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Glasgow's Strategic Plan for Cycling 2016 - 2025

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Our vision for Glasgow is:
To create a vibrant Cycling City where cycling is accessible, safe and attractive to all.

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Foreword



We want Glasgow to be one of the most sustainable cities in Europe. Creating a cycle friendly city can not only help 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 the Connect2 route, 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 in preparation for the 2018 European Sports Championships.

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, Schools and Campuses' in the city. Cycling is one of the fastest, cheapest and most flexible ways to get around Glasgow. It is also a 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 2016 – 2025 revision will accelerate our growth in cycling and we look forward to working with our external partners to create a cycling friendly Glasgow.

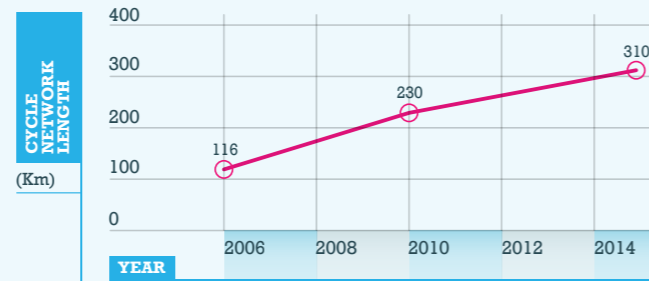
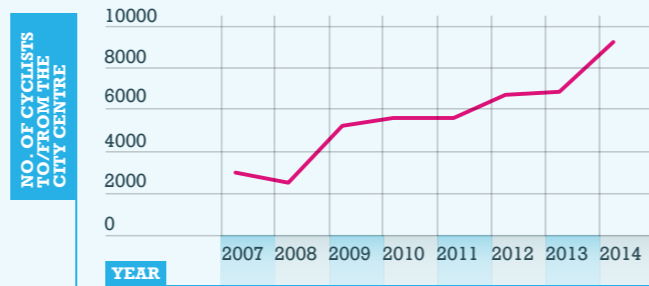
Bailie Elaine McDougall
Executive Member for Transport, Environment and Sustainability

Introduction

The Strategic Plan for Cycling 2016-2025 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 focused 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.

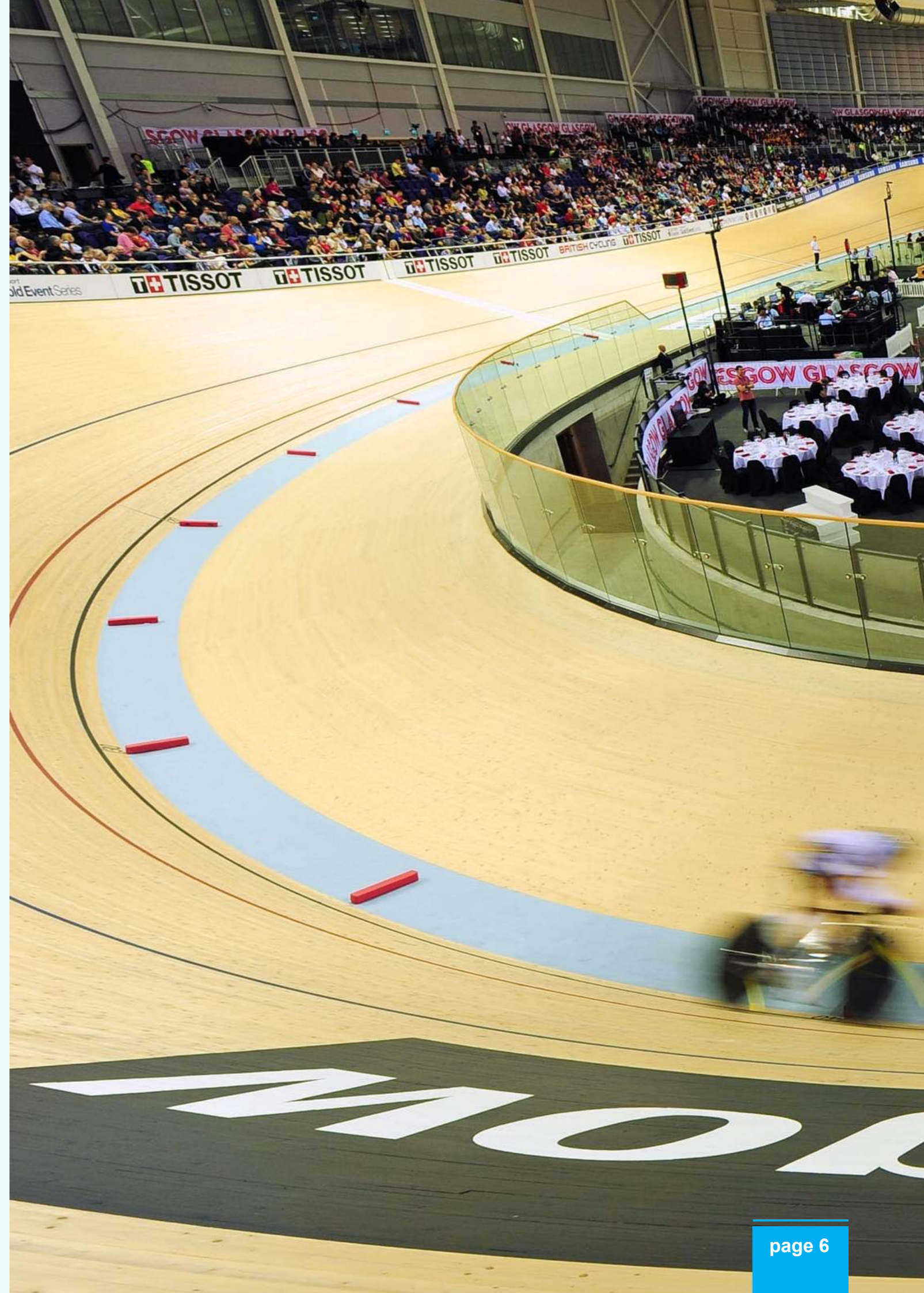
- The number of cycling facilities has grown considerably.
- Investment in cycling has increased and remains steadily above the national average.
- The number of people cycling into and out of the City Centre has increased significantly – a 200% increase since 2007.



“ 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.



Policy Context

At a national level, the Cycling Action Plan for Scotland has a vision of achieving 10% of everyday journeys to be made by bike by 2020, and Glasgow has a role to play in achieving this. National Planning Framework3 (NPF3) and Scottish Planning Policy set the framework for a planning system that supports patterns of development which:

- Creates high quality, diverse and sustainable places that promote well-being and attract investment;
- Reduces the need to travel;
- Enables the integration of different transport modes;
- Provides safe and convenient opportunities for cycling and walking; and
- Promotes the transition to a low carbon economy.

The Climate Change (Scotland) Act 2009 sets out ambitious targets for reducing greenhouse gas emissions and a requirement on local authorities to help deliver these targets. Creating a better environment for cycling can help reduce the percentage of trips that are undertaken by motorised vehicles.

The Regional and Local Transport Strategies provide strong commitments to increasing levels of cycling. However, increasing levels of cycling in Glasgow will also help the Council deliver its wider policy commitments, some of which might not traditionally be thought of as “transport” related.

The proposed Local Development Plan (LDP) promotes regeneration and a compact city form, focussed on development in sustainable locations, as a means of facilitating enhanced connectivity and active travel, rather than motorised journeys. Such an approach is intended to help deliver the Plan’s aims of a high quality, healthy place and a compact city form that supports sustainable development.

