

Glasgow Centre for Population Health response to Glasgow's *draft* Strategic Plan for Cycling 2015 – 2025

Our response starts with 12 key recommendations, which have been distilled from a more detailed response that follows which is organised into topic sections.

Key recommendations

Our key recommendations in relation to developing Glasgow's Strategic Plan for Cycling are:

- A comprehensive long-term action plan associated with the strategy is needed that sets out how short-term measures will contribute to longer-term aspirations and that commits to increasing cycling investment to the level required to meet the government's target of having 10% of all journeys made by bike by 2020. Suggestions for specific actions are made below.
- There needs to be clear commitment to develop cross-boundary routes that allow cyclists to move between neighbouring local authorities both easily and safely and that contribute to the creation of an integrated regional cycling network.
- We support the expansion on a much wider scale of speed restrictions across the city's road network via the introduction of 20mph limits or 20mph zones.
- Proper maintenance of the cycle network is vital and should be a priority.
- We recommend that the successful cycle hire scheme is extended across the whole city, particularly targeting the more deprived parts of Glasgow where bike ownership is lower.
- As additional City Deal funding becomes available for infrastructure and public realm improvements, we recommend that a clear priority is given to the development of strategic cycling infrastructure.
- We support the commitment to a range of campaigns, events and support from employers to encourage and facilitate cycling among their staff for commuting and for work-related purposes.
- We would endorse the proposed expansion of the Bikeability programme to all schools but this should be accompanied by improvements to cycling routes to schools.
- There needs to be priority given to increasing participation in under-represented groups, such as women, older school pupils, disabled people and older adults. In this regard the placement and design of new routes can potentially contribute not only to increasing cycling levels but to balancing out inequalities in cycling participation.

- We would like to see a commitment to work with partners, including public transport providers, to reduce air pollution and improve air quality in Glasgow making cycling safer and more attractive to cyclists and potential cyclists.
- We support the development of robust and comprehensive monitoring information to underpin the plan. This information should be openly accessible, show trends, enable comparison and, at a minimum, should include data on: cycling prevalence, cyclist casualties, lengths and types of cycle route, areas covered by 20mph zones and limits and numbers of people receiving cycle safety training.
- The level of funding for cycling, particularly for infrastructure, needs to rise significantly for Glasgow to meet the national target and to realise the multiple benefits for population health, the environment and the local economy. To demonstrate commitment and to show progress is being made we recommend that a breakdown of Glasgow's cycling spend per head of population is published annually.

1. Introduction

The GCPH welcomes this opportunity to comment on Glasgow's Strategic Plan for Cycling 2015-2025. As noted in the plan's introduction increasing levels of cycling in the city will potentially have multiple benefits, not least for people's health, for the environment and for the local economy.

The facilities and infrastructure needed to develop cycling in Glasgow continue to grow. In recent years new cycling routes – such as the Anderston-Kelvingrove route, the routes to the Emirates Arena and the velodrome, and new river crossings, including the Tradeston Bridge – have helped boost the numbers of people cycling on a daily basis. Alongside this, cycle parking has been significantly expanded and the city's cycle hire scheme has clearly been a success, and continues to spread across the city.

It is helpful that the delivery of the cycling strategy will be reported on annually and that objectives and targets will be monitored over time. The plan recognises that increasing levels of cycling throughout the city will require a range of approaches, from new infrastructure to education and training. Co-ordination of delivery will be crucial, especially as many targets for growth are contingent on achieving others. It is also very clear that to achieve our local, and national, targets for cycling growth will require substantially increased and sustained investment.

It is noted that almost half of commuting journeys are less than 5km and this demonstrates the potential for levels of cycling to increase substantially. In some cities over a third of journeys are made by bike. In Glasgow just 1.4% of all journeys are made by bike. This shows how much more investment and support is needed if Glasgow is to become a truly bike-friendly city, but also provides encouragement that it is possible to make great strides in the future.

