



PEOPLE
MAKE
GLASGOW

BIKE *life*

2018

Glasgow



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Forward motion

Our vision for cycling in Glasgow



This report comes at an exciting time for cycling in Glasgow, with participation on the increase. Our 2018 counts show an average of 11,000* cyclists per day travelling in and out of the city and a 111% rise in cycling over the last 9 years.

Bike Life Glasgow

provides clear evidence that residents of Glasgow recognise cycling as an important catalyst for change, with 82% of Glasgow residents supporting the creation of more protected cycle lanes and 78% stating that they would like to see more investment in cycling. Our award winning cycle hire scheme goes from strength to strength and we will be rolling out even more bikes and docking stations over the next 6 years, including e-bikes for the first time.

Our Strategic Plan for Cycling sets out our vision for increasing levels of cycling through the creation of more pleasant liveable places. Across the city, transformational changes are happening to create an inclusive network and attractive, accessible neighbourhoods for everyone. Investment of £115 million in the

Avenues project puts walking and cycling at the very heart of our city. Community Links PLUS competition winners, The South City Way and Connecting Woodside projects show the scale of our ambition, with segregated cycle routes and enhanced public spaces. These landmark infrastructure projects are complemented by our continued commitment to implementing 20mph speed limits, and Scotland's first Low Emission Zone to deliver cleaner air for everyone.

I welcome Bike Life as an opportunity to share the benefits that cycling will bring to our residents. Designing a city that is safe for cycling will play a part in reducing the health and social inequalities that Glasgow faces, ensuring that this inexpensive, healthy mode of transport is possible in all our communities. As we remove the barriers to cycling we will see greater levels of inclusion as travelling by bike becomes easier regardless of gender, age or ability. We are committed to ensuring Glasgow becomes a sustainable city. More people travelling actively will help us achieve this, while also bringing economic benefits and a more desirable place to work and live. This is good for all of us, and I look forward to playing my part in making it happen.

Councillor Anna Richardson, City Convener for Sustainability and Carbon Reduction

Introducing Bike Life

Sustrans, the charity making it easier to walk and cycle, is collaborating with three Scottish cities in 2018 – Glasgow, Perth and Stirling – to report on progress towards making cycling an attractive and everyday means of travel.



Bike Life is inspired by the Copenhagen Bicycle Account, and is an assessment of city cycling development including infrastructure, travel behaviour, satisfaction, the impact of cycling, and new initiatives.

This is the first report from Glasgow, one of 15 UK cities participating in Bike Life. The information in this report comes from local cycling data, modelling and a representative survey of over 1,100 residents in Glasgow* conducted by ICM**.

More details on all Bike Life city reports can be found at www.sustrans.org.uk/bikelife.

Our thanks to the people of Glasgow who took part in the survey and who told us their stories in this report.

There are substantial benefits to Glasgow from people cycling

- 18.6 million trips** made by bike in Glasgow in the past year
- Saving the NHS £1.2 million annually**, equivalent to the average salary of **54 nurses**
- Bicycles take up to **13,087 cars** off Glasgow's roads each day, equal to a **39 mile tailback**
- £62 million total annual benefit to Glasgow** from people riding bikes for transport and leisure

There is huge potential for more people to ride bikes...

- 7% of Glasgow residents usually cycle to and from work**
- 33% of households are within 125m of a cycle route**
- 30% don't currently ride a bike, but would like to**
- 32% think cycling safety in Glasgow is good**

...and public support to make that happen

Residents in Glasgow think investing in more space for cycling and walking, as opposed to additional space for cars and public transport is the best way to keep the city moving, improve people's health, and reduce air pollution.

- 67% say Glasgow would be a better place to live and work** if more people cycled
- 78% of people would like to see more money spent** on cycling
- 65% of people would find protected roadside cycle lanes very useful** to help them cycle more
- 82% of residents support building more protected roadside cycle lanes**, even when this could mean **less space** for other road traffic

* Source: Glasgow City Council 2018 Cordon Count Data report based on 2009-2018 Total Flow Data. Based on the city centre, not the whole of Glasgow city as throughout.

Photos, cover and Councillor Richardson: © John Linton/Sustrans. Photo, top: © Lee Muir/Sustrans.

* The adult population of Glasgow used was 516,583 (2016 mid-year population estimate). ** Survey conducted May-July 2018.