The LDP also reflects Scottish Government policy in promoting a “placemaking” approach to the regeneration of the city. The Scottish Government policy document “Creating Places” recognises that the creation of sustainable places, characterised by well-designed, walkable mixed-use neighbourhoods, can play a key role in reducing carbon emissions and promoting healthier lifestyle choices. Such places should be designed to accommodate a range of housing, local retail, leisure facilities and high quality green spaces which are attractive, rich in biodiversity and well connected. When such places are created, they can have enduring appeal and can be vital in helping attract people and business to the city.

The Proposed LDP is the spatial expression of the Council’s Strategic Plan and Single Outcome Agreement. It aims to help deliver the Council’s key outcomes for the city, including a focus on place based solutions, resilient communities and economic growth to close the inequality gap and tackle poverty.

Enhancing the urban environment for cycling should be viewed as part of this wider agenda and the Strategic Plan for Cycling can play a key role in helping deliver these outcomes for the city. Importantly, it should ensure that new cycling infrastructure will be designed as part of a placemaking approach, providing for better places for people and nature, enhancing the attractiveness of the city as a place in which to live and invest and helping deliver other priorities, including integrated green infrastructure.

Governance & Stakeholder Liaison

The delivery of the Strategic Plan will be monitored by the production of an annual progress report which will be submitted to the appropriate Council committee. The report will be produced by an Annual Report Working Group which will receive a verbal report from the Cycling Forum regarding issues that arose during the year and reports from three Strategic Plan sub-groups:

- Cycle Sport and Leisure;
- Education; and
- Infrastructure, Policy and Safety.

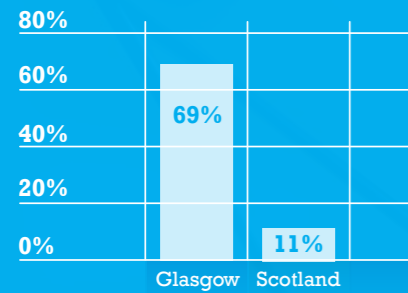
Cycle Forum meetings will be Councillor led and act as a consultative forum. Strategic Plan targets and action plan progress will be reviewed by the three sub-groups.

Health & Well-being

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 Strategic Plan 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.**

Glasgow Cycling in Numbers

63,000 Velodrome users since 2012

0.7% reduction in road traffic in Glasgow

41 Glasgow **Cycle Hire** Scheme Stations

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

75% of all journeys in Glasgow are under 5km

£15,000,000 spent on cycling infrastructure since 2008

19,000 people participating in Sky Ride mass participation rides

3,700 people participating in local sky Ride guides since 2010

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

23% of households have access to a bike

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

Children cycling to school has increased from 2% to 3.5% from 2008-2013

1728 school children participating in Bikeability cycle training in 2013/14

Challenges & Opportunities

The following reasons for not cycling were given in the 2012/2013 Scottish Household Survey. Whilst Glasgow City Council can address many of them, we need to work with our partners and stakeholders as well.

Reasons people give why they don't cycle

It's too far

What can the Council do to help?

- Address misconceptions about efficiency of cycling compared with driving, through information, advice and campaigns;
- Strive to make cycle routes as direct as possible;
- Ensure new development is permeable and connects directly with the cycling and walking network.

It's too cold/wet/windy

- Run information campaigns to address perceptions about the extent and impact of weather on cycling;
- Provide guidance about appropriate wet/cold weather clothing, equipment and techniques;
- Encourage the provision of showering and changing facilities in new workplaces.

I don't have a bike

- Provide information about community bike recycling;
- Provide loan and purchase schemes for own staff;
- Encourage other employers to provide such schemes;
- Support the growth of the Glasgow Cycle Hire Scheme.

There are too many cars on the road

- Through planning policies, create a safe, permeable, compact City that reduces the need to travel and supports a more sustainable modal share;
- Implement a network of cycle routes;
- Encourage more people to cycle, walk and use public transport instead of driving through provision of advice, training and facilities.

Traffic travels too fast

- Manage the roads network to reduce traffic speeds and prioritise active travel where appropriate;
- Provide segregated cycle routes.

What can our partners and stakeholders do to help?

- Provide led rides and 'buddying schemes' to address misconceptions and build confidence;
- Provide improved cycle parking at transport hubs, and facilities for carriage of bikes on public transport.

- Build confidence in all-weather cycling through training and information;
- Provide options for purchasing affordable wet/cold weather gear;
- Encourage existing workplaces to provide showering and changing facilities.

- Provide low-cost cycle purchase options, including re-conditioned cycles and swapping schemes;
- Provide pool bikes and purchase schemes for their staff and volunteers.

- Encourage Government to prioritise active travel modes in national policy;
- Provide advice and support to encourage modal shift.

- Through advice and education, encourage responsible behaviour and mutual understanding amongst all road users.





Snapshot of current challenges in Glasgow

- Starting from a low base: in 2013, only 6% of adults in Glasgow cycled to work
- The need to encourage more physical activity
- The need for more volunteers to support more people to cycle
- The need to maintain momentum in terms of building on the Glasgow 2014 Commonwealth Games legacy
- Funding restrictions due to public sector cutbacks
- The need to increase respect and responsible behaviour amongst road users
- The need to change mind-sets by exploding myths and addressing misconceptions
- The need to build a consensus view of cycling as an everyday activity and normal way to travel
- The need to address poor air quality in parts of the City Centre

The Opportunities

Unfortunately we can't change the weather however, through this strategy, we can start to tackle many of the issues that are preventing people from cycling and in doing so address the challenges we are facing.

Almost half of journeys to work and education in Glasgow are under 5km. This is considered to be an easy and realistic distance for people to cycle that on average will take under 20 minutes.

Opportunities include:

- Reducing traffic speeds
- Reallocation of road space
- Cycle network expansion
- Removal of physical and perceptual barriers
- Glasgow Cycle Hire Scheme expansion
- Funding streams (e.g. Cycling Walking Safer Streets, Community Links, City Deal, etc)
- Integrating cycling with other major projects
- Development management / regeneration
- 2018 European Sports 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 and stakeholders across the city to deliver this strategy. These bodies include:

Government and Public Sector

- Community Planning Partnership
- Educational establishments
- Glasgow and Clyde Valley Green Network
- Glasgow Life
- Neighbouring local authorities
- NHS Greater Glasgow & Clyde
- Scotrail
- Scottish Government
- Strathclyde Partnership for Transport

Local and Community Organisations

- Community groups
- Glasgow Centre for Population Health
- Local cycling charities and voluntary organisations

Consultative Forums

- Glasgow Cycle Forum
- Glasgow Outdoor Access Forum

National Organisations

- British Cycling
- Cycling Scotland
- Scottish Canals
- Scottish Cycling
- Sustrans

Private Sector

- Developers
- Employers

Key Outcomes

KO1

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. During the life of this strategy we will continue to develop a network which will link communities to the City Centre, schools, workplaces, leisure destinations, transport hubs 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, off-road paths and towpaths, so that cyclists can choose the route that suits them best.



KO3

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 leisure activity and mode of travel, particularly for journeys up to 5km. We want to increase the number of people cycling in Glasgow. We will improve accessibility for people and aim to ensure that our cycling network and facilities are suitable for all. We want to increase the numbers of children cycling to school. We will work with partners and communities to support people from all cultural backgrounds, whatever their age, gender or ability to cycle.

KO2

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. Glasgow Life will also increase the opportunities for young people to get involved in cycle sport as well as increasing the number of residents involved in social cycling groups. Additionally, more people cycling will have wider health benefits, with improved levels of air quality across the city due to vehicular traffic being replaced by increased cycling levels. This will have a positive health impact for all people in Glasgow.

KO4

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 and 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



T1 Continue to spend above the Scottish national average per head of population, to develop commuter, leisure and sports cycling.

T2 Increase in cycling to/from the City Centre from 7,636 per day (2012-2014 average) to 15,000 per day by 2025.

