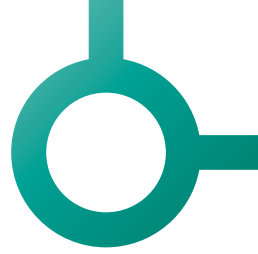


South Lanarkshire Council Cycling Strategy 2015 › 2020





The health and wellbeing of the people of South Lanarkshire is of utmost importance and this Strategy sets out the ways in which cycling can improve peoples' lives. South Lanarkshire Council will increase the opportunities for people to live more active lifestyles through the provision of cycling and walking facilities, and their promotion. We will also aim to improve local air quality by reducing emissions and pollution, not only through the provision of enhanced public transport infrastructure and by supporting the introduction of electric and hybrid vehicles, but by getting more people cycling and travelling actively.

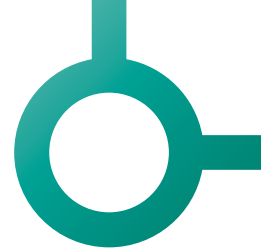
Cycling can have many positive economic, environmental and social impacts. Cycling is a great form of exercise that contributes to improved health and wellbeing. By achieving a modal shift in travel behaviour to cycling levels of congestion can be reduced, journey times can be improved, and, hence, economic and environmental benefits can be delivered.

As well as the social and moral justifications for promoting cycling there are also statutory ones. The Climate Change (Scotland) Act 2009 commits Scotland to reducing greenhouse gas emissions by 80% by the year 2050, with an interim target of a 42% reduction in emissions by 2020.

The Committee on Climate Change, an independent statutory body who advise the UK and Scottish governments on tackling climate change, has stated that around 23% of all the emissions produced in the UK are from surface transport. The vast majority of these emissions comes from road transport and cars alone account for 60% of this. The Scottish Government's Cycling Action Plan for Scotland has a vision that by 2020 10% of everyday journeys will be made by bike, thus contributing to achieving the reduction targets outlined above.

Through the delivery of the objectives and actions set out in this strategy, working with our partners, including Strathclyde Partnership for Transport, Cycling Scotland and Sustrans, along with the Scottish Government, our overall aim is to increase the number of cyclists in South Lanarkshire, in order to contribute to the improvements and visions as set out above.

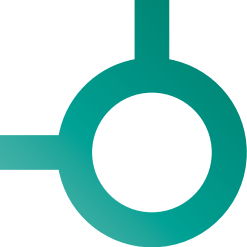




Chapter

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1	Introduction
2	Partners and Stakeholders South Lanarkshire Council South Lanarkshire Cycling Partnership Strathclyde Partnership for Transport Cycling Scotland Sustrans
3	Existing Situation What Have We Been Doing? How Well Have We Been Doing? Trends and Statistics Issues
4	Policy Context National Policy Regional and Local Policies Key Regional and Local Policies
5	Vision and Objectives Cycling Strategy Objectives (CSOs)
6	Funding and Delivery Funding Cycling Strategy Action Plan Organisation Abbreviation Action Plan
7	Monitoring and Evaluation Performance Indicators and Targets
8	Appendix 1 List of schemes to be progressed once funding is secured





Executive summary

The South Lanarkshire Cycling Strategy 2015 - 2020 sets out the Council's strategic cycling objectives for the South Lanarkshire area, as well as links to neighbouring councils.

It has been written within the wider national and regional policy context and this is outlined in the strategy. Different organisations have roles and responsibilities in the delivery of cycling and the partnership working that has developed over recent years is explained in Chapter 1.

The Strategy builds upon the high level policies and actions with respect to increasing levels of cycling by promoting and encouraging this form of active travel. This strategy is a focused policy document which sets clear processes, outcomes and actions for the implementation of cycling policies, objectives and actions.

This is the first strategy for cycling and, in Chapter 3, it considers the existing situation, progress to date with respect to the delivery of cycle projects and training, as well as identifying recent trends and issues raised via consultation exercises.

Chapter 4 outlines the policy context at a national, regional and local level and identifies specific policies and actions relating to cycling. This sets the context for the development of a vision statement for the strategy and a number of objectives and linkages to other key policy and strategy documents are made in Chapter 5.

Funding and delivery is discussed in Chapter 6 of the strategy and outlines sources of potential funding while being realistic about the need to secure this from external sources. The need for partnership working to deliver the objectives is recognised and a scheme list with priorities is included in Appendix 1.

The final chapter of the strategy, Chapter 7, sets out the monitoring and evaluation process including performance indicators and targets which will be measured annually.



1. Introduction

South Lanarkshire Council recognise that there are many benefits to be gained by cycling and other forms of active travel. By altering our travel patterns and habits to more sustainable forms of travel we can improve health and wellbeing for ourselves, our neighbours and our community. Some of the benefits of increased cycling include:

- Improved Health and Wellbeing
- Creating Better Places for People
- Improved Access to Jobs and Services
- Reduced Carbon Emissions
- Improved Air Quality
- Reduced Congestion; and
- Improved Social Inclusion

All manner of journeys can be undertaken by cycling, including commuting to a place of work or study, accessing services and accessing key transport hubs, as well as for leisure purposes.

The Council appreciate that there are challenges and barriers to cycling in South Lanarkshire, and Scotland as a whole. The purpose of this strategy, therefore, is not only to promote cycling, but to understand the perceived and actual challenges and barriers to cycling in South Lanarkshire. Understanding these challenges and barriers, as well as the benefits of cycling, is essential in encouraging increased travel by bike.

In 2009/10 only 0.9% of South Lanarkshire adults cycled to work or place of education; this compares to 68.7% who drove. For a proportion of residents the commute to work is short or moderate in length, with a third of journeys under 2 miles, and these could be changed to walking or cycling. Substantial benefits to health, the environment and congestion levels could be gained for all if this change occurred even if only for one or two days of the working week.

Focus on encouraging cycling as a viable mode of transport has perhaps never been as prominent in national and regional thinking. A number of national, regional and local policies seek to promote an increase in cycle travel. In 2010 the Scottish Government launched the Cycling Action Plan for Scotland (CAPS) which they refreshed in 2013. The overall vision set out in this plan is to increase cycling, whereby, by 2020, 10% of everyday journeys will be made by bike. One of the main actions required by the CAPS is for all Local Authorities to develop a strategic approach to supporting functional cycling in their area.



The main outcome of this action is for all local authorities to have cycling strategies in place by 2015. This Strategy has been produced in part to fulfil South Lanarkshire Council's responsibility for this CAPS action.

The Council recently published its Local Transport Strategy (LTS) 2013 to 2023 which this Strategy builds upon. The LTS includes the Council's high level policies and actions with regard to increasing levels of cycling and other forms of active travel across South Lanarkshire. This Strategy will build upon the cycling policies and actions in the LTS, to promote and encourage cycling in South Lanarkshire, and discuss how this will be achieved.

This strategy is a focused policy document which sets clear processes, outcomes and actions for the implementation of our cycling policies, objectives and actions.



2. Partners and Stakeholders

In Scotland successful delivery of cycling projects, training and education relies on the close partnership working of a number of public bodies. In the past few years South Lanarkshire Council has worked effectively with partners to deliver improvements to the National Cycle Network as well as our own local network.

South Lanarkshire Council

South Lanarkshire Council (SLC) is the local Roads Authority and the Planning Authority. The Council is responsible for interpreting national and regional policies to develop policies and actions at a local level. As Roads Authority, we have a duty to manage and maintain local public roads, footways, street lighting, and traffic signals and have the power to improve infrastructure as necessary. We also have responsibility for promoting and enabling sustainable travel, safer travel and socially inclusive travel.

