

**Glasgow's Strategic Plan for Cycling  
2010-2020**

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## **SECTION 1: EXECUTIVE SUMMARY**

Glasgow recognises that cycling has an important role in contributing to the health and wellbeing of those who live, work and visit the city. The benefits of cycling for both individuals and the community are widely acknowledged; although there are recognised as well perceived barriers, these include issues around safety and culture. Understanding these benefits and the actual and perceived barriers to cycling are key to supporting cycling's growth in Glasgow.

Cycling has rarely been so prominent in the public consciousness, thanks to an astonishing range of successes at Olympic, Paralympic and World Championship level. In addition to these sporting achievements, the country has seen a rise in the popularity of mass participation cycling events and substantial developments in cycling infrastructure and promotion. Now, with Glasgow as the host city for the 2014 Commonwealth Games, there is a unique opportunity to further raise the profile of cycling in Glasgow and Scotland. With cycle trips into and out of the City Centre in excess of 5,000 per day and has seen an increase of over 50% in three years, Glasgow's Strategic Plan for Cycling seeks to build on this public interest and work towards the vision of making cycling the largest participation activity in the City by 2020.

Cycling is unique in its diversity and ability to deliver outcomes across many themes from great sporting achievements to active travel, from physical activity to environmental benefits and this Plan aims to reflect the many demands, challenges and opportunities that the potential of cycling presents.

By 2020, Glasgow will have some of the best cycling facilities in the country. Key projects such as Connect2 and Smarter Choices Smarter Places are providing opportunities for many people to cycle who may previously have been deterred due to concern at cycling in heavy traffic. The sporting landscape for cycling in Glasgow is also being transformed with the development of a new national base for cycling in the Sir Chris Hoy Velodrome which includes an external circuit for training, events and recreational cycling. The development of the urban cross country mountain bike circuits within Cathkin Braes Country Park also provides an ideal base for a range of off-road cycling activities, often normally only available to those able to travel outwith the city, making this extremely popular activity accessible to the masses. The plan recognises that the physical infrastructure alone will not produce an increase in recreational cycling or the number of citizens incorporating active travel into their daily lives; however that when coupled with the projects and programmes within the Plan more Glaswegians will be inspired to cycle more often.

In addition to these initiatives, large developments, such as the expansion of the Southern General Hospital will also fund network improvements, thereby providing sustainable access to one of Europe's largest hospitals. Development sites in the East End will benefit from the integral cycling and walking paths which are being provided as part of the East End Regeneration Route.

Beyond cycling, Glasgow 2014 will create a legacy in terms of a growth in skills, enhanced employment prospects, increased volunteering opportunities, stronger partnership working, greater achievement, heightened excitement and raised aspirations for all citizens and visitors to the City.

As a direct result of the inaugural Glasgow Skyride event in August 2009 a planning group was formed to develop and deliver the Glasgow Strategic Plan for Cycling. The group comprised of all key partners, including Glasgow City Council, Glasgow Life, GGNHS, Glasgow Centre for Population and Health, Scottish Cycling, Cycling Scotland, CTC, British Cycling, SPT and Sustrans.

The Plan is informed by national and local priorities and seeks to build on previous successes and to deliver the overriding vision: **Cycling will be the biggest participation activity in the City by 2020.**

Working closely the partners aim to achieve this vision through the delivery of 6 key outcomes before, during and after the 2014 Commonwealth Games:-

- **Cycling will contribute to the health and well being of those who live, work and visit the city.**
- **All young people will have the opportunity to participate in a unified programme of cycle training and continue their involvement in cycling with their community.**
- **All communities in Glasgow will have the opportunity to cycle safely and comfortably within the city.**
- **Glasgow's talented cyclists will have the support to realise their potential to compete for Scotland in the Glasgow 2014 Commonwealth Games**
- **Increased cycling will contribute to improving Glasgow's environment**
- **Glasgow's reputation as a host of major events will be showcased and further enhanced by cycling.**

There are three key themes in the Plan that help shape the future direction of cycling in the city; **Health & Wellbeing, Sport & Participation and Transport.** The themes are underpinned by key projects and programmes leading up to 2014 and towards 2020. These themes have been identified in recognition of the challenges faced by the city in relation to Glasgow's poor health record and also Glasgow's aspirations to ensure a sporting and transport legacy from the Commonwealth Games.

The Plan has been developed to provide stakeholders with a clear direction and a set of priority projects in order to maximise existing resources and to achieve best value through collaborative and joined up working. The Plan does not attempt to duplicate or replace the priorities and targets set within national and local strategies for health, sport, physical activity or transport, but aims to complement the work of these documents. As such outcomes for the Plan have been aligned to national and local policy and priorities, including the Glasgow 2014 Legacy Framework. The Plan is also intended as a public source of reference for those who are keen to find out what the Council, Glasgow Life and other external agencies are doing to encourage the uptake of cycling

By 2020 Glasgow will have some of the best cycling facilities in the country and as a result of key projects such as the continued expansion of the cycle route network many more people will have the opportunity to cycle in and around the city. In addition the developments at Cathkin Braes and the Sir Chris Hoy Velodrome provide cycle sport with world class facilities which in turn will help support the development of successful sporting pathways. Schools in Glasgow will be provided with a comprehensive cycling training programme ensuring every child in the city has the opportunity to learn to cycle safely.

Through the Glasgow Strategic Plan for Cycling, the ambition is to leave Glasgow with the legacy of being a cycling city and a city where more people are more active. The implementation and development of the Plan will be undertaken through the delivery of an annual action plan with clearly defined and measurable targets, which will be reported through the 2014 Legacy Framework.

## SECTION 2: STRATEGIC CONTEXT

The Strategic Plan for Cycling in Glasgow seeks to place cycling more holistically within the national and local policy matrix; demonstrating cycling's importance and the role it can play in successfully delivering across policy fields, as well as how it can be embedded within the legacy of Glasgow 2014 Commonwealth Games.