T3 Increase number of children cycling to primary school from 3.5% to 7% by 2025.

T4 Increase Bikeability Level 2 participation to 100% of primary schools by 2025.

T5 Increase the overall length of the Glasgow cycle network from 310km in 2015 to 400km in 2025 and to 590km thereafter.

T6 100% of city schools to have cycle parking by 2025.

T7 By 2025, Glasgow Life will be supporting a network of social riding groups across the city and have 200 ride leaders trained to deliver rides in their communities.

T8 By 2025, Glasgow Life will increase the number of junior sport cycling clubs from 3 to 6.

T9 By 2025 Glasgow Life and partners will have established a cycle training pathway from pre-school to adult that will be operational across the city.

T10 We will support schools to train ride leaders/coaches working within the school delivering led rides and coaching sessions making cycling accessible for all.

Successful, Sustainable Places

The ongoing regeneration of Glasgow offers considerable opportunities to create a more compact, sustainable city in the form of successful, attractive places that encourage cycling and walking. The process by which this ambition is to be achieved is known as “placemaking” - a creative, collaborative way of working that includes design, development, renewal and regeneration of the urban environment. The outcome should be sustainable, well-designed places and homes which meet people’s needs, harnessing the distinct characteristics and strengths of each place to improve the overall quality of life for people. Every part of the Council has a role to play in delivering better places.

The Government’s policy statement on architecture and place for Scotland, Creating Places, sets out the value that high-quality

design can deliver for communities and the important role that good buildings and places play in promoting healthy, sustainable lifestyles: delivering environmental ambitions; providing a sense of community; and attracting visitors, talent and investment to Glasgow.

The placemaking principles in the Cleaner Air for Scotland Strategy will help ensure stronger links between planning policy and air quality issues and strengthen the role of cycling and walking in delivering healthier, more sustainable places.



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.

Our Commitment:

New Development

In line with the Development Plan, new development proposals will require to be designed to help deliver the “six qualities of place” as set out in Creating Places. New development should be: distinctive; safe and pleasant; easy to move around and beyond; welcoming; adaptable; and resource efficient. This, in conjunction with the other policies of the Development Plan, will help create better environments for people who wish to cycle, walk or get around by other non-motorised means.

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

parking, and provision of changing and showering facilities in new employment sites.

We will produce Sustainable Transport Supplementary Guidance to provide further detailed guidance in support of development plan policy, including on placemaking and cycling and walking in new development.

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

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.





Road & 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.

Our transport planners will strive to ensure that, wherever appropriate, new road schemes and changes to existing roads infrastructure will be designed and implemented to reflect the needs of cyclists and a placemaking approach.

Environmental Improvements

The Council and its partners are working to deliver a number of important environmental agendas, including enhancing biodiversity, addressing surface water management issues and providing open space. The development of a multifunctional green network can help address all of these issues and offer opportunities for enhancing access and active travel routes. As part of a placemaking approach, investment in the green networks (particularly in sustainable drainage, flood management and creation of open space) should be undertaken with a view to delivering multifunctional benefits, wherever possible, including new and enhanced recreational and active travel routes.

Conversely, we will also seek to ensure that cycling infrastructure projects realise additional environmental benefits, as part of the wider placemaking agenda. Supplementary Guidance to the Local Development Plan will help support this approach.



Glasgow & Clyde Valley Green Network

The Glasgow and Clyde Valley (GCV) Green Network Partnership works with local authorities and other local partners, to develop a connected, high quality Green Network as the regional component of the Central Scotland Green Network (NPF3). By promoting the creation of integrated green infrastructure in new developments and green links between existing parks and greenspaces the GCV Green Network will support the planning and development of safe routes for walking and cycling – promoting both active travel and recreational cycling. Current work to develop the Seven Lochs Wetland Park includes an improved network of cycling routes across N.E. Glasgow, with further links across the council boundary to Coatbridge and Stepps.

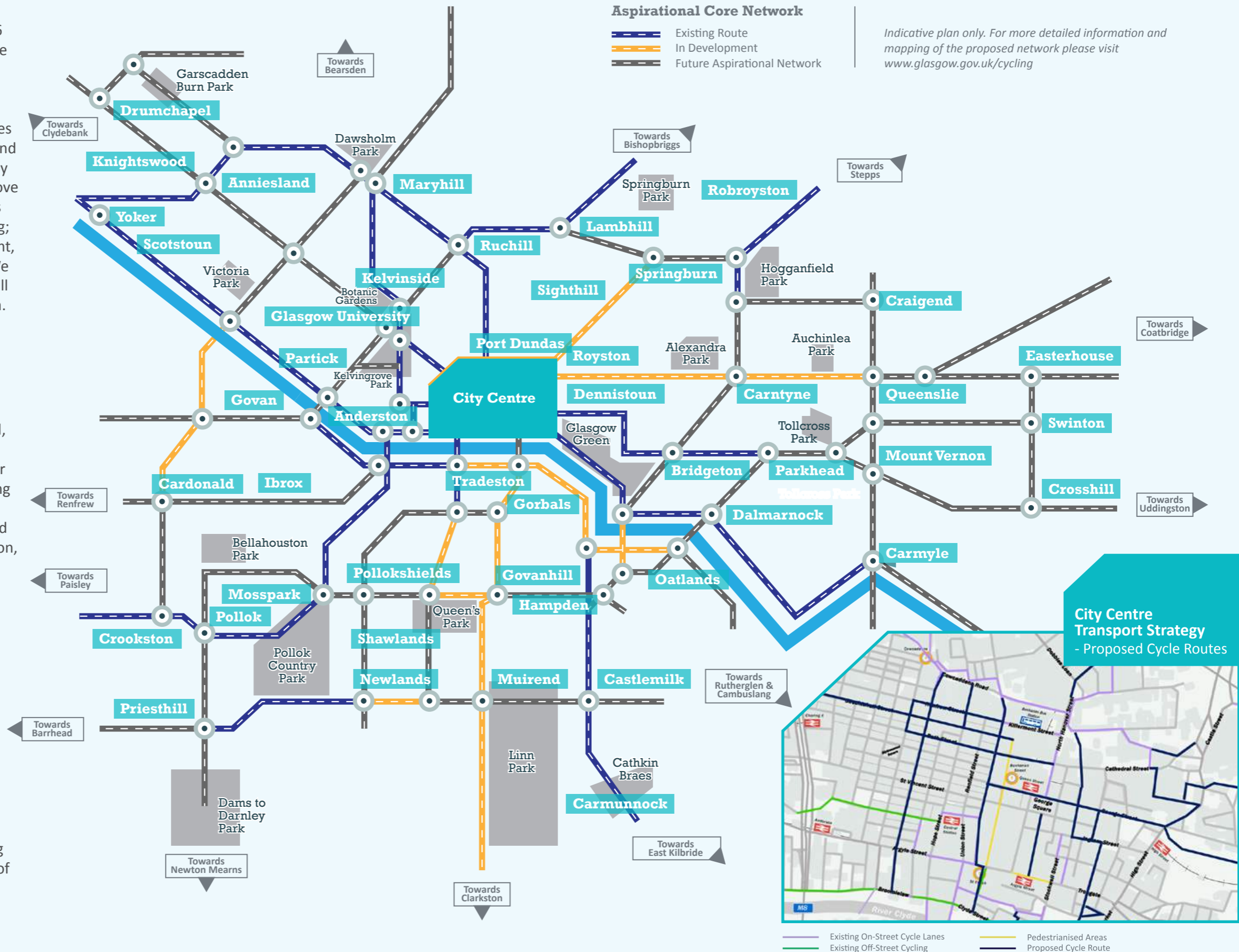


Glasgow Cycle Network/Infrastructure

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. Our aspiration is to create a network of dedicated space for cycling; creating routes that link key places of employment, leisure, public transport and residential areas. We will prioritise and focus on improvements that will help to encourage cycling on journeys under 5km.