Although, in general, we do not have responsibility for the provision of cycling facilities at public transport hubs, such as railway stations, we support and promote their development. This is done in conjunction with partners such as Strathclyde Partnership for Transport, Transport Scotland, Sustrans, ScotRail and Network Rail.

SLC provides targeted funding for the three cycling themes: Cycle Infrastructure; Promotion, and, Training. Encouraging cycling is not just about new investment, it is also essential that our existing road, footway and cycle infrastructure is well maintained. We must ensure that all road users, including cyclists, feel safe and secure on our network. We, therefore, continuously monitor road traffic accident statistics on the network and focus resources on areas where there is a history of casualties.

The Council will proactively engage with partners to deliver this strategy.

South Lanarkshire Cycling Partnership


In 2013 Cycling Scotland published their National Assessment of Local Authority Cycling Policy. Although it identified that SLC had made significant progress since their 2008 assessment it highlighted that Councils should have focus groups, such as a forum or partnership, in order that responsibility for the delivery of cycling improvements was understood by all partners. These groups tend to be more effective if they are formally established and co-ordinated by dedicated people who can communicate to senior managers and elected members across relevant portfolios.

Recent improvements to cycling infrastructure in South Lanarkshire had previously been achieved by informal but effective partnership working on a series of individual projects. These projects demonstrated the benefits of partners pooling resources and the formation of a Cycling Partnership would further strengthen this ethos of partnership working.

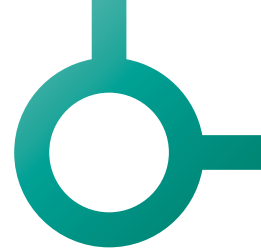
Consequently SLC's Executive Committee approved the formation of a Cycling Partnership in January 2014. The formation of this Partnership ensures that all partners can maximise the benefits that cycling can bring to the residents of South Lanarkshire.

Membership of the Partnership

The Partnership is chaired by an Elected Member and the following Local Members, Council Officers and organisations were invited to participate in the Partnership:

- Partnership Chair
Vice Chair of Enterprise Services Committee
 - Two Elected Members
 - Roads and Transportation Services – Traffic and Transportation Engineers and Education, Training and Publicity Officers
 - Countryside Services – Access Officers
 - Environmental Services - Sustainable Development Officer
 - Sustrans
- 

2. Partners and Stakeholders



- Strathclyde Partnership for Transport
- Cycling Scotland
- Police Scotland
- Various Community Groups

Other agencies and groupings may be invited to participate in the future at the discretion of the Partnership.

Partnership Remit

The Partnership will assist in the provision of the following:

- Raising the profile of cycling in South Lanarkshire
- Identifying opportunities and issues at an early stage
- Facilitating partnership working
- Integration of the provision of infrastructure and promotion of cycling
- Understanding of what all partners bring to the development of cycling

The Partnership is a standalone body whose purpose is to facilitate and co-ordinate joint action by partners in pursuit of the above aims. The Partnership is not a decision making body, but its views will be considered, by partners, during the development of projects and initiatives.

Actions arising from the Partnership will be implemented through a named lead partner organisation responsible for ensuring compliance with its own relevant procedures and codes of practice.

The Partnership will be engaged when new cycling projects and initiatives are in their infancy to aid their development and ensure stakeholder “buy-in”.



Strathclyde Partnership for Transport

Strathclyde Partnership for Transport (SPT) was created on 1 April 2006 and is the regional transport partnership for the West of Scotland. The Transport Scotland Act 2005 created the provision for seven statutory regional transport partnerships throughout Scotland of which SPT is the largest.

Its roles and functions include considering, prioritising and funding certain transport provisions, improvements and developments at a local and regional level and for linking with neighbouring regions and beyond. This includes provision for cycling projects throughout its area, including South Lanarkshire.

All 12 local authorities in the former Strathclyde area, including SLC, are constituent members of Strathclyde Partnership for Transport and have elected members who decide upon policies and strategies as well as priorities for public transport and regionally strategic transportation matters. SPT is responsible for the development and implementation of the Regional Transport Strategy (RTS) for the West of Scotland. In 2008 SPT published its RTS ‘A Catalyst for Change’ for the period 2008 to 2021, along with their initial RTS Delivery Plan 2014 - 2017.

SLC secured a minimum of £2 million of funding from SPT for a number of sustainable transport projects in 2014/15. This included £550,000 for improvement to national strategic cycle routes. We will continue to work with SPT to identify and source funding to deliver sustainable transport improvements in the future.

Some of the projects delivered to date with the assistance of SPT funding include:

- Sections of National Cycle Network (NCN) Route 74
- Sections of NCN Route 756
- Sections of the East Kilbride Cycle Network
- Sections of the Hamilton to Rutherglen, via Cambuslang, route
- Sections of the Lanark to Biggar route
- Sections of the Hamilton to East Kilbride route
- Cycle monitoring equipment



2. Partners and Stakeholders

Cycling Scotland

Cycling Scotland is the national cycle training, promotion, events and engineering organisation for Scotland. It is a registered charity and a company limited by guarantee which receives funding from Transport Scotland. It aims to establish cycling as an acceptable, attractive and practical lifestyle option. Its resources are focused on a range of strategic priorities that evolve to reflect the Scottish Government's priorities, as circumstances change.



Sustrans

Sustrans is a leading UK charity and authority on active travel that seeks to enable more people to travel by foot, bike or public transport. Sustrans works with communities, policy-makers and partner organisations so that people can choose healthier, cleaner and cheaper journeys and enjoy better, safer spaces to live in.

Sustrans provides significant financial support to Local Authorities to undertake cycling infrastructure projects. Through their Community Links fund in Scotland they provided £14 million for cycling projects in financial year 2014/15 and are providing almost £10 million in 2015/16.

In recent years SLC has secured almost £800,000 annually from Sustrans from the fund. Previous funding from Sustrans has assisted the Council to deliver:

- Sections of NCN Route 74
- NCN Route 75 in Uddingston
- Sections of NCN Route 756

In addition to providing financial support for infrastructure improvements, Sustrans, in partnership with Local Authorities, also provide other services, including the following:

- Promoting and supporting over 2,000 miles of National Cycle Network, working with partners to maintain and expand the network
- Work on a number of projects within communities to redesign residential streets to become cycle and active travel friendly
- Compile the annual "Hands-Up" surveys in schools throughout Scotland, to understand how pupils normally travel to school
- Work within schools, colleges and universities to train and enable young people to make more journeys by bike and active travel modes

In addition they work with other partners, such as SPT, Transport Scotland, National Health Service, Network Rail and public transport operators.

3. Existing Situation

What Have We Been Doing?

Over the past few years significant progress has already been made towards encouraging increased travel by bike. Key services, initiatives and projects are listed below.

Cycle Infrastructure and Planning

Projects

Good quality facilities are essential if walking and cycling levels are to increase. SLC maintains an extensive path and footway network and through its Roads Investment Programme, together with external investment, provides new high quality routes on a proportion of our footway network. The Council has recently published its Core Path Plan, which identifies routes, paths and watercourses that can be used by walkers, cyclists, horse riders and canoeists. This network details 759km of paths that have been specifically highlighted for walking and cycling.

We have extended our cycling network through the construction of new schemes including NCN Route 74 between Rutherglen and Lesmahagow, via Hamilton, Larkhall, Stonehouse and Kirkmuirhill, NCN Route 75 from Uddingston to Cambuslang and NCN Route 756 between East Kilbride and Glasgow. We have also introduced secure cycle facilities at the majority of South Lanarkshire train stations.

Education / Promotion

SLC has dedicated officers who assist schools in producing school travel plans. These plans detail how schools encourage more pupils to travel to and from school actively and sustainably. Measures delivered through travel plans include the installation of cycle racks, walking buses, cycle trains, Park and Stride, Walk to School Week, the Bikeability cycle training scheme, 20 mile per hour speed limits outside schools and enforceable parking restrictions.