We endorse the vision of Glasgow as a city 'where cycling is accessible, safe and attractive to all'. We would also support the aims embedded within the plan's key outcomes of creating an integrated network of routes, a healthier city, getting more people cycling from all

backgrounds and making it safer for people to cycle. The key to achieving these aims will be the quality of delivery of infrastructure, co-ordination of actions underpinning the aims, and, crucially, the level of political commitment, leadership and investment devoted to their achievement.

We have organised our response under 11 different topic sections and make detailed recommendations under each in relation to different aspects of the plan. However, our key recommendations are summarised at the beginning of this submission.

2. Cycle network

Given the potential impact of increased cycling on improving physical activity and improving health^{1,2}, improving air quality³, reducing road congestion⁴, and improving mental wellbeing and social interaction, we commend the Council on their vision of a more coherent, connected and attractive network, and their commitments to continue to improve the existing cycle network in Glasgow and between Glasgow and other neighbouring local authority areas. We also welcome the Council's participative approach to consulting on proposed additions to the cycle network at an early stage.

However we recommend consideration is given to a number of 'infrastructure' issues in addition to those commitments already laid out in the cycle strategy.

- We have reservations about the figures given for the growth of Glasgow's cycle network – we make further comment on this under 'research, data and monitoring'. Nevertheless, reaching agreement on the size and make-up of the current network (in terms of different types of infrastructure) is vital, as this will provide a benchmark level from which plans (and targets) for growth can be clearly stated.
- Targets for growth need to be ambitious if significant progress is to be made in a reasonable timescale, but to achieve this will also require substantially increased investment.
- New routes need to be delivered in a joined up way that contributes to the creation of a network. The size of the network should not be the only measure of success in terms of infrastructure coverage.
- The current cycle network includes bus corridors, on-road calmed sections, shared surfaces, leisure routes and segregated cycle lanes. Only a small proportion of this is made up of segregated cycle routes. Research commissioned by the GCPH found that segregated routes can be important for encouraging people to change their travel habits due to increased feelings of safety⁵.
- Where routes do not interconnect (even if a future phase of development is planned) it is vital that the cycle route ends safely for cyclist (i.e. the route does not end at a busy junction) and there is an obvious and safe way for the cyclist to disembark to the pavement if he/she is not confident progressing in the absence of a cycle route.
- As well as promoting cross-boundary routes, we would like to see a greater commitment to develop integrated and coherent cross-boundary routes that allow cyclists to move between neighbouring local authorities both easily and safely.
- 20mph limits and zones reduce the number and severity of road traffic accidents⁶ and if targeted could reduce inequalities in road traffic injuries between affluent and deprived

population groups. We would like to see a greater commitment to introducing 20mph limits on a much wider scale in Glasgow as has already been undertaken in Edinburgh. There would be savings in terms of effort, expenditure and impact to be gained from implementing a city-wide 20mph limit instead of local restrictions introduced in a piecemeal way. Lower road speeds are likely to not only reduce accidents, but to reduce the perceived risks associated with cycling and, thus, are likely to encourage more people to cycle.

- The success of the cycle hire scheme is to be celebrated. We recommend that the scheme is extended across the whole city, particularly targeting the more deprived parts of Glasgow where bike ownership is lower, and that consideration is given to offering incentives for people to use it (e.g. subsidised rates/free for first month). There are already subsidised rates in place for particular organisations such as universities in Glasgow.
- Maintenance of the cycle network is vital and should be a priority. As an example, gritting only roads leaves pavements and cycle paths treacherous and encourages people to use cars or walk on roads rather than pavements for safety. A proper maintenance regime should include regular sweeping of and repairs to route surfaces, gritting in cold weather, drain clearance to avoid flooding and ensuring lighting of routes is adequate. Expanding the cycle network should therefore not be undertaken at the expense of the quality of existing routes.
- A dedicated budget for path and pavement maintenance would help ensure these proposed improvements are achieved.
- We support the improvement of junctions for cyclists, again prioritising their safety. It is essential that improvements to roundabouts are also considered here as there is evidence of increased cycle accidents at these sites⁷.
- Exempting cyclists from some traffic regulation orders can usefully assist in connecting cycling routes and promoting accessibility for cyclists. However, where traffic regulations orders exclude cyclists it is important that this is made clear and obvious to other road users and pedestrians that there are different traffic management plans in place for cyclists so that they expect and anticipate cyclists coming from other directions.
- We support better public transport integration with cycling; contributing to this, we recommend that greater space is made available on trains for bicycles both within and between cities.
- Also, with regard to public transport, we would like to see a commitment to reduce the air pollution from buses in Glasgow as this directly impacts on those cyclists using bus lanes for their commute.

