

GoBike! Newsletter

Winter 2015

Convenor's remarks

In this edition of the GoBike newsletter we welcome a new editor, Alasdair Macdonald, whom some of you will know from his volunteer role with Sustrans. **Jo Hartga**, who introduced the electronic version of the newsletter has moved to experience life and work in Germany for a while. We are very grateful and wish her well. Prior to Jo, our long-time member and CTC stalwart, **Peter Hayman**, produced one edition, after our long-term editor, **John Davies**, stood down because of his increasing commitment to his senior role at Glasgow University.

In this issue there is notice of our **AGM** and guest speakers **on 18 November, 2015**.

I hope that you will consider volunteering to join with us to further our campaigning role. There are vacancies on the Committee, but there is a role for you if you wish:

- to join one of our sub-committees - to help with our website, our marketing & publicity or our responses to consultations or our campaigns.
- to get involved with your local authority, to raise the profile there of cycling and active travel and we have included news from around the Strathclyde area to let you know what is going on.

Perhaps none of these options appeals to you? *But you could speak up for cycling in any organisation of which you are a member, or write to a newspaper or post on Facebook in support of cycling and active travel - there's a role for everyone!*

Tricia Fort.

Editor's Introduction

I should like to endorse Tricia's vote of thanks to Jo Hartga, my predecessor, and to acknowledge the sterling work of John Davies over a number of years. Thanks, too, to Peter Hayman and not only for his edition, but for his dogged work on behalf cycling since the days of ... probably, Kirkpatrick MacMillan!

In this edition, I should like to deal with two themes:

- giving due weight to the areas surrounding Glasgow, to emphasise the 'Strathclyde' theme;
- our understanding of 'campaigning'.

'Campaigning' rhymes with 'complaining'. Most campaigns begin with a complaint because someone is unhappy about something and wants change. This is highly laudable and eminently sensible. Campaigning will always have a strong dose of complaining.

However, as we know, campaigning is more than complaining and making demands. It covers a wide range of activities from mass participation events like Pedal on Parliament to reporting flytipping to CleanGlasgow to lobbying a local councillor about getting a dropped kerb installed.

To meet both objectives, this edition comprises articles by people in a number of Council areas around Glasgow in which they describe activities they have engaged in to promote cycling and walking. I have also, where known, given an indication of the status of Cycle Plans in the various Authorities.

Plans, of course, require *investment* to give them meaning. We want Councils to commit explicitly from their own budgets, as Edinburgh, to its great credit, has done. Councils also need to attract funding from other sources and, these funders, sensibly, wish to see the bid located within a strategic context.

We wish to see cross-border continuity. Strategic Plans enable us to ensure coherence between neighbouring authorities. Current examples are Glasgow/East Renfrewshire at Muirend and Glasgow/East Dunbartonshire with regard to the Bear's Way and Maryhill Road.

As part of the GoBike! campaign, please forward this newsletter to friends, colleagues, contacts within Councils: anyone whom you think might be influenced or who has influence to foster change and encourage *investment* in cycling and walking.

Alasdair Macdonald.

East Renfrewshire Council.

East Renfrewshire sees lots of cyclists with the leisure opportunities around Eaglesham and Whitelee at one end and Neilston at the other. However promoting cycling within the residential council area is a challenge. Car ownership and use is high. Political support for cycling is low.

However there are ideas around.

- Potential routes connecting in to south Glasgow are being explored.
- The council is conducting an 'active travel' promotion to households in Newton Mearns.
- A potential Community Rail Partnership covering East Renfrewshire and south Glasgow will give an opportunity to encourage cycle / rail travel.
- Neilston is promoting itself as a cycle friendly community through the work of Neilston Development Trust and cycle hub.

- A joint event with Commonweal East Renfrewshire on October 6th sees screening of the film Cars v Bikes.
- 100% cover of primary schools for Bikeability provides a potential basis for increased cycling.



East Renfrewshire Sustrans Neilston community outing to Neilston pad

Much of this will feed in to a Council Active Travel Plan which is due to be released by the end of the year. A small group of Sustrans volunteers meets every few months along with two council officers from transport and environment aiming to encourage progress particularly in relation to cycle links towards Glasgow. We would very much welcome any other cycling residents of the area who would like to join us. Contact detail below or via website eastrencycling.org.uk/

The options for linking ER - south Glasgow are fairly obvious. We have presented three specific potential routes to council staff and to Peter Leslie who was responsible for the work behind the Active Travel Plan. I have also discussed with Twan van Duivenbooden (Sustrans officer 'embedded within GCC) and hope to cycle the boundary area with him. The Victoria Rd - Muirend plan is particularly interesting in this regard. So any future contribution from us to the newsletter might be more upbeat and specific!!