Key figures

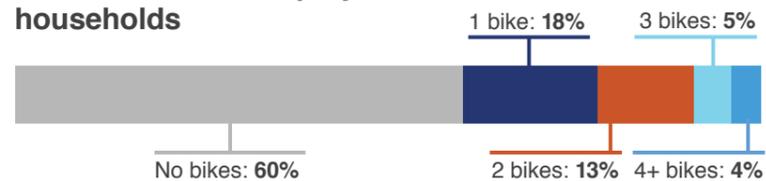
Provision and levels of cycling in Glasgow

Bike ownership in Glasgow

A bike gives people more choice for getting around, helping them to reach jobs and services, and to see family and friends more often.

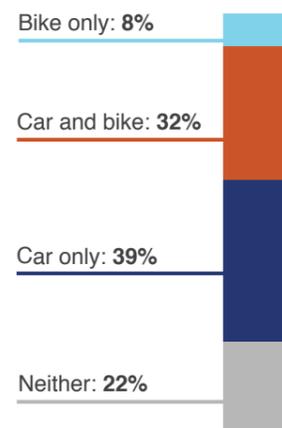
In Glasgow, two-fifths (40%) of households have access to at least one bike. Almost three quarters (74%) of households with children have at least one child's bike.

Adult bike ownership by households



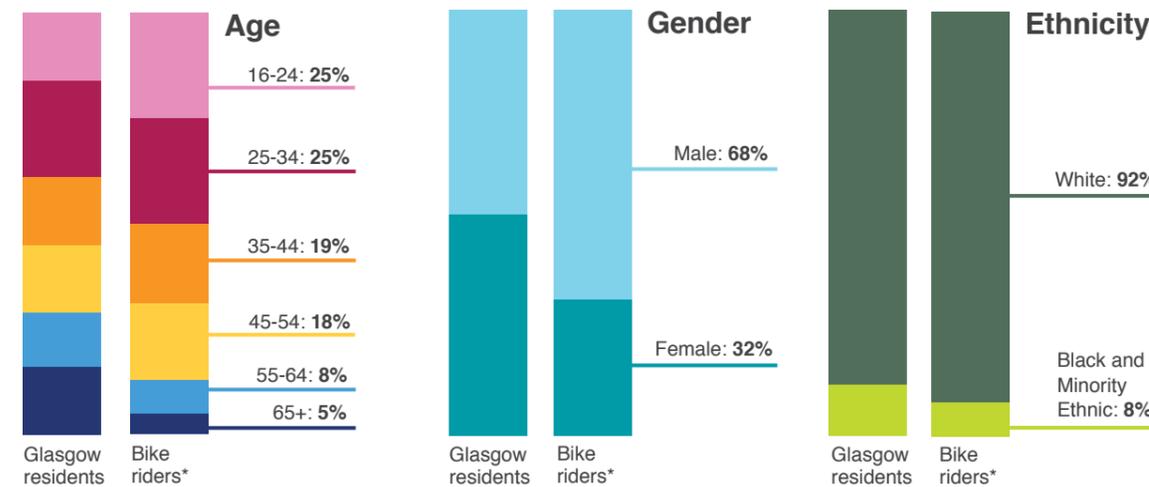
Car and bicycle ownership refers to the percentages of all people living in households that own cars/bikes. Note that census data is normally reported as the percentage of households with given numbers of cars.

Car and adult bike ownership by households



Who is cycling?

In Glasgow, black and minority ethnic communities, women and people 55 and over are under represented when it comes to riding a bike.



For age and gender, the division of Glasgow residents uses 2016 mid-year estimates. For ethnicity, it uses the 2011 census. Survey respondents could also identify their gender 'in another way' or 'prefer not to say'. Due to rounding these are not displayed - they would appear as 0%.



How often are people riding a bike?



40% of Glasgow households have access to a bike yet only **15%** of residents cycle once a week or more and only **5%** of residents cycle at least 5 times a week



What's available and who's aware?