3. Behaviour change

We support the commitments in the strategy in support of behaviour change. We recognise however, that views on road priorities held by different road users is a cultural issue that will take time to change. To some extent, the more cyclists that take to the roads, the more routine and acceptable road sharing by motorists and cyclist will become. In the meantime, however, as well as seeking to improve the cultural acceptance and tolerance of cyclists by motorised vehicle drivers, it is therefore vital that safe, integrated cycle routes are available, clearly signposted and well-maintained.

We also support the commitment to a range of campaigns, events and support from employers to encourage and facilitate cycling among their staff, both for the purposes of commuting to work, and for attending meetings as part of work wherever possible. It would seem most sensible to provide strong encouragement and leadership within the Council and other public sector organisations in the city, acting as exemplars to other Glasgow employers.

We strongly endorse the continued provision of cycle training to schoolchildren, along with appropriate training for bus, HGV and taxi drivers, and council staff to ensure they understand their roles and responsibilities in ensuring the safety of cyclists. However, we make the case in the final section of this response, entitled **Joined up action to meet targets**, that actions need to be joined up in a coherent way to enable a real step change in cycling to be achieved.

4. Children and education

It is heartening to see that national surveys find around half of children travel to school in an active way⁸. The 2014 Hands Up Scotland survey of almost half a million schoolchildren in Scotland found that walking (44.2% of pupils) was the most common method of travelling to school, with cycling (3.4% of pupils) and scooting and skating (2.8%) also included as forms of active travel. Within Glasgow City, a lower portion reported cycling to school (2.3%). At a national level, significantly fewer secondary pupils than primary pupils cycle to school. It is also striking how the majority of SEN pupils reported travelling to school by motorised transport. We would advocate using these and other figures to inform the Action Plan in terms of where efforts could be focused, to enable setting real-life targets and to track progress. For example, from this year a question about ability to cycle has been included as part of the pre-school SDQ assessment carried out across Glasgow nurseries and this information will be available from now on.

Enabling children to enjoy the benefits of safe cycling from an early stage is one route to developing a city where cycling is seen as an everyday activity and a 'normal' way to travel. To achieve this will require a range of activities including:

- Equipping children with cycling and road safety awareness. We would therefore endorse the proposed expansion of the Bikeability programme to all schools and encourage setting targets around uptake of Bikeability training.
- Encouraging and supporting parents to choose walking or cycling as the means that their children travel to or from school. Within schools this can be supported through initiatives such as the Traffic Snake Game⁹, working towards the transport topic as part of the Eco-Schools awards¹⁰, or participating in Bike to School week¹¹. In East Dunbartonshire, a Cycle Co-operative¹² was established to encourage cycling, for example by organising cycle trains, days out, school cycling clubs, skills classes, cycle festivals and bike maintenance workshops. We suggest including within the Action Plan specific support to schools to incorporate similar initiatives in their curricula and timetables.
- Ensuring other road users are aware of and make allowance for young cyclists, particularly around schools. Training for all road users, as outlined above, would help in this regard.