At the end of 2014, of the 150 schools in South Lanarkshire 63 had implemented school travel plans and a further 57 had plans under development. These provide school children with healthy travel

alternatives to and from school and have contributed to approximately 75% of South Lanarkshire pupils travelling to school in a sustainable way.

In 2014 we had 123 primary schools participating in our Junior Road Safety Officer (JRSO) Scheme. The main duties of the JRSOs are:

- Promotion of road safety within their school community
- Speaking at school assemblies
- Running competitions
- Visiting the Junior Road Safety Officer website

New for 2015 Road Safety Calendar Competition

Topics

- Group 1**
Primary 1/2
Wearing your seatbelt
- Group 2**
Primary 3/4
The journey to school
- Group 3**
Primary 5/6
Pedestrians and large vehicles
- Group 4**
Primary 7
Safe cycling
- Group 5**
S1-4
Driver attitude and behaviour

Top ten tips to be a winner

1. Make sure your picture is drawn on "landscape format", like the examples shown.
2. Use good quality paper: the width of the paper should be double the height.
3. Avoid using too many colours - five is ideal.
4. Do not use felt pen or washes as these cannot be reproduced.
5. Avoid using small speech bubbles and company or brand names.
6. Try to use a short snappy slogan which will encourage people to think about road safety.
7. Remember all entries must show your name, age, stage and school on reverse of your poster.
8. Teachers please note - send only the five best entries from each class. Original artwork only - no scanned images. Entries cannot be returned.
9. Calendar entries must reach the Traffic and Transportation Section by close of day on Friday 25th September 2015.
10. Send entries to: Road Safety Calendar Competition, South Lanarkshire Council, Traffic and Transportation Section, Montrose House, 154 Montrose Crescent, Hamilton ML3 6LB.

Good luck!

If you need this information in another language or format, please contact us to discuss how we can best meet your needs.
Phone: 01698 453620. Email: enteries@southlanarkshire.gov.uk
www.southlanarkshire.gov.uk

Supported by:
If you require further assistance, contact the **Traffic and Transportation Section** on 01698 453620
SOUTH LANARKSHIRE Community and Enterprise Resources

Within their schools many JRSOs actively promote safe cycling and helmet wearing. The Road Safety Calendar Competition also helps to promote safe cycling.

We also have performances of the road safety play "The Nine Lives of Roddy Hogg", commissioned by Road Safety Scotland, which take place in selected secondary schools each year. The play highlights the importance of safe cycling and helmet wearing and the consequences of peer pressure.

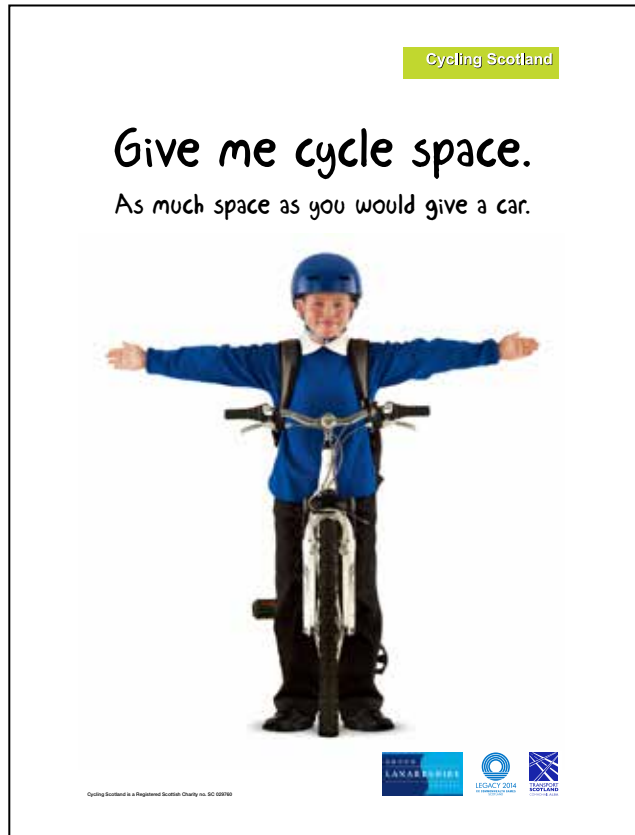
The road safety resource "Your Call" aimed at S1 to S3 pupils also features cycling.

3. Existing Situation

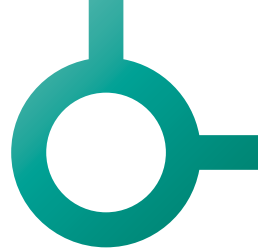
SLC and Cycling Scotland have worked together to increase awareness of children cycling to school. During the campaign we asked drivers to give children cycle space on the road to improve the journey to school.

We have put 'Give Me Cycle Space' posters and messages on billboards, bus shelters, as well as buses themselves, and school gates to encourage drivers to be more considerate for children cycling to school.

This awareness campaign ran alongside existing measures to encourage and enable children to cycle to school more often, and to make routes to school better and safer.



3. Existing Situation



Training

It is important to instil good active travel habits in children at an early age as these stay with them throughout their lives. By encouraging children to walk and cycle today, we will maximise the number of adults who travel actively in the future, with all the associated benefits.

Bikeability

Bikeability Scotland is a multi-level cycle training initiative which is designed to give young people the skills and confidence to ride their bikes safely on today's roads.

The following levels are supported by the Traffic and Transportation Section.



Bikeability Scotland Level 1 – Teaches basic competencies on a bike, such as balance, control skills and making turns. It is intended to be delivered to children in Primary 5 and is delivered in a controlled environment such as the playground.



Bikeability Scotland Level 2 – Teaches chiefly Primary 6 pupils how to ride a bike safely on the road and navigate basic junctions. This covers starting and ending an on-road journey, correct road positioning, left and right turns and overtaking. An element of classroom work which covers the Highway Code, bike maintenance, safe journeys and environmental awareness is also required. Practical sessions are designed to be delivered within a risk assessed on-road environment after basic skills have been taught off-road.



Training Materials

Comprehensive training materials for teachers, pupils, parents and trainers are provided by Cycling Scotland. Participating schools can access these from the Traffic and Transportation Section.

Instructor Training Course

Prospective cycle training instructors, nominated by local schools, attend a training course undertaken by the Traffic and Transportation Section. Successful completion of this course allows trainers to deliver Level 1 and 2 of the Bikeability Scotland programme.



3. Existing Situation

How Well Have We Been Doing?

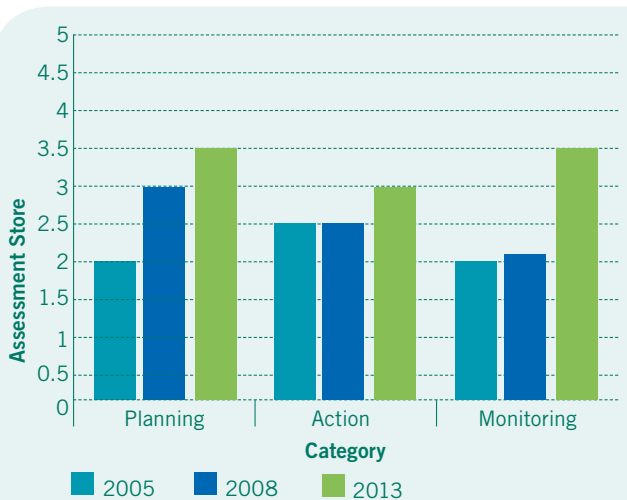
Cycling Scotland National Assessment of Local Authority Cycling Policy

In 2005 Cycling Scotland first published its "Assessment of Local Authorities Performance on Cycling", with further assessments being published in 2008 and 2013. The assessments have reviewed each Local Authority in Scotland against a national assessment criteria, which covers Planning, Action, Monitoring and, new in 2013, Understanding. Over the course of the three reports each Local Authority's progress, improvement or otherwise against the assessment criteria can be determined.

