



Connecting Communities

Consultation draft

Glasgow's Active Travel Strategy

2022 – 2031



What is “active travel”?

“Active travel” means moving around using your own effort – by walking, cycling or “wheeling” e.g. like a wheelchair, mobility aid, tricycle or a children’s “push” scooter).

It includes everyday journeys like going to school, to the shops or to work, as well as for exercise or recreation.

Active travel is good for individual health and wellbeing, carbon emissions, traffic congestion and climate change.

How to respond to this consultation document

This consultation draft of the Active Travel Strategy has two purposes:

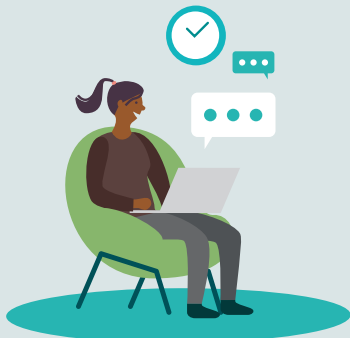
To explain how the Council plans to increase walking, cycling and wheeling in Glasgow, in line with [national](#) and [local](#) government policy and the public support shown in the [Public Conversation on Glasgow’s future transport policy in 2020](#).

To ask you to help us make those plans the best they can be. This document is a draft, and we would like to hear what you think before we produce the final Active Travel Strategy and Action Plan in early 2022.



Download Action Plans

If you’d like to help make the Active Travel Strategy the best it can be, please read the document and then go to the City Council’s online [Consultation Hub](#) to complete our survey. There, we will also ask you whether you’ll be more likely to walk, cycle or wheel more often once the strategy has been implemented, and if you have any other suggestions that would enable you to walk, cycle or wheel more.



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**Councillor Anna
Richardson**

Foreword

Since the publication of the council's Strategic Plan for Cycling in 2016, a great deal has changed. The declaration of a climate emergency has brought sustainable transport to the forefront with renewed focus. Glasgow has committed to achieving net zero carbon by 2030. The Covid-19 pandemic has demonstrated our ability to adapt and make changes to our everyday lives.

Changes to the local transport network helped in the Council's response to the crisis. With the temporary Spaces for People cycle lanes now due to be made permanent, we are already well on our way to building a more comprehensive active travel network at an unprecedented pace. In parallel to this is the national focus on 20 minute neighbourhoods bringing new opportunities to put people at the heart of our streets and communities.

The Public Conversation on Glasgow's future transport strategy last year showed overwhelming support for four outcomes.

- Transport contributes to a successful and just transition to a carbon neutral, clean and sustainable city
- Transport has a positive role in tackling poverty, improving health and reducing inequalities
- Transport contributes to continued and inclusive economic success and a dynamic, world class city.
- Places are created where we can all thrive, regardless of mobility or income, through liveable neighbourhoods and an inclusive city centre.

The Active Travel Strategy has a fundamental role to play in achieving these outcomes. A significant step forward within this strategy is the focus on all types of active travel.

Walking, cycling and wheeling must be facilitated in ways that complement one another, and equally importantly, provide seamless links with local public transport services. This strategy places active travel as a meaningful and crucial element of our daily journeys and will contribute to Glasgow's health, economy, connectivity and wellbeing as well as helping to deliver on our climate commitments.

Accessibility and inclusion are core to this strategy. Active travel can reduce transport inequalities, and offer residents greater independence to move around Glasgow. The proposed City Network will provide safe active travel at all times of day, for people of all abilities. Walking and wheeling infrastructure and our public spaces must provide easy access for everyone, so that nobody feels disconnected from public transport, local services and their community.

This strategy responds to the challenges that many Glaswegians have told us they face in their everyday lives. It addresses the barriers to cycling, but also, and perhaps more importantly, the barriers that prevent people from taking up cycling in the first place. In conjunction with the Liveable Neighbourhoods Plan, it will help to make our streets feel safer to walk, wheel, play and spend time in.

While recent years have seen significant progress with our active travel network, and a corresponding increase in the number of cycle journeys, there is still a great deal to do. The proposed City Network sets out the scale of the task, and the pace of delivery necessary to achieve this by 2030. The climate crisis requires us to deliver the ambitious actions laid out in this strategy. Nothing less will create the step change our city and our communities need. Each and every one of us has our part to play in delivering and sustaining this needed change for Glasgow.

Cllr Anna Richardson

City Convener for Sustainability
and Carbon Reduction



Introduction

About this draft Strategy

This Strategy sets out the vision to make active travel first choice – to increase walking, wheeling and cycling across Glasgow, for those who can. Defining how active travel contributes to the transport needs of the city whilst helping to deliver on carbon neutrality and social equity.

Connectivity, people and place: rebalancing our streets and spaces

Unlocking change: enabling everyone to walk, wheel or cycle

Thinking differently: encouraging, motivating and sustaining change



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The Active Travel Strategy supersedes Glasgow's existing [Strategic Plan for Cycling 2016-2025](#), and incorporates new priorities for the city in light of the [climate emergency](#), Glasgow's commitment to achieving [net-zero carbon by 2030](#), and recovery from the Covid-19 pandemic. The inclusion of walking and wheeling, along with cycling, recognises the important contribution of all forms of active travel towards achieving the city's wider policy framework.

Once finalised, this strategy will be supported by a number of more detailed documents:

► **An Action Plan**
explaining how the Active Travel Strategy as a whole will be implemented

► **City Network Technical Report**
(see Connectivity, People and Place)

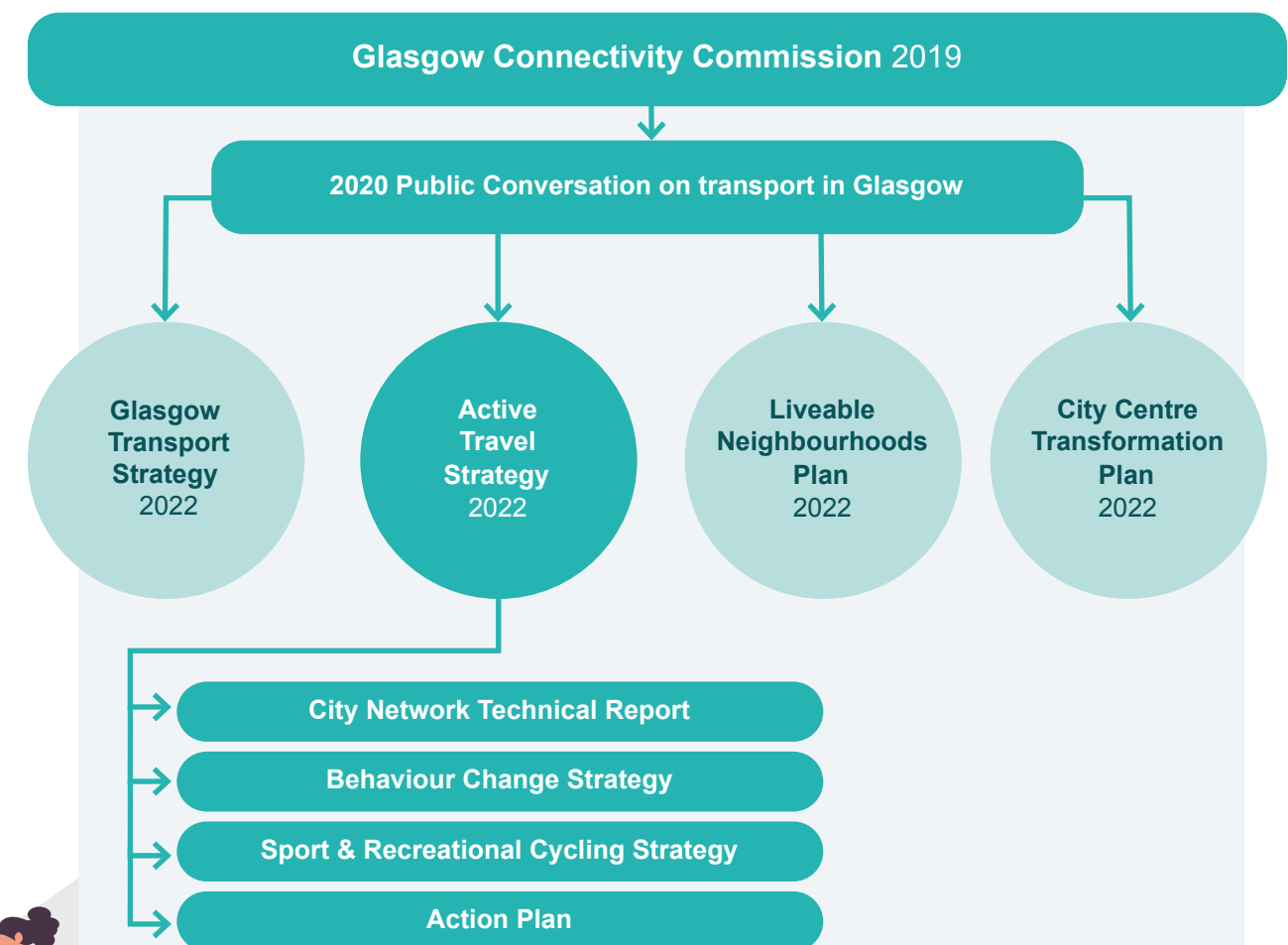
► **Behavioural Change Strategy**
(see Unlocking Change)

► **Sport and Recreational Cycling Strategy**
(see Thinking Differently)

A new approach to transport in Glasgow

To turn the Active Travel Strategy's vision, outcomes and actions into reality it can only happen through collaboration. The Council will lead, but successful delivery will only be achieved by everyone playing their part - individual citizens, community organisations and other public sector bodies.