- Reducing traffic speeds around schools. As noted above, 20mph limits are crucial and proven to limit pedestrian death, particularly among children. We strongly endorse their use around schools and on a much wider scale across Glasgow, as referred to elsewhere in our response.
- Improving cycling routes to schools. We commend Glasgow City Council for undertaking an audit of the Glasgow Cycle Network, especially as it includes recording Bikeability level. We would also endorse mapping routes around schools, and suggest this provides an opportunity to review where routes to schools could be made more cycle-friendly and properly integrated with the Glasgow Cycle Network.
- The recent extension of threshold distances for entitlement to free transport to school – 2 miles for primary pupils and 3 miles for secondary pupils – presents both a threat and an opportunity. If parents respond by choosing to drive their children to school, then walking and cycling levels may remain static or reduce further. However, if appropriate safe routes to school are available for walking and/or cycling¹³ and represent the cheapest and most convenient way to get to school, then more parents and children are likely to make this choice.

5. Sport

The consultation currently focuses on sport as a route to elite performance and competition; however, we would wish to emphasise the role that sport may play in encouraging wider participation and confidence, which in turn contributes to the other aspirations of the strategy.

Children's cycling clubs in Glasgow are oversubscribed with long waiting lists. It is likely that many of those wishing to join are not seeking to become elite competitive cyclists, but to cycle and improve in a safe and structured environment on a regular basis. The options for this are limited outwith the club environment, particularly where there is no family tradition of cycling and where local infrastructure does not support safe family cycling. We would be keen to see support for expansion of children's cycling clubs or an alternative model encouraging wider safe participation.

6. Inequalities

Cycling has the potential to improve the health, fitness and general wellbeing of those who cycle regularly. However, there is evidence of differences in the prevalence of cycling in Glasgow. While 2.7% of commuters from the least deprived decile in Glasgow cycle to work or study, less than 1% of commuters living from the most deprived decile do so (Census 2011)¹⁴. Geographic inequalities in cycling are also present. In 2011, while only 0.3% of regular commutes to work or study were by bicycle in Blackhill and Hoganfield – representing six cyclists, in Kelvindale and Kelvinside the figure was 4% – representing nearly 250 cyclist commuters. Male cyclists outnumber female cyclists and cycling prevalence reduces significantly above the age of 60¹⁵. Cycling to school is more prevalent among children in the upper half of primary school than among pupils in secondary school.

Therefore, as part of the plan, it would be useful to consider how to increase participation in under-represented groups, such as women, older school pupils, disabled people and older adults. Evidence suggests that considerations of the risks of cycling, both real and perceived¹⁶, need to be addressed. This is particularly pertinent given the recent rises in adult cyclist casualties – based on police reporting and hospital admissions – both nationally and in Glasgow; as cycling prevalence increases, we should not expect nor accept that cyclist casualties rise also¹⁷.

As reiterated elsewhere in our response, a range of measures focused on improved infrastructure, better road maintenance, training and focused behaviour change campaigns will be needed. Particular consideration also needs to be given to where new infrastructure is built, as the placement of new routes can potentially contribute not only to increasing cycling levels but to balancing out geographic and socioeconomic inequalities in cycling prevalence.

7. Links between walking and cycling, and with air quality and carbon emissions

We would have liked to see clear recognition of the links between cycling and walking and, in particular, the benefits that improved, safe, integrated cycle routes have for pedestrians as well as cyclists. This is particularly important in Glasgow where the majority of the city's population, and particularly those in the most deprived areas, travel by public transport¹⁸ and do not own a bike.

We would also like to see a greater recognition in the strategy of the contribution that a shift from car to cycling (or, indeed, walking) will bring to improving air quality in Glasgow, which has been recognised as being poor¹⁹. We would like to see a commitment to, and links with, work with partners, including public transport providers, to reduce air pollution and improve air quality in Glasgow. This will in turn make cycling safer and more attractive to cyclists and potential cyclists, as well as reducing the impact of poor air quality on all Glasgow residents.

Increasing the level of both cycling and walking at the expense of car use will also have direct health benefits for Glasgow's population and will help reduce our carbon emissions, and will thus contribute to achieving our climate change targets. The Task Force on Low Carbon Infrastructure recently reported that Scotland needs to shift at least one-fifth of its expenditure on buildings and infrastructure to projects designed to reduce carbon emissions²⁰ – “Less use of cars – with more walking or cycling – can help health, lower energy use should help cut fuel poverty...”²¹.