"South Lanarkshire Council has made significant progress since the 2008 National Assessment, showing improvement in leadership and commitment, co-ordination, cycle skills development and monitoring."

Source - Cycling Scotland 2013 National Assessment of Local Authority Cycling Policy

As encapsulated by the statement above SLC's focus on cycling has improved over recent years. The difference in our performance over the past ten years is significant.



Source - Cycling Scotland 2013 National Assessment of Local Authority Cycling Policy

For the new 2013 category Understanding we scored 3.5.

Although we are pleased with our improved performance we know there is room for improvement.

Cycling Scotland also said of South Lanarkshire;

"The improvement is promising and there is progress in the right direction, but there is still room for improvement with regard to each element of establishing cycling policy, a strategic cycle network of on and off-road routes and an outcome-based marketing / promotional strategy."

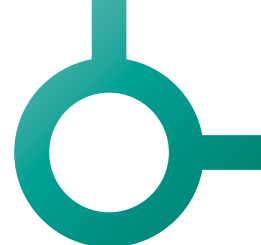
Source - Cycling Scotland 2013 National Assessment of Local Authority Cycling Policy



Source - Cycling Scotland 2013 National Assessment of Local Authority Cycling Policy

SLC achieved a 3 out of 5 score overall against the national assessment criteria on Cycling Performance.

3. Existing Situation



Trends and Statistics

Almost **60%** of residents are concerned about the level of traffic growth

Source - SHS Traffic Growth Level of Concern 2009/10

On average, Scots travelled 7,010 miles per person per year within Great Britain in 2009/2010. Travelling by car accounted for the majority of distance travelled, 5,306 miles, of which 3,484 miles was covered as a driver and 1,822 miles as a passenger. Distances travelled using other modes of transport included 489 miles by local bus, 391 miles by surface rail, 153 miles by foot and 34 miles by bicycle.

There has been a substantial increase in the distance we travel, with most of the increase through car use. In 1985/1986, Scots travelled, on average, 4,652 miles per person per year, of which 3,227 miles was by car. In 24 years, therefore, the average distance travelled increased by 2,358 miles, of which 2,079 miles were by car.

Since 1985/86, there has been little change in the average number of trips per person per year however; the average distance travelled has increased by 53%, from approximately 4.8 miles per trip to 7.3 miles. 26% of all journeys in Scotland in 2010 were for commuting purposes, followed by 23% for shopping and 16% for leisure.

The Scottish Household Survey (SHS) results for 2013/14 show that in Scotland:

- 63% of all journeys were less than 5km
- 50% of all journeys were less than 3km
- 40% of all journeys were less than 2km
- 25% of all journeys were less than 1km

Analysis of the 2013/14 SHS results provides details of the modes of transport that South Lanarkshire residents use to travel to work, expressed as a percentage. Details are given below along with those of previous years:

South Lanarkshire Modal Split – Travel to Work

Years	Walking	Car Driver	Car Passenger	Bicycle	Bus	Train	Other
2013/14	8%	71%	5%	0%	8%	5%	3%
2012/13	9%	68%	6%	0%	12%	4%	2%
2011/12	9%	68%	6%	0%	11%	5%	2%
2010/11	Not available						
2009/10	8%	69%	7%	1%	10%	4%	2%
2007/08	7%	64%	10%	1%	12%	5%	2%
2005/06	8%	69%	9%	0%	9%	4%	1%
2003/04	9%	66%	12%	0%	8%	3%	2%
2001/02	9%	61%	13%	0%	10%	3%	4%
1999/2000	10%	60%	15%	0%	10%	2%	2%

Source - Transport Scotland



3. Existing Situation

Only **0.3%** of all journeys are by bicycle

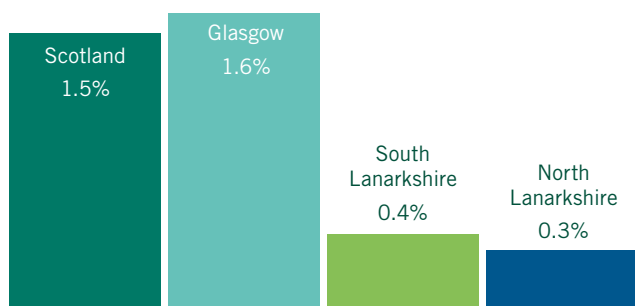
Source - SHS Travel Diary Main Mode of Travel 2012/13

A comparison of how people within South Lanarkshire travelled to work in 1999/2000 and 2013/14 has been made and has shown the following results:

- The proportion of people driving to work increased from 60% to 71%
- Car sharing reduced by two thirds from 15% to 5%
- Walking to work decreased from 10% to 8%
- Cycling to work remains very low at less than 1%
- Bus travel fell from 10% to 8%
- Travelling to work by train more than doubled to 5%

Analysis of the most recent Census data (2011) provides details of the proportion of residents who commute by cycle. A comparison has been undertaken against the national statistics and those of our neighbouring authorities of Glasgow and North Lanarkshire.

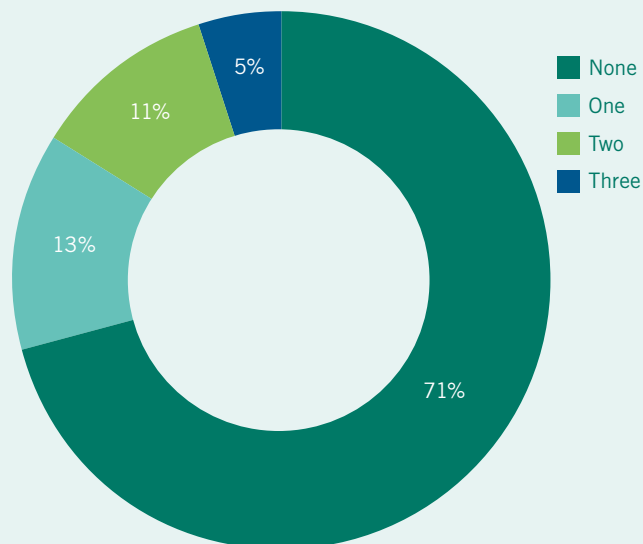
Comparison of Cycle Levels across Neighbouring Authorities



It is clear from the data above that the percentage of residents of South Lanarkshire using cycles for travel is significantly lower than the national average. It should be noted, however, that average journey distances are longer for South Lanarkshire residents than for Glasgow residents, partly due to rurality, distance between settlements and journey to work patterns (i.e. South Lanarkshire residents travelling to Glasgow City Centre). This presents a challenge for converting commuter journeys from car to bike.

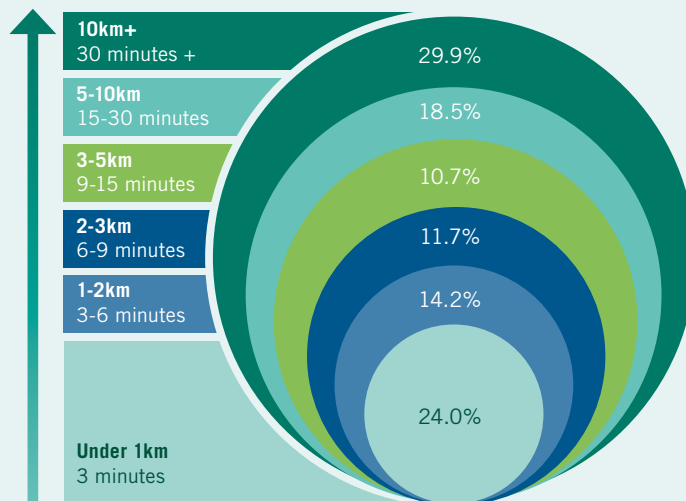
Source – Transport Scotland

Cycle Ownership (Percentage of Scottish Households)



Source - Scottish Travel Diary

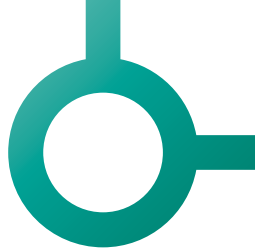
Average Journey Distance to Work or Study



Source - Scottish Travel Diary

70.1% of all journeys made by residents are within a maximum cycle time of 30 minutes, and almost 50% of journeys are within a 10 minute cycle time.