This strategy is just one element of a new approach to transport planning in Glasgow, as the diagram shows. This suite of new strategic documents will create a modern, resilient and sustainable transport system for Glasgow, to help transform the city into a more inclusive, liveable and attractive place for residents, businesses and visitors:

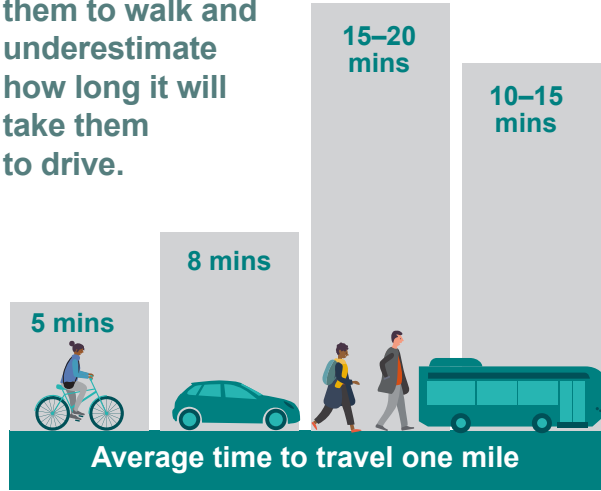


Benefits of active travel

Let's start with **walking**. It is the most natural physical activity that most of us can do. It is simple and convenient for most people - free year-round exercise that can be incorporated into our daily routines at our own pace.

Whilst walking suits shorter journeys, its role in the city's transport system should not be underestimated: it forms the 'glue' that links people's homes to public transport and on to their destination. Its very convenience and simplicity could be the key to getting more people to use their car less often.

Most people over-estimate how long it will take them to walk and underestimate how long it will take them to drive.



Cycling is an amazingly efficient form of transport. It is possible to cycle far greater distances than walking using much less effort, e.g. someone cycling may use less than a third of the energy that they would use to briskly walk a similar distance. But while cycling is an easy way to travel, there are some barriers for people to overcome, such as learning to ride, and getting and storing a cycle.

For those less able or who prefer not to walk or cycle, other forms of “**wheeling**” like wheelchairs or push scooters can also provide similar benefits of exercise and efficiency, enabling them to get to where they want to go.

Walking is “the most likely way all adults can achieve the recommended levels of physical activity”

(Nice Public Health Guidance, 2012)



Being active can improve your energy levels, general fitness, bone and muscle health and general wellbeing.

Scottish adults would be prepared to walk to:

Local shop 64%

Public transport 63%

Nearest urban green space 50%

Their place of work 44%



Whatever form active travel takes, there are many positive health, economic and environmental benefits from participating in active travel, as the diagram shows.

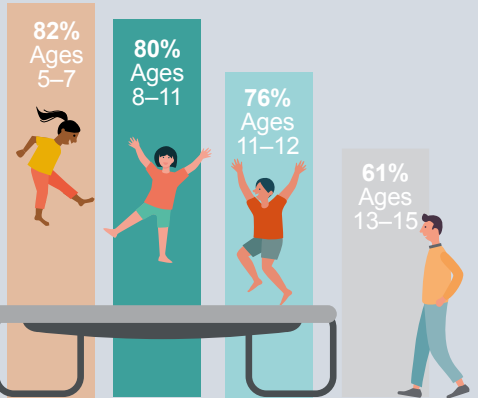


Health professionals recommend children and young people get at least 60 mins of vigorous activity every day.



Health professionals recommend we all get at least 20-30 mins of physical activity a day to stay healthy.

The proportion of children meeting the physical activity guidelines declined with age



Proportion of children meeting the physical activity guidelines



Climate and environment

Climate change is our biggest global threat. Transport is Scotland's biggest contributor to greenhouse gas emissions ([12% in 2019](#)) with cars and vans emitting over 50% of that total. Increasing the level of walking, cycling and wheeling is a vital action in helping to reduce overall vehicle emissions.

Results from the 2020 [Public Conversation](#) on Glasgow's future transport strategy showed that almost 60% of survey respondents would consider walking or cycling rather than using their car for shorter journeys (up to approximately 2 kilometres). Given that about 50% of journeys in Glasgow are less than 3 kilometres, this represents a huge opportunity to reduce carbon emissions - quite apart from the other health, social and economic benefits to be gained.

Health and wellbeing

Incorporating walking or cycling journeys into our daily routines should be one of the easiest ways to improve our individual health and wellbeing. This could be particularly beneficial in Glasgow, where many people do not meet their recommended weekly level of physical activity.

[The government](#) makes clear that more walking and cycling provides individual health benefits including reduced risk of coronary heart disease, stroke, cancer, obesity and type 2 diabetes, improved musculoskeletal health and mental wellbeing. Evidence of the real health benefits of active travel, from personal exercise, reduced air pollution and reductions in traffic accidents can be found [here](#).

Inclusion and equality

Residents in some parts of the city still experience unacceptably low life expectancy. Good active travel links can help tackle social exclusion by improving affordable access to jobs, schools, facilities and opportunities, particularly benefiting those on lower incomes who rely on walking, or disabled people who are challenged by poor infrastructure. In short, improving public realm and better access to walking, wheeling and cycling helps to increase social equity.

Wealth and inclusive growth

In Sustrans' [Making the economic case for active travel toolkit](#) (2019) and Living Streets' [The Pedestrian Pound: the business case for better streets and places](#) (updated 2018), a range of evidence of the economic and travel benefits of active travel projects around the UK is highlighted, including greater consumer spend, job creation and travel time savings. Further data and cost benefits are available in the [Cycling and Walking: the economic case for action](#) (UK Department of Transport, updated 2018).

[Research](#) has estimated the annual health economic benefit for walking to work in Scotland at €700 million and €80 million for cycling to work.

Short car journeys impact most on air quality.

Exhausts stay cold on short journeys which leads to more pollutants being emitted close to your home.

Idling vehicles stuck in traffic release pollutants that can cause harm to pedestrians and cyclists.

Even a small amount of exposure can worsen asthma symptoms and cause coughs and shortness of breath.



70% of journeys in Glasgow are less than **5km**

Every £1 spent on walking and cycling leads to £13 of benefits returning to the economy.

Cycling and walking offer very high value for money

Households without access to a car in Glasgow

All households (46%)

Those in social sector tenure (71%)



Households without access to a bike

Glasgow (74%)



Businesses using cycle freight save up to **64%** on delivery costs

Source: Raje and Saffrey, 2016.



Many businesses are also benefitting from reputational and marketing benefits.



Retail vacancy was 17% lower after high street and town centre improvements

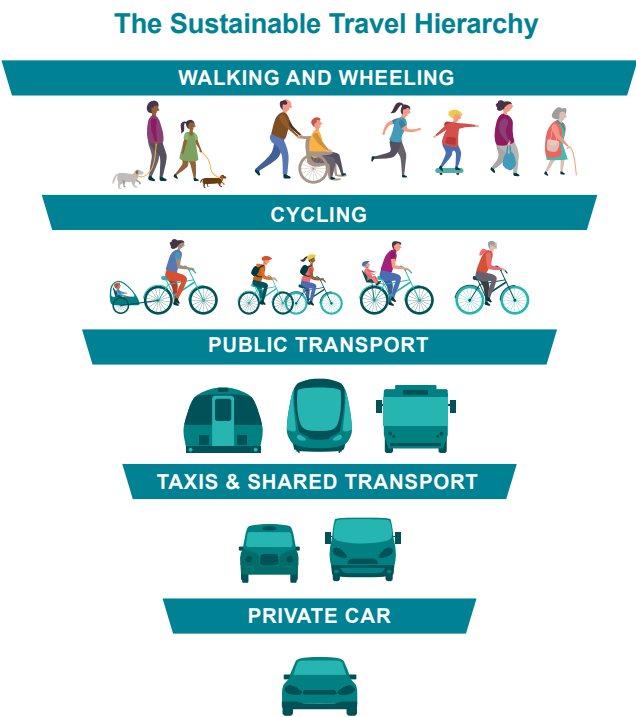
Policy Context



National travel policy

The [National Transport Strategy 2](#) (NTS2, 2020) contains a vision for Scotland’s transport over the next 20 years. A sustainable, inclusive, safe and accessible transport system, helping to deliver a healthier, fairer and more prosperous Scotland for communities, business and visitors.

