help planners ensure cycling needs are recognised in new developments and regeneration areas, to help the roads authority recognise the needs of cyclists, to develop better integration with public transport and to allow better monitoring and maintenance of the network.





Our Commitments:

New Routes

There is much still to do on our cycling network. In addition to City Ways, we will work towards designing and implementing new routes across the city along desire lines identified through consultation, the network audit and mobile tracking apps. Glasgow is easily reachable by bike from a number of surrounding areas. Bearsden, Bishopbriggs, Cambuslang, Giffnock, Muirend, Renfrew and Rutherglen are all around a 30 minute cycle and many more towns and suburbs are within an hour. We will also work with neighbouring authorities to promote cross boundary routes.

Avenues

The City Centre Transport Strategy includes the creation of 'Avenues'. These are key north-south and east-west routes where the public realm will be significantly improved for pedestrians and cyclists.





Cycling times from the City Centre

20mph Zones

We have for many years recognised the importance of speed reduction in terms of road safety. Quite simply, reducing speeds within communities can save lives. We are working to reduce vehicle speeds in Glasgow and have implemented 65 mandatory 20mph zones covering over 160km of road since 2011.

We will continue to deliver our 20mph programme, including for the City Centre, and will also give consideration to introducing 20mph speed limits, with no traffic calming, in appropriate areas.





Cycle Parking

We will continue to increase and improve cycle parking across the city. Since 2007 we have provided at least 100 bicycle parking spaces per year and we will continue to adhere to this. Cycle parking provision is a requirement for new developments.

Signage

We will review and expand cycle signage as the network expands.

Cycle Hire Scheme

The cycle hire scheme has been a great success since its launch in 2014. Over 60,000 rentals have been made from the 420 bikes at 41 stations across the city. Only 23% of households in Glasgow have access to a bike for personal use. The continued growth of the cycle hire scheme will therefore help to make cycling a more viable option for many people.

Maintenance

We will implement an ongoing programme for monitoring and maintaining the cycle network, including signage and parking facilities.

Design Standards

We will continue to implement routes and facilities using Cycling by Design as a minimum standard.