182 miles of cycle routes including

127 miles of routes physically separated from vehicles*

32% of people are familiar with the traffic-free routes in Glasgow

33% of households are within 125 metres of a cycle route

12% of all streets in Glasgow have a 20mph speed limit



2,396 public bike parking spaces, equivalent to 41 bike riders per space

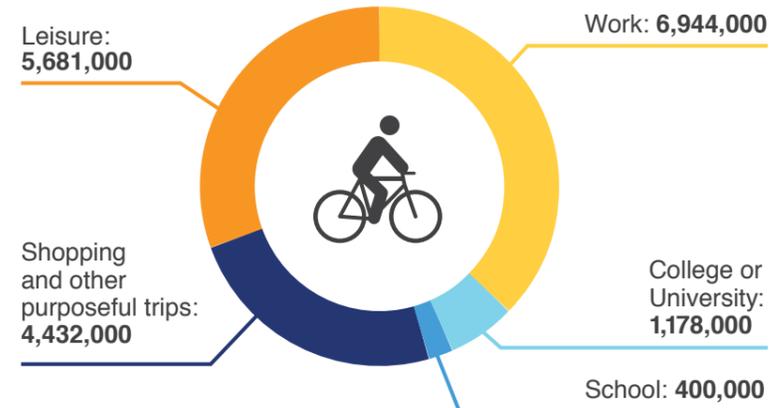
642 railway station parking spaces for bikes, equivalent to one parking space for every 213 passengers per day

642 railway station parking spaces for bikes, equivalent to one parking space for every 213 passengers per day



Where are people cycling?

Number of trips in the past year



46% of Glasgow residents' cycle trips are for work or education

7% of Glasgow residents usually cycle to and from work



* Includes protected bike lanes, shared footways and traffic-free routes away from roads. Photo, top: © John Linton/Sustrans

* Ridden a bike in the past four weeks when the survey was conducted in May – July 2018.

Developing Bike Life

What's happening in Glasgow



Bike Life Glasgow highlights that Glasgow City Council (GCC) is committed to developing cycling for everyone across the city and there is a demand for further investment from Glasgow residents. The Council has a Strategic Cycling Plan and a number of ongoing, or planned, initiatives that will support transformative changes for walking and cycling by creating a safer and healthier Glasgow for all

Glasgow Strategic Cycle Plan 2016-2025

GCC wants cycling in the city to become 'normal'. This is led by the award-winning 'Strategic Plan for Cycling 2016-2025'. This strategy seeks to create a vibrant cycling city where cycling is accessible, safe and attractive for all. It seeks by 2025 to double cycling trips in the city centre, and of children cycling to and from school.

Low Emission Zones

The first phase of Scotland's first Low Emission Zone (LEZ) will be introduced in Glasgow at the end of 2018. It seeks to lower emissions from motorised transport thereby creating a nicer environment for people to walk and cycle.

20mph City Centre

Glasgow's ambitious city centre 20mph zone was introduced in 2016. Since it has evidenced a consistently positive impact on road speeds by creating a better and safer environment for people of all ages to walk and cycle.

111%
increase in city
centre cycling
since 2009*



* Source: Glasgow City Council 2018 Cordon Count Data report based on 2009-2018 Total Flow Data. Based on the city centre, not the whole of Glasgow city as throughout.

Glasgow Cycle Hire Scheme

The award-winning Glasgow Cycle Hire scheme encourages residents and visitors who may not ordinarily consider cycling to use a bike, whilst helping to connect neighbourhoods. Over the next 6 years, the scheme will grow to 1,000 bikes and 100 stations.

The hugely popular scheme has contributed to making cycling normal within Glasgow.

It also has a 40% female user base*, double the national average for female participation in cycling, and the Council will continue to encourage usage by those typically under-represented in cycling.

* Source: Glasgow Centre for Population Health, 2017, 'Glasgow's public cycle hire scheme: analysis of usage between July 2014 and June 2016'.



Cycle training and education

To encourage cycling amongst children GCC has 53 schools currently participating in Bikeability and 552 pre-schoolers participating in Play on Pedals. Currently 3% of children in Glasgow cycle to school* and to support these aspirations we continue to help develop school travel plans and increase cycle parking in schools. Giving children the skills and confidence to cycle will help to establish sustainable travel behaviour for the future.

* Source: Sustrans Hands Up Scotland Survey.

City Ways – segregated cycle lanes

The City Ways cycle routes are at the forefront of connecting people cycling or walking into Glasgow's city centre. City Ways are designed to reduce car use and deliver safe, segregated and direct cycle routes to the city centre and other everyday destinations. These routes are suitable for everyone, of all levels of experience, providing an environment where behaviour change to cycling can be cultivated.

To date, the ever-expanding City Ways programme comprises the established; East City Way, West City Way, South West City Way, and the imminent South City Way and the Connecting Woodside scheme.