Glasgow aims to take forward this plan in a cohesive, inclusive and collective way to demonstrate that cycling can support the delivery of Glasgow's Single Outcome Agreement and Glasgow's 2014 Legacy Framework. In undertaking to deliver a Strategic Plan for Cycling, the partners have actively embarked upon the challenge of increasing the capacity of the cycling infrastructure of the city to ensure the sustainability and inclusiveness of cycling: as sport, as a health driver and participation activity, as a means of transport, and fundamentally as a way of empowering the communities of Glasgow.

Cycling is a diverse activity undertaken by a wide range of users. Glasgow's Strategic Plan for Cycling responds to these differing needs and also the policy framework that exists both nationally in Scotland and more locally in Glasgow.

The Council recognises that this plan will contribute towards the development of cycling on a local, regional and national level, and will draw on and contribute to the outcomes of a number of relevant strategies and policy documents. The most important of these being:

### National

- **On Your Marks: A Games Legacy for Scotland** – “Our priority is to get Scotland physically active with people living long, healthy lives.”
- **Reaching Higher – The National Sports Strategy** – “if we are to achieve our vision, the challenge will be to deliver two key outcomes: Increasing participation, improving performance.”
- **Let's Get Scotland More Active: A Strategy for Physical Activity** – A 20-year plan that sets national targets to achieve “50% of all adults aged over 16 and 80% of all children aged 16 and under meeting the minimum recommended levels of physical activity by 2022”. The strategy recognises the importance of “having access to a range of physical activities including...cycling.”
- **Cycling Action Plan for Scotland** - “By 2020, 10% of all journeys taken in Scotland will be by bike.”
- **The National Transport Strategy** – “By investing in better infrastructure links between community facilities such as health centres, transport hubs and schools, we believe that cycling and walking as travel options are realistic alternatives to using the car for journeys to work, school and for leisure purposes.”
- **Climate Change Delivery Plan** – “There is a need for additional planning and demand management measures through to 2020 to reduce the need for travel and the carbon intensity of travel; and to maximise active travel (e.g. walking and cycling).”
- **Go Safe** – Scotland's Road Safety Framework. “Ensure that all road users receive appropriate education and training messages about cycling in the road environment, including journeys to and from school and in residential areas.”
- **Preventing Overweight and Obesity in Scotland: A Route Map towards Healthy Weight** – “We will create environments that make walking and cycling part of everyday life for everyone.”
- **Healthy Eating Active Living: An Action Plan to improve diet, increase physical activity and tackle obesity** - Create, improve and maintain the supply of natural and built environments encouraging more active lifestyles (this includes opportunities for walking, cycling and informal recreation space as well as formal leisure centres, sports fields or swimming pools)

## Glasgow

- **Glasgow's Single Outcome Agreement** – “An inclusive Glasgow where all citizens and visitors have the opportunity to participate fully in the life of the City.”
- **Glasgow 2014 Legacy Framework** – “Glasgow 2014 will help achieve a healthier, more vibrant city with its citizens enjoying and realising the benefits of sport and the wider, longer term economic, social, cultural and environmental benefits that Glasgow 2014 can help deliver.”
- **Glasgow's Physical Activity Strategy** – “To undertake the promotion of Active Travelling through the development of integrated and green transport policies, investment in infrastructure and environment and the dissemination of information.”
- **Glasgow's Healthy Weight Action Plan 2009-2012** – “Increase the walkability and cyclability of the built environment.”
- **Growing a Healthier Glasgow** - “A greater emphasis on safe, active and sustainable modes of transport as the main feature of the City's future transport growth”
- **Glasgow's Local Transport Strategy** – “Encourage more people to cycle. Improve and expand the network of cycle routes in Glasgow, where appropriate. Improve cycle security. Promote cycling as a healthy, cost effective and environmentally friendly form of transport.”
- **Sustainable Glasgow Report 2010** – “The initiative suggests that the Council consider increasing provision of cycle paths in two ways – in conjunction with the installation of other infrastructure (such as district heating networks, and drainage systems), and the allocation of cycle paths in pedestrianised areas – so that walkers and cyclists can share the same streets.”
- **Glasgow's Environment Strategy and Action Plan** - “It is the Council's long term vision for Glasgow to fulfil our Aalborg commitments and become one of the most environmentally sustainable cities in the UK.”
- **City Plan 2** – “Walking and cycling require to be given a high priority in the design of new development in order to provide an environment which is attractive for, and encourages, travel on foot and by bicycle.”
- **SPT Regional Transport Strategy 2008-2021** – “Strategic Objectives: 2. *Modal Shift*: To increase the number of trips being taken by walking and cycling and public transport.”<sup>1</sup>
- **SPT – Walking and Cycling Action Plan** – “make walking and cycling a more attractive and realistic mode of travel for people of all ages and abilities in order to improve their quality of life and enhance their environment.”<sup>2</sup>
- **Glasgow and Clyde Valley Structure Plan 2006** - “Public transport, walking and cycling will be as attractive modes of travel as the car for most trips, because of there improved quality and integration.”<sup>3</sup>
- **Glasgow and Clyde Valley Green Network Strategy – Clyde Gateway Green Network Strategy Final Report** – “It will create a network of walking and cycling routes which promote healthy and environmentally sustainable travel within the area.”<sup>4</sup>

At its core, the Plan will:

- Help service providers and stakeholders to coordinate actions, thereby enabling better linkages between cycling projects ensuring best value
- Increase access to cycling for under represented groups
- Encourage increased participation in utility, recreational and sport cycling for all
- Contribute towards improving health and increasing physical activity

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<sup>1</sup>Note that this is a regional strategy.

<sup>2</sup> Note that this is a regional strategy.

<sup>3</sup> Note that this is a regional strategy.

<sup>4</sup> Note that this is a regional strategy.