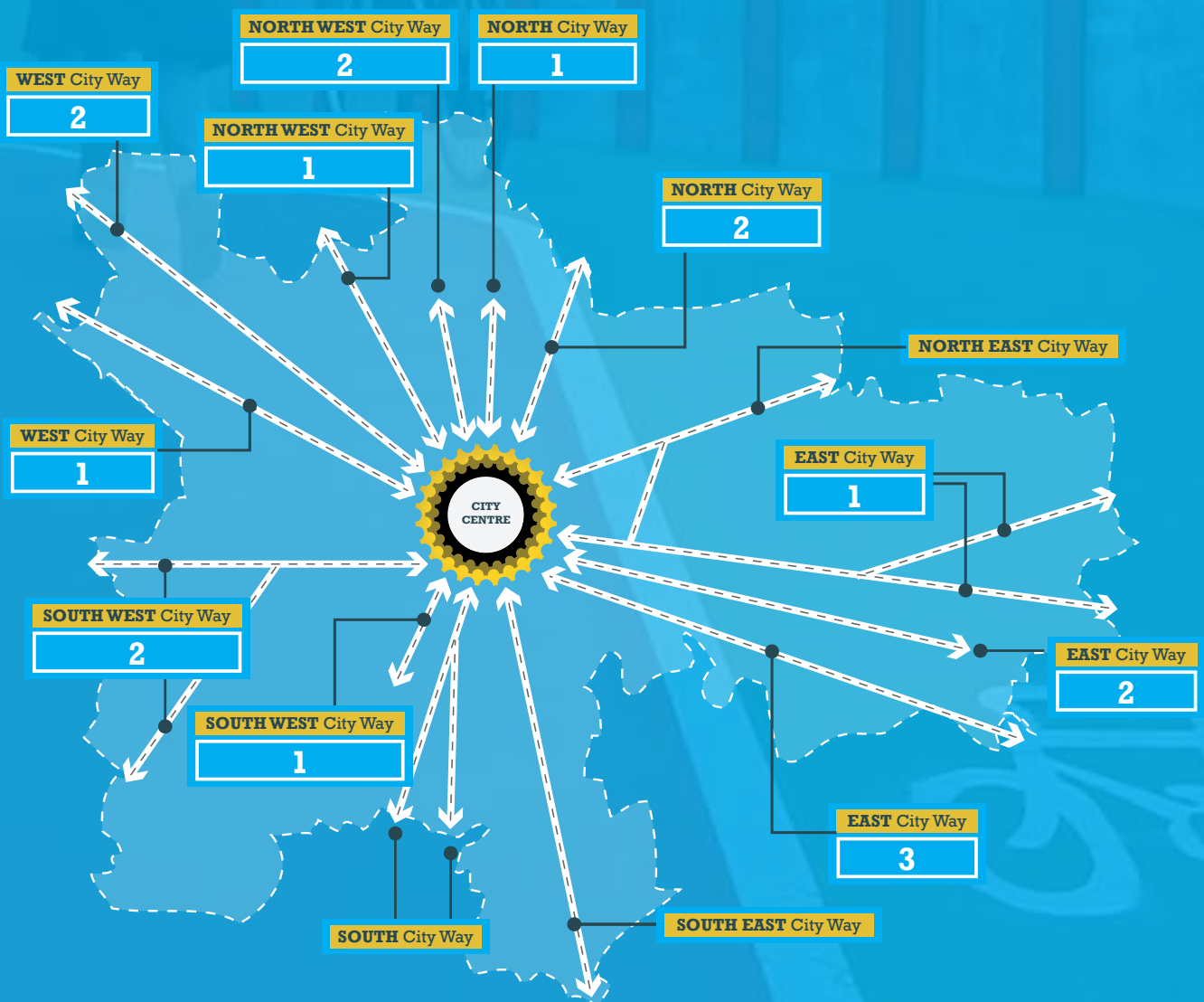
Quietways

We will work to ensure local roads are permeable and attractive to all cyclists. These quiet streets will provide alternative route options, will facilitate cycling within neighbourhoods, particularly to schools and shops, and will provide links to the City Ways.

City Ways

We will work towards creating a network of high quality cycle corridors on key routes to the city centre from the north, south, east and west.

City Ways will include off-road paths, segregated cycle tracks, buffer zones to protect cyclists if the removal of parking is not possible, and early starts for cyclists at signalised junctions.





The West City Way

The completion of the Bridge to Nowhere! This new route provides a safe two-way, segregated cycle route from Kelvingrove Park to Central Station, providing a high quality commuter route as well as linking to other leisure routes such as the Kelvin Way riverside path, the Forth & Clyde Canal towpath, NCN 75 along the Clyde and NCN7 towards Loch Lomond. The route won a National Transport Award in 2014 for Excellence in Cycling & Walking.



Traffic Regulation Orders

Where new traffic management proposals are being considered, we will seek to exempt cyclists from road closures, one-way streets and banned turns where appropriate to improve accessibility for cyclists.

Junction Improvements

As and when road junctions are scheduled for improvement, we will assess the needs of cyclists and include high quality cycling provision where possible to improve priority for cyclists. This could include advanced stop lines, Toucan crossings, advanced green time for cyclists or cycle only phases.

Public Transport Integration

We will work with public transport operators to improve integration between cycling and public transport. This will include investigation of options for increased cycle parking facilities at public transport locations, installation of cycle hire stations near to key transport interchanges and assessing the feasibility of a cycle hub within Central Station.