The importance of walking, wheeling and cycling is identified through the national ‘Sustainable Travel Hierarchy’. They are prioritised above all other forms of transport (see diagram).



20 minute neighbourhoods

Scotland’s [National Planning Framework](#) emphasises [20 minute neighbourhoods](#) as a priority for Scotland, reflecting the ambition embedded in the Scottish Government’s [Programme for Government 2021-22](#), creating “places where people can have their needs met locally within a 20-minute walk from their homes, reducing emissions and encouraging active travel”.

Glasgow has developed a Liveable Neighbourhoods Plan (LNP) to deliver this concept for the city (see the LNP [Storymap](#) and [Toolkit](#)). The vision is to reduce the city’s dependency on cars and make walking, cycling and public transport the first choice. It’s essential that residents benefit from safer, quieter streets that facilitate play, walking and cycling. Through an area-based approach, the Council will develop an inclusive network of accessible and revitalised neighbourhoods designed for the benefit of all, with integrated green infrastructure and enhanced public spaces.

Policy alignment

This Active Travel Strategy is designed to reflect and align with a range of plans and strategies. That is because transport, and active travel in particular, can contribute to a whole range of policy outcomes as shown in the table.

Climate and environment	Climate Change Plan 2018-32 , Scottish Government
	Glasgow’s Climate Plan
	Glasgow Low Emission Zone
	Glasgow City Development Plan
Health and wellbeing	A More Active Scotland: Scotland’s Physical Activity Delivery Plan
	Active Travel Framework , Transport Scotland
	Cycling by Design , Scottish Government
	Glasgow Traffic and Road Safety Plan
Inclusion and equality	Glasgow Community Planning Partnership
	Glasgow Strategic Plan
	Fairer Scotland Duty
	A Connected Scotland: our strategy for tackling social isolation and loneliness and building stronger social connections
Wealth and inclusive growth	Scotland’s Economic Strategy
	STPR2 Case for Change for the Glasgow City Region
	Recover, Rebuild, Renew , Glasgow city region’s economic recovery plan in response to COVID-19
	Glasgow Connectivity Commission

The Scottish Government’s [2030 Vision for Active Travel](#) is that
“Scotland’s communities are shaped around people, with walking or cycling the most popular choice for shorter everyday journeys”

[Glasgow’s Climate Plan](#) sets out how the city will achieve its goal of net-zero carbon by 2030 by 2030, which was set following the City Council’s declaration of a Climate and Ecological Emergency in 2019. The actions in the Climate Plan include preparation of this Active Travel Strategy.

[Glasgow Traffic and Road Safety Plan](#) sets out the city’s vision of no-one being killed or seriously injured in road accidents by 2030. The Plan sets out a number of actions to achieve this target, which include prioritising active travel across the city.

Strategic Vision and Outcomes

Our vision for walking, wheeling and cycling in Glasgow

Walking, cycling and wheeling will be the first and natural choice for everyday journeys, for people of all ages and ability to travel locally to schools, shops or socially, to work, or to the city centre.



**Aleezah, aged 15,
living in the southside of Glasgow**

"I first started cycling in Primary 7. I was going on a residential trip with YCSA [Youth Community Support Agency Pollokshields] and one of the activities included cycling. I didn't want to be the only one unable to cycle so my brother taught me for a while, then I practiced for 30 minutes every day after school. Finally, on the trip I was able to do the cycling activity, but had to miss out the more challenging bits like narrow paths.

"I liked cycling a lot and practiced riding around our house, but once I went into S1 I was hit with a lot of hard schoolwork, so I kind of just let cycling go to keep up with it.

"I 'rediscovered' cycling when I attended a short cycling club in 2020, which was the best thing ever because I had forgotten how much I enjoyed cycling. They taught us important skills like cycling with one hand so you're able to signal turns on the road, navigating through tricky paths and more road safety which was great. It was also the first time I had actually ridden through streets around my area so that was fun too!"



The Claypits Glasgow Inner City Nature Reserve

The Claypits, which over 200 years ago supplied clay to line the Forth & Clyde Canal, has been transformed into an accessible urban nature reserve, connected to Scotland's sustainable transport network and located just a mile from the city centre, at Hamiltonhill in North Glasgow.

The wider Claypits project has provided more than 13,000 homes in North Glasgow with direct access to quality green and blue space within a 10-minute walk, transforming the area to include new walkways, a new canal bridge and drainage infrastructure.

Forming a critical part of North Glasgow's ongoing regeneration, it also crucially connects canal side communities, including Hamiltonhill, Firhill, Panmure Gate and Woodside, and creates access to the National Walking and Cycling Network (NWCN) along the Forth & Clyde Canal. With this new access provided to active travellers, local businesses will feel the benefits of the connection.

The 'Garscube Link' provides a new 'Front Door' from Garscube Road to the canal by way of an accessible ramp, stairs and a fun set of big and small slides.



Milk Café, South City Way: Cycling is good for business

Victoria Road's Milk Café has been a popular meeting spot for a number of years. Gabby and Angela, who run the cafe, welcomed the proposals for the South City Way, but don't deny the reality of the disruption caused by the route's construction.

Angela remembers the noise and dust from digging up the roads, and flooding problems linked to heavy rain. But on completion she quickly recognised the route's value: "It is obvious more and more people are using the South City Way. Loads of my customers pop in for a coffee before heading over to another part of the city on their bikes. Some of my staff use it too. I think it can only be good for the environment that it is easier for people to get about by bike. It also makes for a friendly neighbourhood."

Her suppliers have no problems delivering stock, and customers like it: "It is nice to have the cycleway separating our outside tables from the parked cars. Before, customers had to sit fairly close to cars moving in and out of parking spaces. The further the exhaust fumes are away from food the better." Hundreds of cyclists a day pass the cafe now. Angela said: "We attract customers from all over the city and they don't seem to be driving here."

Outcomes for Glasgow and its citizens

Delivering this vision will contribute to the following outcomes for Glasgow and its citizens:

Transport contributes to a successful and just transition to a **carbon neutral, clean and sustainable** city.

Transport has a positive role in **tackling poverty, improving health deprivation and reducing inequalities**.

Transport contributes to continued and **inclusive economic success** and a dynamic, world-class city.

Places are created where we can all thrive, regardless of mobility or income, through **liveable neighbourhoods and an inclusive City Centre**.

Connectivity, people and place: rebalancing our streets and spaces

What's this about?

This section of the Strategy details the changes to the city's street environments which are required to enable people to walk, wheel, or cycle more for everyday journeys.

These changes directly follow from the 2020 [Public Conversation](#) where top changes people would like to see included:

- ▶ Better environments for walking
- ▶ More restrictions on traffic
- ▶ More segregated cycle tracks/safer places to cycle
- ▶ Better access to cycles and cycling support

We know from the [benefits of active travel](#) that Glasgow will function better, and people's lives will be better, if it is easier to walk, wheel and cycle. We need to address how barriers to everyday active travel will be tackled through traffic reduction, reallocation of road space, more safe crossing points, and better neighbourhood environments.

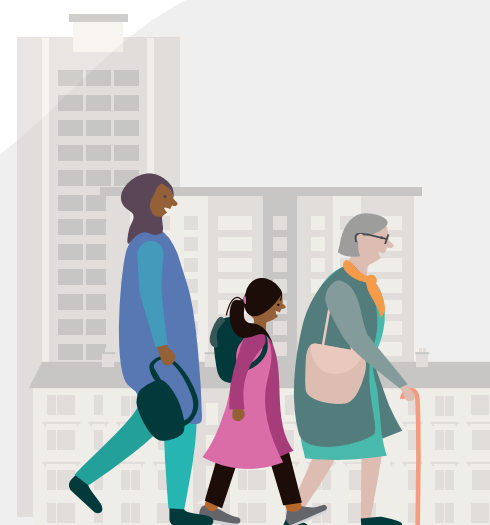
Streets also work best when designed for everyone, through ongoing dialogue. This process of collaborative design with local communities will be guided by the Liveable Neighbourhoods Plan working in tandem with this strategy, resulting for example in removal of unnecessary street clutter and new dropped kerbs where needed.

“Some of the pavements are ridiculous. I don't walk a lot but when I have I've thought ‘oh that's a bit scary.’ You can trip really easily.”