3. Existing Situation



Scottish Hands-Up Survey

Sustrans, in partnership with all local authorities and funded by Transport Scotland, undertake an annual “Hands-Up” survey. Schools throughout Scotland complete surveys by asking pupils “How do you normally travel to school?”.

Results for South Lanarkshire Hands-Up Surveys

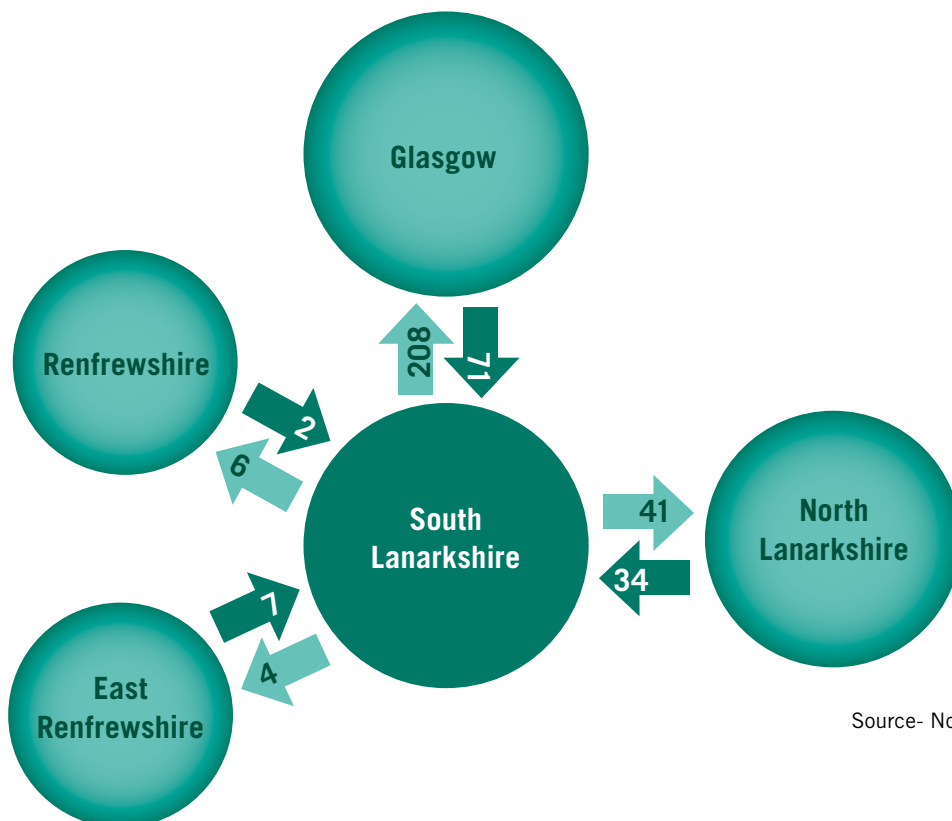
Years	Walk	Cycle	Scooter / Skate	Park and Stride	Driven	Bus	Taxi	Other
2008	43.7%	1.4%	0.7%	4.7%	24.3%	22.9%	2.0%	0.5%
2009	43.2%	0.9%	0.4%	8.7%	25.6%	18.7%	2.0%	0.5%
2010	43.2%	1.4%	0.3%	9.2%	26.6%	16.5%	2.3%	0.5%
2011	43.6%	1.2%	0.5%	9.1%	25.4%	17.7%	2.1%	0.5%
2012	41.0%	1.5%	0.8%	8.3%	25.3%	20.4%	2.1%	0.7%
2013	41.8%	2.2%	2.4%	8.0%	22.3%	20.3%	2.5%	0.5%
2014	41.7%	2.2%	2.0%	8.1%	22.7%	20.5%	2.2%	0.5%

Source – www.sustrans.org.uk

It can be seen from the Hands-Up data that the percentage of children riding their bike to school has increased in recent years, however, South Lanarkshire is still below the national average which was 3.4% in 2014.

It is not only resident population we must consider, a large number of people travel in and out of South Lanarkshire for work. This in / out flow of cyclists are shown in the figure below.

Cyclist In / Outflow from South Lanarkshire to Neighbouring Authorities for Work



Source- Nomis Cycle Inflow – Outflow



3. Existing Situation

Glasgow is the predominant origin and destination for cyclists crossing the South Lanarkshire border for work. North Lanarkshire is the second most prominent, thereafter a small number of people travel between South Lanarkshire and the areas of Renfrewshire and East Renfrewshire. A total of 185 people usually cycled to South Lanarkshire for work and 267 cycled out of the Council area for work

Issues

The development of this strategy has been informed by the consultation exercise undertaken for the LTS. A number of perceived transport issues were identified through the various consultations across all modes, however, those issues relevant to cycling are detailed below.

- Need for improvements to the condition of roads and footways
- Improve road safety
- The need for new and improved walking and cycling routes
- The need to encourage children to walk or cycle to school
- The need for improvements to town centres for pedestrians with mobility difficulties
- Congestion, particularly in town centres
- The need for lower speed limits in residential areas
- The need for increasing parking provision at railway stations

The above issues have been considered, along with the overall priorities of the various policy objectives to determine this Strategy's action plan, contained within Chapter 6.



4. Policy Content

National Policy

The Scottish Parliament passed the Climate Change (Scotland) Act in 2009. The Act commits the Scottish Government to reducing greenhouse gas emissions by 80% for 2050 with an interim target of 42% by 2020. The Act places duties on public bodies such as the Council to act:

- In the way best calculated to contribute to delivery of the Act's emissions reduction targets
- In the way best calculated to deliver any statutory adaptation programme
- In a way that it considers most sustainable

This has particular relevance with regard to the transport sector as it is responsible for 22% of Scotland's emissions.

The Scottish Government's Scottish Planning Policy is a statement of the Government's policy on nationally important land use planning matters and sets the national planning policy context within which SLC operates, including the production of Local Development Plans. The Government published Designing Streets in 2010 which replaced Planning Advice Note (PAN) 76 – New Residential Streets, and in doing so raised the importance of street design issues from the subject of advice to that of policy.

The National Transport Strategy (NTS), published in 2006, set out the Scottish Government's long term vision for its transport policies. The NTS aims to achieve 3 key outcomes which are to:

- Improve journey times and connections between our cities and towns and our global markets to tackle congestion and provide access to key markets
- Reduce emissions to tackle climate change
- Improve quality, accessibility and affordability of transport, to give people the choice of public transport and real alternatives to the car

The LTS, discussed later, provides a framework as to how the Council's transport policies, including this Strategy will play their part in achieving the objectives of these national and international documents.