Core Paths

The Core Paths Plan is designed to help achieve a 'connected Glasgow'. Core Paths can be used by all non-motorised users, provided they act responsibly and presents a good network of routes for getting to facilities around the city. Core Path maps are available at www.glasgow.gov.uk/paths

Inclusive Cycling

Cycle routes should be suitable for all types of cyclists, including those with trailers and other equipment. Through the cycle network audits, we will identify locations where routes are not accessible to all cyclists and include improvements within maintenance programmes.



Planning & Regeneration

Glasgow is a growing city with extensive regeneration and development opportunities which offer the opportunity to further develop our cycle network. New development and regeneration areas will consider the needs of all users and be fully accessible for pedestrians and cyclists from the outset. Development Plan policy will help us achieve this through the planning process.

Our Commitments

With the development of the digitised cycle network plan, our Planners will, for the first time, have a comprehensive view of the existing, proposed and desired cycle routes across the city. This visual information will allow them to clearly see where opportunities exist to further develop the network in association with planning and regeneration proposals.

We will secure high quality cycling infrastructure within, to and from regeneration areas and development sites. This will include commuter and leisure routes, as well as safe, sheltered and secure cycle parking.

Our Planners will continue to ensure that new developments are designed to promote cycling, including provision of secure cycle parking, showering and changing facilities in employment sites, and new routes and links where appropriate.

We will produce Sustainable Transport Supplementary Planning Guidance to provide further detailed guidance in support of development plan policy.

We will continue to involve the Cycle Forum in the preliminary design of major schemes and consult on large scale development proposals.

Our Planners will continue to request travel plans through the planning process. Planning conditions or planning agreements will be used to secure these and the Council will monitor and enforce where necessary. These travel plans for new developments will help to ensure that good travel habits are developed from the outset. For example, people moving to new jobs will have the necessary cycle facilities available, backed up by incentives, and the information they need, to encourage sustainable travel choices.



Sighthill *CASE STUDY*

Sighthill is a prime example of an area where we have a blank canvas and a perfect opportunity to make the site fully accessible by bike from the outset for both commuting and leisure.

The urban environment within Sighthill is being designed with cyclists in mind. Streetscapes will be wide with dedicated space allocated to cyclists and good connections to elsewhere in the city, including the canal at Port Dundas.

Behaviour Change

Marketing and communication are critical to achieving behaviour change. A strong, coherent strategy will be required to promote the work that is being done, to advertise the facilities available and to make people aware of the transport options they have.

We will need to engage with a variety of audiences and ensure that our message about cycling reaches out across the city.

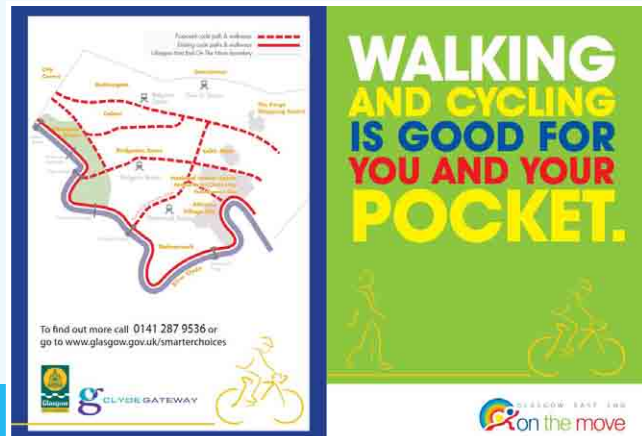
Our Commitments:

Research & Campaigns

We will undertake a behaviour change campaign to further promote cycling. To best deliver this, we will work closely with partners across the city, including bike shops, cycling campaign groups and cycle training organisations. This will be introduced in conjunction with the City Ways project and will include a cycling brand for the city which will be used on all communication and marketing materials.

Addressing driver behaviour is an important aspect of making cycling safer. We will work with partners to promote respect between road users and demonstrate how to share the road space available.

We will undertake research to identify specific, local actions to increase cycling and target particular groups.