(response to Public Conversation, 2020)



Download Connectivity, people and place action points

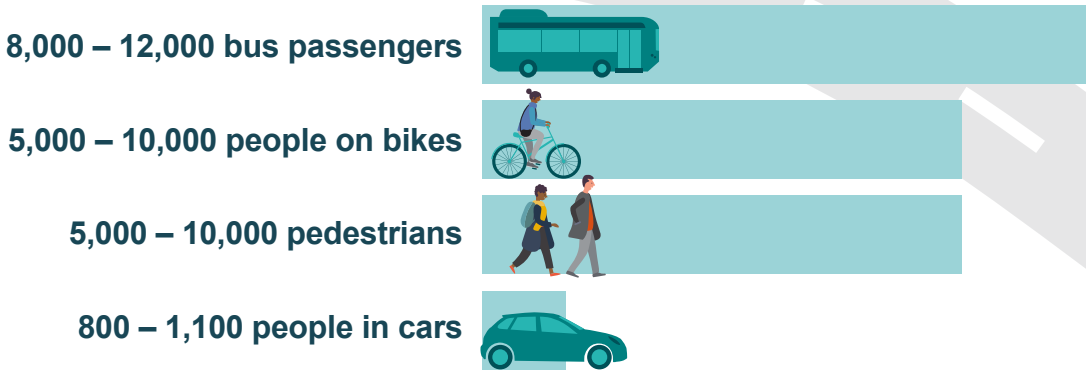


Why is this important?

Our car-based transport network has led to serious inequalities for the 46% of households in Glasgow who do not have access to a car. [Evidence shows](#) that infrastructure to enable easy low cost walking and cycling journeys helps to tackle these inequalities, alongside other initiatives like affordable access to cycles.

As the city region’s population increases, more and more journeys are taken on a daily basis. If we are to avoid increasing traffic levels with resulting increased congestion, air pollution and traffic danger, then we must provide alternatives. Increasing the uptake of active travel can improve the efficiency of the road network to move people and goods. Having a more balanced mix of different transport modes (walking, cycling, public transport and car) will enable everyone to move around the city more easily.

Transport capacity of a 4m wide lane per hour



Source: Litman, 2017. Evaluation Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

Equally, the vision in Glasgow’s Road Safety Plan for zero walking or cycling deaths on our streets by 2030 can only be achieved through fewer vehicle journeys.

A safe coherent network enabling direct routes around the city is a prerequisite to enable more people to cycle for everyday journeys and leads to a wider [distribution of road users](#). Repeated issues were raised in the 2020 Public Conversation about the deterrent impact of lack of access to bikes and storage, lack of safe places to cycle and uneven distribution of cycle infrastructure across the city:

37%



“37% agreed or strongly agreed that Glasgow is a place where they feel that they can walk for everyday journeys as much as they would like to, dropping to 10% for cycling”

South City Way on Victoria Road shows the opportunities created by improving active travel through our local high streets. Many studies show that people walking and [cycling make more trips](#) to local shops, [spending more over time](#) than those who drive (although businesses need support during infrastructure construction as [it can take time to realise the potential benefits](#)).



Remade Network

Remade Network wanted to relocate in order to become more visible. They chose Victoria Road which had become busier since the installation of the South City Way segregated cycle path and pavement improvements. These active travel enhancements dovetail with the Remade Network’s ethos, so their move was a great success.

When customers are offloading heavy electrical goods to be fixed they often arrive by car. However, the staff have noticed that many of their customers now come from other parts of Glasgow, thanks to the new cycle route.

“When we were located at the Deep End in Strathbungo there was no doubt that we were more than a bit hidden away. However, now that we are situated on Victoria Road we are on a lot more people’s radar, especially the cyclists.”

How will it happen?

NETWORK AND CONNECTIONS

We will work to better connect communities through new walking, wheeling, and cycling links by creating new connections and also reducing the physical barriers that currently exist.

Connecting neighbourhoods

We will work with communities to identify everyday destinations for active travel, to highlight barriers such as excessively long multiple pedestrian waits at junctions, and to identify opportunities for new community links.

We can make better use of open space connections such as along canals, rivers, old railway lines and other 'green network' routes. There are also opportunities to upgrade the city's [Core Paths](#) to give more room to walk, wheel and cycle.

We will improve walking and cycling links to bus stops, rail stations and public transport hubs, to create an integrated and sustainable travel network. Routes to public transport hubs will be accessible, well-lit and with good widths to provide a comfortable environment.

Inclusive and accessible design

Our networks and connections need to be planned and designed to create inclusive, enabling environments for all to enjoy the benefits of active travel across the city. We will continue to work with [Glasgow Disability Alliance](#) and other groups to learn lessons and constantly update our own best practice.

We will introduce benches and resting opportunities, clearer footways, dropped kerbs/level footways, and better road crossings, and to ensure that appropriate accessible parking and drop-off locations are included in street design and at destinations.

“78% of people agreed or strongly agreed that walking and cycling projects like the Avenues, South City Way and others are a good thing for the City”

(Public Conversation, 2020)

City Network

We will build on the active travel infrastructure developed over the last decade to create a coherent cycle network across Glasgow. This City Network will provide people with high quality infrastructure that keeps them safe from motor traffic and provides a smooth, direct and comfortable journey. We will continue to improve on existing designs and learn lessons from the “Spaces for People” temporary lanes created during the pandemic to deliver high quality infrastructure quicker. This will enable the opportunity of the proposed network of segregated cycle infrastructure to be in place by 2030.

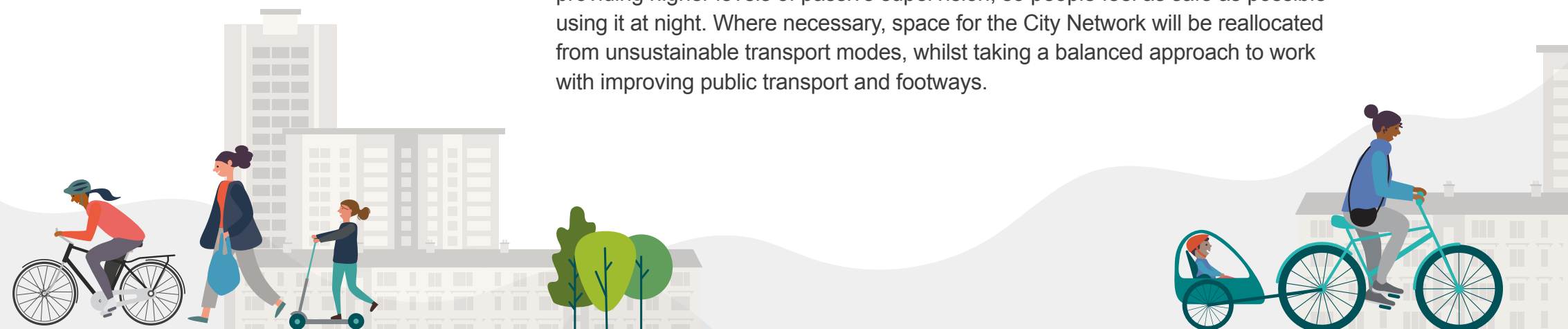
Aims:

- Enable direct clear active journeys to everywhere in Glasgow for everyone in Glasgow.
- Eliminate traffic danger as a reason not to cycle.
- Improve ability of Glasgow's road network to enable movement of people and goods.
- Be usable all year round.
- Encourage demographic use which is representative of Glasgow (e.g. 50% women).
- Provide easy access to Glasgow's green network of canals, rivers, parks and old railways.

The City Network will form a dense network of cycle infrastructure designed to comply with [Cycling by Design](#) guidance (September 2021). It will enable easy cycling across Glasgow and to neighbouring towns, green spaces/routes and public transport. The City Network will be well lit and routed through busier areas providing higher levels of passive supervision, so people feel as safe as possible using it at night. Where necessary, space for the City Network will be reallocated from unsustainable transport modes, whilst taking a balanced approach to work with improving public transport and footways.

“Most of my family want to cycle but because of the roads they are not comfortable cycling”

(response to Public Conversation, 2020)

