

Cycling has huge benefits for you and the environment – and with more than 200km of cycleways in the city, there’s no excuse. So...

Get on your bike!

Cycling has come a long way since the days when it was banned in Glasgow’s parks!

Nowadays cycle routes – including mountain biking circuits in parks – play a key role in the city’s transport infrastructure, with more than 215 kilometres of cycle network completed.

The Council’s approach is four-fold: developing routes which form part of the national cycle network; off-road, quiet routes; commuter routes and cycle lanes; plus Quality Bus Corridors, which can be used by cyclists.

Adam Bows, Team Leader, Sustainable Transport, explained: “Cycling has many benefits to residents, the city and the environment. Our aim is to develop cycling routes as a means of active, healthy transport, as well as a leisure activity for people of all ages – regardless of their financial circumstances.

“We work closely with

national and regional partners, including Sustrans, to ensure that our paths are connected to national routes. Our focus is on creating routes linking most people with most locations – railways stations, shopping centres, schools, employment centres, hospitals etc.”

Although cycle routes can be dedicated traffic-free lanes, they are often incorporated into bus corridors. Measures adopted to encourage cyclists include diverting or reducing traffic and installing traffic-calming such as speed humps and 20mph areas.

Research is being conducted to assess how existing routes are used and what improvements are required to encourage more people to cycle more regularly.

Recent developments

Glasgow is one of a few urban UK councils trying to improve facilities for mountain biking – making rural off-road cycling more accessible to city dwellers.

Pollok Country Park offers three kilometres of easy, intermediate and difficult cycle tracks. Designs are also in hand for a proposed eight-kilometre international standard mountain bike circuit at Cathkin Braes.

Bellahouston Park’s Cycle Activity Centre



provides training and coaching for all ages and abilities, while Scottish Cycling’s Saturday morning club encourages children to take up cycling at the park’s new 420-metre track.

New developments

Allan McLean, Cycling Officer, said: “Facilities similar to those in Copenhagen – where cyclists are segregated from traffic and more than 25 per cent of trips are made by bike – are being developed.

“An example is the new pedestrian and cycle bridge over the Clyde, due to open in summer 2008, linking the

International Financial Services District with Tradeston.”

Community involvement

Allan said: “Local people are playing a key role in helping develop the four-mile White Cart walkway and cycle route.

“In addition, the Friends of the River Kelvin Riverwatch group are helping promote responsible behaviour along the multi-user riverside path so it can be enjoyed by everyone.”

A different view

Life-long enthusiast Ray Beal describes the joy of cycling...

“The early morning drizzle had died away as I turned onto the Forth and Clyde Canal towpath. I had travelled there via the Cart cycleway and the Renfrew Ferry. The plan: to cross Glasgow, cycling along the canal, then the Kelvin and Clyde, using the city cycle ways as links, returning by train from wherever I finish.

“This was one of many days on my bike, visiting places in and around Glasgow: picnicking at

one of its many green spaces, visiting a tearoom to indulge myself with coffee and cakes, having a pub lunch and a drink.

“In addition, the attraction is being able to view the environment at leisure – the pace makes it possible to be more appreciative of the history, the waterways and the wildlife.

“Other highlights include visiting the canals and rivers and seeing the birdlife: cormorants, grebes, coots, goosanders and more, and pausing for a time at the city’s prominent landmarks – Pollok Park, the Peoples Palace, plus Kelvingrove Art Gallery and Museum. Many are on, or close