The City Ways routes are being continually expanded and support Glasgow's continued aim to make cycling the easiest, healthiest and most environmentally responsible way to get around.





The impact

The health, economic, and environmental benefits to Glasgow



Many people are cycling in Glasgow

18.6 million trips

made by bike in Glasgow in the past year which altogether adds up to

87 million miles



Benefiting individuals and the local economy

91p per mile

net benefit for each mile cycled instead of driven which adds up to

£23 million

annual benefit to Glasgow from people with a car choosing to cycle for transport

£62 million

benefit to Glasgow from all trips made by bicycle*

These figures are based upon monetising the benefits and drawbacks of driving and cycling. This includes travel time, vehicle operating costs, health, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.



*The value of £62m is made up of £23m plus the value of purposeful trips cycled by people without access to a car, plus the value of leisure cycle trips made by everyone.

Photo, top: © Lee Muir/Sustrans



Unlocking significant health benefits in Glasgow

In Glasgow, the physical activity benefits of cycling

prevent 32 early deaths annually*

valued at

£103 million*

based on what people say they would pay to improve their chances of survival, and calculated using the method set by the World Health Organisation.

Cycling also averts **189** serious long term health conditions annually, saving the NHS in Glasgow

£1.2 million per year

equivalent to the average salary of

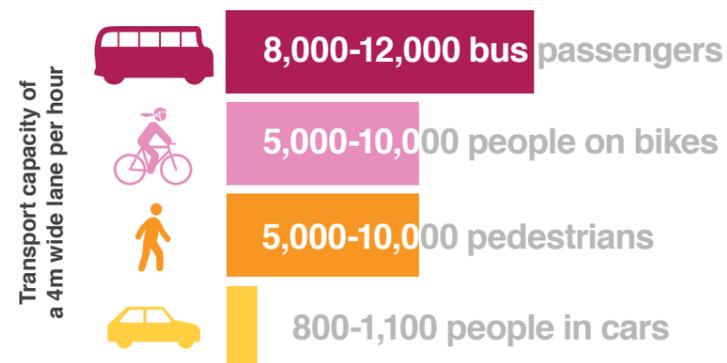
54 nurses



Based on Sport England MOVES tool which shows the return on investment for health of sport and physical activity.



Keeping your city moving

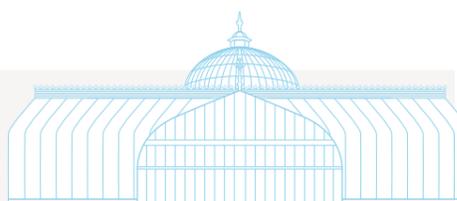


Studies suggest riding a bicycle rather than driving frees up road space. This helps to keep Glasgow moving.

Source: Litman, 2017. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

13,087 return cycle trips are made daily in Glasgow by people that could have used a car.

If these cars were all in a traffic jam it would tail back **39 miles**



If these cars were to be parked they would almost take up the area of **Glasgow Botanic Gardens**



More people riding bikes has environmental benefits

7,551 tonnes of greenhouse gas emissions saved annually

equivalent to the carbon footprint of **1,640 people**

More people riding bikes improves air quality:

15,898 kg of NOx and **2,148 kg of particulates** saved annually

In Glasgow **306 early adult deaths** occur each year where long-term exposure to air pollution (PM2.5) is deemed to be a contributory factor.



Based upon Public Health England, 2014. Estimating Local Mortality Burdens associated with Particulate Air Pollution. Adults = 25 years+.

* Based on WHO/Europe Health Economic Assessment Tool (HEAT) which enables an economic assessment of the health benefits of cycling by estimating the value of reduced mortality resulting from specified amounts of cycling.

Stories from our city

What cycling means to people



“ “ “

Mahnoor Campbell, Teacher

Growing up in Pakistan, I wasn't allowed a bicycle and I didn't think I could learn as an adult until I saw a news report showing adults learning to cycle. My kids had been asking me to cycle with them and once I saw others doing it, I realised I could do it too! By the end of my first class I was riding a bike, and living by the Forth & Clyde Canal gave me a great space to practice while I built my confidence.

The amount of people cycling in Glasgow has visibly increased over recent years and the provision of cycle lanes has been beneficial.

Dedicated infrastructure allows you to see aspects of the city you wouldn't in traffic or in a car, but we need more segregated routes and more accessibility to bikes for everyone.