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. Existing and potential routes have been reviewed, including opportunities through parks, along former railway lines, development sites and other regeneration areas. 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 and 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 address the needs of cyclists, to develop better integration with public transport and to allow better monitoring and maintenance of the network. It is estimated that the cost of providing the Glasgow Cycle Network will be in the region of about £125m.





Our Commitment:

New Routes

There is much still to do on our cycling network. We will work towards designing and implementing new routes identified in the cycle network, with detailed design and route alignments taking account of public consultations, 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.

A range of different types of routes will be implemented to reflect the differing types of cycling and the differing needs of cyclists. These include:

Avenues

The City Centre Strategy includes the creation of 'Avenues'. The Avenues are an integrated network of pedestrian and cycle priority routes that connect key areas and transport hubs to surrounding neighbourhoods. These key north-south and east-west routes in the City Centre will see significant improvements to the public realm for both pedestrians and cyclists with actions undertaken to encourage lower vehicle speeds.



New routes will be delivered via a variety of mechanisms, including delivery by the Council and its partners and through development proposals. With the development of the digitised cycle network plan, our planners will 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.

When planning new routes we will undertake community consultation to ensure that each new facility meets the needs of the local community, is designed to minimise conflict with other people, including pedestrians and waiting bus passengers and is designed as part of a holistic approach to the improvement of the urban environment and the creation better places (see Successful, Sustainable Places chapter). Our designers will keep up to date with new standards and working practices to best deliver safe routes as quickly as possible.

All new transport or infrastructure projects in the city will be required to consider how the needs of cyclists could be improved at the same time.

City Ways

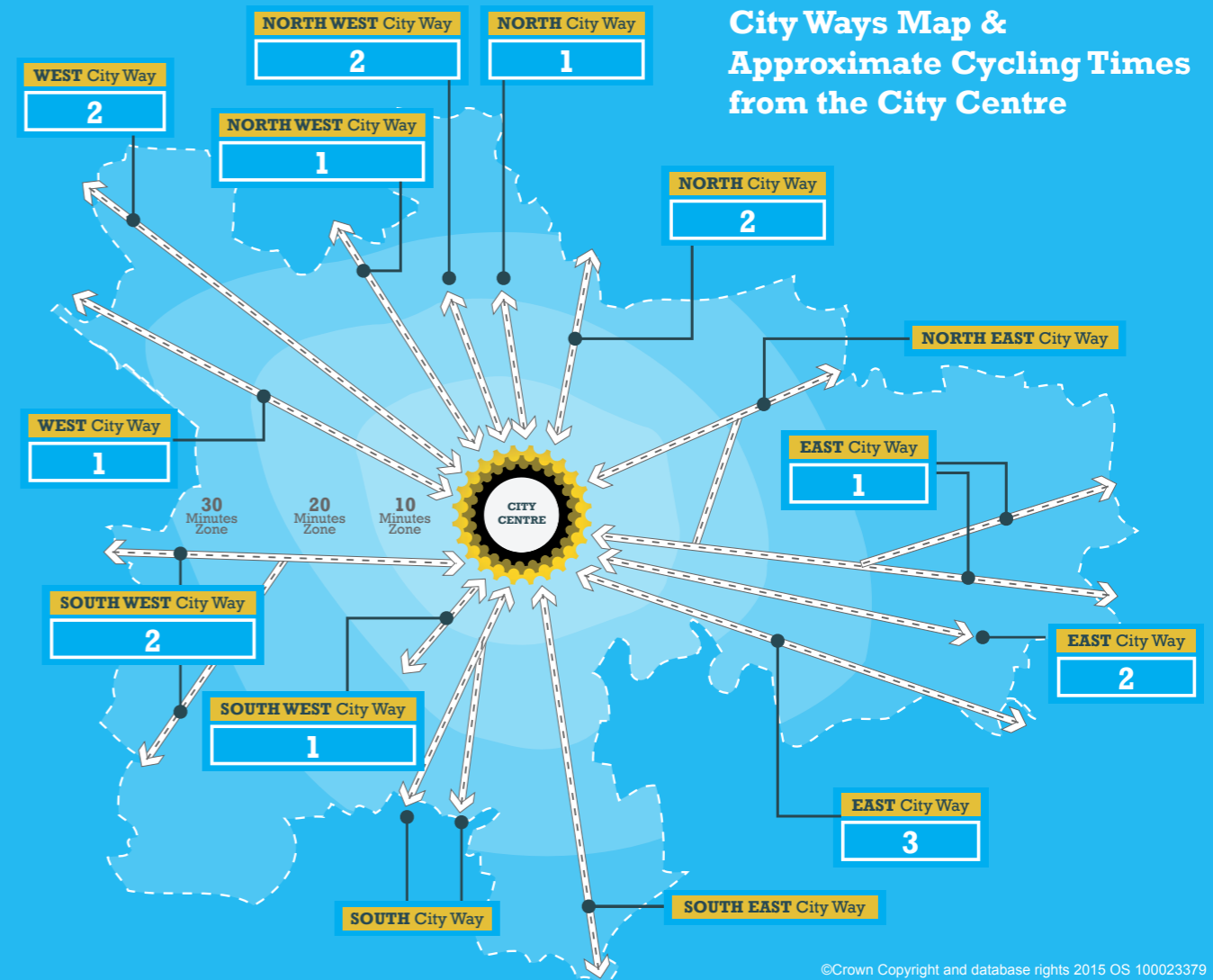
We will work towards creating a network of high quality, direct cycle corridors on routes to the City Centre and other key destinations from the north, south, east and west.

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. Links to nearby trip generators will be provided.

Quietways

We will work to ensure that quieter, local roads are suitable for cyclists and well linked together. 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. This may involve reducing the volume of traffic on some streets.

City Ways Map & Approximate Cycling Times from the City Centre



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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, National Cycle Route 75 along the Clyde and National Cycle Route 7 towards Loch Lomond. The route won a National Transport Award in 2014 for Excellence in Cycling & Walking.



Cycle Parking

We will continue to increase and improve public 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. We will explore opportunities for innovative cycle parking solutions in densely populated areas – particularly tenement areas. We will also continue to roll out cycle parking at all schools across the city.

Cycle parking provision is also a requirement for new developments, including residential, commercial and education uses. Supplementary Guidance to the Proposed Local Development Plan will set out minimum standards for the delivery of cycle parking in new development.

Cycle Hire Scheme

The cycle hire scheme has been a great success since its launch in 2014. Over 118,000 rentals have been made from the 420 bikes at 41 stations across the city within the first 18 months. 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.

Signage

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

Design Standards

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

Maintenance

We will implement an ongoing programme for monitoring and maintaining the cycle network, including signage and parking facilities. This will include regular sweeping, surface repairs, gritting in cold weather, drain clearance and lighting repairs.



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.

Protection of Cycle Routes

Cycle lanes need to be protected from parked vehicles and we will work with communities to manage parking across the city. Off-road cycle routes are protected through the Development Plan.

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 developing cycling hubs.

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.

Behaviour Change/Promotion

Marketing and communication are critical to achieving behaviour change. Strong, coherent events and campaigns 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.

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.

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, car free areas 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.



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.

Bike Polite

We will continue to promote Bike Polite which encourages mutual respect between all road/path users. The Bike Polite code covers five key issues: shared footpaths, cycling on the pavement, red traffic lights, riding after dark & canal towpaths. It reminds cyclists that others have a right to use the network too and that they should set a good example.

Partnership Working

We need the support of employers and organisations across the city if we are to achieve our vision for cycling. To assist with this, we will continue to work with a range of partners, including the NHS and SPT, to help encourage organisations, employers, schools, universities and colleges to participate in activities such as travel planning, Active Travel Champions, I Bike and Cycle Friendly status.