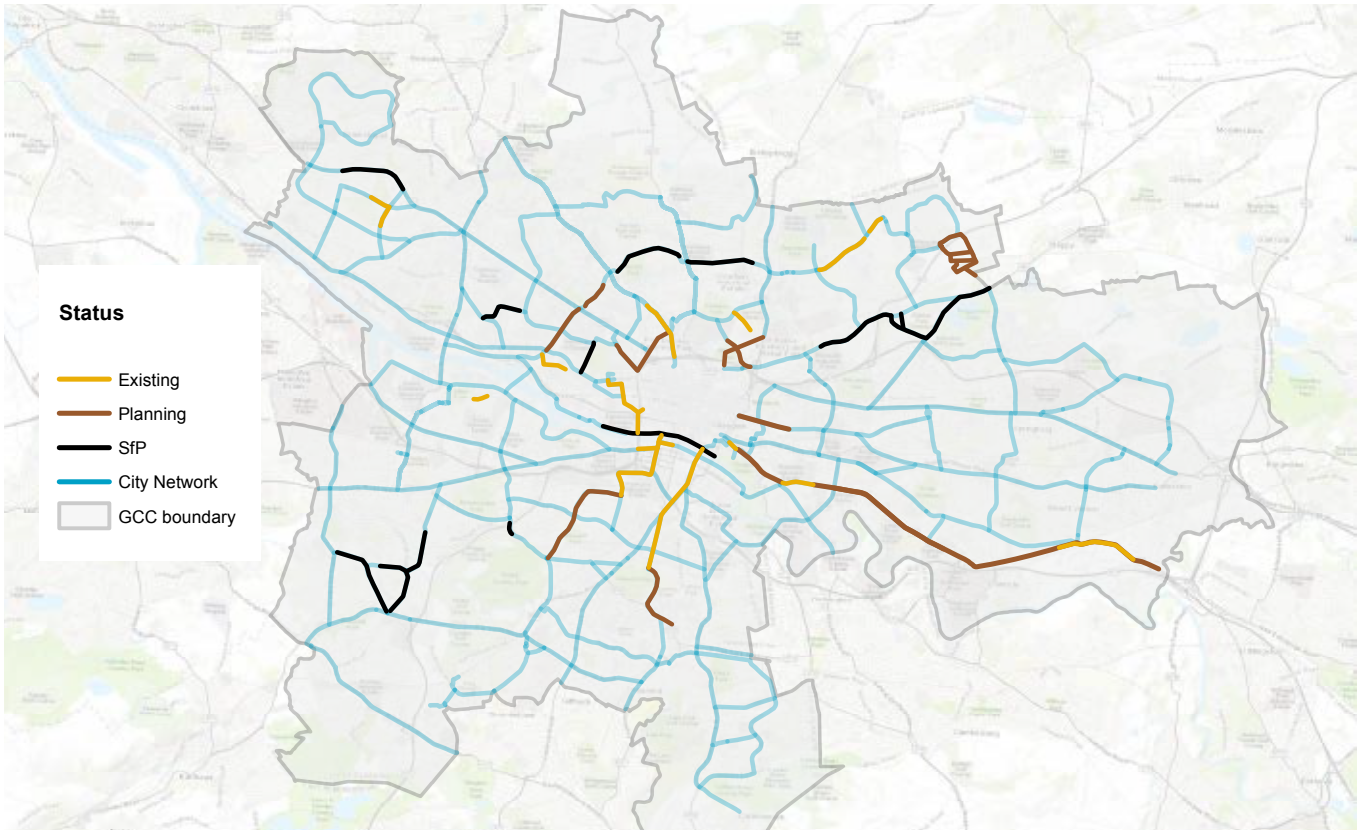
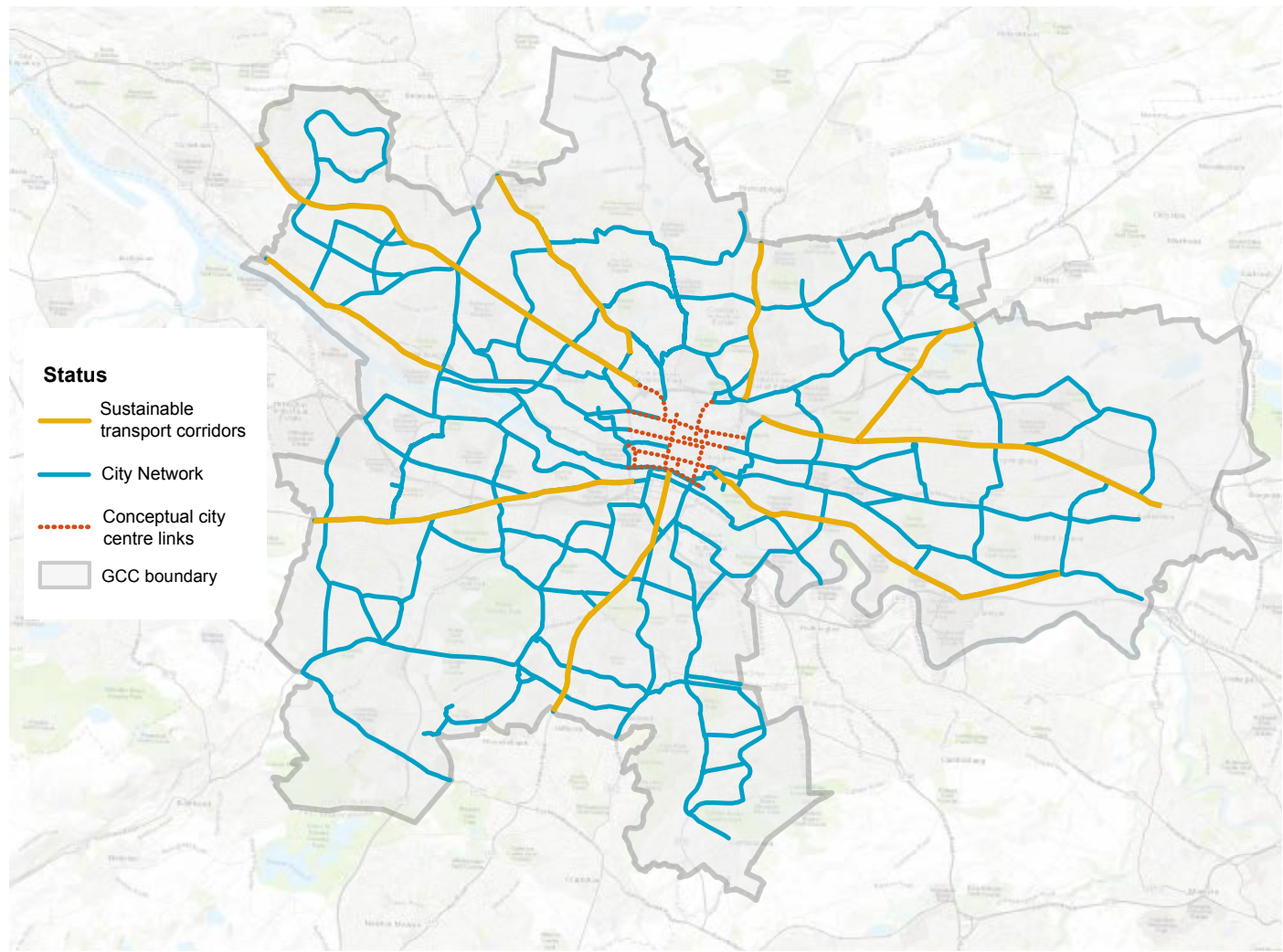


CITY NETWORK

City Network planning principles are based around two key factors:

Coherence: Cycling infrastructure should form a coherent network which links origins and destinations. It should link communities and facilities, and integrate with other modes of travel. Routes should be continuous from an origin to a destination, be easy to navigate, well signed, intuitive and of a consistently high quality.

Directness: Cyclists should be offered the most direct route based on existing and latent trip desire lines, minimising detours and delays. Directness has both geographical and time elements, affected by delays at junctions and crossings, as well as physical detours.



City Network Delivery

The City Network will be consulted on, designed, and implemented in order to achieve a functional coherent citywide network by 2030. The Network will build out from existing or planned infrastructure. Although this approach means that benefits will initially be felt in specific areas, it should accelerate overall delivery across the city. As the network develops, design and delivery will evolve through a process of lessons learned guided by a transparent technical document of standard design layouts.

The City Network will be delivered alongside significant improvements for bus journeys along the sustainable transport corridors in the wider city. Cognisance will also be taken of the emerging Metro+ network for Glasgow and the city region. The planned development of active travel mobility hubs across the city will enable better integration with public transport and also offer e-bike and e-car charging stations.

SfP Plus: faster delivery

During the pandemic, the Spaces for People (SfP) programme demonstrated how temporary materials enable rapid construction to test concepts and learn lessons. Projects which created adverse impacts could be quickly adjusted or removed. Within the lifetime of the programme designs evolved, with the latter Spaces for People project on Royston Road delivering smooth surfaces, improved bus stop layouts, and traffic light adjustments.

While Glasgow is no longer in a COVID Emergency situation, we are in a Climate Emergency context which requires rapid modal shift to sustainable transport. We are therefore proposing a “SfP Plus” concept for rapid and cost-effective delivery of the City Network. Design activity will focus on the points of greater interaction, e.g. road junctions and interaction points with public transport.

NEIGHBOURHOODS

The [Liveable Neighbourhoods Plan](#) will assist in delivering traffic calming and improved walking environments needed to make walking easier and more pleasant for short trips, and create more pleasant public spaces in Glasgow neighbourhoods. This will be a collaborative approach where we will work hand in hand with communities and neighbourhood groups to deliver the outcomes that people want for their neighbourhoods and surrounding areas.

Streets for people

We will revamp Glasgow's neighbourhood streets to be more people-friendly, pleasant and attractive places. Our starting point will be to reallocate space from private motor vehicles to improve the pedestrian environment.

Accessibility

Our aim is for neighbourhood environments to be inclusive and welcoming to all. This will require constant dialogue within neighbourhoods and across the city to ensure we are hearing voices that need to be heard.

We recognise that pavement parking and anti-social parking affects some people more than others. We aim to use design to minimise anti-social parking and target enforcement.