- Develop strong community linkages; including volunteers, membership clubs and cycling related organisations
- Increase the number of volunteer education and training opportunities
- Showcase cycling through a high profile events programme
- Develop talent pathways and improve performance in cycle sport
- Optimise the use of current and planned sporting infrastructure for elite and community use, including the Sir Chris Hoy Velodrome and Cathkin Braes Country Park
- Encourage a modal shift towards sustainable forms of transport
- Promote active travel through the uptake of travel plans
- Lead to a safer cycling environment via the development of cycle route infrastructure and by pursuing cycle safety campaigns.

The infrastructure improvements which will include the completion of the Connect 2 and upgrade of the Colleges Cycle route projects, plus new cycle routes to the East End and Southside Games Clusters will encourage people to make more journeys by bike. Such improvements are aimed at increasing the number of daily journeys being made by bike, impacting on personal health, transport and benefiting the environment. In addition to developing dedicated cycle routes, more emphasis will be given to enhancing on-road conditions for cyclists, such as the implementation of advanced stop lines at signalised junctions.

The new facilities, which will include: the Sir Chris Hoy Velodrome and installation of mountain biking trails within Cathkin Braes Country Park, will complement the infrastructure changes and further drive up lifelong participation within Glasgow's communities. The creation of these venues will be a magnet for recreation and tourism, showcasing sporting events from local to world class level while nurturing cycle sport and participation at a grassroots level.

### **SECTION 3: THE PARTNERSHIP**

The principal partners responsible for the delivery and implementation of the Glasgow Strategic Plan for Cycling include:

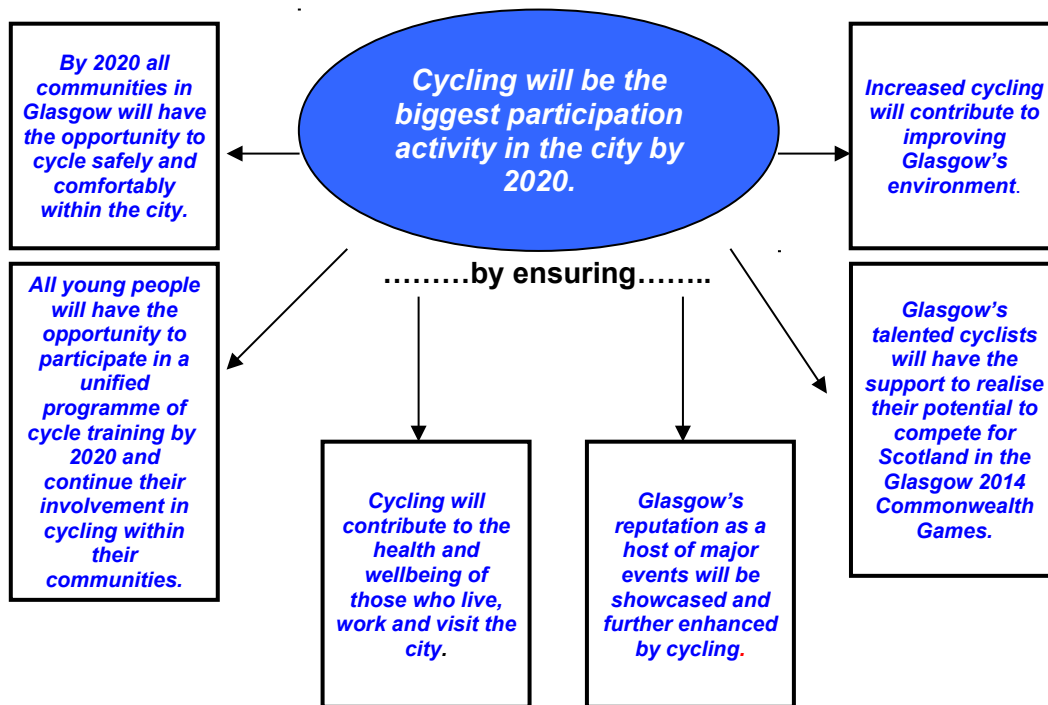
- Glasgow City Council - [www.glasgow.gov.uk](http://www.glasgow.gov.uk)
- Glasgow Life - [www.glasgowlife.org.uk](http://www.glasgowlife.org.uk)
- Community Planning Partnership - [www.glasgowcpp.org.uk](http://www.glasgowcpp.org.uk)
- Greater Glasgow and Clyde NHS - [www.nhs.uk](http://www.nhs.uk)
- Strathclyde Partnership for Transport – [www.spt.co.uk](http://www.spt.co.uk)
- Cycling Scotland - [www.cyclingscotland.org](http://www.cyclingscotland.org)
- British Cycling - [www.britishcycling.org.uk](http://www.britishcycling.org.uk)
- Scottish Cycling - [www.scottishcycling.org.uk](http://www.scottishcycling.org.uk)
- CTC - [www.ctc.org.uk](http://www.ctc.org.uk)
- Sustrans - [www.sustrans.org.uk](http://www.sustrans.org.uk)
- Bike Club - [www.bikeclub.org.uk](http://www.bikeclub.org.uk)

The Partners will work in collaboration with other key agencies, including Glasgow's Community Planning Partnerships, Glasgow Centre for Population Health, voluntary organisations and local communities to achieve the outcomes and targets set within the plan. The focus will be on effective working partnerships at a local level to inspire people and communities to get involved in cycling, and to influence the delivery of cycling within their local community.

- The Partners will make sure that a cohesive Strategic Plan is implemented reviewed and reported to key stakeholders as soon as possible.
- The Partners will liaise with neighbouring local authorities to extend Glasgow city cycle routes into the surrounding area, aiming to reduce the amount of commuter car traffic and increase commuter cycle traffic.
- The Partners will work collaboratively with the recently formed Glasgow City Council 'Cycling Forum' to improve the visibility of cycling in Glasgow.