8. Learning from elsewhere

There is substantial learning from across Europe and further afield which could inform approaches in Glasgow. This comes both from cities with a long established tradition of cycling and high levels of participation, and from cities which are more comparable with Glasgow in terms of current cycling rates and infrastructure. These are well summarised in the Transport for London International Cycling Infrastructure Best Practice Study²². It

highlights both specific examples of cycling infrastructure, and the conditions required to support this. Some key points are:

- The need for strong, clear political leadership.
- The need for increasing cycle mode share to be part of an integrated approach which includes decreasing the modal share of cars and links to walking and public transport.
- An acknowledgement that increasing cycling is a challenge in all cities, not least due to growth in population and overall pressure on transport infrastructure. Clear long-term forward planning is therefore essential. Cities with the highest cycling levels and most cycle-friendly street cultures have achieved these as a result of policy and associated action over the long term with an incremental approach to improving provision. It would therefore be helpful to see a clear long-term action plan associated with the strategy which sets out how short-term measures will contribute to longer-term aspirations.
- Characteristics of effective cycle infrastructure include dedicated fit-for-purpose space for cycling, free of intrusion by heavy and fast motor vehicle traffic; clarity about the overall cycling network focusing on connectedness, continuity, directness and legibility; minimising the frequency of occasions when cyclists need to give way or stop.
- The need for clear, widely accepted and routinely used guidance on the design of cycling infrastructure.
- Some cities have shown that it is possible to grow cycling levels significantly over just a few years by employing pragmatic, relatively inexpensive and sometimes intentionally interim means of securing space for cycling – which may be upgraded in future.
- The need to avoid measures which are obvious compromises – cycle lanes which are too narrow to be fit for purpose, operate only part time and/or terminate abruptly or with a hazardous merge with other traffic.

9. Research, data and monitoring

We welcome the commitment in the plan to develop targets that will be monitored and reported on regularly. In support of this, we offer the following suggestions which would contribute to a robust and comprehensive monitoring regime:

- To ensure openness, accessibility and accountability, the monitoring and progress indicators should be made available on an open access website.
- A range of information would help to provide a good overview of cycling developments and the overall cycling context within the city. To be clear some will be indicators for which progress is expected in line with a target, while other indicators will not relate directly to the achievement of a specific target, but will help describe the cycling context of the city.
- Therefore, we recommend that a range of indicators are published covering the following: trends in cycling prevalence among children and adults; trends in cyclist casualty numbers and rates; lengths of cycle route by type; areas covered by 20mph zones and limits; numbers of children and adults receiving Bikeability training; cycle safety training for other road users; and, other relevant indicators. It may be useful and appropriate to show some of these indicators at neighbourhood or sector level within the city, reflecting different levels of cycling and cycling infrastructure across the city.

- Interactive maps with the ability to overlay different features would be a useful resource for the proposed website, in particular for showing the current network and planned additions.
- In presenting the above information relevant sources and dates should be clearly stated for each indicator. For example, we would expect data to come from the census, cordon counts, automated street counters, surveys (e.g. Hands Up, Scottish Household Survey), Stats19 and internal Glasgow City Council documents.
- It may be useful to provide comparative information to benchmark against other Scottish, British and European cities.
- In describing cycling infrastructure across the city, it is helpful that work has been carried out to define different types of route. (In the future, it would be useful if common definitions and nomenclature for cycling routes and infrastructure were agreed and applied across Scotland and elsewhere.) The plan recognises the need to increase participation across many groups where participation is currently low. To achieve this different strategies and types of route will need to be developed. Having an agreed base level of provision of different types of infrastructure will help prioritise where developments are most needed and will enable progress to be monitored.

In relation to the **current plan** it would be useful if:

- sources were added where statistics are quoted
- further information was provided to back-up the reported increase in the cycle network length between 2006 and 2014.