Road safety

Death and serious injury should not be accepted as an inevitable by-product of transport. We will work towards [Glasgow's Road Safety Plan](#) objective of zero traffic-related deaths or serious injuries by 2030, to build on Glasgow's signature to the [POLIS statement](#) on "the new paradigm for safe city streets".

We will introduce a 20mph limit on the vast majority of streets across Glasgow. Streets will be designed to be 'low speed environments' and traffic will be significantly reduced on the majority of Glasgow's streets. Neighbourhood streets which are one-way will allow contra-flow cycling as standard.

78% of people support local communities being supported and enabled to take forward ideas which benefit their neighbourhood, in line with the community empowerment agenda and recent changes to planning legislation.

(Public Conversation, 2020)

Safe secure cycle parking

To help facilitate an increase in the numbers of people cycling everyday, we will identify a minimum standard of cycle parking provision at different locations across the city.

We will set out minimum standards of provision to be delivered at different types of locations. We will systematically expand [Nextbike](#) provision while avoiding cycle-related clutter on pavements, and will prioritise on-street cycle parking.

Monitoring success

We will set up a targeted monitoring programme to measure success of delivery of the infrastructure and understand changing behaviours leading to desired outcomes. While continuing to develop and use new technology to better monitor pedestrian footfall and cycle numbers outwith the city centre as well as equity of use.

Download Connectivity,
people and place action points



Transylvania Shop and Cafe

Since construction of the [South City Way](#), Transylvania Shop and Café on Victoria Road has been able to extend its trading area by using outdoor space on the purpose-built plaza - basically an expanded pavement built as part of the route.

As well as being good for business, the cafe owner explains that "Some of my workers come here on their bikes, because the South City Way runs in front of the shop unit and there are loads of bike stands to chain up cycles."

In total, six plazas have been installed along Victoria Road with trees and seats. Many people enjoy a takeaway hot drink or snack in these spaces set back from the traffic.



Unlocking change: enabling everyone to walk, wheel or cycle

What's this about?

To complement redesigning our streets to prioritise walking, cycling and wheeling, we also need to support individual citizens to make the switch to active travel.

How we each choose to travel is affected by many other factors beyond physical infrastructure: for example, a lack of skills or confidence, security concerns, ability to get or store a cycle, individual health conditions or a lack of information or knowledge of routes.

To maximise use of improved infrastructure and achieve significant 'modal shift' to active travel, we need to tackle these barriers.

This section of the Strategy explains how we will build people's confidence and competence through training and improved access to cycles and push scooters.

There will be a significant focus on young people, to make sure our next generation are active travellers. However, our strategy must be for everyone, so we will also deliver community outreach programmes to under-represented groups to encourage diversity, inclusion and equal access to active travel opportunities. We will do this by working collaboratively with established community organisations across the city, because they have the necessary local networks, knowledge and skills.



Download Unlocking change action points

Why is this important?

To encourage people to make the switch to active travel, we need to build the knowledge, skills and confidence of people of all ages and abilities to tackle the reasons which [prevent many from taking it up](#). We know that [Bikeability cycle training](#), designed for children in their final years at primary school, helps them develop a life-long skill.

Research shows us there are [specific barriers to women and girls](#) being more physically active, and that walking and cycling are simply “[not safe or attractive enough](#)” for many people in their 50s and 60s.

We need to better understand and tackle the barriers collaboratively to increase participation by expanding existing activities like buddy programmes, social prescribing, better end-of-journey facilities, access to cycles or wheeling equipment, or other new initiatives.

The lack of access to bikes, and significant support and latent demand for cycling in Glasgow, were identified in the 2020 [Public Conversation](#) on Glasgow's Transport Future, further evidenced by the [surge in walking and cycling during the Covid-19 pandemic](#).

Living Streets identified through their [Buddy Walking](#) pilot programme, that some older people had lost their confidence and motivation to leave their homes for a short walk during lockdown, resulting in them feeling disconnected from their community and that their health was declining. The ‘Buddy’ was able to develop a relationship with the participant, agree a walking route which was completed several times over a few weeks, and build up confidence by tracking progress with a step counter.

“9% of women cycled at least once a week in comparison to 21% of men”

([Sustrans/Arup, 2019](#))

As we develop the City Network and rebalance our streets and spaces towards walking, cycling and wheeling, so that active travel becomes the first choice for everyday journeys, we also need to give consideration to the movement and delivery of goods. [Sales of e-cargo bikes have been growing rapidly](#) amongst businesses and families. With the steady increase in internet shopping and home delivery, e-cargo bikes can transform [business delivery transport](#) and can be quicker and cleaner for the environment than vans.

How will it happen?

TRAINING AND EDUCATION

Walking and cycling training for all

Make a range of training programmes available in accessible community locations throughout the city. This will enable people of all ages and abilities to progress through learning to ride, developing skills for on-road cycling, and basic cycle maintenance and route-planning, giving people the confidence to cycle for longer trips, and to continue cycling over their lifetime.

Support the provision of training for cycle mechanics, including for e-bikes and non-standard or adapted cycles, such as those used by people with mobility impairments.

Training Walk and Ride Leaders to support group activities in communities and workplaces, as part of bottom-up training delivery through community organisations and sport or active travel hubs, with a targeted, inclusive and relevant approach for local communities. Further supporting the training actions described in the [Glasgow Traffic and Road Safety Plan](#) for driver awareness and businesses/fleet managers.



Nahla

“I am from Sudan, and arrived in Glasgow in February 2020 to seek asylum.

I knew little about the city of Glasgow and when the pandemic restricted my movement I found myself in a new place, a new city with no idea of what this place actually looked like.

Five months after arriving, I started to volunteer with several charities and eventually joined a cycling training class which was great for me as an asylum seeker. This programme saved me from isolation and helped me to explore Glasgow since it is completely new to me.

I met new people, made friends and improved my English. I think that my involvement in different activities makes me feel that I belong to Glasgow more than before. Now that I learned how to cycle, I have another way to move about this city.”



Support children to walk, wheel and cycle more

Establish a framework to deliver [Bikeability cycle training](#) in every school in Glasgow, to every pupil during curricular time, further supported by working with our partners to ensure every school pupil in Glasgow can [access a cycle](#).

Complemented by the education and road safety initiatives in the Glasgow Traffic and Road Safety Plan, e.g. supporting walking buses and bike trains in the city's schools, to enable children to get to and from school safely.

Where appropriate, this will be facilitated by physical infrastructure improvements to streets and spaces through [School Streets](#), the City Network and the Liveable Neighbourhoods Plan.



Children's cycle training: Achieve More Scotland summer camps

During the 2021 summer holidays, 145 primary-aged pupils from varied ethnic backgrounds (and almost 50% girls) in lower income parts of Glasgow went on summer camps supported by HSBC, British Cycling and Glasgow Life, to learn riding skills and increase their confidence.

Some of the children couldn't "go a bike" and so had been excluded from Bikeability training in their schools. Others went to schools that didn't offer Bikeability. Many did not own a bike.

The training was kept local and accessible, in parks and school grounds, and the content was adapted to suit different abilities. By the end of the camps, most of those who couldn't previously cycle now could, and those who could already ride had increased their confidence. Many said that they would like to continue to cycle.

"The sessions were so good and now I can ride my bike"

"I know how to ride in the ready position and ride up and down hills"

"I loved riding around the pond in Alexandra Park"

Provide easier access to cycles and push scooters for all

There are many barriers to buying or accessing cycles, especially for those on lower incomes. It is therefore essential we continue the expansion of the Nextbike bike rental scheme into new areas and increasing e-bike availability, as well as encouraging [outreach projects](#) which reduce the access costs or other barriers for targeted under-represented or excluded groups.

Continue to enhance and support new ways of accessing cycles, such as cycle to work schemes, monthly subscription schemes which include maintenance and repairs, loans of cycles through 'bike pools' or libraries, refurbished cycles for sale at low cost, and 'swap fleets' for children's cycles.

Providing improved access to adapted bikes and training to enable people with disabilities to cycle. [Research](#) has shown that although 76% of disabled people can cycle, only 15% do so.



Freewheel North: social inclusion

[Freewheel North](#) is working towards creating a fairer, healthier society by enabling people of all ages and abilities to cycle as part of their everyday lives.

Everyone is welcome at their community bases in the east and north of Glasgow, where thousands have been enabled to enjoy outdoor space and exercise. Facilities and services include a Cycle Centre with tarmac cycle track for learning, courses, led rides, events, campaigns, cycle refurbishment, loans and sales, and organising [Glasgow Community Cycling Network](#).

"The loan of the bike has been extremely important to both my physical and mental health, wellbeing and support.

"To me and many others the service has quite literally been a life saver."