Events

We will continue to work with event promoters, host events and support national campaigns such as Bike Week. We will develop programmes for these events in conjunction with our Cycle Forum partners. These events will include cycling fun days, Dr Bike sessions, organised rides, cyclist breakfasts and many others.

Health Promotion

Cycling is a great way to build exercise into a daily routine and can lead to a number of health benefits. We will work in partnership with NHS Greater Glasgow & Clyde to support them with joint campaigns and initiatives.





Social Media

Social media has an important role to play in reaching a wider variety of people. We will make use of Twitter and Facebook, and the Glasgow Cycling app to promote cycling to a wider audience. Cycle network information will be made available to mapping app manufacturers.

Training

Providing appropriate training courses is an important aspect of behaviour change. We will work with partners to deliver a range of courses including:

- Bikeability for school children
- Adult training classes
- Led rides
- HGV, taxi and bus awareness sessions (for both cyclists and the drivers) in partnership with the freight, taxi and bus industry.
- Courses for Council staff regarding the needs of cyclists.

Travel Plans

Travel plans also offer a great opportunity to promote behaviour change. In addition to those requested through the planning process, we will work with employers across the city and encourage them to develop travel plans of their own. This will help to ensure that the working population in the city has access to a range of travel options and that facilities are available at work if they want to cycle.

We will continue to deliver and promote our own Travel Plan to Glasgow City Council staff. We have provided lockers and cycle storage at offices and depots across the city and a bike loan scheme allows all staff free access to bikes for commuting, leisure and business use. We also have a very successful cycle to work scheme provided via Halfords that utilises a network of independent bike shops. The cycle to work scheme provides almost £200,000 to the local economy annually. We are committed to leading by example and, in 2015, had an average of 5.6% of staff cycling to work. By 2025 we are aiming to achieve 10% of staff cycling to work.

Glasgow Cycling Website

Lack of information on cycling is often cited as a barrier. This could include not knowing what facilities are available, where routes are, and how long journeys might take. We will therefore continue to improve the Council's cycling webpage (www.glasgow.gov.uk/cycling). This will provide a one-stop-shop for all cycling information, including route information and maps, links to a cycling journey planner, links to other cycling organisations, advice for beginners, details of available training courses, leisure rides, cycle clubs and details of local bike shops.

We will continue to work with SPOKES to ensure that the Glasgow Cycle Map continues to be available and is updated regularly, as well as with other partners to ensure that cycle maps for the city are available online and in hard copy, and are updated on a regular basis.

Education

The Education system offers a fantastic opportunity to encourage cycling amongst children. Giving children the skills and confidence to cycle will help to establish sustainable travel behaviour for the future.

Our schools have a strong track record in promoting cycling. By 2014, a quarter of our schools (40 primary, 8 secondary and 3 Additional Support for Learning (ASL) schools) had after school or lunchtime cycling clubs. 11 secondary schools also deliver cycling as part of the school curriculum.

We provide Bikeability training in schools, with 10 schools (258 pupils) completing Level 1; 29 schools (609 pupils) completing level 2 off-road training; 37 schools (835) pupils completing level 2 on-road training; and 2 schools (26 pupils) completing level 3.

We run a Track Cycling programme for school children. In the last year (2013/2014) over 300 pupils from 13 mainstream and 7 ASL schools got to experience track cycling at the Sir Chris Hoy Velodrome.

We also run mountain bike sessions for school children at both Cathkin Braes Mountain Bike trails as well as at Blairvadach Outdoor Education Centre. Over 1,800 children have taken part in these sessions so far.

Some of the barriers we face in regards to encouraging children to cycle are the roads around schools being too busy, difficulty in transporting bikes to training sessions and lack of secure bike storage at schools.

“ *FANTASTIC sessions for the young people. Thank you! That was a great opportunity for the young people to get excellent coaching in a top class venue – they loved it.* ”

John Burke

St Margaret Mary's Secondary School

Our Commitments:

Road Network

We know that the roads around our schools are busy. We will continue to implement 20mph zones around schools and consider restricting car parking around schools where appropriate. For new schools we will prioritise access by sustainable modes and provide only limited car parking and for existing schools we will work with pupils, teachers and parents to address issues with the surrounding environment.