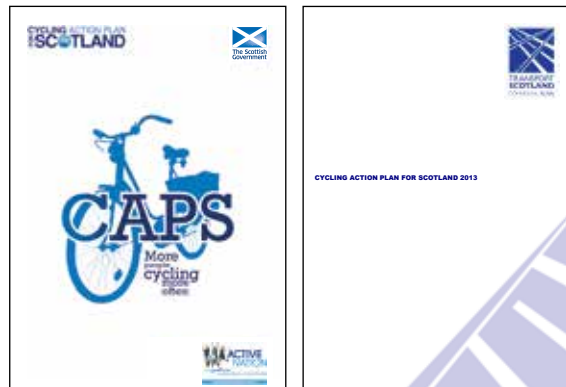
Transport Scotland in 2010 published "Cycling by Design", a comprehensive cycling design resource which brings together national and international best practice and knowledge. This document provides guidance on design, planning, construction, traffic management and monitoring.



4. Policy Content

The CAPS has a stated vision that “By 2020, 10% of everyday journeys taken in Scotland will be by bike.” To achieve the vision 19 actions were developed when the document was refreshed in 2013. Of those 19 actions 17 are particularly relevant to our local development of cycling:

- Develop for each local area the strategic approach to supporting functional cycling (and active travel more broadly), mapping the appropriate infrastructure improvements required along with supporting promotional work to achieve tangible changes in travel choices
- Continue to promote a national training programme on cycling-integration design and best practice to planners, designers and engineers, through the delivery of accredited modules such as Making Cycling Mainstream, and promote the use of planning policy - Designing Streets, Cycling by Design cycle guidance and Smarter Choices, Smarter Places good practice
- Continue to develop and maintain community links (i.e. high quality, local infrastructure to support active travel (routes and public realm improvements) particularly in urban areas where high levels of cycling can be achieved, along with associated infrastructure such as cycle parking facilities at key destinations including schools, bus and rail stations, shopping areas and workplaces
- Continue to develop and maintain the National Cycle Network to provide long distance cycling routes, connecting rural communities and promoting tourism
- Develop better integration with public transport, through partnership working with interests such as rail and bus/coach operators and RTPs
- Continue to promote a national training programme on cycling-integration design and best practice to planners, designers and engineers, through the... use of planning policy - Designing Streets, Cycling by Design cycle guidance and Smarter Choices, Smarter Places good practice Promote the implementation of 20mph schemes in all residential areas and share best practice across the country
- Develop and deliver a “Mutual Respect” Campaign for all road users (complementing the ‘Give Me Cycle Space’ campaign aimed at drivers)
- Continue the roll-out of Bikeability Scotland cycle training through schools, steadily expanding participation, particularly in on-road training (Bikeability level 2). Develop and promote support for this, including volunteer-led delivery and parental involvement



- Develop Adult Cycle Training resources, building on Bikeability Scotland standards, including an essential skills module as a pilot for potential roll-out nationwide
- Promote and support community-led cycling initiatives, through signposting resources and providing support for projects that will promote cycling participation in an inclusive, accessible way. Evaluate the delivery of the Cycle Friendly Communities Fund programme to date and promote the learning to further develop approaches to supporting communities
- Continue to promote projects which encourage primary school pupils to continue cycling when progressing to secondary schools, such as I-Bike and delivery of Bikeability Scotland level 3
- Promote cycling for young people more broadly, for leisure or travel, for fun, health and sport, through the promotion of cycling activities, events and led cycle rides
- Develop approaches to promoting access to bikes – e.g., develop Bike Library schemes for schools and communities to promote access to bikes in areas of low cycle use or deprivation, as taster cycling sessions
- Encourage all employers across all sectors to become Cycle Friendly (e.g., by offering support for workplace cycling facilities and promotional resources, active travel champions, travel planning)
- Develop follow-up work from the Smarter Choices, Smarter Places evaluation report, applying learning to encourage active travel as part of community-based sustainable transport promotion
- Report annually on an appropriate suite of national indicators to inform the national picture of cycling participation
- Develop local monitoring, using data from local cycle counts and surveys etc., with support from national delivery bodies to develop a coordinated approach to data collection

4. Policy Content

Regional and Local Policies

In addition to national transport and cycling policy there is a key two-way interaction between this Strategy and a number of Council, local and regional policies, plans and strategies, including:

- Regional Transport Strategy for the West of Scotland “A Catalyst for Change”
- Glasgow and the Clyde Valley Strategic Development Plan
- South Lanarkshire Council Plan
- South Lanarkshire Local Development Plan
- South Lanarkshire Access Strategy
- South Lanarkshire Core Path Plan
- South Lanarkshire Single Outcome Agreement
- South Lanarkshire Community Plan
- South Lanarkshire Sustainable Development Strategy
- South Lanarkshire Community Safety Strategy

The above list is not exhaustive and demonstrates that a range of internal and external agencies work together to create synergy between their plans and actions.

Transport is a cross cutting issue and has a role to play in most areas of the South Lanarkshire Community Plan including the Community Safety Partnership, Health and Care Partnership, Rural Partnership and Youth Partnership.

The South Lanarkshire Community Planning Single Outcome Agreement (SOA) sets out the partnership between the Scottish Government and local government with the purpose of focusing public services in creating a more successful Scotland. The SOA contains a number of indicators that are directly related to transport including indicators on congestion, traffic growth, road safety, active and sustainable travel and condition of the road network.



The Council’s corporate plan sets the background within which the LTS has been developed. This plan aims to deliver Council key priorities, including improving the road network and influencing improvements in public transport, and provides the context for the preparation of more specific plans and programmes. In turn the LTS guides and informs:

- Resource plans
- Service plans
- Capital and revenue programmes including the Roads Investment Plan

All are subject to an annual review and prioritisation process to determine what progress has been achieved and to inform future priorities.

Among the linked strategies are the Glasgow and Clyde Valley Strategic Development Plan and the South Lanarkshire Local Development Plan, which set out the land use framework that in part drive both the regional and local transport strategies and aims to encourage sustainable development.

The LTS will seek to support the aims and objectives of the forthcoming Local Development Plan. The LTS will set out how transportation will support the requirement for sustainable development through the assessment of development proposals.

It is intended that the LTS will inform other related policies and strategies such as the Sustainable Development Strategy and the Air Quality Strategy, promoting integration and sustainability.

4. Policy Content

Key Regional and Local Policies

Regional Transport Strategy and Walking and Cycling Action Plan

In 2008 SPT published their Regional Transport Strategy (RTS) “A Catalyst for Change” which set out its vision, objectives and actions for transport in the West of Scotland. To support the delivery of the RTS SPT published a series of Action Plans, including a Walking and Cycling Action Plan. The vision of this plan is to “Make walking and cycling a more attractive and realistic mode of travel for people of all ages and abilities in order to improve their quality of life and enhance the environment.” A number of objectives have been set to meet the action plans vision.

Local Transport Strategy 2013 - 2023

The LTS set a number of strategic objectives which all have a relevance to this strategy, these are listed below.

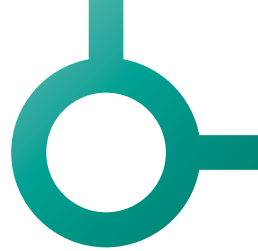
Strategic Objectives

- Improve quality and safety for all by maintaining and improving road and footway infrastructure
- Alleviate the impacts of traffic, congestion and traffic growth throughout South Lanarkshire, which adversely affect the economy and environment
- Ensure that transport supports and facilitates economic recovery, regeneration and sustainable development
- Improve health and wellbeing by facilitating and encouraging active travel, through the development of attractive, safe and convenient walking and cycling networks
- Promote accessibility to key services, job opportunities and community facilities through the development and influencing of public transport improvements
- Mitigate, adapt and manage the effects of climate change, including flooding, on transport infrastructure and communities

A number of mode specific policies and actions were developed in the LTS, those which are relevant to cycling are discussed further in Chapter 5.