"For disabled people, cycling has potential for improving transport opportunities by providing direct, door-to-door means of travelling and could bring a wider benefit of tackling the socio-economic and health inequalities resulting from disability simultaneously" (click [here](#) for more information)

COLLABORATION & ENGAGEMENT

We will engage with people from communities across Glasgow, helped by collaborating with national and community-based organisations already delivering walking and cycling activities ‘on the ground’. These organisations have the knowledge and understanding of peoples’ lived experiences and are able to develop and deliver programmes of activities, helping individuals to better health and wellbeing and a reduced sense of isolation.

Supporting individuals within our communities

Working with partners such as the NHS, Glasgow Life and others to expand [‘social prescribing’](#) and other programmes that encourage individuals to walk, cycle and wheel more, including continued support for group activities like [Glasgow Life’s Health Walks](#).

Supporting community/sport hubs as potential focal points for active travel information and delivery of related programmes of activities and training.

We will support the recruitment of active travel community champions to help individuals and community groups to make the switch to active travel.

Tackling barriers for under-represented groups

We will partner with existing organisations working with under-represented groups on behaviour change and activity programmes to ensure inclusive and equitable access to active travel opportunities. This will be reviewed and monitored to assess progress.



Neil’s Health Walks

Walking has become a big part of Neil’s daily routine since joining his local Health Walk at Glasgow Botanic Gardens. Neil attends the health walk every Friday with one of the staff team from Community Integrated Care. Neil heard about the health walks through one of his support workers, who found the information on the [Good Move Walking](#) website.

Neil was keen to get started—he said he wanted to get out for some fresh air, get more active and knew it would be good for his health. Neil very quickly became a permanent fixture at the Botanics, attending every Friday.

Now, as well as attending the health walk, Neil can walk up to 20 miles per week, often walking from his home to the city centre and further afield to Clydebank.

Encouraging organisations to support active travel

Engage with and encourage businesses, institutions and public services across Glasgow to develop Sustainable Travel Plans that support active travel for their customers, staff and visitors, including investment in appropriate facilities, cycle-pools, cycle training and cycle purchase or rental initiatives.

Increasing use of e-cargo bikes

We will support trials of e-cargo bikes for businesses, community organisations and families to move around goods, materials and shopping as they can outperform light vans in terms of investment and running costs, speed in congestion and environmental impact. In the Netherlands, [DHL already makes 60% of inner city deliveries by cargo bike](#).

The design of the City Network and identification of local delivery hubs through the [Liveable Neighbourhoods Plan](#) will facilitate the increased use of e-cargo bikes.

BEHAVIOUR CHANGE STRATEGY

To support the activities described in this section, we will prepare a Behaviour Change Strategy. This will provide a focus for funding and outreach activity to ensure effective coordinated delivery, and help community groups and other organisations working with us on delivery of the City Network and Liveable Neighbourhoods Plan.



E-Cargo Bike Library

Bike for Good launched their [E-Cargo Bike Library](#) to provide affordable access to a range of cargo bikes and trailers for businesses and organisations, complete with training. In the first year, 14 organisations took part, undertaking over 2,600 deliveries, and reported:

- Increases in staff health and wellbeing
- Increases in staff productivity
- Reduced freight delivery costs
- Reduced carbon emissions

One of the organisations using an e-cargo bike, [North Glasgow Community Food Initiative](#) loaned the largest of the e-bikes for a month to pick up donations and deliver fresh food across the north of the city. They used it for 100% of their deliveries, and also used it for their gardening team to transport tools to help local residents keep their gardens tidy. All in all, the e-cargo bike covered 145km during the trial:

“We are now actively looking to get funding for our own e-cargo bike, we want to reduce our reliance on hiring a van and volunteers driving their cars”

Download Unlocking
change action points

Thinking differently: encouraging, motivating and sustaining change

What's this about?

The third action area in this Strategy is about communication: promotion, events and activities to encourage people to walk, cycle and wheel.

To make active travel the first choice for everyday journeys, we need to bring the people of Glasgow with us. We need to explain why change is needed, what it will look like, and what we can all gain personally and collectively. And we need to carefully target those messages to different groups and audiences.

The city has successfully built upon the legacy from hosting major international cultural and sporting events, like the 2014 Commonwealth Games, and we intend to do so again with the 2023 [UCI Cycling World Championships](#).

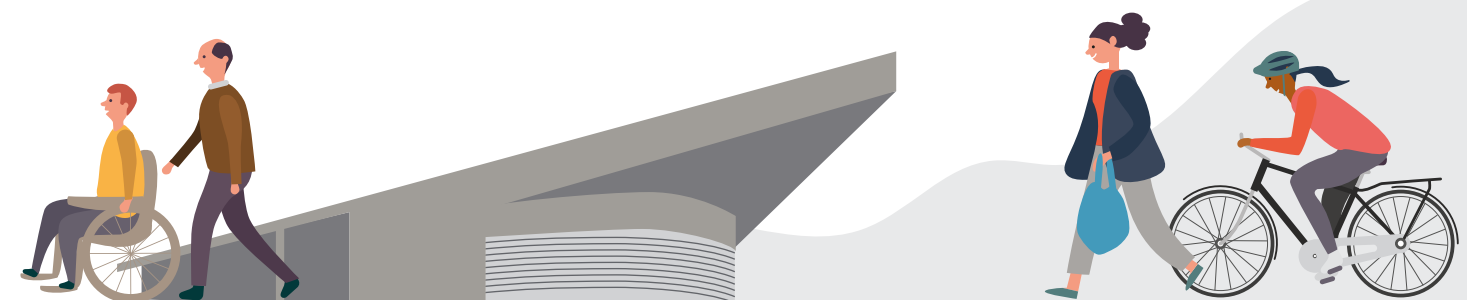
Glasgow, which is the only recognised UCI Bike City in the UK, and the Championships present a great opportunity to promote cycling in all its forms across the city. The two year build-up programme to the Championships includes a month-long [Women on Wheels](#) cycling festival and a marketing campaign that [features “normal” people cycling and](#) encourages everyone to give it a go.

Our major cycling venues, the [Sir Chris Hoy Velodrome](#), [Knightswood BMX](#) and [Cathkin Braes mountain biking](#), are important hubs for cycling programmes, and we can do more across the city to create local opportunities to participate.

[Glasgow's Strategic Plan for Cycling](#) has previously spearheaded this activity and we are now working on a new Sport and Recreational Cycling Strategy which will have a greater focus on local community hubs and everyday community-based events and activities.



Download Thinking differently action points



BMX, skateboarding and mountain biking are increasing in popularity amongst young people, as witnessed at the 2020 Tokyo Olympics. [‘Urban sports’ help reduce inequalities around access to physical activity](#) and encourage participation from groups of people who have disengaged from other more traditional sports. We have a great opportunity to help young people translate those leisure activities into everyday journeys, particularly girls who [we know often turn away from physical activity once they start high school](#).

We also want regular traffic-free ‘open streets’ throughout the city where anybody, of any age or ability, can come together to sociably walk, wheel or cycle, perhaps linked with other arts, sporting and activities. Traffic-free days started in Bogota in Colombia in the 1970s and have since spread around the world, [proving enormously popular](#).

The closure of Kelvin Way during the pandemic has allowed people to enjoy a safe and open space in the heart of the city, providing a better environment for children to play and for everyone to walk, cycle and wheel.



Loading Bay

The Loading Bay is a world class indoor BMX and skatepark in the North of Glasgow which was conceived and delivered through a local organisation, Vision Ramps, in partnership with Scottish Canals and Glasgow City Council. The warehouse, which is now home to The Loading Bay, was originally a whisky bond that had been vacant for 15 years.

As well as providing for the sporting community the Loading Bay also wanted to deliver a vibrant hub for the local community. The focus of regeneration of this area is all about reconnecting North Glasgow to the city centre and creating cultural and employment opportunities. The 2,500m2 centre houses a skate bowl, build-it-yourself modular skate park area, street skating area, a trampoline gym, health food café and arts centre.

“We work closely with community groups, as well as our sports’ governing bodies to align ourselves with and achieve wider goals. We designed and built our own entrance and payment system which uses the Scottish Index of Multiple deprivation to allow users from deprived areas to use the facility free of charge”.

The Loading Bay

Why is this important?

The barriers to people walking, cycling and wheeling are not just related to infrastructure and equipment, but also the psychological and cultural factors that discourage people from choosing active travel. We need to address misconceptions and social barriers, and help foster positive attitudes to encourage those who have not walked or cycled much before.

That’s why promotion and messaging are essential to raise the profile of active travel and its contribution to tackling the climate emergency and achieving Glasgow’s goal of net-zero carbon by 2030. And it’s also the reason why messages need to be carefully targeted to reflect the different lifestyles, motivations and ambitions across our diverse communities.

The 2020 Public Conversation on Glasgow’s Transport Future highlighted that people want more information on routes for walking and cycling, better signage, and appropriate information for all.

Glasgow Life and others already deliver grassroots training, clubs and events across the city, often linked to major events, sports infrastructure or community hubs. This has been very effective at increasing participation in walking, cycling and wheeling across the city’s communities; we want to increase the scope and depth even more.