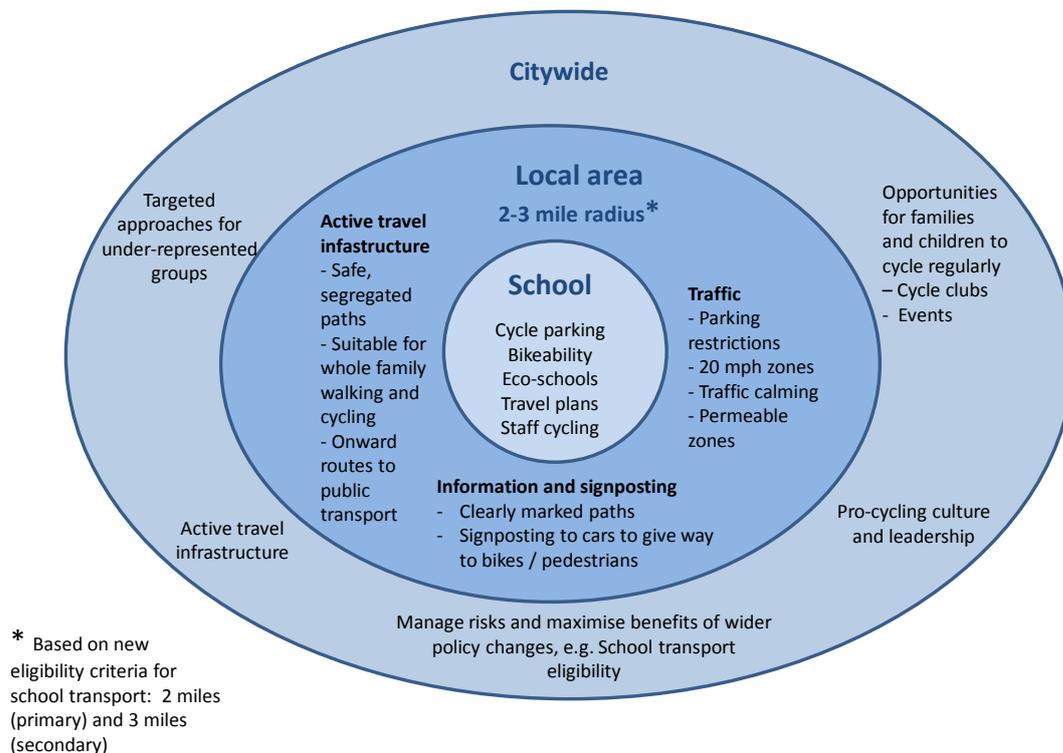
We would also point out that the rise in cyclists travelling into and out of Glasgow's city centre as currently quoted, "a 200% increase since 2007" is likely to overestimate the growth in cycling. There was a step change in the cordon count figures in 2009, when recording changed from June to September. The growth in cyclists as measured from 2009-2014 cordon counts (which were all undertaken in September) is more modest (78%) but still significant²³.

10. Joined up action to meet targets

This draft plan sets out a range of proposed actions and targets in different sections. We would be keen to see the action plan take account of need for a whole set of actions to come together across the sections to have the best opportunity of meeting individual targets, particularly as some of the targets require a step change in approach. There is also a risk that action in one area is undermined by lack of action in another.

The targets could be used to prioritise action across the sections in the plan for maximum impact, and also link to broader strategies around transport, walking and car use. An example of how this could work is shown below for **schools**: in order to achieve the target **to increase numbers cycling to school**, actions to improve cycling and walking infrastructure and supporting activities could be prioritised in and around schools.

Target: **Increase in number of children cycling** to primary school from 3.5% to 7% by 2025.