5. Vision and Objectives



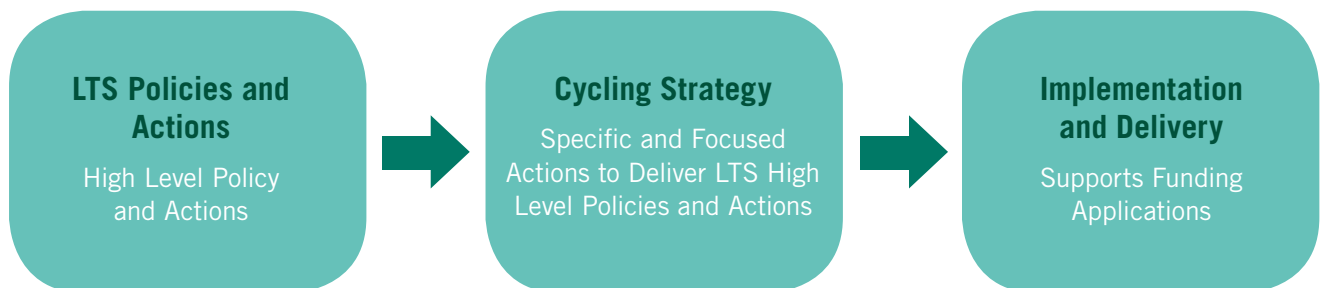
Local Transport Strategy Vision Statement

“Our transportation network and assets will be high quality, safe and well maintained. It will be accessible and integrated with well served internal and external links to essential services, employment and education opportunities. It will support economic recovery and regeneration whilst protecting and preserving the environment and will be safe and attractive for users. It will be sustainable and offer genuine travel choice”

Cycling Strategy Vision Statement

“We will enable cycling to become a viable transport option for more of our residents through investment in new infrastructure, maintenance of our existing assets, education and promotion. Further investment, promotion and uptake of cycling, with a modal shift away from motorised transport towards sustainable transport, will better the health and wellbeing of our community, improve the environment, journey times and social inclusion”

The Cycling Strategy and its relationship to LTS



LTS Cycling Policies and Actions

The Council will pursue the following policies (LTPs) with regards to cycling:

- The Council will contribute towards the achievement of the national cycling target of 10% of all trips being made by bike by the year 2020 (LTP 36)
- The Council will support and encourage children to travel actively with the aim of increasing the proportion of journeys that are made to school on foot or by bike (LTP 37)

The Council will undertake the following actions (LTAs) in relation to walking and cycling:

- The Council will seek to extend our cycling network including further development of the National Cycle Network and development of the local South Lanarkshire network (LTA 26)
- Specific routes will be identified and prioritised for implementation. Early projects will include completing the National Cycle Network in South Lanarkshire and routes connecting Hamilton, East Kilbride and Rutherglen (LTA 27)
- The Council will seek to increase the number of schools that develop travel plans. (LTA 28)



5. Vision and Objectives



Cycling Strategy Objectives (CSOs)

A number of factors influence our ability to facilitate, encourage and increase the use of cycling as a viable mode of transport. For this reason the objectives of this strategy are focused across a number of “Themes” which are as follows:

- Overarching Aims
- Cycle Infrastructure and Planning
- Education, Marketing and Promotion
- Training

Overarching Aims

These aims are those which cannot be defined narrowly, such as cycle infrastructure, and ultimately cross all the following themes.

- CSO 01 - Increase mode share of journeys by bike to contribute to the CAPS 2020 vision of 10% of everyday journeys by cycling and develop a monitoring and evaluation programme through the installation of automated cycle counters and undertaking qualitative surveys to measure progress and inform decision making
- CSO 02 - Improve the health and wellbeing of South Lanarkshire residents
- CSO 03 - Maximise the benefits to the local economy and environment from an increase in cycling levels (value of cycle to work schemes) and a parallel reduction in driving levels

Cycle Infrastructure and Planning

Good quality facilities are essential if cycling levels are to increase. SLC maintains an extensive path and footway network and through its Roads Investment Plan and external investment will provide new high quality routes.

- CSO 04 - Increase viability of cycling as a mode of transport and increase cycling rates through provision of appropriate infrastructure
- CSO 05 - Provide safe and attractive cycle routes that overcome peoples' perception that cycling is dangerous (cycle casualties and / or relative risk of cycling – distance cycled per injury)
- CSO 06 - Ensure the needs of cyclists and the promotion of cycling are taken into account in all new development

Education, Marketing and Promotion

Encouraging cycling throughout South Lanarkshire is dependent on effective and coordinated education, marketing and promotional activities.

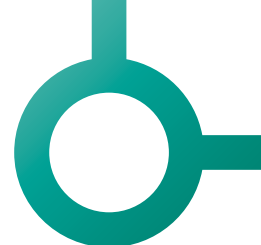
- CSO 07 - Promote the benefits of cycling to the people of South Lanarkshire

Training

- CSO 08 – Ensure, through partnership working, that cycle training up to Bikeability Level 2 is maintained and available throughout South Lanarkshire



6. Funding and Delivery



Funding

Currently, on an annual basis, the Council's Roads and Transportation Services spends around £24 million on infrastructure. This can be divided into the revenue budget, which averages around £10 million, and the capital budget, which averages around £14 million.

The revenue budget includes money from Council Tax and is spent on the maintenance and operations functions, which include the winter maintenance programme and road resurfacing. Additional funding of £12 million per year until 2018/19 will be spent on improving the road network through the Roads Investment Programme.

The capital budget is generally spent on new infrastructure and improvements. Although the capital spend is in the region of £14 million, around £12 million of that is from Council funds. Other sources of funding are critical to the Council being able to carry out these improvements. Many of these sources are not guaranteed funding streams and often rely on the Council successfully bidding for funding for specific schemes from year to year.

Over the last four financial years the Council has spent an average of approximately £920,000 of capital money on cycling projects. This includes both the Council's own capital funds and funding obtained largely from partners, most significantly Transport Scotland, Sustrans and SPT.

Sources from which the Council has been successful in gaining funding from include the Scottish Government, both directly and through a number of related funds and bodies set up with specific purposes. Examples include Cycling, Walking and Safer Streets funding, funding for electric vehicle charging infrastructure and funding to improve local air quality where it has been found to be poor. Other bodies which have provided full or part funding for specific projects include SPT and Sustrans. In situations where private developers have a significant impact on the transport network then the Council may seek developers' funding contributions to allow new infrastructure to be provided.

In many instances, especially larger projects, partnership working is pursued where Roads and Transportation Services will work together with partners from outside the Council as well as other

Services and Resources from within the Council. In these instances there is a strong base of funding, resources and expertise and this pooling of resources can ensure completion of major projects.

Cycling Strategy Action Plan

This chapter outlines the interventions which the Council considers necessary in order to make and promote cycling as a more attractive and realistic mode of travel within South Lanarkshire. An action plan has been developed in order to provide details of how the Council and its partners will address the identified issues, meet the objectives set and improve the cycle network and opportunity to cycle in South Lanarkshire. The action plan provides details of improvements, the lead organisation(s) responsible for delivering the intervention and the proposed timescale.

Each action will be categorised by one of the "Themes" as discussed in Chapter 5:

- Overarching Aims
- Cycle Infrastructure and Planning
- Education, Marketing and Promotion
- Training

Each action, where appropriate, will include an estimated cost for implementation. Each organisation responsible for delivery of the actions is abbreviated as follows.