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 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



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 (a user focussed map of the city's best cycling options) 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.

facilities available, backed up by incentives, and the information they need, to encourage sustainable travel choices.

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 that utilises a network of 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.

Education/Training

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.

Our Commitments:

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. We will promote and deliver new online school travel plans to all schools in the city.

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 endeavour to 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 Certificate (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.

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.

Pinkston Basin

We will look to support cycling within the Education hub at Pinkston Basin, Port Dundas.

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.



Leisure/Sport/Competitive & Performance Cycling

Cycling has developed considerably since the original strategy was published in 2010. Glasgow Life 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 community use and mountain biking 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 has worked closely with British Cycling to establish a hugely popular annual programme of guided rides which are available for free and open to riders of all ages. The recent launch of the women only Breeze programme has been successful with weekly rides now available and a network of Breeze Champions trained. The success of programmes such as these demonstrates a commitment to developing leisure cycling as well as sport and continued support will see growth in this area. Glasgow Life is also working with schools providing training in order that teachers and pupils alike can become confident cyclists.

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. In recent years the city has also seen a growth in social cycling groups and more is being done to support this trend in terms of training and promotion. Groups such as Belles on Bikes, Soul Riders and Backbone are examples of the diverse range of participation in the city. 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.

It must also be recognised that our junior clubs are home to a wide variety of riders who all benefit from the safe and controlled environment offered. Many of these club riders may not go on to become elite or even competitive cyclists but become active individuals and confident riders.



Events

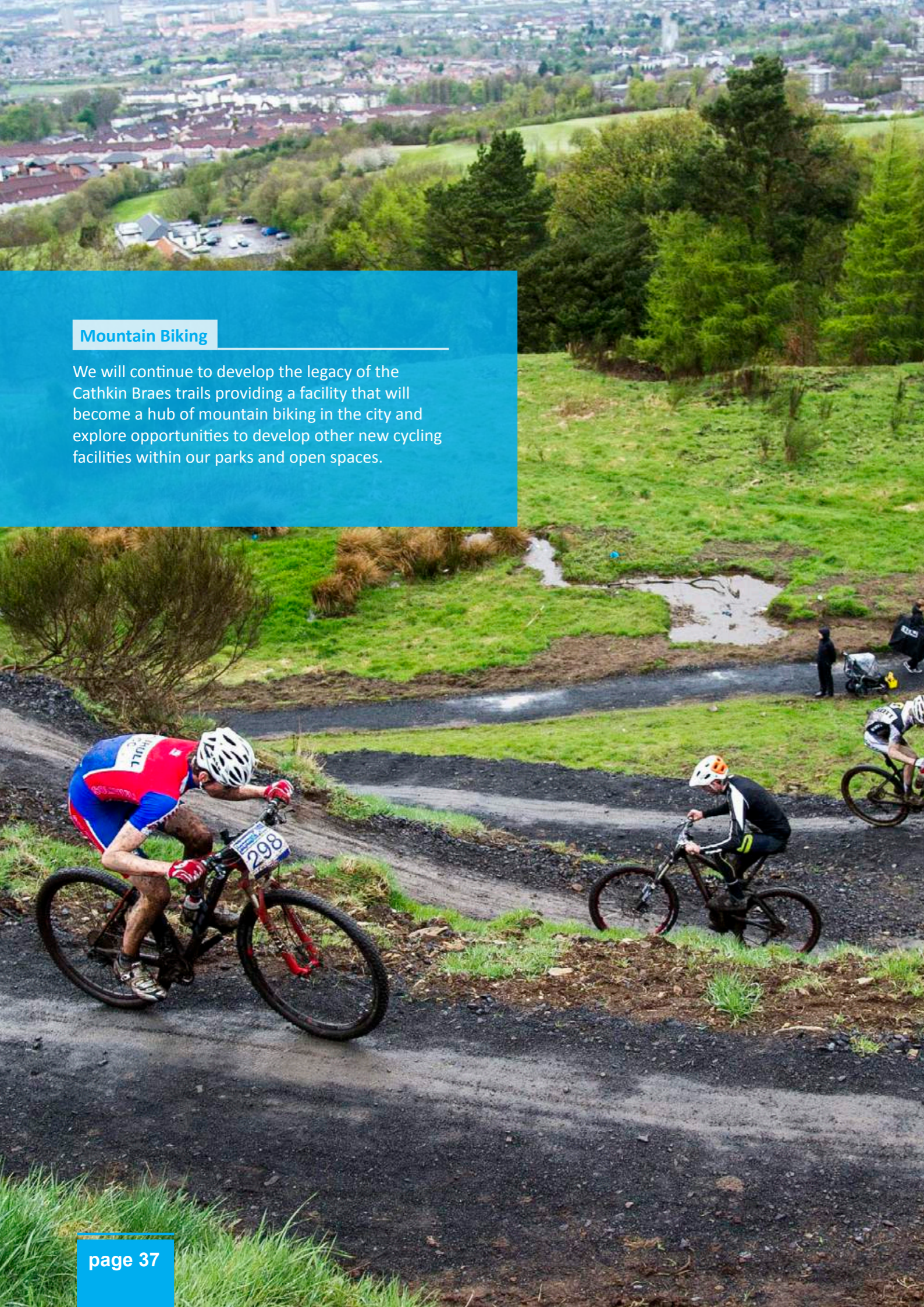
Since the implementation of the original Strategic Plan we have actively sought to attract major cycling events and will continue to do so. In the summer of 2013, Glasgow hosted the British National Road Race Championships on a 14km course that showcased Glasgow as major sporting city. The event attracted 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 (free local cycle rides led by trained British Cycling ride leaders) 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 one of the most popular schemes 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.



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.

Our Commitments:

Club Development

Working with Scottish Cycling we will increase the number of junior cycling clubs and opportunities for young people to get involved in cycle sport. It is recognised that involvement in clubs can not only link to performance and competition but create confident and active individuals and we want our clubs to reflect this.

Road Racing

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

Mass Participation Events

We are committed to the future of the hugely popular closed road mass participation events in Glasgow such as Pedal for Scotland. Mass participation events linked to the Tour of Britain are already confirmed for 2016 and 2018.

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 and programmes to identify if any groups are underrepresented. Based on these results we will actively seek to encourage cycling within under-represented groups.

We will increase the number and support the development of social cycle rides in the city through initiatives such as the Breeze programme.

European Championships 2018

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

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 educate coaches and work will begin in delivering rider training through schools and communities.

Partnership Working

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

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.

Facts & Figures

PROGRAMME ATTENDANCE...

...from 36 up to 4535

JUNIOR MEMBERS...

...from 60 up to 336

COACHES...

...from 9 up to 57

Investment

Money spent on cycling projects is an investment in creating a more successful, sustainable City. Evidence suggests that the economic benefits of investment in cycling in terms of health and traffic congestion are substantially greater than the cost. Glasgow Centre for Population Health studied the economic benefits of encouraging cycling in Glasgow and concluded: *“This relatively limited economic analysis has demonstrated that current levels of cycling in Glasgow confer significant economic benefits in relation to reduced mortality. These economic benefits have increased from around £3 million in 2009 to over £4 million by 2012, as levels of cycling have risen.”*

Delivery of many elements of this Strategic Plan are dependent on available funding. A variety of funding sources are available to the Council. Ongoing Council capital expenditure on infrastructure, whether as part of the City Deal programme or not, would include a requirement to ensure or improve active travel infrastructure.

Glasgow City Council is committed to the continued improvement of our cycling network and promotion of cycling as an everyday activity. Since 2011 (and the 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. We will publish our actual spend per head of population on an annual basis.