## SECTION 4: THE VISION



**Cycling will be the biggest participation activity in the city by 2020.** Glasgow's Vision for cycling cannot be delivered by one agency in isolation. The Plan encourages collaborative and joined up working and the development of new and existing partnerships and project development across the city, to help inspire all Glaswegians, of all ages, to get involved and take up cycling. The implementation of the Plan will involve a detailed year-on-year 'action planning' process between 2010 and 2020. The Vision will be achieved through the following outcomes:

### **1) By 2020 all communities in Glasgow will have the opportunity to cycle safely and comfortably within the city.**

- The continued growth of the cycle network will create a safer more accessible cycling environment.
- Planning applications will be scrutinised to maximise sustainable transport opportunities concerning new developments, to ensure that cycling and walking are realistic options on the surrounding roads.
- Schools will continue to be encouraged to progress travel plans, stressing the importance of sustainability and activity.
- Greater emphasis will be placed on increasing the visibility and awareness of cycling opportunities and further consideration given to joining cycling networks throughout the city, including the City Centre.
- Simple, but extremely beneficial measures, such as increasing the number of advanced stop lines at signalised road junctions or the installation of dropped kerbs at key locations will be advanced.

**2) All young people will have the opportunity to participate in a unified programme of cycle training by 2020 and continue their involvement in cycling within their communities.**

- A coherent city-wide plan for schools and the development of community hubs and clubs will provide all young people with the opportunity to learn skills and nurture lifelong participation in cycling.
- Progression pathways for cyclists using national programmes will be developed and support mechanisms for trainers and leaders established

**3) Cycling will contribute to the health and wellbeing of those who live, work and visit the city.**

- Encouragement for new and lapsed cyclists due to greater access to an improved cycle network and training schemes through community hubs and clubs will see a significant increase in the numbers of Glasgow residents cycling. This in turn will lead to significant benefits to their health and environment.

**4) Glasgow's reputation as a host of major events will be showcased and further enhanced by cycling.**

- Mass participation cycling events such as Skyride and Pedal for Scotland, plus international sporting events such as the UCI Track World Cup in the 2012/2013 season will raise Glasgow's profile nationally and globally. These events will act as catalysts to build on existing opportunities for residents to train as officials and key volunteers to be actively involved in event delivery.

**5) Glasgow's talented cyclists will have the support to realise their potential to compete for Scotland in the Glasgow 2014 Commonwealth Games.**

- A performance development pathway accessible for local athletes will provide a platform for talented young people to participate in cycling at the highest level. A progressive pathway for coaches will operate in tandem supporting this development from club to performance level.

**6) Increased cycling will contribute to improving Glasgow's environment.**

- Although transport is one of the biggest contributors of greenhouse gas emissions, cycling is a benign mode and therefore a sustainable alternative to vehicle dependency in many circumstances. In conjunction with using public transport and walking, cycling will therefore be encouraged for trips in and around the city, further enhancing Glasgow's reputation as a pleasant and vibrant city to visit.

## SECTION 5: KEY THEMES & PROGRAMMES

The Glasgow Strategic Plan for Cycling sets out three key themes to help shape the future direction of cycling in the City: Health and Wellbeing; Sport and Participation; and Transport.

The themes are underpinned by key programmes leading up to 2014 and beyond to 2020:

### Health and Wellbeing

Glasgow's poor health record is well-documented. Glasgow has the lowest levels of life expectancy for men and women of any local authority in Scotland and health in Glasgow compares unfavourably with all the other major cities in the UK. There are also wide health inequalities in the city, which are strongly associated with socio-economic inequalities. In short, health in the more deprived parts of the city is significantly worse than in the least deprived neighbourhoods. Deprivation explains some but not all of the excess of ill-health in Glasgow - culture, behaviour and environment are important additional influences.

The key challenges:

- Obesity levels are rising in Greater Glasgow, a fifth of males and almost a quarter of females are now estimated to be obese, with well over half classified as overweight [SHeS]
- 39% of Glaswegians reported meeting the national physical activity target (which is for an adult to take 20 minutes of strenuous physical activity 3 or more times a week OR to take 30 minutes of moderate activity 5 or more times a week) [GGCHWB, 2008] This compares to 37% nationally [Scottish Health Survey 2009]

The key opportunities:

- Active travel has the potential to play a part in improving health in the city. Currently between 1-2% of Glaswegians cycle to work or study, although recent data from cordon counts around the City Centre suggest that cycle commuting may be rising [Census 2001 and SHS 2005/06, LES, GCC]. The Council will work with external agencies, such as the NHS, to promote cycling and walking as forms of transport and leisure activities which have a beneficial effect on health. Research has demonstrated that physical activity can have a beneficial effect on physical and mental health and wellbeing (Department for Health 2004; Pate et al, 1995) plus contributing to reduce rates of sickness absence in the workplace.
- We also know that while less than 1% of secondary pupils cycle to school currently, ten times this proportion (10%) would like to cycle to their school. To increase the numbers of adults and children cycling (and walking) in Glasgow as part of their daily lives will require significant and sustained improvements in infrastructure (e.g. more dedicated cycle routes, changing and showering facilities at workplaces, more cycle storage at all work and leisure locations) [Glasgow Schools Survey 2008]. Prioritisation of new infrastructure such as cycling and walking routes to school, or the installation of cycle parking facilities will therefore reflect each school's commitment to progressing a travel plan and thereafter implementing the actions identified therein, particularly regarding the promotion of sustainable travel. Schools will be encouraged to explore Eco Travel as a voluntary part of 'Eco Schools Award'.
- Safer roads (e.g. 20 MPH areas, better definition and signage for cycle routes) and much more support from employers and schools for active travel.

## Sport and Participation

The 'Potential of Sport', published by **sportscotland**, summarises how sport can contribute to Scotland's National Performance Framework. It is the ambition of the City Council and external partners that we work in a cohesive and collective way to demonstrate that cycling can support the delivery of Glasgow's Single Outcome Agreement and Glasgow's 2014 Legacy Framework. In undertaking to deliver a Strategic Plan for Cycling proactively, the partners have actively embarked upon the challenge of increasing the capacity of the sports infrastructure of the City to ensure the sustainability and inclusiveness of cycling as sport, as a health driver and participation activity, and fundamentally as a way of empowering the diverse community of Glasgow.