I might also ask for the opportunity to submit an article on Whitelee for a subsequent edition - bit of a bee in my bonnet! I tend to think that in the Scottish context promoting leisure cycling is as important as commuting and I am happy to expand on that! And Whitelee is a resource which is grossly underused in that regard because of legal and technical arguments between forestry landowners, Scottish Power and the various councils. *Do GoBike! members think this is worthy of campaigning?*

Duncan MacIntyre

East Dunbartonshire Council

1. Lusset Glen

Lusset Glen in Old Kilpatrick, West Dunbartonshire, is a small area of green space in the middle of the village with a burn, mature trees, established wildlife and a modest range of biodiversity. It is used as a pedestrian route to the railway station; as a link path between local housing and the shops; and by dog walkers.



It is also used as link cycle route between Dumbarton Road in the village and the A82 at the Boulevard. The Clydebank North Cycle Path loops round and down, east to west, from the A82, just beyond Auchentoshan Distillery and Dalnottar cemetery into Lusset Glen. From there, it is a short cycle onto the Forth and Clyde canal towpath and NCN7/754. Lusset Glen also provides a link from Old Kilpatrick into the Kilpatrick Hills and to the mountain biking paths provided by Forestry Commission Scotland.

A small group of local residents and community volunteers litter pick in the glen once a month. They liaise with West Dunbartonshire Council (WDC) who provides tools, personal protective equipment and an uplift service; WDC manage and maintain the vegetation. The volunteers also report vandalism to WDC and liaise with the local police when necessary

Over the past 2 years, the volunteers have collected in excess of 150 bags of rubbish, keeping the glen a pleasant environment in which to walk or cycle and a safer place for wildlife.

Susanne Hall

2. Former John Brown Shipyard, Clydebank

The following was reported in the Sunday Herald of 12 July 2015. I decided to pursue the plans for cycling infra-structure, as at the January consultation, there was little mention of this. I emailed known WDC officers, and the relevant MP, MSP and local councillors to promote built-in planning for walking/cycling. I also reminded them of the many advantages of active travel. As yet the only meaningful response is from Gill Paterson, MSP (SNP) Clydebank and Milngavie, who writes, I met with West Dunbartonshire Council in regards to the development at John Brown's shipyard and the council have confirmed there will be cycle provision/paths included in the development and will be connected to the already established cycle routes in Clydebank.

Précis of Sunday Herald report:

The former John Brown's shipyard, one of Scotland's most famous post-industrial sites, is to become a new housing development, a retail unit, hotel, care home and a health centre collectively known as Queens Quay.

There will be a new public space with a "boulevard" leading from Clydebank town centre and transport interchange to the riverside.

It involves the council funding the repair of quay walls and the creation of a new road layout, in the expectation of recouping investment from a share of any future land sales, as well as the economic benefits of repopulating Clydebank.

Work is expected to start early in 2016, with the road infrastructure and site-enabling work being completed by summer 2017 and the remaining works by early 2018.

Significantly, given the long-term depopulation of West Dunbartonshire, it is expected to attract an additional population of over 2,000 people.

The plans will complement the major developments that have already taken place on the Queens Quay site, previously under the control of the Clydebank Urban Regeneration Company. These include the development of West College Scotland, the opening of the Titan Crane visitor attraction and Titan Enterprise Business Centre, the creation of Aurora House Council office, and the new Clydebank Leisure Centre.

As always the proof will be in the final product. Let's hope this can be held up as a model for how to create a modern, attractive, active traveling community.

3. Clydebank North Circular Route - an aspiration!

I got an email from Aurelia Ciclaire at Systra Ltd, a transport consultancy firm, about this. It appears they are starting a consultation process on behalf of WDC and are contacting stakeholders to comment on maps showing possible new routes. So, although there is no formal plan, perhaps one is in the offing!

Jim Hall

Renfrewshire Council

1. The Renfrew River Walkway

2.

This is a short path (some 1½ miles in length) from near the Renfrew-Yoker ferry to the Normandy Hotel, Renfrew and the bascule bridge on the A8 near Inchinnan. It offers a pleasant, traffic-free, route along the banks of the Cart and Clyde from the Renfrew Ferry to

- the cycle route to Paisley, or
- (via Inchinnan village) to the Erskine Bridge: or,
- through Inchinnan Industrial Estate to Bridge of Weir and inland Renfrewshire.



Over the years, the path has been widened and improved and, after a period from 2013 to 2015, when it was partly closed (involving a diversion over the neighbouring golf course), it is now fully open again. Its long-term future – as part of a long-distance walkway/ cycleway along the South bank of the Clyde – seems bright.

The best things are always the least obvious, and so it is with the Walkway: some of the cycling signs from the Renfrew Ferry have disappeared. To find the Walkway from the Renfrew Ferry, cycle directly away from the river

towards Renfrew. At the first set of traffic lights, turn right and cycle past a confusing "Cycle Route ends" sign, over an old railway bridge, until you reach a cycle sign pointing left. Shortly after the turn, you will see a green sign on your right, saying "Inchinnan Road via Normandy Hotel." This is the entrance to the walkway.

Ian Brough



2. Renfrewshire Council's Cycling Strategy:

The background to this, so far as I am concerned, is that Simon Phillips (Sustrans' Signage Officer) sent me a copy because of my involvement with signing of the NCN within Renfrewshire and the fact that the Plan makes reference to totally reviewing the signing of both the existing NCN and introducing signage between the NCN and major population centres, colleges, schools and other points of interest.