More Children Cycling

Since 2008 we have seen an increase in the number of children cycling to primary school from 2% to 3.5%. We are aiming to double this by 2025 and will continue to provide the training and facilities needed to do this.

Cycle Parking

By 2025 we will have secure bike parking facilities at all of our primary, secondary and ASL schools.



Bikeability

We will expand our Bikeability programme to 100% of schools by 2025. Glasgow has the largest sports leadership programme in the country and we will train our young people in Cycle Training Assistant (16-18yrs) which will help grow our volunteers to deliver Bikeability to Primary Schools.

Curriculum

We will further explore opportunities to include cycling within the school curriculum.

Pre-School Children

We will continue to support our partners in the provision of balance bikes to early years (pre-5) establishment.

Staff Training

We will increase staff training in both Bikeability and Cycle Ride Leader to make them more confident in delivering cycling activities for children.

Pinkston Basin

We will develop the education hub at Pinkston Basin, Port Dundas to include cycling.

Track Cycling

We will continue to grow the track cycling programme further with more young people achieving accreditation.

Mountain Biking

We will continue to support schools through external grant funding to purchase bike racks/trailers for mini buses, ensuring easier transportation of bikes to areas such as Cathkin Braes.



Sports Cycling

Sports cycling has developed considerably since the original strategy was published in 2010. Glasgow Life's new Cycling Development team has helped to develop clubs, coaches and volunteers, has been involved in events from grass roots to elite levels across a variety of cycling disciplines, and has helped to develop a range of facilities across the city.

Glasgow now has world class sport cycling facilities in place with the Sir Chris Hoy Velodrome and Cathkin Braes Mountain Bike Trails. These new facilities have contributed to the development of clubs, coaches and riders with the Velodrome now attracting over 62,000 people. Every major event has been a sell out and Cathkin Braes continues to attract hundreds of riders per week.

At Cathkin Braes there is an established development group tasked with creating a centre for mountain biking and community use at St. Martins Church, Castlemilk. The group is also involved in extending the trails ensuring that the Braes become a key biking destination in the Central Belt. Glasgow Life have also helped establish a new mountain bike club in Castlemilk which has strong links to the community and through partnership working with Ardenglen Housing Association and the Glasgow Bike Station. Training will be provided for the members including qualifications in coaching and bike maintenance.

Club Development

Glasgow is home to a growing number of clubs and events that grow the grassroots of the sport allowing children and adults to experience the thrill of racing for the first time or simply enjoying going for a ride with likeminded people. The extensive network of paths in our parks and open spaces, the community velodrome and 1.3km cycling events circuit in Bellahouston Park, mountain bike trails in Pollok Country Park, Alexandra Park and Bannerman High, all help to provide opportunities for our cyclists to advance their riding skills and fitness, whilst also enjoying the outdoor environment and biodiversity.

The growth of the junior clubs in the city reflects the impact the recent success of British riders in international competition has had in inspiring young people to enter the sport. Many of these young riders joining clubs go on to compete and the event structure is designed in such a way as to make this fun and easy to access. Some of these young people have shown great commitment to their sport in the last few years and as such have gone on to become national champions and record holders representing their region and Scotland. Three riders from Glasgow Riderz junior club have been selected by British Cycling to enter the Olympic Development Programme which is testament to their hard work but also to the support they have from the volunteers at their club.

Events

Since the implementation of the original Strategic Plan we have actively sought to attract major cycling events and will continue to do so. In the summer of 2013, Glasgow hosted the British National Road Race Championships on a 14km course that showcased Glasgow as major sporting city. The event attracted 30,000 spectators out onto the streets to cheer on the competitors, a feat that was then repeated 12 months later at the Commonwealth Games with 85,000 spectators.