As well as its own internal resources, the 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 Strategic Plan 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
Strategic Plan sub-groups	Verbal Update (or other)	Quarterly

The Strategic Plan will be monitored against the targets set out on page 18, as well as the delivery of the annual Action Plan. Key indicators against which actions will be measured are included within the action plan.

Monitoring data will be made available annually on the Council’s website.

Summary of Commitments

Ref.	Corporate/Overview	Ref.	Successful, Sustainable Places	Ref.	Cycle Network/Infrastructure
CO1 KO1 T5	We will develop a 'live' Cycle Network Plan that can be used to inform development decisions and budget planning.	SP1 KO1 T5	Wherever appropriate, we will require new development to contribute to the creation of a cycle-friendly environment.	CN1 KO1 T5	Continue to design and implement new routes and facilities using Cycling By Design as the minimum standard.
CO2 KO3 T2 T3	We will develop a cycling brand for the City in order to promote cycling.	SP2 KO4 T2 T3	We will continue to implement 20mph zones.	CN2 KO1 T5	Secure high quality cycling infrastructure within, to and from regeneration areas and development sites.
CO3 KO1 KO3 T1 T2 T3 T5 T10	We will continue to increase availability of cycling opportunities for people of all-abilities.	SP3 KO1 KO3 T2 T3	We will use Traffic Regulation Orders to exempt cyclists from traffic restrictions where appropriate.	CN3 KO1 T5	Work with neighbouring authorities to deliver cross boundary routes.
CO4 KO1 KO4 T2 T3 T5	All relevant major investment decisions and infrastructure projects will support active travel.	SP4 KO1 KO3 KO4 T2 T3	We will consider the needs of cyclists when junctions are being improved.	CN4 KO1 KO4 T2 T3 T5	Implement an ongoing monitoring programme for delivery and maintenance of the network.
CO5 KO1 KO2 KO3 KO4 T1-10	Progress regarding the Strategic Plan for Cycling (SPfC) will be reviewed by the SPfC sub-groups.	SP5 KO2 T2 T3	We will seek opportunities to realise additional environmental benefits from cycling infrastructure projects; and equally, to deliver an enhanced environment for cycling through green infrastructure and placemaking projects.	CN5 KO1 KO2 KO3 KO4 T2 T5	Develop a network of City Ways.
		SP6 KO1 KO2 KO3 KO4 T2 T3 T5	We will review Glasgow's Core Paths Plan in line with Government guidance, continuing to take into account the needs of recreational cycling and active travel.	CN6 KO1 KO2 KO3 KO4 T2 T3 T5	Develop a network of routes on quiet streets.
				CN7 KO1 T2 T3 T5	Review and expand cycle signage.
				CN8 KO3 T2 T3 T10	Improve the inclusivity of the cycle network.
				CN9 KO3 T2 T6	We will continue to require the provision of secure cycle parking in new development and changing and showering facilities in larger employment sites.
				CN10 KO3 T3 T6	Continue to increase and improve cycle parking, including at schools.

Key

- CO_ Corporate/Overview Reference
- SO_ Successful, Sustainable Places (page 19) Reference
- CN_ Cycle Network/Infrastructure (page 23) Reference
- BC_ Behaviour Change/Promotion (page 31) Reference
- ET_ Education/Training (page 33) Reference
- LS_ Leisure/Sport/Competitive & Performance Cycling (page 35) Reference
- KO_ Key Outcomes (page 17) Reference
- T_ Targets (page 18) Reference

Summary of Commitments

Ref.	Behaviour Change/Promotion	Ref.	Education/Training	Ref.	Leisure/Sport/Competitive & Performance Cycling
T2	BC1 We will continue to support the growth of the Glasgow Cycle Hire Scheme. KO2 KO3	ET1 We will give priority to sustainable modes at new schools. KO2 KO3 KO4 T3		T1	LS1 We will continue to promote Glasgow as a host for major cycling events and make the process of organising and delivering events as easy as possible. KO2 KO3
	BC2 We will continue to request travel plans through the planning process and work with employers across the city to encourage the development of travel plans for their staff. KO3 T2	ET2 We will work with pupils, parents and teachers to improve the environment around existing schools. KO2 KO3 KO4 T3			LS2 We will create a disability cycling club and encourage more people with disabilities to cycle. KO3 T10
T1	BC3 We will undertake a behaviour change campaign to further promote cycling and continue to host a range of behaviour change events. KO2 KO3 KO4	ET3 We will continue to provide Bikeability training in schools and expand this to ASL schools (where appropriate). KO3 KO4 T3 T4			LS3 Support our existing clubs to deliver more opportunities for all. KO3 T7 T8 T10 T11
	BC4 We will consolidate cycling information on the Council's website. KO2 KO3 KO4 T2 T3	ET4 We will seek to include Bikeability/ cycling within the school curriculum. KO3 KO4 T3 T4			LS4 We will continue to develop the legacy of the Cathkin Braes trails. KO3 T1 T7
	BC5 We will make increased use of social media to promote cycling. KO2 KO3 KO4 T2 T3	ET5 We will increase staff training to ensure the continued delivery of cycling activities. KO3 KO4 T3 T4 T8 T9 T10 T11			LS5 We will continue to develop cycling as a sport accessible to all. KO3 T7 T7 T9 T10 T11
T2	BC6 We will work in partnership with NHS Greater Glasgow and Clyde to support health campaigns and initiatives. KO2 KO3	ET6 We will look to support cycling within the Education hub at Pinkston Basin, Port Dundas. KO3 T3			LS6 We will continue to grow the track cycling programme for all users. KO3 T1 T7 T8 T12
	BC7 We will implement an ongoing programme for monitoring use of the network. KO3 T2 T3	ET7 We will continue to support schools through external grant funding to purchase bike racks/trailers for minibuses. KO3 T3 T9 T10			LS7 We will continue to support a network of social riding groups across the city and will have 200 ride leaders trained to deliver rides in their communities. KO3 T10
KO3	BC8 We will work with public transport operators to improve integration between cyclists and public transport. KO4 KO1 T2 KO2	ET8 We will continue to support our partners in the provision of balance bikes to early years (pre-5) establishments. KO3 T10			LS8 We will increase the number of junior sport cycling clubs from 3 to 6. KO3 T9
	BC9 We will encourage an increase in the number of social cycling groups within communities. KO3 T10	ET9 We will facilitate Cycle Training Assistant (16-18yrs) certification for young adults. KO3 KO4 T4			LS9 We will establish a cycle training pathway from pre school to adult that will be operational across the City. KO3 T3 T7 T8 T9 T10
		KO3 ET10 We will promote and deliver new online school travel plans to all schools in the city. T3 KO2			LS10 We will support schools to train ride leaders/coaches working within the school delivering led rides and coaching sessions making cycling accessible for all. KO4 KO4 T3 T4 T10
		T7 T9 KO4 ET11 We will continue to deliver coach education and deliver rider training. T8 T10 T11 KO3			
T3		T7 T9 KO4 ET12 We will continue to provide cycle training and cycle awareness training. T4 T8 T10 KO3			