The National Physical Activity Strategy set the target of 50% of adults and 80% of children should be meeting the recommended level of physical activity by 2022. The targets for Glasgow are 44% of men and 36% of women meeting the recommended level by 2012 with the target for girls being 73% and boys 77% by 2012 [Let's Make Glasgow More Active 2007]. The key driver of Scottish Government's Games Legacy for Scotland is to 'get Scotland physically active with people living long, healthy lives'. This is being delivered through a programme of motivating and inspiring people of all ages and abilities to get active.

Community cycling in Glasgow already benefits from a number of initiatives designed to assist individuals and groups. Projects such as 'Bike Club' and charity/community groups including the Common Wheel, Free Wheel North and Glasgow Bike Shed all recognise the ability that cycling has to engage many people across all communities in Glasgow. These programmes and projects address issues such as; young people who are currently not accessing formal learning who may have low confidence and self esteem, while others tackle issues around mental health and disabilities, and some tackle access issues. By linking partner organisations together the Plan aims to support and nurture the growth both of new and existing initiatives.

The inspiration and passion that Glasgow 2014 will bring to Scotland, in the lead up to, and post Games, will be an opportune time to increase participation and levels of physical activity within the City. The approach to Glasgow's Strategic Plan for Cycling dovetails the approach of Active Nation in utilising existing resources and programmes to implement a coordinated, multi-agency delivery model to engage a wider audience and participation base for cycling.

Cycling is already a major informal sporting activity. The Plan will ensure people continue to benefit from participation in cycling throughout their lifetime, as active recreation or as a way in which cycling is integrated into daily life. Partners will continue to work together to breakdown the barriers to participation and increase opportunities, extending to a wider target audience within the diverse communities of Glasgow.

This will be driven through a targeted approach to community engagement through the involvement of community clubs, using models of best practice from other sports and other parts of the country. Increasing opportunities at a local level to become part of a growing volunteer workforce with a progressive education and training pathway for coaches, officials, leaders and key volunteers will be critical to achieving success in this approach and to ensuring we continue to retain, reward and recognise volunteers in cycling.

In parallel to a volunteer pathway, a development pathway from grassroots to elite performance will provide a platform for talented young people of Glasgow to achieve their full potential. The Council, through the Legacy fund, have already begun to demonstrate their commitment to future sporting success. Embedding and increasing access to this programme of athlete development, across all cycling disciplines, will continue to identify and nurture future medal potential athletes.

With the investment in the development of the Sir Chris Hoy velodrome and cross country mountain bike facility at Cathkin Braes, the Council will showcase how the urban environment can be fully utilised, in a sustainable manner, to maximise use from a major events perspective to future legacy provision for the community of Glasgow. Quality facilities within the boundaries of the City will inspire athletes to follow in the footsteps of Champions of the sport and will ensure a lasting legacy for the communities, clubs and elite performers in and around the City.

The key challenges:

- Partner agencies to agree and support the best use of resources from grass roots level within the schools setting, to encouraging adult participation and evolving a community ethos for cycling
- Ensuring lasting, sustainable legacy in the programming of activity for the Sir Chris Hoy velodrome and Cathkin Braes, covering school, community, club and elite access
- Implementing a coaching, officials and key volunteer education and training programme to meet the needs of the sport, Glasgow 2014 and beyond.

The key opportunities:

- Increase the size and diversity of the participation base in cycle sport in Scotland
- Capitalise on the building of quality facilities to attract major events to the city and provide a lasting legacy for the diverse community of Glasgow
- Provide a talent development pathway supported by a strong network of well-trained coaches, officials, key volunteers and a strong community club model.

## **Transport**

Although cycling only accounted for 2% (2008) modal share of adults travelling to work, many journeys within Glasgow can be undertaken by bike and are often quicker than by any other mode. Through the development of Glasgow's cycle route infrastructure, adaptation of the road network to a safer environment and the promotion of active and sustainable travel, it is hoped that the citizens of Glasgow increasingly see cycling as a realistic form of transport.

To reinforce the benefits of active and sustainable travel, the Council is working within communities trying to release the latent demand to cycle. For example, school pupils analyse their own travel behaviour and are helped to develop travel plans for their school. Through the Council's Safer Routes to School programme, removal of barriers to cycling or walking can be targeted, thus enabling good travel habits to be incorporated into lifestyle choices at an early age. The provision of a network of interlinking cycle routes and Core Paths can then help to sustain this new travel behaviour, giving citizens access to employment opportunities or further education options without vehicle dependency.

Safe use of the roads network is essential, especially for vulnerable groups like cyclists and pedestrians, since it offers pedestrians and cyclists unrivalled access throughout the city. The Council's proposal to lower the speed of traffic in many areas of the city will therefore improve conditions for cyclists using the roads network, especially for local journeys.

However, one of the main deterrents to cycling is the fear of traffic; hence a network of dedicated cycle routes is being developed, particularly aimed at attracting people with little or no cycling experience.

Campaigns encouraging responsible use of Glasgow's roads will also be pursued and the cycle route network promoted. The Council will work with internal and external transport operators to

encourage awareness of the needs of cyclists, for example providing space to cycle when overtaking.

The key challenges are to:

- Access sufficient funding to enable significant lengths of dedicated cycling facilities to be developed, in particular, where this is involving reallocation of road-space, with implications for capacity requirements and the management of vehicular traffic
- Change drivers' behaviour so that they look out for cyclists and give them space on the road, so that the safety of cyclists using the roads can be increased
- Convince citizens who regularly rely on their vehicles for transport that cycling and walking is a viable alternative for some journeys.

