



Glasgow's Strategic Plan for Cycling, 2010 - 2020

The Go Bike Response, October 2014

It is clear that the existing document (attached as Appendix 1) has not been a working document. The very worthy vision given on page 9 was not supported by the inclusion of SMART objectives (Specific, Measurable, Achievable, Realistic, Time-related) and no evidence has been given during the 4.5 years of operation of the Glasgow Cycling Forum that Section 7: Measurement has been complied with.

Thus, it is now essential, if the Vision, ie "Cycling will be the biggest participation activity in the city by 2020" is to be achieved, or even approached, that major catch-up is required. To that end, the following is required:

1. Budget: from the next City Council budget preferably 10% of the transport budget, excluding external sources, but at minimum 5%, will be allocated to on-road cycling infrastructure in the city.
2. External funding: efforts will continue to attract external funding to support on-road cycling infrastructure and other cycling routes and activities. The lessons to be learnt from the recent failure to attract significant Sustrans Community Links funding will be taken on board to ensure that Scotland's largest city does not continue to lag behind other local authorities.
3. Funding: funding will be prioritised to on-road routes to existing off-road sport cycling facilities and schools that deliver cycle training programmes, to allow participants, pupils and staff to cycle to the centre or school.
4. Promotion of cycling: funding will be prioritised to public events to launch new cycle infrastructure, with press releases and press presence, and by web-based and social media. The City Council website will be used and, in response to e-mails from City Council staff, cycling organisations will promote updates via their own websites, Facebook pages, blogs etc.
5. Active Travel leadership: active travel will be the first consideration when organising City Council events. If a venue can not be readily reached by either walking, cycling or public transport, it will not be used. All City Councillors will reduce their use of council cars, taxis or private cars for council business by a minimum of 10% per year, so that funding of such transport for council business in 2020 will be no more than 50% of 2013/14 levels, with no account for inflation.
6. Cycle infrastructure design: all cycle lane etc design will be at least to the desirable minimum standards set out in Cycling by Design.
7. Speed limits: a speed limit of 20mph will be introduced in the city centre, ie the area bounded by the River Clyde, the M8 and High Street / The Saltmarket by October 2015.
8. One-way Streets: it should be assumed that cyclists may cycle in a contraflow direction on all one-way streets in the city centre and that provision will be made to permit this by October 2015.
9. The contraflow cycle lanes will be segregated by the use of barriers such as the armadillo type.
10. On-street Parking: this will be strictly controlled throughout the city and no further increases will be permitted. Proposals currently in the consultation process will only be allowed to proceed where there are no objections.

11. On-street Parking in one-way streets: it will be assumed that no parking will be permitted on the cycling contraflow side of a one-way street.
12. On-street Parking: where there are cycle lanes: no parking will be allowed at any time on any cycle lane.
13. On-street Parking Penalties: where parking is done on either the cycling contraflow side of a one-way street or on a cycle lane, standard parking fines will be exercised but at 200% of the standard rate.
14. On-street Parking clearance: where on-street vehicle parking is permitted a minimum 1.0m door opening zone must be provided. This must be hatched to deter cyclists from moving too close to cars.
15. With flow Cycle Lanes: with flow cycle lanes, segregated by barriers such as the armadillo type, to be provided on all streets in the city centre by end December 2017. Any streets deemed to be unsuitable for this provision are to be studied on a site visit by City Council engineering staff and Go Bike representatives to determine a suitable alternative.
16. Arterial routes into the city centre: in the absence of a shared bus/taxi/cycle lane, all arterial routes into the city centre are to be provided with cycle lanes by December 2018. The standard for these will be a mandatory cycle lane. Should any route have a speed limit of 40mph or over, the lane will be segregated by barriers such as the armadillo type. Any streets/routes deemed to be unsuitable for this provision are to be studied on a site visit by City Council engineering staff and Go Bike representatives to determine a suitable alternative.
17. Signalised junctions: Advance Stop Lines (ASLs) will be installed at all signalised junctions, and across all lanes (not just the nearside lane), in conjunction with the installation of cycle lanes (in addition to the current ASL installation when junctions are repainted).
18. Traffic signal phasing: in conjunction with the installation of cycle lanes all traffic lights will allow cyclists to move a minimum of 5 seconds before motor vehicles.
19. Cycle and Pedestrian shared use: unless clear segregation can be provided no further shared use footway cycle schemes will be introduced in the city because the potential conflict between cyclist and pedestrian acts against the aim of increasing active travel.
20. Monitoring: to ensure compliance with Section 7: Measurement of the Plan, the budget, the funding, the travel modes of councillors and staff, the lengths installed of cycle lane of each type listed above, parking infringements, the number of ASLs installed and the number of traffic signal phasing amendments will be detailed and published on an annual basis.
21. Cycle usage monitoring: the number of cyclists entering and leaving the city centre on all radial routes will be counted on the first Monday of February and June each year. Details will be published and circulated to all members of the Glasgow Cycling Forum.

Appendices:

1. Glasgow's Strategic Plan for Cycling 2010 – 2020, (issue 1)
2. Strategic Arguments for Investing in Cycling in Glasgow, update 2014, GCPH paper (with thanks to Bruce Whyte and Fional Crawford)