Action Plan - Corporate/Overview 2016

Action	Monitoring Indicator	Delivery Lead	Delivery Partners	Timescale	Commitments
Finalise and ratify Sustrans' audit of on-road cycle route options.	Audit	LES	Sustrans	Short term	CO1, SP1, SP4, CN2, CN3, CN6, CN7, CN8, ET2
Examine options for new and enhanced routes through development sites and regeneration areas.	Audit	DRS	Sustrans	Short term	CO1, SP1, SP4, CN1, CN2, CN5, CN6, CN8, CN9, CN10, ET2
Examine options for new routes along former rail formations and other linear features such as rivers and canals.	Audit	DRS/LES	Sustrans	Short term	CO1, SP1, CN2
Consolidate draft network plan and issue for public consultation.	Audit	LES	DRS, Sustrans	Short term	CO1, SP1, SP4, CN2, CN3, CN7, CN8, ET2
Review and update the Network Plan on an annual basis.	Audit	DRS/LES	-	Ongoing	CO1, CN8
Review any current branding and develop a suite of graphics to be used in signage and promotional materials.	Audit	DRS/LES	-	Short term	C02
Implement City Way branding along Connect2 and Smarter Choices.	Audit	LES	-	Short term	C02
Update and consider how to increase the prominence of cycling and walking in the "sustainable city" theme in the Council's Strategic Plan.	Audit	Chief Execs	DRS, Education, LES	Short term	C03
Carry out a phased survey of the network to identify access difficulties and barriers.	Audit	LES	Interest groups to participate	Short term	C03
Develop, and apply, audit methodology for determining opportunities for promoting cycling in major investment decisions and infrastructure projects.	Audit	DRS	Chief Exec, Education, Glasgow Life, LES	Medium term	C04
Quarterly meetings to be held.	Audit	DRS, Education, Glasgow Life, LES	-	Ongoing	C05

Action Plan - Successful, Sustainable Places

Action	Monitoring Indicator	Delivery Lead	Delivery Partners	Timescale	Commitments
Implement and apply, when adopted, Local Development Plan policy CDP1: Placemaking and Design and associated Supplementary Guidance.	Audit	DRS	LES, Development Partners	Ongoing	CO1, CO4, SP1, SP5, CN2, CN5, CN6, CN9, CN10, ET2
Progress implementation of the proposed 20mph zone in the City Centre.	Audit	LES	-	Short term	CO3, SP2
Progress design work to change the layout of Stockwell St/ Victoria Bridge.	Audit	LES	SPT, Sustrans	Short term	SP4, SP5, CN1, CN7, CN8
Develop, and apply, guidance and good practice setting out an integrated green infrastructure approach, including the mutual benefits to be derived from a multi-functional approach to the development of the green network, active travel routes and surface water management approaches.	Audit	DRS/LES	Glasgow and the Clyde Valley Green Network Partnership	Medium term	CO3, SP1, SP5, CN1, CN2, CN3, CN8
Implement and apply, when adopted, Local Development Plan policies CDP5: Water Environment, CDP6: Green Belt and Green Network and CDP7: Natural Environment and associated Supplementary Guidance.	Audit	DRS	LES, Development Partners	Ongoing	CO3, SP1, SP5, CN1, CN2, CN3, CN8
Identify required and proposed changes to the Core Paths Plan, including technical amendments and additional routes.	Audit	DRS	LES, Access Stakeholder Groups	Medium term	CO1, CO3, SP1, SP6, CN3, CN8
Consult on proposed additions and amendments to the Core Path Plan.	Audit	DRS	LES, Access Stakeholder Groups	Medium-long term	CO1, CO3, SP1, SP5, SP6, CN1, CN3, CN8
Implement the first "Avenue" on Sauchiehall Street.	Audit	LES	SPT, Sustrans	Medium term	CO1, CO3, SP4, SP5, SP6, CN1, CN6, CN7, CN8
Progress design work for Victoria Road.	Audit	LES	SPT, Sustrans	Short term	CO1, CO2, CO3, SP4, SP5, CN1, CN6, CN7, CN8
GCC is researching best value options for development of the MACH scheme.	Audit	LES	-	Short to medium term	CO3, BC1

Action Plan - Cycle Network/Infrastructure

Action	Monitoring Indicator	Delivery Lead	Delivery Partners	Timescale	Commitments
Consider how best to incorporate best practice from other cities in designing new routes.	Audit	DRS/LES	-	Ongoing	CO3, SP1, SP4, SP5, CN1, CN2, CN5, CN6, CN8
Utilise a placemaking approach (including use of the LDP Supplementary Guidance), in conjunction with specific cycle infrastructure design guidance, to ensure a co-ordinated approach to improving the urban environment.	Audit	DRS/LES	-	Ongoing	CO3, CO4, SP1, SP5, CN1, CN2, CN5, CN6, CN8, CN9, CN10
Examine options for upgrading core paths to increase carrying capacity for cycles.	Audit	DRS	LES, Sustrans	Medium term	CO1, CO3, CO4, SP1, SP5, SP6, CN1, CN2, CN5, CN6, CN7, CN8
Implement the River Clyde south-bank and West Street to Kingston Bridge cycle routes.	Audit	LES	SPT, Sustrans	Short term	CO1, CO3, SP5, SP6, CN1, CN2, CN7, CN8
Improvements to Clyde Tunnel (Signage, Surfacing & new toucan crossing at Moss Rd/Peninver Dr).	Audit	LES	SPT, Sustrans	Short term	CO1, CO3, SP5, SP6, CN1, CN2, CN7, CN8
Publish a report on the Aikenhead Road 'Light' Segregation Trial.	Report	LES	Cycling Scotland, SPT, Sustrans	Short term	CN1, CN8
Identify opportunities for new and enhanced routes through development sites and regeneration areas as part of the Network Plan development.	Audit	DRS	LES, Sustrans	Short term	CO1, CO3, SP1, SP5, SP6, CN1, CN2, CN5, CN6, CN7, CN8
Implement and apply City Plan 2 policy TRANS 5 and, when adopted, Local Development Plan policy CDP11 and associated Supplementary Guidance.	Audit	DRS	LES, Development Partners	Ongoing	CO1, CO3, SP1, SP5, SP6, CN1, CN2, CN5, CN6, CN7, CN8
Continue to work with Clydeplan on the development of their Strategic Network for the conurbation.	Audit	Clydeplan	DRS, LES, SPT, SNH	Medium term	CO1, CO3, SP1, SP5, SP6, CN1, CN2, CN3, CN5, CN6, CN7, CN8

Action Plan - Cycle Network/Infrastructure

Action	Monitoring Indicator	Delivery Lead	Delivery Partners	Timescale	Commitments
Meet with neighbouring authorities as necessary to complement the Clydeplan approach and ensure cross-boundary consistency in design approach.	Audit	LES	DRS	Ongoing	CO1, CO3, SP1, SP5, SP6, CN1, CN2, CN3, CN5, CN6, CN7, CN8
Seek to expand the volunteer base.	Audit	LES	Sustrans	Medium term	CO3, CO5, SP6, CN4, BC9, ET2, ET3, ET5, ET9, ET11, ET12
Promote the use of RALF.	Audit	LES	-	Ongoing	CN4
Progress design work London Road.	Audit	LES	SPT, Sustrans	Short term	CO1, CO2, CO3, SP4, SP5, SP6, CN1, CN2, CN3, CN5, CN7, CN8
Implement the Cardonald cycle route.	Audit	LES	Sustrans	Short term	CO1, CO3, SP2, SP4, CN1, CN6, CN7, CN8, BC6
Implement the Muirend/Shawlands cycle route.	Audit	LES	SPT, Sustrans	Short term	CO1, CO3, SP4, SP5, SP6, CN1, CN3, CN6, CN7, CN8
Implement Ph 2 of the Silverburn to A77 Cycle Route.	Audit	LES	SPT, Sustrans	Short term	CO1, CO3, SP5, SP5, CN1, CN3, CN6, CN7, CN8
Implement and apply City Plan 2 policy TRANS 6 and, when adopted, Local Development Plan policy CDP11 and associated Supplementary Guidance.	Audit	DRS	Development Partners	Ongoing	SP1, CN1, CN9, CN10
Install over 100 racks per year.	Audit	LES	Education	Ongoing	SP1, CN1, CN9, CN10
Install secure cycle parking in Glendale Primary redevelopment.	Audit	Education	-	Short term	SP1, CN1, CN9, CN10

