

## Item 1

3rd February 2016



**Glasgow City Council**

**Sustainability and the Environment Policy Development Committee**  
**3 February 2016**

**Report by Executive Director of Land and Environmental Services**

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### **GLASGOW'S NEW STRATEGIC PLAN FOR CYCLING 2016 - 2025**

#### **Purpose of Report:**

The purpose of this report is to inform Committee of the consultation process undertaken on the draft Strategic Plan for Cycling 2016 – 2025 and the contents of the final draft Strategic Plan.

#### **Recommendations:**

It is therefore recommended that:

- Committee notes the content of this report and refers the Strategic Plan for Cycling 2016 – 2025 to the Executive Committee for approval; and
- If approved, instructs the Executive Director of LES to liaise with the Scottish Government and other key stakeholders about potential funding and thereafter prepares a further report for this Committee within the 2016/17 financial year.

Ward No(s):

Citywide: ✓

Local member(s) advised: Yes  No ✓

consulted: Yes  No ✓

## **1. Background**

- 1.1 A previous report to the Sustainability and the Environment Policy Development Committee on 10 June 2015 outlined the need to update the Council's existing Strategic Plan for Cycling and the intention to undertake a public consultation on a draft updated Strategic Plan.
- 1.2 The update of the Strategy has been led by Land & Environmental Services, supported by Corporate Services, Development and Regeneration Services, Education Services and Glasgow Life. The consultant, Grontmij, was procured to assist with the review.
- 1.3 The public consultation on the draft strategy is now complete and the Strategic Plan has been updated taking account of the feedback received.

## **2. Consultation Feedback**

- 2.1 The consultation took place between 10 June 2015 and 04 September 2015. Links to the draft Strategic Plan for Cycling were placed on the Council's website and an online form was provided allowing electronic feedback. All Elected Members, community councils and housing associations were notified. Representatives on the Council's Cycling Forum and contacts in other interested agencies were also notified, including neighbouring local authorities. Since the launch of the public consultation coincided with Bike Week 2015, the Strategic Plan was promoted at five Bike Week events that were run by the Council. To draw attention to the imminent closing of the consultation period, a second round of 7 consultation events took place at a variety of publicly accessible locations. Adverts publicising all the consultation events were also placed in a local newspaper.
- 2.2 As well as 12 individual responses, 487 responses were received from the on-line survey, 63% of which were from males and 34% from females. 3% did not indicate their sex. 79% advised that they cycle several times per week, with only 3% not cycling at all.
- 2.3 Feedback to the public consultation was generally positive with the key points received summarised below:
  - 2.3.1 **Vision, Objectives & Targets**
    - The feedback received indicated overwhelming agreement with the vision "*To create a vibrant cycling city where cycling is accessible, safe and attractive to all*" (93% agree or strongly agree), the outcomes (91% - 95% agree or strongly agree) and the targets (81% - 95% agree or strongly agree).
  - 2.3.2 **Infrastructure**
    - 97% agree or strongly agree that they tend to avoid main roads when cycling.

- 90% agree or strongly agree that road space should be re-allocated to help active travel, even if it means a loss of on-street parking.
- 83% agree or strongly agree with the need to separate cyclists from motorised traffic, i.e. via remote paths or by kerb separated tracks.
- 82% were fairly likely or very likely to use quieter roads for cycling.
- 77% agree or strongly agree that pupils should be allowed to cycle on footways surrounding schools (where widths permit).
- 74% agree or strongly agree that more cycling facilities should be provided in Glasgow's parks.

### 2.3.3 Finance

- 92% would like additional spending on cycling.

### 2.3.4 Communication/ education

- A range of information is sought from the Council's cycling webpage, the most popular being information on cycle routes (97%).
- 85% agree or strongly agree that cycling should be promoted via links with the school curriculum.

## 3. Final Draft Strategy

- 3.1 The draft Strategic Plan has now been amended taking into account the comments received and an updated final Strategic Plan is contained in Appendix A. The new Strategic Plan for Cycling spans the period from 2016 – 2025 and covers not just cycling as a means of transport, but also for leisure and sport.
- 3.2 In producing the Strategy, best practice from within the UK and from abroad was studied to help ensure that Glasgow's actions to increase cycling in the future will be effective.
- 3.3 The Strategy identifies successes in relation to encouraging cycling that have been achieved between 2010 and 2015, establishes a new vision, considers new challenges and opportunities, states new outcomes and provides details of current headline projects and future priorities. It contains an Action Plan outlining the actions to be delivered in the following year which will be monitored and updated on an annual basis.
- 3.4 The revised Strategic Plan also provides details of governance arrangements for reviewing progress. This includes greater input from the Glasgow Cycling Forum, attended by key stakeholders with an interest in cycling and currently chaired by Councillor McElroy.
- 3.5 Routine liaison meetings will continue to be held regarding specific work streams:
- Infrastructure, policy & safety
  - Education
  - Cycle sport & leisure

- 3.6 The Council will seek to work with the Scottish Government to transform Glasgow into the most cycle friendly city in Scotland. Our aspiration is to secure a commitment for £125m estimated at delivering an exemplar cycle network. As an initial statement of intent, the Council will commit to funding of £2m per annum over the next 3 years on the basis that this investment will be matched by a substantial funding commitment from other key stakeholders.

#### 4. Policy and Resource Implications

##### Resource Implications:

*Financial:* Capital funding of £2m per annum over the next 3 years.  
Implementation of the Action Plan in the Strategic Plan is dependent on available funding and external funding sources which will be vigorously pursued.

*Legal:* None.

*Personnel:* Contractors will be procured through the GCC tendering process to undertake design and implementation works.

*Procurement:* Not at this stage.

**Council Strategic Plan:** The Strategic Plan for Cycling supports Priority 3 of the Council's Strategic Plan 2012 to 2017, "A sustainable city".

##### Equality Impacts:

*EQIA carried out:* Equality has been studied as part of the Strategic Plan development process but no formal EQIA has been conducted.

*Outcome:* A technical memorandum is available that summarises the inequality impacts of the Strategic Plan for Cycling, along with recommendations as to how these issues can be addressed.

##### Sustainability Impacts:

*Environmental:* The Strategic Plan promotes the use of active and sustainable forms of transport, in particular, cycling, reducing harmful traffic emissions and assisting in meeting the Council's carbon

reduction objectives and health benefits.

*Social:* The promotion of cycling as a form of transport, as a leisure activity and as a sport, will promote social, health and well-being benefits.

*Economic:* Cycling is an accessible form of transport regardless of personal wealth, although low cycle ownership exists in the city.

## **5. Recommendations**

It is therefore recommended that:

- Committee notes the content of this report and refers the Strategic Plan for Cycling 2016 – 2025 to the Executive Committee for approval; and
- If approved, instructs the Executive Director of LES to liaise with the Scottish Government and other key stakeholders about potential funding and thereafter prepares a further report for this Committee within the 2016/17 financial year.