

Item 6

28th November 2012



Glasgow City Council

Sustainability & the Environment Policy and Development Committee
28 November 2012

Report by Executive Director of Land and Environmental Services

Contact: Andrew Brown Ext: 79296

CYCLING STRATEGY IMPROVEMENTS

Purpose of Report:

The purpose of this report is to advise Committee on progress in relation to promoting cycling within Glasgow.

Recommendations:

It is recommended that Committee notes the report.

Ward No(s):

Citywide: ✓

Local member(s) advised: Yes No consulted: Yes No

1. Background

'Glasgow's Strategic Plan for Cycling 2010 – 2020' was launched at the Cycling Scotland annual national cycling conference in November 2011.

Development of the Plan was facilitated by British Cycling, with the Council being one of the first UK authorities to develop close ties between the sport side of cycling and cycling for transport. Land and Environmental Services (LES) chaired a sub-group for transport that fed into the main steering group.

The headline aspiration of the Plan is that 'Cycling will be the biggest participation activity in the city by 2020'. The action plan is intended as a simple guide to major projects that are being undertaken.

In order to progress the strategy, a Strategic Group has been set up which is chaired by Councillor Frank McAveety. It is proposed to set up a further 4 sub-groups as listed below:

- Schools and Communities Group
- Cycle Sport Group
- Transport and Infrastructure Group
- Cycle Events Marketing and PR Group

It is proposed that LES chair the Transport and Infrastructure Sub Group.

LES are responsible for the planning and implementation of the majority of cycling infrastructure and promoting cycling as an active travel option with Glasgow Life concentrating on the promotion of leisure cycling and sporting events.

2. Infrastructure

Two current major projects are Connect2 in the west end/city centre and the east end focused Smarter Choices, Smarter Places (SCSP) initiative.

Connect2, when complete in 2013 will see a cycle route running from Kelvingrove Park to Anderston (via Berkeley St.) then over the to be completed "Bridge to Nowhere" to Central Station. Phases 1A from Kelvingrove Park to Berkeley Street and 1B along Elderslie Street and Argyle Street have been completed. Implementation of the 'Bridge to Nowhere' section has now commenced on site.

SCSP included upgrading of the Clyde Walkway (NCN75), implementation of a segregated cycle route from Glasgow Green to the Games Village via James Street and London Road and a segregated cycle route from Glasgow Green to Parkhead Forge. These routes, which were implemented during 2011, link up to other regeneration initiatives and to East End aspects of the Commonwealth Games and form a local network of cycle routes around the Sir Chris Hoy Velodrome. Pedestrian and cycle signage has also been introduced indicating times to key destinations.

Both SCSP and Connect2 aim to introduce segregated cycleways to best serve the users by providing a safe environment for children, families, experienced and inexperienced riders alike.

Cycle routes are being developed linking the City Centre with the Commonwealth Games venues of Hampden Park and Cathkin Braes. The first phase from Cathkin to Castlemilk is substantially complete with phase 2 between Castlemilk and Toryglen due to be implemented this financial year. A third phase will then complete the route to the city centre via Oatlands and National Cycle Route 75 and tie into routes to the velodrome.

Funding has been secured from Strathclyde Partnership for Transport to upgrade the cycle route from the NCN75 to Scotstoun Stadium (a Commonwealth Games venue). This will be complete by April 2013. LES is also working with the NHS to ensure that the New Southern General Hospital is easily accessible by cyclists. Particular attention is being paid to routes within 1.5km of the hospital and linking to existing cycle routes in the area.

Major landscaping and public realm improvements are due to be implemented at Custom House Quay, Anderston Quay and Lancefield Quay during 2012/13. These will greatly improve the quality of the NCN75 cycle route along the north side of the River Clyde.

A mountain bike course is being constructed at Cathkin Braes Country Park for the 2014 Commonwealth Games. The trails which are being developed will be used for other events and local informal recreation. Substantial completion is due December 2012.

In addition to the above infrastructure the Council has installed around 100 cycle racks within the past year to provide secure parking. A cycle parking app, which shows the locations of cycle parking in the city centre, for Android and Smart phones is also currently being developed. Advance stop lines have been introduced at numerous traffic controlled locations with a particular emphasis on the city centre. The number of mandatory 20mph zones has increased, helping permeability within local communities for cyclists, with further areas being considered.

Future schemes that we are looking to develop have been identified through data analysis and discussions with stakeholders. These include cycle routes –

- the north east of the city to the city centre;
- sections of Great Western Road;
- Tradeston; and
- the south bank of the River Clyde.

The cycling community is invited to participate in the design and management of major cycling schemes via representation on steering or working groups. Further liaison with the cycling community has been undertaken via the Council's Cycling Forum which meets every three to six months and will be incorporated into the Cycling Plan for Glasgow Strategy reporting structure.

3. Promotion

The Council gets involved in numerous events in order to promote cycling as a sustainable travel option. These include taking part in European Mobility Week and Bike to Work Week, as well as ensuring there is a promotional presence at numerous community events throughout the city. It also produces promotional leaflets encouraging the use of the available cycle infrastructure. SCSP also included a year long high profile campaign to promote active travel to the communities of the East

End. This is now been expanded to cover other parts of the city using further funding received from Transport Scotland. Encouraging school children to cycle has been one of the main thrusts of the campaign, with drivers being advised to give cyclists space and recognise 'cycle friendly areas' around schools.

4. Access to Bicycles

As part of our Staff Travel Plan and ongoing promotion of active travel, GCC introduced the cycle to work scheme in June 2011. It also launched its pool bike scheme which utilised recycled bikes, sourced from a local Community Cycling initiative. Greater action on abandoned bikes has resulted in suspected abandoned cycles being tagged with a removal date and contact number. After a minimum of 48 hours the bike is removed and directed toward one of the bicycle recycling initiatives in Glasgow. Our recycling centres also direct cycles towards these initiatives. These actions increase the incidence of bikes being reused and reduce the amount being scrapped.

In 9 schools, bicycles and equipment have been provided through the School Bike Loan schemes in order to encourage children to cycle to school.

The council has procured consultants to examine the feasibility of introducing a cycle hire scheme for the city. This will look at scheme options for the Commonwealth Games as well as the potential for a longer term scheme. An interim report is due in November with the final report to be completed by the end of the year.

5. Monitoring Progress

Monitoring of the increase in cycling has been facilitated through the installation of a number of Automatic Cycle Counters in March 2011. With the counters installed at strategic points, including a full cordon of the city centre, these are providing data to identify trends and volumes of cycle traffic. The readings from the automatic counters are cross referenced annually with a manual count performed at key access points around the city.

These methods are providing valuable data which is being utilised by Glasgow Centre for Population Health to study travel behavior. Levels of cyclists commuting during the week have increased by over 134% over the last 5 years.

Glasgow City Council received the Transport Times Scottish National Award for Best Improvements in Cycling in 2011.

6. Council Strategic Plan Implications

Economic Impact: None

Sustainability: The works will make sustainable travel choices such as cycling more attractive.

Financial: The above projects are mainly funded through bids to external organisations such as Sustrans, SPT and Transport Scotland along with Council capital funding as required

<i>Legal:</i>	None
<i>Personnel:</i>	The works will be carried out utilising existing resources
<i>Sustainable Procurement and Article 19:</i>	Any works procured through this scheme will be undertaken through GCC's procurement section. Although it is not considered that these works at this stage are applicable to Article 19

7. Recommendations

It is recommended that Committee notes the above report.