Organisation Abbreviation

Organisation	Abbreviation
South Lanarkshire Council	SLC
South Lanarkshire Cycling Partnership	SLCP
Strathclyde Partnership for Transport	SPT
Sustrans	SUS
Cycling Scotland	CS
Public Transport Operators	PTO



Action Plan

Cycling Strategy Action (CSA) No.	Action Description	Overarching Aims	Theme			LTS			Cost	Priority / Timescale
			Cycle Infrastructure and Planning	Education Marketing Promotion	Training	Policy	Action	Responsibility		
CSA 01	Continue to provide support to assist schools in producing travel plans.	CSO 02		CSO 09	CSO 10	LTP 37	LTA 28	SLC	-	Medium / Ongoing
CSA 02	Seek to keep the road, footway and cycle network in a safe condition and continue to develop the Roads Asset Management Plan		CSO 05			LTP 1 LTP 2	LTA 1 LTA 2 LTA 3	SLC	-	Ongoing
CSA 03	Facilitate three Cycle Partnership Meetings per annum	CSO 01 CSO 02 CSO 03		CSO 07		LTP 35 LTP 36	LTA 26 LTA 27	SLC / SLCP	£5k	High
CSA 04	Monitor, prioritise and deliver road safety improvement at identified locations / routes / areas		CSO 05			LTP 16 LTP 17 LTP19	LTA 16 LTA 17	SLC	-	Ongoing
CSA 05	Through the planning process ensure for all major developments travel by cycle is facilitated, promoted and integrated into existing and proposed infrastructure.		CSO 06			LTP 20 LTP 21 LTP 22 LTP 24	LTA 18 LTA 19	SLC	-	High
CSA 06	Through the planning process secure developer contributions to support improvements to local cycle infrastructure		CSO 06			LTP 23 LTP 28		SLC / SLCP	N/A	High
CSA 07	Identify avenues to secure funding to support existing or potential cycle projects		CSO 06			LTP 23		SLC / SLCP	N/A	High
CSA 08	Seek to deliver projects where funding has been secured. See Appendix 1 for list of projects.	CSO 01 CSO 02 CSO 03	CSO 04			LTP 35	LTA 26	SLC / SUS / SPT	-	High
CSA 09	Support and provide increased cycle parking at locations in South Lanarkshire		CSO 04			LTP 26		SLC/ SUS / SPT /PTO	-	Medium

6. Funding and Delivery

Cycling Strategy Action (CSA) No.	Action Description	Overarching Aims	Theme			LTS		Responsibility	Cost	Priority / Timescale
			Cycle Infrastructure and Planning	Education Marketing Promotion	Training	Policy	Action			
CSA 10	Continue to support school cycle training and education	CSO 02		CSO 07	CSO 08	LTP 37	LTA 28	SLC / SUS	-	Medium
CSA 11	Continue to monitor, review and update cycling information on the Council's website	CSO 01		CSO 07				SLC	-	Medium
CSA 12	Continue to take part and promote cycle education initiatives and campaigns such as Bikeability, Streetsense 2 and National Bike Week			CSO 07	CSO 08	LTP 36 LTP 37	LTA 28	SLC	-	Medium

7. Monitoring and Evaluation

The development of a robust monitoring regime is critical to measure what effect the implemented actions, as set out in this strategy, will have on delivering our objectives and targets. The Council currently monitors cycling levels primarily through qualitative sources such as Scottish Household Surveys and Citizens' Panel Questionnaires and will continue to utilise such sources which offer a useful snapshot of cycle levels in the region.

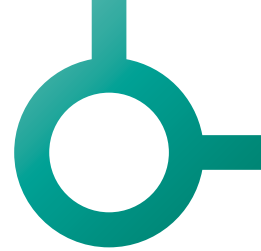
In addition to this, the Council will continue to research the various automated systems available to monitor levels of walking and cycling and will use the results from this to inform the development of our monitoring regime. Through this strategy the Council will seek to establish and expand its network of automated cycle counters and will monitor these on a long-term basis to develop a better understanding of trends in cycle use throughout South Lanarkshire.

The Council recognises the importance of an effective monitoring regime in assessing progress against each of the strategic objectives. Progress against the objectives can be measured using a series of performance indicators, available from a range of national and local data sources. A number of targets have also been developed to sit beneath the objectives. These have been carefully developed, ensuring that they can be measured with ease on a regular basis. It is, therefore, considered that a set of targets where indicator trends are monitored (i.e. increasing or decreasing as opposed to specific numerical values) is the most useful approach for assessing overall progress towards the targets developed.

Performance Indicators and Targets

Performance Indicator	Objective	Target	Baseline Data			Data Source
Percentage of pupils travelling to school by bike.	To work with school children, staff and parents to encourage more cycling to and from school.	To increase levels of cycling to school, year on year.	2010 2014 Average percentage of pupils cycling			Sustrans' annual Hands Up Scotland' school travel surveys.
			Primary 2.64%	Secondary 0.22%	Combined 1.70%	
Number of cyclists killed, seriously injured and slightly injured.	To improve the safety of cycling and contribute to national road safety targets.	To reduce the number of cyclists killed, seriously injured and slightly injured, year on year.	2010 2014 Average number of cycling casualties			Reported Road Casualties Scotland Transport Scotland.
			Serious 6.2	Slight 20.0	Total 26.2	
Number of cyclists on the network.	To demonstrate an increase in cycling, particularly for everyday journeys.	To increase awareness of the growth in cycling, thereby normalising and encouraging it.	2016 monthly totals of number of cyclists passing key automatic cycle and pedestrian counters on predominantly commuter routes. As more counters are installed year on year the database will be expanded.			South Lanarkshire Council automatic cycle and pedestrian counters.

8. Appendix 1




List of schemes to be progressed once funding is secured.

Scheme	Estimate	Priority	Progress	Justification
East Kilbride Cycle Network (phased)	£3,000,000	High	Design and implementation ongoing.	LTS Action 27
Stonehouse to Darvel (Ayrshire) Route (via Strathaven / Glassford)	£300,000	High	Development ongoing.	East / West cross-boundary linkage LTS Action 27
Raith Interchange to Bothwell / NCN Route 74	£300,000	High	Development ongoing.	CAPS Action 5 LTS Action 26
Publicity / South Lanarkshire Cycle Partnership Website (phased)	£30,000	Medium	Development ongoing.	CAPS Action 2
Cycle Parking Facilities Across South Lanarkshire (phased)	£100,000	Medium	Design and implementation ongoing.	
Cycle/Pedestrian Automatic Counters (phased)	£50,000	Medium	Design and implementation ongoing.	
Hamilton Cycle Network (phased)	£5,000,000	Medium	Development ongoing.	
Rutherglen and Cambuslang Cycle Network (phased)	£3,000,000	Medium	Development ongoing.	
Westburn Viaduct Structural Investigation (with Sustrans)	£40,000	Medium	Concept.	Feasibility study.
Westburn Viaduct Upgrade	Unknown	Medium	Concept.	Cross-boundary linkage
Coalburn Loop onto NCN Route 74	£50,000	Medium	Concept.	
Douglas to Rigside links to NCN Route 74	£50,000	Medium	Concept.	
Wanlockhead to Elvanfoot link to NCN Route 74	£30,000	Medium	Designed.	East / West cross-boundary linkage
Carstairs Junction to Carluke and Forth	£200,000	Medium	Concept.	
Carluke to Waterloo via Law	£1,500,000	Low	Concept.	Community aspiration.
Upper Tweed Railpath Project - Symington to Biggar	£3,000,000	Low	Concept.	Community aspiration.
Larkhall to Blackwood via Ashgill/ Netherburn/Draffan	£100,000	Low	Concept.	

This list is ambitious and it should be noted that contributing to the Scottish Government's overall CAPS vision of increasing the level of cycling tenfold, whereby 10% of everyday journeys will be made by bike will be extremely challenging to achieve unless it is adequately resourced by government.

It is proposed to produce a plan of existing and proposed / aspirational routes. This plan will be made available via the Council's website.





If you need this information
in another language or format,
please contact us to discuss how
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