On a recent visit to Stockholm I was amazed at how fantastic the infrastructure for cyclists is - 'if they can do it why can't we?'.

“ “ “

Sian and Lydia Kaiser, Glasgow residents

It is important for all children to be able to access cycling, for a variety of developmental reasons not just for their health and wellbeing. As the mother of a daughter with autism it is difficult to put Lydia into mainstream clubs, so facilities like Free Wheel North are invaluable as they offer a safe environment with supervision for children to learn and develop. Before we came here, Lydia couldn't pedal a bike but she has now built up her confidence and awareness of her surroundings and other cyclists. Adapted bicycles and equipment is expensive but here we can try out a range of bikes.

We travel an hour across the city by bus to use the track. It would be great to have more of these facilities across the city as it is important more people can access them.

There are so many cars on the roads now which makes it hard for kids to get out. Places like this are vital.



“ “ “

Gary Larman and David Marshall, Police Scotland

The areas we cover have lots of small pathways which are inaccessible by vehicle. Being on bikes allows us to see more and improves our local knowledge as we can go places we'd be unable to go otherwise. We find that the bikes make us more approachable than being in a vehicle, as it's often a talking point for people in the community and it's easier for us to engage with people.

It's also great because we get to be active at work, so by the end of the day we feel so much better than sitting in a car all day. The bikes allow us to do a few loops in and around our areas whereas we could only do one by foot.

Cycling on the road can be daunting, even as police officers where other road users are more aware of us, it gives you a real sense of how cyclists feel using the roads.

As more people are cycling in Glasgow now hopefully this will change awareness as cyclists become more visible to other users.



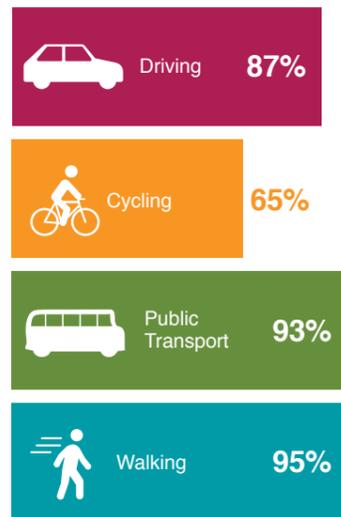
Barriers and potential

What needs to change to make cycling commonplace



Safety and security continue to be a significant concern

Percentage of people that feel safe during the day



A cycling injury occurs once every 661,000 miles pedalled around Glasgow

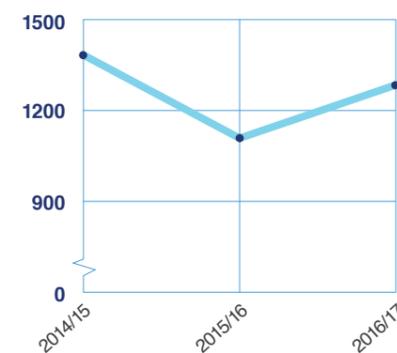


Whilst almost half (46%) of people think Glasgow is a good place to ride a bike overall, when you dig deeper there are clear concerns about safety.

only 32% of people think **cycling safety** in Glasgow is good.

only 24% think **safety of children's cycling** is good.

Reported bike thefts



There were **1,285** reported bike thefts in Glasgow in 2016/17.

This equates to a **1.3%** chance of a bike rider in Glasgow having their bicycle stolen in the past year.

28% of people think the security of bicycle parking is good.