The Skyride mass participation and led ride programme has attracted over 23,000 users since it began in 2010. Glasgow Life's partnership with British Cycling began with an agreement to help facilitate the Skyride Local led ride programme and since 2010 has proved to be the most popular scheme in terms of usage in all of the 48 partner cities across the UK.



Glasgow Kelvin College

Working together, Glasgow Sport, Glasgow Bike Station and Freewheel North have established a cycling programme for pupils from Glasgow Kelvin College. The students have a range of disabilities which require supported learning. Based mainly at Freewheel North's premises in Glasgow Green's cycling centre, the students attend a weekly programme where they can learn to ride a bike,

develop Bikeability skills and ride as a group, they can learn basic repairs and safe route planning and, at the end of the year, participate in a group ride along the National Cycle Network. One student, Samantha, started on the programme being unable to ride a bike. Over the course of five months Samantha progressed from riding go-karts to trikes, before gradually building up the confidence to ride alone on two-wheels.



Our Commitments:

We are fully committed to the continued promotion of cycling as a sport. Our priorities include:

European Championships 2018

This event will see road, time trial, cross country mountain biking & BMX coming to Glasgow in 2018.

BMX Race Track

We are building an Olympic standard BMX race track in Knightswood Park that will be capable of hosting major events as well as being available to clubs and community groups. This will be built in time for the European Championships in 2018 and will complete Glasgow's portfolio of world class sport cycling competition venues.

Mountain Biking

We will continue to develop the legacy of the Cathkin Braes trails providing a facility that will become a hub of mountain biking in the City and explore opportunities to develop other new cycling facilities within our parks and open spaces.

Road Racing

The next five years will see Glasgow host the Tour of Britain and Tour Series. Where safe courses are identified, we will continue to allow circuit racing within our parks.

Skyride

We are committed to the future of the hugely popular closed road city centre based Skyride mass participation events in Glasgow, with the 2016-2018 events already confirmed.

Community Cycling

We will strive to increase the number of social cycling groups based in our communities seeking to make it easier for those that live in the city to ride for whatever reason, promoting use of our parks and open spaces where possible.

Inclusive Cycling

We will continue to work with British and Scottish Cycling developing the sport and ensuring that it is accessible to all. We will create disability cycling clubs and increase the capacity of our existing clubs to provide for disability cycling. We will also ensure that cycling facilities across the city are suitable for everyone. We will also undertake monitoring of our facilities to identify if any groups are under-represented. Based on these results we will actively seek to encourage cycling within under-represented groups.

Grassroots Event

We will make the process of organising and delivering events as easy as possible in order that young and old can get involved in cycling. This means making our facilities and green spaces more accessible for cycle events, supporting organisers to deliver quality events and advising regarding traffic management requirements.

Coaching

We will continue to deliver coach education and work will begin in delivering rider training through schools and communities.

Partnership Working

This will remain a key part of how participation in cycling is increased and this work will take place across sport, promotion, training and events.

Facts & Figures

GLASGOW LIFE CYCLING PROGRAMME ATTENDANCE...

...from 36 up to **4535**

JUNIOR CLUB MEMBERS...

...from 60 up to **336**

QUALIFIED CYCLE COACHES IN GLASGOW...

...from 9 up to **57**

Funding

Delivery of many elements of this Strategic Plan are dependent on available funding.

A variety of funding sources are available to the City Council, including the City Deal which includes elements associated with transport, such as improved public realm and other major infrastructure projects.

Glasgow City Council is committed to the continued improvement of our cycling network and promotion of cycling as an everyday activity. Since 2011 (and introduction of the 2010 – 2020 Strategic Plan for Cycling) our cycling spend per head of population has been above the national average and we are committed to maintaining this trend.