On the ground, numerous "cycle counters" have appeared throughout Renfrewshire. I understand from a conversation I had with John Everett (Renfrewshire Council) that this activity represents Phase 1 of the strategy - *the ability to assess usage today and compare this to usage following the erection of the new signage etc.*

Apart from that, I have heard nothing official about the release of the document.

Ian Webster

East Dunbartonshire Council

There are two major projects underway in the East Dunbartonshire area - and both have attracted a fair amount of controversy.

The first is the *Bear's Way*, which is a multi-phase project - a partnership between EDC and Sustrans - to construct a segregated cycle route by repartitioning the A81 from Burnbrae Roundabout at the Milngavie/Bearsden boundary to the boundary with Glasgow on Maryhill Road at the River Kelvin. The first phase from the roundabout to about 400 metres north of Hillfoot Station has been constructed. GoBike! stalwart, John Davis, has strong reservations about the concept which he has articulated in his cogent manner, whereas Bike Station, director Greg Chauvet, has expressed great satisfaction! It is to be hoped that all parties can work constructively to resolve differences and engage constructively with the council and the communities along the proposed route.

The second is a 'Poynton Village' style project in Kirkintilloch, involving shared space for pedestrians, cyclists and vehicles. Developments of this kind are advocated by Norman Armstrong of Freewheel North, who has been very successful in enabling people with disabilities to engage in cycling. However, this particular project has encountered strong opposition from groups of people with disabilities, who live in and around Kirkintilloch. One of our aims in GoBike! is about 'calming' traffic and asserting the priority of pedestrians and cyclists to enjoy the public realm. We are strong advocates for the provision of access of people with disabilities to participate as fully as possible. So, I hope those of us who are resident in the area and/or who have particular expertise in relevant areas can assist in enabling an amicable resolution of this impasse.

Community engagement is about discourse to empower local people. It is not easy, even, when, as in this case, the local politicians have committed to the scheme. Democracy is not always easy, and as was once said: *"it is the worst political system except for all the rest!"*

Glasgow City Council.

Dumbarton Road Corridor Environment Trust and De'ils On Wheels!

Dumbarton Road Corridor Environment Trust (DRCET) has been delivering a wide range of environmental projects and services across the West of Glasgow and beyond for over 10 years.

We work to protect and enhance the local environment and to increase the wellbeing and resilience of local people and communities.

One of our most successful projects is **De'ils On Wheels** - our bike recycling and cycling project based in Scotstoun.

De'ils On Wheels has been operating for over 7 years and offers a range of services to get people on their bikes and cycling more. Our main services are:

1. Bike recycling

The De'ils On Wheels community bike workshop is a 'Revolve Re-use' accredited centre which takes in donations of unwanted bikes from the public and refurbishes





and sells them on at affordable prices. We also have a range of second hand bike parts available.

In partnership with other bike recycling projects in Glasgow we collect unwanted bikes from the Council's recycling centres. We offer bike servicing and repairs, bike maintenance classes as well as providing local people with volunteering and training opportunities.

2. Cycle skills

We provide a range of outreach services including Dr Bike checks and our ever-popular cycle skills course, as well as lead cycle rides, to get more people cycling. These are delivered to youth projects, schools and community groups.

De'ills On Wheels is a '*local hero*'

organisation for the very successful '*Play On Pedals*' project aiming to get all nursery school children in Glasgow cycling by the time they go to primary school. We also work in partnership with the Council to support the '*BikeAbility*' programme in primary schools.

3. Cycling development

We work with a range of partners including Glasgow City Council, Sustrans Scotland and the West Glasgow Green Gym to promote and improve the local cycling infrastructure. This includes the recently-upgraded section of NCN7 from Whiteinch to Yoker which has also been adopted by Sustrans Scotland as part of Greener Greenways from Bowling to Whiteinch.

We have held *Bike Breakfasts* on this section of the NCN7, promoting the cycling network, the services that we offer as well as doing free Dr Bike checks.

We recently launched a new project – **West Glasgow Pedallers – We Go Pedal!** – in partnership with The Whiteinch Bike Club and LINKES Bike Club. The project aims to encourage more people to cycle. As part of the project we are trying to find out more about cycling in the local area so, if you have a few minutes, please complete our short survey at <https://www.surveymonkey.com/r/we-go-pedal-cycling-survey>. West Glasgow Pedallers is funded by Cycling Scotland's 'Cycle Friendly and Sustainable Communities Fund 2015/16'

You can find out more about De'ils On Wheels and Dumbarton Road Corridor Environment Trust at:

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Neil Lovelock

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the GoBike! AGM

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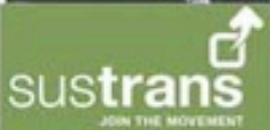
Wednesday 18 November 2015

Doors open 7pm

7:30pm GoBike Annual General Meeting 2015
Membership available on the day, at reception

8pm

Guest Speakers presentations
followed by an Open Discussion



John Lauder
CEO Sustrans Scotland

and

Pedal on Parliament
Dave Brennan



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