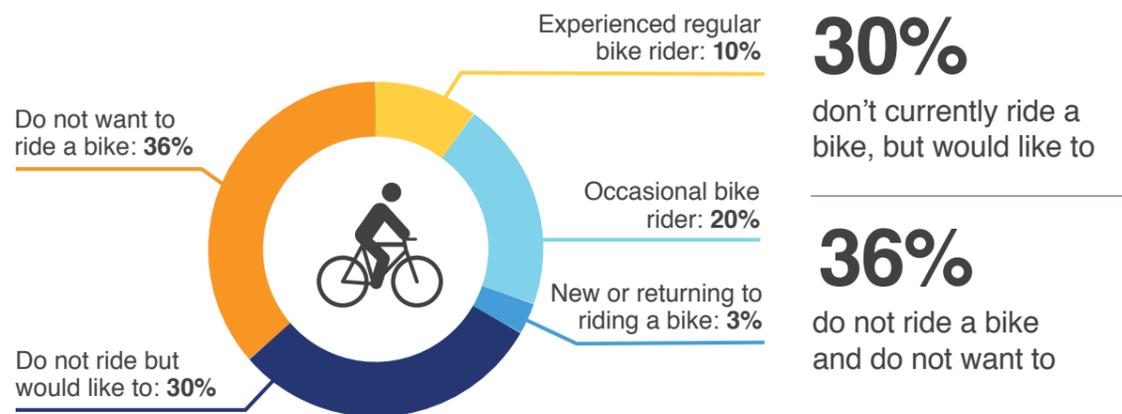
Leigh Ferguson, Glasgow resident

I'd love to cycle more and over longer distances but due to a number of factors I'm more limited as to the level of physical activity I can manage. An eBike would be the ideal thing for me, but the cost of purchasing one and having nowhere to store one are barriers.

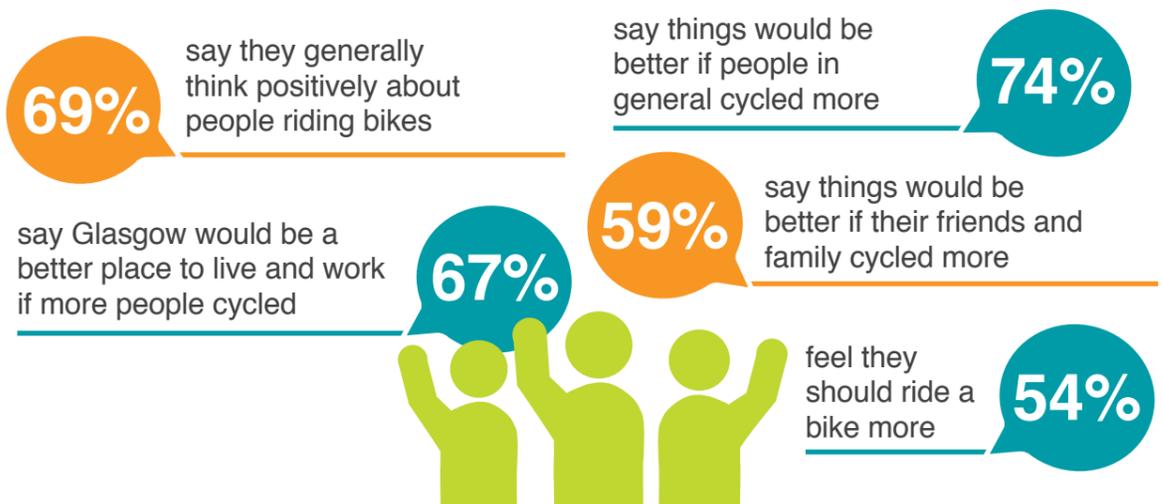
It would make a massive difference if the Glasgow Cycle Hire scheme offered eBikes as an option, as it would provide access for many who need a wee bit of assisted pedal power! It would also be great to see secure cycle parking for traditional Glasgow buildings introduced, as it's a big limitation for all ages I think.



How do people see themselves when it comes to riding a bike?



Perceptions of cycling are positive



How do residents rate Glasgow's cycle routes?



Photos: © John Linton/Sustrans

What the public want

Investment, safety and dedicated space



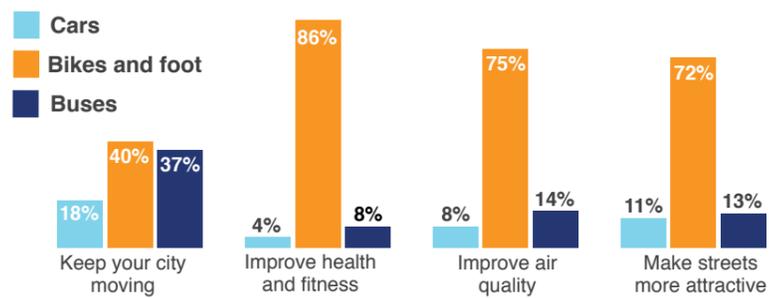
Bike to the future

Our ambition and plans to make it happen



Prioritising investment in cycling and walking

People prioritise investment in space for bikes and foot



Overall, residents in Glasgow think more space for cycling and walking, as opposed to additional space for cars and public transport, is the best way to keep the city moving, improve people's health, reduce air pollution and make streets more attractive.