As well as its own internal resources, the City Council will pursue external funding, particularly given that many of the proposed actions will have positive benefits for many stakeholders. External funding bids will be pursued with public bodies such as Transport Scotland, Strathclyde Partnership for Transport, Cycling Scotland and Sustrans. In addition, opportunities to secure private sector funding and support will also be identified, including partnerships with communities and other groups who may have access to funding that is not available to local authorities. However, many cycling interventions are relatively inexpensive despite releasing significant benefits.

Monitoring & Reporting

The success of the strategy will be regularly monitored and reported upon. The following reporting structure will be used:

Governance Group	Level of Update	Frequency
GCC Committee	Written Progress Report	Annual
Cycling Steering Group	Verbal Update	Six-monthly
Glasgow Cycle Forum	Verbal Update (or other)	Quarterly

The strategy will be monitored against the targets set out on page 14, as well as the delivery of the annual Action Plan. Key indicators against which actions will be measured are included within the action plan.

Summary of Commitments

Cycle Network

We will continue to design and implement new routes across the city.

We will work with neighbouring authorities to promote cross boundary routes.

We will continue to increase and improve cycle parking.

We will review and expand cycle signage.

We will continue to support the growth of the Glasgow Cycle Hire Scheme.

We will implement an ongoing programme for monitoring and maintaining the network.

We will continue to implement routes & facilities using Cycling by Design as a minimum.

We will continue to implement 20mph zones.

We will develop a network of routes on quiet streets.

We will use Traffic Regulation Orders to exempt cyclists from traffic restrictions where appropriate

We will consider the needs of cyclists when junctions are being improved.

We will work with operators to improve integration between cyclists and public transport.

We will improve our cycle network to ensure that it is accessible to all cyclists.

Planning & Regeneration

We will secure high quality cycling infrastructure within, to and from regeneration areas and development sites

Our Planners will continue to ensure that new developments are designed to promote cycling, including provision of secure cycle parking, showering and changing facilities in employment sites, and new routes and links where appropriate.

We will continue to involve the Cycle Forum in the preliminary design of major schemes and consult them on large scale proposals.

We will continue to request travel plans through the planning process.

Behaviour Change

We will increase the number of people cycling in Glasgow.

We will develop a cycling

We will undertake a behaviour change campaign to further promote cycling.

We will continue to provide information, with the City of Glasgow webpage being a one-stop resource.

We will continue to provide information for children, adults and young people.

We will continue to hold events to encourage behaviour change events.

We will make increased use of social media to promote cycling.

We will work in partnership with Greater Glasgow and City of Glasgow health campaigns and other organisations.

We will work with employers to encourage the development of cycling plans.

