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.

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

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

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* 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.

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* The adult population of Glasgow used was 516,583 (2016 mid-year population estimate).

** Survey conducted May-July 2018.
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**

- No bikes: 60%
- 1 bike: 18%
- 2 bikes: 13%
- 3 bikes: 5%
- 4+ bikes: 4%
- Car only: 39%
- Car and bike: 32%
- Bike only: 8%
- Neither: 22%

**Car and adult bike ownership by households**

- Car and bike: 32%
- Car only: 39%
- Bike only: 8%
- Neither: 22%

**Number of trips in the past year**

- Leisure: 5,681,000
- Work: 6,944,000
- College or University: 1,175,000
- School: 400,000
- Shopping and other purposeful trips: 4,432,000

**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.

- Male: 68%
- Female: 32%
- Black and Minority Ethnic: 8%
- White: 92%

**How often are people riding a bike?**

- Never: 71%
- Once a month: 4%
- Once a week: 3%
- 2-4 days a week: 8%
- Daily: 3%
- Less often: 8%
- Once a fortnight: 2%
- Once a month: 4%
- 5-6 days a week: 2%
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**Where are people cycling?**

- 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
- 12% of all streets in Glasgow have a 20mph speed limit
- 40% of Glasgow households have access to a bike yet only
- 15% of residents cycle once a week or more
- 5% of residents cycle at least 5 times a week
- 46% of Glasgow residents’ cycle trips are for work or education
- 7% of Glasgow residents usually cycle to and from work

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%.

* Includes protected bike lanes, shared footways and traffic-free routes away from roads.
* Ridden a bike in the past four weeks when the survey was conducted in May – July 2018.
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.

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.


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.
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.


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


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.

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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?’.

Stories from our city
What cycling means to people

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.

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### 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**

- **Driving**: 87%
- **Cycling**: 65%
- **Public Transport**: 93%
- **Walking**: 95%

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.

### How do residents rate Glasgow’s cycle routes?**

<table>
<thead>
<tr>
<th>Perception</th>
<th>Percentage</th>
</tr>
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<tbody>
<tr>
<td>43% think the amount of cycle routes is good</td>
<td></td>
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<tr>
<td>39% think the condition of cycle routes is good</td>
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<tr>
<td>38% think the directness of cycle routes is good</td>
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<tr>
<td>46% think the signposting of cycle routes is good</td>
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</tbody>
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### How do people see themselves when it comes to riding a bike?**

- **Experienced regular bike rider**: 10%
- **Occasional bike rider**: 20%
- **New or returning to riding a bike**: 3%

**Perceptions of cycling are positive**

- 69% say they generally think positively about people riding bikes
- 74% say things would be better if people in general cycled more
- 59% say things would be better if their friends and family cycled more
- 67% feel they should ride a bike more
- 54% say Glasgow would be a better place to live and work if more people cycled

**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.
What the public want
Investment, safety and dedicated space

Prioritising investment in cycling and walking

People prioritise investment in space for bikes and foot

- 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

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.

Improved safety and space for cycling

Percentage of people that think safety needs to be improved
- 45% of residents support building more protected cycle lanes, even when this can mean less room for other road traffic

People want dedicated space for cycling
- 65% of residents want dedicated space for cycling
- 61% of residents want dedicated space for walking

Photos: © John Linton/Sustrans

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 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

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For further information contact: sustainabletransport@glasgow.gov.uk

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