Action Plan - Behaviour Change & Promotion

Action	Monitoring Indicator	Delivery Lead	Delivery Partners	Timescale	Commitments
Discuss options with the NHS and other external businesses.	Audit	LES	Nextbike	Short term	CO3, BC1
Implement and apply, when adopted, Local Development Plan policy CDP11: Sustainable Transport and associated Supplementary Guidance.	Audit	DRS	LES, Development Partners	Ongoing	BC2
Supply large development sites with a template for a staff travel plan.	Audit	DRS, LES	Business Partners	Ongoing	BC2, BC6
Develop a promotional campaign focusing on Pollokshields.	Audit	LES	Community Councils	Short term	CO2, BC3, CN5, CN6, CN7, CN10, BC5, BC9
Promote cycling during Bike Week and Freshers week.	Audit	LES	Various	Ongoing	CO2, BC3, BC5
Redesign/reprint Fit for Life leaflet.	Audit	LES	Chief Exec	Short term	CN3, BC4
We will continue to make the Core Paths plan available on the Council's website.	Audit	DRS	-	Ongoing	SP6, BC4
Smarter Choices campaign to be implemented.	Audit	LES	Paths for All	Short term	BC3, BC5, BC6
Conduct annual City Centre cordon counts.	Audit	LES	Glasgow Centre for Population Health	Ongoing	BC7
Progress development of a cycle hub in Central Station.	Audit	LES	Abellio	Short term	CO3, CN10, BC8
Improve cycling facilities at underground stations.	Audit	LES	SPT	Short term	CO3, CN10, BC8
Improve cycling facilities at bus stations.	Audit	LES	SPT	Short term	CO3, CN10, BC8
Promotion of Sky Ride Local & Belles on Bikes.	Audit	Glasgow Life	-	Short term	CO3, BC4, BC9

Action Plan - Education/Training

Action	Monitoring Indicator	Delivery Lead	Delivery Partners	Timescale	Commitments
Install secure cycle parking in Glendale Primary redevelopment.	Audit	Education	DRS/LES	Short term	CN9, CN10, ET1
Use Sustrans - Big Street Survey as a resource.	CPD Manager Sign Up	Education	Sustrans	Short term & ongoing	CO3, SP5, ET1, ET2, ET10
Develop Bikeability across educational establishments.	CPD Manager Sign Up	Education	Glasgow Life, LES	Short term & ongoing	CO3, ET3, ET4, ET5
Pilot projects within schools (Blairdardie/John Paul Acad).	Evaluation	Education	Glasgow Life, Housing Association, LES, Freewheel	Short term & ongoing	CO3, ET3, ET4, ET5
Improve 'continuing professional development' opportunities (CPD) for staff.	CPD Manager Sign Up	Education	Glasgow Life, LES, Blairvadach	Short term & ongoing	CO3, ET3, ET4, ET5
Partnership with Blairvadach to establish cycling programme in connection to Sighthill.	School Participation Figures	Education	Blairvadach	Medium term	CO3, ET5, ET6, ET12
Seek funding from external contacts, via Active Schools Coordinators.	Audit	Education	External Funders	Short term & ongoing	CO3, ET7
Liaise Play on pedals to scope City wide delivery.	Audit	Education	External Funders	Short term & ongoing	CO3, ET8
Establish training and delivery model.	Audit	Education	Glasgow Life	Short term & ongoing	ET9
Make direct contact with all schools, on an annual basis, to offer, encourage and support the development of a School Travel Plan.	Audit	LES	Education	Short term & ongoing	CO3, SP5, ET1, ET2, ET10
Host and deliver courses for ride leader and Coach education.	Number of Courses	Glasgow Life	British Cycling, Cycling Scotland, Scottish Cycling	Ongoing	CO3, ET5, ET11, ET12, LS5, LS6, LS10
Contact businesses and organisations to offer bespoke training.	Audit	LES	-	Short term & ongoing	CO3, ET12
Work with partners to provide training opportunities and to promote cycling in the City.	Number of Courses	Glasgow Life	FreeWheel North, Glasgow Bike Station, South West Community Cycles, others	Ongoing	CO3, ET5, ET11, ET12

Action Plan - Leisure/Sport/Competitive & Performance Cycling

Action	Monitoring Indicator	Delivery Lead	Delivery Partners	Timescale	Commitments
Host Skyride and Tour of Britain 2016. Host National Cross Country MTB Championships 2016. Host European Cycling Championships in Road, MTB XC, BMX. Attract major events to Velodrome - Revolution, World Cup, National Championships. Attract major events to the BMX track - Supercross, National Championships.	Audit	Glasgow Life	LES, British Cycling, Scottish Cycling	Ongoing	LS1
Identify locations that are suitable for cycling events.	Audit	Glasgow Life	LES	Short term	CO3, LS1
Work with existing groups such as Free Wheel North and Kelvin College to set up cycling programmes for people with disabilities.	Audit	Glasgow Life	Free Wheel North, Glasgow Bike Station, Kelvin College, others.	Long term	CO3, LS2
Increase the number of volunteers working with clubs from 57 to 70.	Audit	Glasgow Life	Scottish Cycling	Medium term	LS3
Advance a funding proposal to develop a visitor/activity centre for Cathkin Braes, including external partners.	Success Y/N	Glasgow Building Preservation Trust	Ardenglen Housing Asc, Glasgow Life, LES, Scottish Cycling	Short term	CO1, CO3, SP6, LS1, LS4, LS5
Increase the number of riders attending events from 4535 to 4800.	Audit	Glasgow Life	Scottish Cycling	Short term	CO3, LS3, LS5
We will undertake monitoring of our sport facilities to identify under-represented groups.	Audit	Glasgow Life	-	Short term	CO3, LS5, LS6
Establish a track user group that represents all and hold quarterly meetings. Monitor usage.	Audit	Glasgow Life	Education, Glasgow Cycle Clubs, Scottish Cycling, Scottish Disability Sport, West Region Development Group, others	Ongoing	CO3, LS5, LS6

Action Plan - Leisure/Sport/Competitive & Performance Cycling

Action	Monitoring Indicator	Delivery Lead	Delivery Partners	Timescale	Commitments
Develop track cycling model for Secondary and ASL Schools.	School Uptake	Education	Glasgow Life	Short term & ongoing	CO3, LS5, LS6
Host and deliver ride leader courses in the City ensuring that 20 new leaders are trained and supported each year.	Audit	Glasgow Life	British Cycling, Cycling Scotland, Scottish Cycling, others	Long term	LS5, LS7
Work with West Region Development Group to gain support from existing senior clubs and coaches.	Audit	Glasgow Life	Scottish Cycling, Senior Clubs, West Region Development Group	Long term	LS5, LS8
Identify where there are gaps in cycle training protocols. An action plan will then be developed.	Pathway in Place Y/N	Glasgow Life	Cycling Scotland, Education, Glasgow Bike Station, Play on Pedals, Scottish Cycling	Long term	LS5, LS9
Establish a training programme with partners to train ride leaders/coaches.	Audit	Glasgow Life, Education	Cycling Scotland, Scottish Cycling	Long term	LS5, LS10

Key

Short term:	<i>Within the next 1.5 years</i>
Medium Term:	<i>1.5 to 5 years</i>
Medium-long term:	<i>1.5 to 10 years</i>
Long term:	<i>5 to 10 years</i>
Ongoing:	<i>Ongoing</i>

Abbreviations

Chief Exec:	<i>Chief Executive's Department</i>
DRS:	<i>Development & Regeneration Services</i>
Education:	<i>Education Services</i>
LES:	<i>Land & Environmental Services</i>
SPT:	<i>Strathclyde Partnership for Transport</i>