And finally, what better message could there be than the City Council committing to review its own activities to ensure that active travel is embedded in everything it does?



How will it happen?

PROMOTION AND MESSAGING

Promote walking, wheeling and cycling as a viable first choice for everyday journeys

Develop targeted campaigns for Glasgow's diverse communities that promote active travel, the activities in this Strategy and the associated Liveable Neighbourhoods Plan.

There is considerable discussion and momentum around the benefits of active travel. We will build upon this and continue to support existing and new national and local campaigns promoting walking and cycling, as well as challenge and incentive schemes, such as the recent [Better Points](#) initiative in Easterhouse and now covering the wider city.

GCC and its partners will promote good news stories and real-life case studies that speak to our communities and highlight the positive benefits of active travel.

Improved information, wayfinding and navigation

We aim to develop a centralised information hub about active, sustainable and multi-modal travel options for residents and tourists. This will include information on walking and cycling routes, training and group activity programmes, links with public transport, and information on cycle and car-share schemes.

Assess our signage and wayfinding for walking, cycling and wheeling for its consistency and accessibility, and reviewing the potential of City Network branding, developed from the existing City Way brand, to raise awareness and improve navigation.

We will continue our monitoring of the numbers of people walking, cycling and wheeling for evidence of success.

City Council leading by example

We will promote active travel through our strategies, plans and operations, and encourage staff to walk, wheel and cycle by revising the Council's own travel planning. This could include the removal of staff parking subsidies, and enhanced incentives for cycling, e.g. an increase in the upper limit of the Cycle to Work scheme to enable the purchasing of e-bikes.

Encourage partner organisations to follow suit by assisting in the development of sustainable travel plans and provision of necessary infrastructure, e.g. cycle parking facilities.



Jackie's Health Walks

"My name is Jackie and I live on the South Side of Glasgow, and have been attending the Pollok Park Health Walk for several years. I started walking to help save my life as my health levels were moving downwards—and also to get back to being me.

"I am not a 'gym person'. I prefer classes with an instructor leading my fitness but, now on a pension, I needed a low cost option. So, I joined the Pollok Park Health Walk which is FREE! At the time my doctor was considering putting me on injection style medication so I knew I had to do something.

"I persuaded a friend to come along with me and, from day 1, I knew it was the right fit for me. I started on the slow walk, as advised by the leaders, but later progressed onto the more challenging brisker walk feeling so pleased when I managed it. It's daunting to start something new but I can honestly say our walk will welcome you! The chatter never stops from start to finish. We finish at a community café—the perfect end to a great morning and the social side is every bit as important as the physical benefits from the walk itself. It's a real community, and I feel we all sort of group hug each other as the joys and sadness in life reach us all at times."



ACTIVITIES, EVENTS AND LEGACY

Traffic-free 'open streets' events

Develop a city-wide programme of regular monthly traffic-free 'open streets' events, to include family cycling, walking, wheeling and related community and business activity, such as food stalls and play activities.

Work with communities to develop a year-long programme of community events such as pop-up cycle roadshows and walking events, aiming to reach out to new audiences.

Urban Sports

Support and promote proposals for venues for urban sports - which can include BMX, skateboarding and free-running - such as the [Loading Bay](#) in Port Dundas, and ensure connectivity to the active travel networks.

Major events and legacy activities

Continue to maximise opportunities arising from Glasgow hosting events like events like the forthcoming 2023 [UCI Cycling World Championships](#). As part of this, we will promote the [UCI Bike City](#) accolade to encourage more people to be active.



Through the Street Play programme neighbourhoods across Glasgow enjoy traffic-free fun

Twenty-four communities took part in the initiative following a successful campaign – led by Councillor Anna Richardson, City Convener for Sustainability and Carbon Reduction – to encourage take-up of the offer of free road closures.

“In the many conversations I had with people attending, I heard of neighbours who were only meeting today after years of living on the same street, of kids learning to ride a bike for the first time, businesses doing a roaring trade with all the extra footfall, ideas being hatched by community groups for even bigger, bolder events in the future, and of residents just grateful to have some respite from passing through traffic on this glorious day.”

Due to the success of the programme, similar events have continued over a number of years including the Skirling Street Fair held as part of the 'playing out' initiative. My Shawlands and the local businesses held a day of family fun with the street closed to traffic creating a safe environment for the kids to reclaim for outdoor play.



Glasgow Gals

[Glasgow Gals](#) organise led-social rides to support women of all abilities to access cycling.

Carol, a ride leader and coach, explains: “We started in 2017 with three of us, now we’re a haven for ladies who want to get on their bikes and just have a good time! We focus on inclusion - it doesn’t matter where you’re from or what you’ve done, we’re here to help get you started in the sometimes daunting world of cycling.

“It’s always great to be able to say to ladies, ‘we have a bike you can borrow, we can teach you skills, and we can help you get confident. It’s only an hour and you don’t have to be fit’.

The bikes provided by Glasgow Life are a great asset and really help women to enjoy cycling again.”

Rider Adrienne said:

“The whole Glasgow Gals set-up is ideal, everyone doing things at their own pace, loads of encouragement and laughs along the way.”



SPORT AND RECREATIONAL STRATEGY

Glasgow’s existing [Strategic Plan for Cycling](#) has already helped increase cycling in the city. We will now develop a new Sport and Recreational Strategy to make the most of our major cycling venues, develop and build on the extensive range of community activities already delivered by Glasgow Life and others, particularly in areas of multiple deprivation.

The new Strategy will develop pathways from sports and leisure cycling for people to use active travel for everyday journeys, and ensure that Glasgow Life venues are connected to the new City and Neighbourhood networks, and act as local hubs for active travel. The Strategy will also include training, extra-curricular youth activities, community events and activities, and attracting future major events to the city.

Download Thinking differently action points

Implementation

A crucial element in developing this Active Travel Strategy is to give consideration on how the policies and actions will be delivered. Four specific documents will be prepared to support and take forward the implementation of this strategy:

- Action Plan
- City Network Technical Report
- Behaviour Change Strategy
- Sport and Recreational Cycling Strategy

Delivery Framework and Governance

Working in partnership and collaboration will be crucial for the success of this strategy. The policies and actions identified will be carried out by a multitude of delivery agents with differing timelines and funding mechanisms in play. The development of the Action Plan allows us to describe and identify these activities and pathways that will help to achieve the overarching outcomes for the city.

A governance group is in the process of being established. An issue identified previously was that Glasgow's Strategic Plan for Cycling did not have strong enough governance overseeing the actions. Therefore we are developing a robust structure to ensure that this is not repeated. This will also include a mechanism to involve the Active Travel Forum and the Inclusive Design Forum.

Funding

Different funding sources will be identified and pursued for specific project and policy interventions, e.g. Vacant and Derelict Land Investment Programme, Sustrans' Places for Everyone Programme and the Scottish Government's Place Fund. Other opportunities will be investigated for relevance once they become available, and this will include working in partnership with local organisations and communities to maximise the added value and benefits gained.

Recent announcements from the Scottish Government have stated that £320 million – or 10% of the total transport budget – will be available for active travel by 2024-25. Glasgow City Council is actively seeking funding for the delivery of the City Network, and is in dialogue with Transport Scotland on this matter.

For further information on the Active Travel Strategy and the Liveable Neighbourhoods Plan, please see [Connectivity, People and Place](#) on the Glasgow City Council website, where you will also be able to access information on other Glasgow projects and inspiring examples from throughout the UK.



Monitoring & Reporting

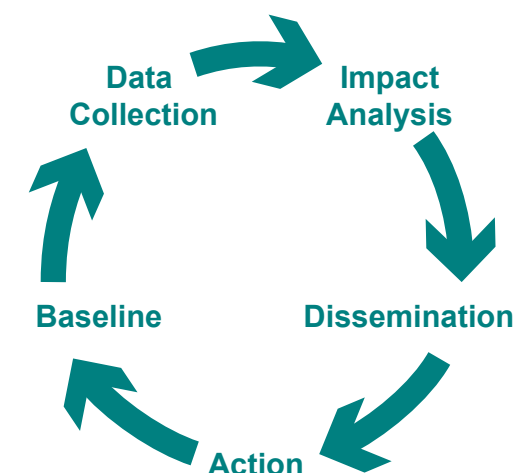
Monitoring will be undertaken to gather data and information to assess the impacts of individual projects and policy delivery. Glasgow City Council will utilise a number of existing, periodical and new sources, as well as commission bespoke data sources, to evaluate and monitor the impacts project. The data captured and collected will be analysed and disseminated to all interested parties and stakeholders.

What happens next?

Following this consultation we will take some time to review and analyse the comments we have received from the public and stakeholders, identify any further opportunities, refining and adjusting the strategy and action plan accordingly.

The final strategy and detailed action plan will then be published in February 2022.

Additional documentation: the City Network Technical guide is expected in February 2022, with the Behaviour Change Strategy and Sports and Recreational Cycling Strategy both being made available later in 2022.



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