11. Investment

There is good evidence that investment in ‘smarter choices’ (travel planning, car-reduction policies, etc), road safety and cycling schemes and public transport represents by far the best value for money in transport interventions²⁴. Many European cities with similar characteristics to our own Scottish cities have achieved high levels of walking and cycling, through strong political leadership and investment²⁵. Exercise has been referred to as the ‘best buy in public health’²⁶ and a potential ‘miracle cure for health’²⁷, and the role of active travel in health improvement and maintaining good health is increasingly recognised²⁸. Increased levels of cycling can also stimulate economic growth and vibrancy in urban areas through enhanced connectivity and safer, more attractive public spaces which are not dominated by vehicular traffic. During the 2014 Commonwealth Games, parts of Glasgow’s city centre were temporarily re-designated as car free where visitors could walk/cycle, giving a boost to the local economy in these areas.

In Glasgow, the health economic benefits of cycling have already been illustrated locally through a HEAT analysis conducted by the GCPH²⁹, which estimated annual health economic benefit accruing from cycle trips into and out of Glasgow city centre in 2012 was over £4 million. More recently, a study of the impact of cycling in the Netherlands estimated that cycling prevents about 6,500 deaths each year in the country and that cycling adds half

a year to the life expectancy of Dutch people³⁰. Clearly there will be multiple health, social and economic benefits for Glasgow if every day cycling levels can be increased in the city.

We have already made clear in this submission that the level of funding for cycling infrastructure needs to rise significantly for Glasgow to make progress and to meet the national target of 10% of all journeys being made by bicycle by 2020. It is made clear in the plan that many of the aspirations outlined are dependent on “available funding”. However, as the plan makes clear, there are many opportunities arising from, for example, the City Deal and from pursuing external match-funding with other partners, including the SPT, Sustrans and Transport Scotland.

We recommend that going forward, Glasgow’s cycling spend per head of population is published as part of annual monitoring of progress. While Glasgow may not want to follow Edinburgh’s promise to spend a percentage of its transport budget on cycling-related projects – 5% for 2012/13 and rising annually to 8% in 2015/16³¹ – this approach does show clearly their commitment to increased expenditure on cycling. Get Britain Cycling³², the report for the (UK) All Party Parliamentary Cycling Group inquiry, made clear that money is needed for both capital and revenue budgets and recommended creating a cycling budget of £10 per person per year, increasing to £20.

Meeting the government’s target for increasing cycling levels with all the concomitant health, social and environmental benefits should be seen as part of the ‘preventative’ spend to create a healthier, population and a low carbon economy. Evidence suggests that the economic benefits of investment in cycling in terms of health and traffic congestion are substantially greater than the cost.

To achieve progress will require a clear long-term action plan associated with the strategy that sets out how short-term measures will contribute to longer-term aspirations and that commits to increasing cycling investment to the level required to meet the Scottish Government’s target of having 10% of all journeys made by bike by 2020.

12. Planning and regeneration and alignment with other strategies

Having an effective and responsive planning system will help to deliver many of the targets set out in the plan. Planning practice can help to facilitate increased participation in cycling throughout Glasgow in the following ways:

- By ensuring that a strategic and joined-up approach is taken to the development of an active travel network within Glasgow and beyond.
- Through the promotion of green infrastructure projects or development proposals which help to create a more attractive and greener environment.
- By permitting development in appropriate locations (e.g. those which have existing cycle routes and where local facilities can be easily reached on foot or by bike).
- By ensuring that connections within new developments prioritise walkers and cyclists over other road users.
- Through digitised mapping of routes and permeable zones to help ensure cycling needs are recognised in new developments and regeneration areas.

- Through supplementary guidance, minimum standards for developers of residential or commercial properties can be specified (e.g. cycle storage facilities or changing facilities).
- Through supporting development proposals which may lead to increased participation in cycling (e.g. the provision of on-street cycle racks).
- Through effective enforcement procedures which address issues of non-compliance quickly.

Current planning policy supports the prioritisation of walking and cycling over less sustainable modes of transport. In particular, Scottish Planning Policy states that the Planning system should:

“Identify active travel networks and promote opportunities for more sustainable modes in the following order: Walking, cycling, public transport, cars.”³³

In addition, all four themes underpinning the Scottish Planning Policy (a successful and sustainable place, a low carbon place, and a natural and resilient place and a connected place) can be supported through development which promotes active travel over less sustainable forms of travel.