The key opportunities are:

- To incorporate provision for cyclists into routine road management measures and new road infrastructure projects, identifying when the existing road network can be used to provide cyclists with convenient, pleasant and safe journeys, rather than circuitous alternatives
- Encourage the Council to deploy staff resources to promote active and sustainable transport, internally via the development of a staff travel plan and externally through engagement within communities and businesses, directing the public to training opportunities and increasing awareness of road safety issues
- Improve access through the City Centre and from the surrounding residential areas, thereby helping citizens to travel by bicycle or on foot

## **SECTION 6: IMPLEMENTATION AND DEVELOPMENT**

To achieve the outcomes and targets set out in Glasgow's Strategic Plan for Cycling, partners will deliver and review an annual action plan detailing key projects and programmes against the three themes of the plan: Health & Wellbeing; Sport and Participation; and Transport.

The Strategic Plan will evolve each year, reflecting the resources being allocated and focussing on developing a powerful collaborative approach to deliver initial, medium and long-term objectives. These objectives are listed in the following tables.

Table 1 Initial Objectives	Health and Wellbeing	Education and Culture	Transport
Support and nurture the growth of community cycle hubs that will provide greater access and the opportunity for all to cycle	✓	✓	✓
Prioritise Glasgow's ambition within Scottish Cycling's programmes and projects		✓	
Assess the existing club infrastructure and club cycling available in Glasgow and support them to be able to accommodate the interest and demand from new cyclists	✓	✓	
Undertake an intensive marketing campaign aimed at encouraging school pupils to cycle	✓	✓	✓
Undertake a Travel Behaviour Change Campaign	✓	✓	✓
Extend the availability of the Glasgow Cycle Network	✓	✓	✓
Participate in high profile events such as Bike Week, European Mobility Week, Glasgow Skyrise and Pedal for Scotland	✓	✓	
Work with Scottish Cycling to agree a fit for purpose legacy for the Velodrome and Cathkin Braes	✓	✓	
Make national standard cycle training more widely available to pupils in the City's schools	✓	✓	✓
Provision of a full time member of staff to support and assist partners and to drive forward the sport and participation projects	✓	✓	✓

<b>Table 2</b> <b>Medium and Long Term Objectives</b>	<b>Health and Wellbeing</b>	<b>Education</b>	<b>Transport</b>
Continued promotion of active and sustainable travel as a lifestyle option	✓	✓	✓
Continued development of a network of cycle routes throughout the City, including implementation of key projects such as Connect2		✓	
Targeted activities aimed at ensuring a safer roads environment for vulnerable road users, such as pedestrians and cyclists	✓	✓	✓
Complete implementation of the Smarter Choices Smarter Places project, providing good walking and cycling access from the City Centre to the velodrome	✓	✓	✓
Implementation of the East End Regeneration Route providing good walking and cycling access from the velodrome to the National Cycle Network	✓	✓	✓
Improved access to the Southside Commonwealth Games Cluster	✓	✓	✓
Advance design work for improving sustainable access to the New Southern General Hospital	✓	✓	✓
Ensure that new developments take cognisance of the need to provide for sustainable and active travel	✓	✓	✓
Establish a programme of cycle sport events at a local, national and international level	✓	✓	
Ensure the future investment programme and facility contract for the Velodrome is affordable and accessible and delivers opportunities for schools, community, club and high performance usage	✓	✓	
Develop a workforce development programme to increase the volume and diversity of officials and volunteers in recreational and sport cycling, in line with the national standard	✓	✓	✓
Expand the coaching workforce	✓	✓	
Develop a programme of high quality cycling activity that is accessible by all schools, providing regular cycling opportunities for all young people	✓	✓	✓
Establish talent development that will identify talent and potentially increase the number of podium riders emerging from Glasgow		✓	
Deliver an international level cross country mountain bike competition circuit at Cathkin Braes Country Park, complete with legacy provision. This venue will be the first of its kind in providing an urban mountain bike facility for the future use for schools, community, club and performance development, and as an ongoing venue for local, national and international events	✓	✓	



## SECTION 7: MEASUREMENT

The outcomes will contribute towards the delivery of, National Outcomes, Glasgow's Single Outcome Agreement (SOA), Glasgow's 2014 Legacy Framework and the Scottish Government's Legacy Plan.

The key programmes and outcomes will also be monitored in terms of their contribution towards the three main themes: **Health and Wellbeing; Sport and Participation and Transport.**

Action planning and monitoring process:

- A year on year action plan will be drafted, agreed, reviewed and reported on between 2011 and 2020
- An annual monitoring review and reporting structure, plus a performance measurement framework will be developed to monitor activities and programmes

The Plan will link, where appropriate, with existing local and national monitoring activities.

## Section 8: Action Plan Year 1 (April 2010-March 2011)<sup>5</sup>

Objective - Support and nurture the growth of community cycle hubs that will provide greater access and the opportunity for all to cycle Strategic Plan for Cycling: Outcomes 1,2,3 and 6			
Target/Baseline	Key Actions	Lead Responsibility	Links to SOA / 2014 Legacy Framework
<b>Baseline</b> <ul style="list-style-type: none"> <li>16 'Bike Club' initiatives established (Nov. 2010)</li> </ul> <b>Target</b> <ul style="list-style-type: none"> <li>Create 37 new Bike Clubs and 3700 participants (children, youth and their families) by Dec 2012</li> </ul>	<ul style="list-style-type: none"> <li>Promote and support existing community cycle projects and programmes, assist in the development of new initiatives to develop community hub/club model</li> <li>Develop training opportunities and support network for potential instructors</li> <li>Identify hub areas that are sustainable and that can maximise access and delivery</li> </ul>	<ul style="list-style-type: none"> <li>Glasgow Life</li> <li>Bike Club</li> <li>Cycling Scotland</li> <li>British Cycling</li> </ul>	<ul style="list-style-type: none"> <li>Community Planning Themes – Healthy, Vibrancy</li> <li>National Outcomes – 5, 6, 8, 10, 12, 14, 15</li> <li>Local Outcomes – 2, 11, 23, 24</li> <li>2014 Legacy Framework Outcomes - B1, B2, C1, D1, D2, D3, E1, E2, F1, F2</li> </ul>