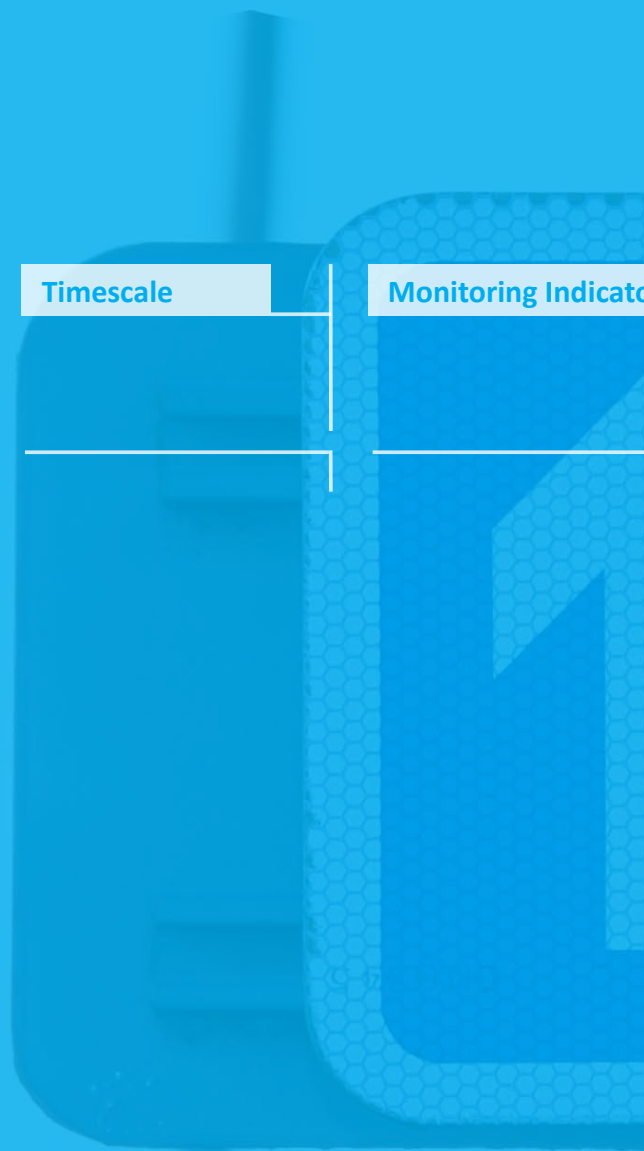
	Education	Sport
number of people	We will give priority to sustainable modes at new schools.	We will continue to promote Glasgow as a host for major cycling events.
ing brand for the city.	We will work with pupils, parents and teachers to improve the environment around existing schools.	We will continue to develop the legacy of the Cathkin Braes trails.
behaviour change promote cycling	We will continue to provide Bikeability training in schools and expand this to ASL schools.	We will continue to develop cycling as a sport accessible to all.
provide cycling Council cycling stop-shop for this.	We will increase the numbers of children cycling to school.	We will undertake monitoring of our sport facilities to identify under-represented groups.
provide cycle training and other road users.	We will continue to provide secure cycle parking to schools by request.	We will increase the number of social cycling groups within communities.
host a range of events.	We will seek to include Bikeability within the school curriculum.	We will make the process of organising and delivering events as easy as possible.
and use of social media	We will increase staff training to ensure the continued delivery of cycling activities.	We will continue to deliver coach education and deliver rider training.
partnership with NHS Clyde to support initiatives.	We will include cycling within the Education hub at Pinkston Basin, Port Dundas.	
employers across the city development of travel	We will continue to grow the track cycling programme.	
	We will continue to support schools through external grant funding to purchase bike racks/trailers for mini buses.	
	We will continue to support our partners in the provision of balance bikes to early years (pre-5) establishment.	
	We will train our young people in Cycle Training assistant (16-18yrs).	

Action Plan

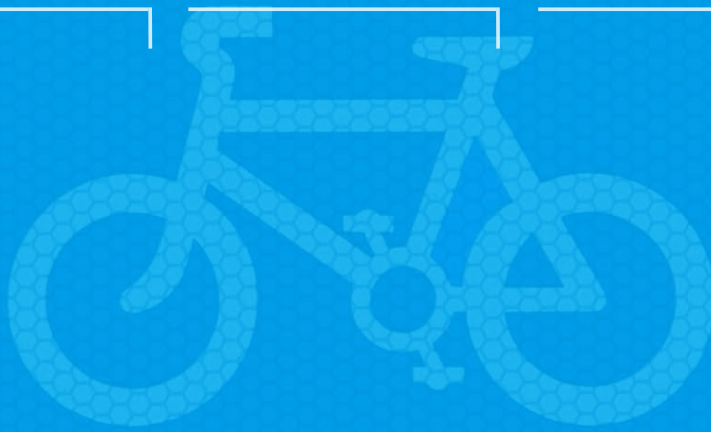
Following public consultation, the final version of this strategy will include an action plan as an appendix. This will set out the actions to be implemented the following year in order to deliver the policy commitments set out within the strategy. A new action plan will be developed annually.

The action plan will be in the following format:

Action	Timescale	Monitoring Indicators



ors	Estimated Cost	Funding Source	Delivery Lead	Delivery Partners





www.glasgow.gov.uk/cycling