At a regional level, Clyde-plan sets the strategic direction for development in Greater Glasgow over the next 20 years. In January 2015, the GCPH responded to the Main Issues Report consultation for this plan by supporting further development along the Forth and Clyde Canal and the River Clyde which would improve the streetscape and result in improved connectivity for walkers and cyclists throughout the city region. Although the Main Issues Report included supportive statements in relation to increasing opportunities for walking and cycling, the GCPH suggested that infrastructure improvement for cycling should be accorded at least the same level of priority as those proposed for rail and road network expansion.

Creating a more bike-friendly city is in keeping with the Placemaking Principle outlined in the Proposed City Development Plan for Glasgow. This policy will cover all new development proposals with the aim of improving:

“the quality of development taking place in Glasgow by promoting a design-led approach. This will contribute in protecting and improving the quality of the environment, improving health and reducing health inequality, making the planning process as inclusive as possible and ensuring that new development attains the highest sustainability levels.”³⁴

We recommend that the Local Development Plan – and accompanying Supplementary Guidance – should provide clear guidance on what cycle provisions are expected of developers when building residential and commercial properties. This should include adequate cycle parking in all new developments, shower facilities, changing facilities and lockers in non-residential properties. Development proposals should not be approved unless specified cycle provisions are provided, and effective enforcement measures should be applied where developments have not met minimum specified standards.

The provision of new cycle facilities within existing properties (and especially flats, which make up nearly three quarters of the dwellings in Glasgow) should be supported in principle

and included in forthcoming supplementary guidance. Further, following the example of Edinburgh City Council, Glasgow City Council should consider the provision of on-street residential bike storage to meet the needs of those who are not able to store their bike within their property. Consideration may be given to where these facilities should be positioned.

In addition to national and local planning policy, there are other Glasgow City Council strategies that are relevant to the delivery of the Strategic Plan for Cycling. These include:

- Glasgow City Centre Strategy and Action Plan 2014-19
- Glasgow City Centre Transport strategy 2014-24.

The City Centre Strategy and Action Plan includes a proposal to create avenues to link key city locations. These avenues are intended to improve the streetscape, slow traffic and promote active travel. The strategy also identifies the need to improve city centre conditions for walkers and cyclists, as well as the challenge of addressing poor air quality in particular city centre streets.

Meanwhile, the City Centre Transport Strategy supports improvements to active travel through the aim of “*improving the health of Glasgow’s citizens by increasing the modal share of trips to/from and within the city centre by active travel modes (walking/cycling/public transport)*”³⁵. Specific commitments within the strategy include improvements to existing infrastructure and the provision of new routes, cycle storage facilities at transport hubs, further roll-out of the bike hire scheme, the promotion and marketing of active travel, and management procedures for the maintenance of cycle routes. It also supports the removal of parking in city centre locations where roads are not wide enough to accommodate new cycle lanes. The key objectives and commitments set out in these plans are central to the delivery of the Strategic Plan for Cycling. In order to effectively monitor progress on the delivery of the Plan, it is recommended that the aims, targets and commitments within it are compatible with, and compliment, other relevant existing plans. The GCPH also recommend that delivery mechanisms and monitoring progress are closely linked to existing plans.

Through City Deal funding, a number of proposed regeneration projects across Glasgow could help to improve conditions for cycling. Improving connectivity across the city is a key aspect of the City Deal, with proposals for new connections/improvements to be made between Partick and Govan, the city centre and the East End, and North Glasgow and the city centre. Public realm improvements and new cycle routes have also been earmarked for funding. As additional City Deal funding becomes available for infrastructure and public realm improvements, we recommend that priority is given to the development of strategic cycling infrastructure, particularly routes that cross authority boundaries and contribute to the creation of an integrated regional cycling network.

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