<sup>5</sup> Note that included are key actions began before April 2010

**Objective - Prioritise Glasgow's ambition within Scottish Cycling's programmes and projects**  
**Strategic Plan for Cycling: Outcomes 2,3 and 5**

Target/Baseline	Key Actions	Lead Responsibility	Links to SOA / 2014 Legacy Framework
<b>Target</b> <ul style="list-style-type: none"> <li>Talent Squads in Olympic/Commonwealth Disciplines</li> <li>Talent ID Programme for Disability</li> <li>Talent ID Programme for Women</li> </ul>	<ul style="list-style-type: none"> <li>Coaching and competition support for riders in place</li> <li>Support riders accessing World Class Performance programmes at each level of the performance pathway</li> <li>Talent Coach for disability appointed</li> <li>Talent ID &amp; development programme established</li> <li>Coaching and competition support for riders in place</li> <li>'Gold for Glasgow' programme 2<sup>nd</sup> Phase to be implemented post Delhi</li> <li>Network of support identified and developed to support, increase access and retain women in cycling</li> </ul>	<ul style="list-style-type: none"> <li>Scottish Cycling</li> <li>Sportscotland Institute of sport</li> <li>Glasgow Life</li> </ul>	<ul style="list-style-type: none"> <li>Community Planning Themes – Vibrancy</li> <li>National Outcomes – 13</li> <li>Local Outcomes – 11, 13, 23, 24</li> <li>2014 Legacy Framework Outcomes – B1, B2, C1, C2</li> </ul>

**Objective - Assess the existing club infrastructure and club cycling available in Glasgow and support them to be able to accommodate the interest and demand from new cyclists**  
**Strategic Plan for Cycling: Outcomes 1,2,3,5 and 6**

Target/Baseline	Key Actions	Lead Responsibility	Links to SOA / 2014 Legacy Framework
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			<b>Framework</b>
<b>Baseline</b> <ul style="list-style-type: none"> <li>Currently 2 Junior cycling clubs in the city</li> </ul> <b>Target</b> <ul style="list-style-type: none"> <li>Support existing junior clubs to increase delivery</li> <li>Encourage and develop pathways for new clubs to be created for communities</li> </ul>	<ul style="list-style-type: none"> <li>Work with partners to deliver more training opportunities for coaches and officials</li> <li>Work with partners to improve access to cycles</li> <li>Increase opportunity for all to receive training</li> </ul>	<ul style="list-style-type: none"> <li>Scottish Cycling</li> <li>Glasgow Life</li> <li>British Cycling</li> </ul>	<ul style="list-style-type: none"> <li>Community Planning Themes – Healthy, Vibrancy</li> <li>National Outcomes – 4, 5, 6, 7, 8, 10, 11, 12, 13, 14 and 15</li> <li>Local Outcomes – 2, 11, 12, 13, 15, 18, 21, 22, 23</li> <li>2014 Legacy Framework Outcomes – B1, B2, F1, F2</li> </ul>
<b>Objective - Undertake an intensive marketing campaign aimed at encouraging school pupils to cycle</b> <b>Strategic Plan for Cycling: Outcomes 1,2,3 and 6</b>			
<b>Target/Baseline</b>	<b>Key Actions</b>	<b>Lead Responsibility</b>	<b>Links to SOA / 2014 Legacy Framework</b>
<b>Target</b> <ul style="list-style-type: none"> <li>Involve 3 secondary schools and 5 primary schools in the East End and 2 primary schools, plus the Gaelic school (Primary/Secondary) in the West End.</li> </ul>	<ul style="list-style-type: none"> <li>Access match funding for the 2012 campaign</li> <li>Align the objective with the Smarter Choices Smarter Places initiative and Connect2 initiative</li> <li>Assess the success of the project by an independent agency.</li> </ul>	<ul style="list-style-type: none"> <li>GCC</li> <li>Glasgow Life</li> <li>Cycling Scotland</li> </ul>	<ul style="list-style-type: none"> <li>Community Planning Themes - Healthy, Vibrancy</li> <li>National Outcomes – 5, 6, 8, 10, 12, 14, 15</li> <li>Local Outcomes -11, 12, 13, 21, 23, 24</li> <li>2014 Legacy Framework Outcomes – B2, D1, E2, F1, F2</li> </ul>
<b>Objective - Undertake a Travel Behaviour Change Campaign</b> <b>Strategic Plan for Cycling: Outcomes 1,2,3 and 6</b>			
<b>Target/Baseline</b>	<b>Key Actions</b>	<b>Lead Responsibility</b>	<b>Links to SOA / 2014 Legacy Framework</b>
<b>Target</b> <ul style="list-style-type: none"> <li>East End (Boundary: River Clyde/ High St/ Gallowgate/ Tollcross)</li> </ul>	<ul style="list-style-type: none"> <li>Align the objective with the Smarter Choices Smarter Places initiative</li> <li>Arrange for the placement of suitable advertising material using various media by March 2012.</li> <li>Ensure that outreach activities are</li> </ul>	<ul style="list-style-type: none"> <li>GCC</li> <li>Glasgow Life</li> <li>Cycling Scotland</li> </ul>	<ul style="list-style-type: none"> <li>Community Planning Themes – Healthy, Vibrancy</li> <li>National Outcomes –</li> <li>Local Outcomes – 2, 11, 12, 13, 15, 23, 24</li> </ul>

	encouraged until March 2012, for example, attendance at events and working with community groups.		<ul style="list-style-type: none"><li>• 2014 Legacy Framework Outcomes – B2, D2, E1, E2</li></ul>
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**Objective - Extend the availability of the Glasgow Cycle Network**  
**Strategic Plan for Cycling: Outcomes 1,3 and 6**