78%



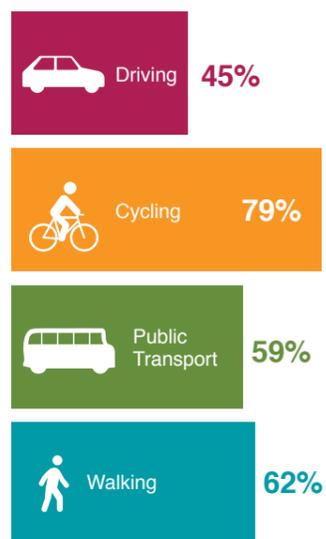
of residents would like to see more investment in cycling in Glasgow

This includes 74% of those aged over 65, those least likely to ride a bike

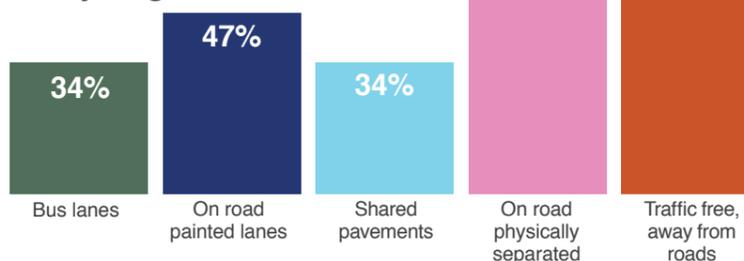


Improved safety and space for cycling

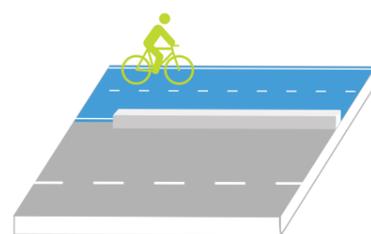
Percentage of people that think safety needs to be improved



People want dedicated space for cycling



What people would find very useful to start cycling/cycle more



82%

of residents support building more protected cycle lanes, even when this can mean less room for other road traffic

Glasgow is Scotland's largest local authority and the population is ever-evolving. This means the need for sustainable travel is ever-expanding. Bike Life identifies the desire to deliver this change. We believe that 'People Make Glasgow' and will work with the community to develop a world-class cycling environment that connects and integrates with walking and public transport. Three initiatives are currently being delivered or planned to make this happen.

South City Way

Glasgow's South City Way (SCW) will deliver 3 kilometres of direct segregated cycle route from Queens Park into the City Centre. £3.25 million of match funding from the Scottish Government through Sustrans' Community Links PLUS in 2016 is helping to create a key active commuter route to and from one of Glasgow's most densely populated areas. The new route will continue to expand Glasgow's Cycle Network and will help redevelop Victoria Road as focus for the community and as an important cultural centre that promotes health, wellbeing and a more liveable community for all.

Connecting Woodside

Connecting Woodside is a ground breaking, area-wide active travel project which is the first of its kind in Scotland. The project bid successfully won the Community Links PLUS funding award in 2017. As a result, £8 million

will be invested in the development of the project over three years.

The project extent spans several communities and cumulatively will contribute over 7 kilometres of enhanced active travel routes to Glasgow's active travel network. It is located in the Woodside area of North Glasgow, crossing into Woodlands and linking into the Avenues city centre infrastructure programme. It will support more walking and cycling using four approaches: sustainable placemaking, segregated cycleways, permeability and connectivity, and local outreach.

Sauchiehall Street

Sauchiehall Street is the primary 'pilot' project to be delivered by Glasgow City Council's Avenues programme. The City Council is investing £115 million across the whole programme. Key aspects of the Sauchiehall Street Avenue is the removal of 2 road traffic lanes to provide continuous pedestrian and cycle priority routes, making the city more attractive, people friendly and economically competitive.

Glasgow City Council has 3 other potential active travel schemes that are being developed. With these changes Glasgow can truly become a leading UK cycling city whilst improving the health, environment and economy for its residents.

Notes on terminology and methodology:

The attitudinal survey was conducted May to July 2018.

Due to the rounding up or down of individual figures, the percentages on charts may not total 100% exactly.

Further details are available at www.sustrans.org.uk/bikelife

Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute. Join us on our journey.

www.sustrans.org.uk

Sustrans is a registered charity in the UK No. 326550 (England and Wales) SCO39263 (Scotland)

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For further information contact:
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