Target/Baseline	Key Actions	Lead Responsibility	Links to SOA / 2014 Legacy Framework
<b>Baseline</b> <ul style="list-style-type: none"> <li>Only one route exists at present, National Cycle Route 75.</li> <li>No facilities exist at present. It is proposed to install the Claremont Street &amp; Berkley Street sections first.</li> </ul> <b>Target</b> <ul style="list-style-type: none"> <li>Realign layout to ensure that the cycle lanes are not obstructed.</li> </ul>	<ul style="list-style-type: none"> <li>Smarter Choices Smarter Places – Install two new cycle routes in the East End of Glasgow and upgrade a third.</li> <li>Install Phase 1 of the Connect2 project (Kelvingrove Park to the City Centre)</li> <li>Complete Ph1 of the Colleges Cycle Route upgrade between Kelvin Way and North Gardner Street.</li> </ul>	<ul style="list-style-type: none"> <li>GCC</li> <li>Transport Scotland</li> <li>Clyde Gateway</li> <li>SPT</li> <li>Sustrans</li> </ul>	<ul style="list-style-type: none"> <li>Community Planning Themes – Healthy, Vibrancy</li> <li>National Outcomes – 1, 10, 12, 14, 15</li> <li>Local Outcomes – 2, 11, 23, 24</li> <li>2014 Legacy Framework Outcomes – B2, D2, E1, E2</li> </ul>

**Objective - Participate in high profile events such as Bike Week, European Mobility Week (EMW), Glasgow Skyrise and Pedal for Scotland**  
**Strategic Plan for Cycling: Outcomes 3 and 4**

Target/Baseline	Key Actions	Lead Responsibility	Links to SOA / 2014 Legacy Framework
<b>Baseline</b> <ul style="list-style-type: none"> <li>During 2009, GCC participated in Bike Week, European Mobility Week, Skyrise, Skyrise Local and Pedal for Scotland.</li> </ul> <b>Target</b> <ul style="list-style-type: none"> <li>Participation during 2012 is expected.</li> </ul>	<ul style="list-style-type: none"> <li>Publish a programme of events for 2012 Bike Week, seeking an event per day.</li> <li>Publish a programme of events for EMW 2012, seeking an event per day.</li> <li>Work with partner agencies to encourage increased participation in Skyrise and Pedal for Scotland.</li> </ul>	<ul style="list-style-type: none"> <li>GCC</li> <li>Glasgow Life</li> <li>Cycling Scotland</li> <li>Scottish Cycling</li> <li>British Cycling</li> </ul>	<ul style="list-style-type: none"> <li>Community Planning Themes – Healthy, Vibrancy</li> <li>National Outcomes – 15</li> <li>Local Outcomes – 11, 12, 13, 23</li> <li>2014 Legacy Framework Outcomes – B2, C1, C2, C3, D1, D2, E1, E2, F1, F2</li> </ul>

**Objective - Work with Scottish Cycling to agree a fit for purpose legacy for the Velodrome and Cathkin Braes**  
**Strategic Plan for Cycling: Outcomes 1- 6**

Target/Baseline	Key Actions	Lead Responsibility	Links to SOA / 2014 Legacy Framework
<b>Target</b> <ul style="list-style-type: none"> <li>Programme of usage agreed for local, regional, national and international use of the Velodrome and Cathkin Braes</li> </ul>	<ul style="list-style-type: none"> <li>Secure agreement to the principle of priority use for the Velodrome in legacy mode</li> <li>Identify key events for each venue at local, regional, national and international level</li> <li>Ensure school and club use is programmed for each facility</li> <li>Build upon existing community projects to develop grassroots participation and interest in cycling pre-legacy</li> </ul>	<ul style="list-style-type: none"> <li>Glasgow Life</li> <li>Scottish Cycling</li> <li>British Cycling</li> </ul>	<ul style="list-style-type: none"> <li>Community Planning Themes – Healthy, Vibrancy</li> <li>National Outcomes – 1, 7, 8, 10, 12, 13, 15</li> <li>Local Outcomes – 7, 8, 9, 11, 12, 13, 15, 21, 23, 24</li> <li>2014 Legacy Framework Outcomes – B1, B2, C1, C2, C3, D1, D2, F1, F2</li> </ul>

**Objective - Make national standard cycle training more widely available to pupils in the City's schools**  
**Strategic Plan for Cycling: Outcomes 1, 2, 3 and 6**

Target/Baseline	Key Actions	Lead Responsibility	Links to SOA / 2014 Legacy Framework
<b>Baseline</b> <ul style="list-style-type: none"> <li>65 of 147 Glasgow Primary Schools currently offer Scottish Cycle Training Scheme.</li> </ul> <b>Target</b> <ul style="list-style-type: none"> <li>All Glasgow Primary Schools to offer Scottish Cycle Training Scheme</li> </ul>	<ul style="list-style-type: none"> <li>Continue to provide access to the SCTS for all schools, but establish new opportunities for pupils to access cycle training</li> <li>Create more training opportunities for teachers/volunteers</li> </ul>	<ul style="list-style-type: none"> <li>GCC</li> <li>Glasgow Life</li> <li>Cycling Scotland</li> </ul>	<ul style="list-style-type: none"> <li>Community Planning Themes – Healthy, Vibrancy</li> <li>National Outcomes – 5, 6, 8, 10, 12, 14, 15</li> <li>Local Outcomes – 2, 12, 13, 15, 23</li> <li>2014 Legacy Framework Outcomes - B1, B2, C1, D1, D2, D3, E1, E2, F1, F2</li> </ul>

**Objective - Provision of a full time member of staff to support and assist partners and to drive forward the sport and participation projects**  
**Strategic Plan for Cycling: Outcomes 1- 6**

Target/Baseline	Key Actions	Lead Responsibility	Links to SOA / 2014 Legacy Framework
<b>Target</b> <ul style="list-style-type: none"> <li>Officer in post</li> </ul>	<ul style="list-style-type: none"> <li>Funding and agreement secured for post</li> </ul>	<ul style="list-style-type: none"> <li>Glasgow Life</li> <li>GCC</li> <li>Scottish Cycling</li> <li>British Cycling</li> </ul>	No specific links, the post will help drive forward all actions from the Plan.