

To: Greener Renfrewshire Thematic Board

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Report by:

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Renfrewshire Cycling Strategy 2016 - 2025

1. Summary

- 1.1 The first Cycling Strategy for Renfrewshire was produced in 2004. Renfrewshire's Local Transport Strategy in 2007 updated the strategy, objectives and aims as a result of significant developments in both National Policy and initiatives within the Council which made a review of cycling policy important. In the last few years there has been increased focus on cycling across Scotland and National targets have now been set for cycling and a Cycling Action Plan Scotland 2013 has been published to assist with a National context.
- 1.2 Scottish Planning Policy strongly supports cycling as does the SPT Regional Transport Strategy 2014-2017. The agreement of City Deal has been a step change for the partnership authorities and the Renfrewshire projects include substantial elements of cycling infrastructure.
- 1.3 Since 2004 new cycle routes have been incrementally designed and constructed throughout Renfrewshire including some strategic. The Renfrewshire Cycling Strategy, 2016 to 2025 sets context around existing routes and provides direction for moving forward. The strategy was submitted to Renfrewshire Council's Environment Policy Board in November 2016. A link to the Policy Board's papers can be found below. The Cycling Strategy can be found at item 10.
<http://renfrewshire.cmis.uk.com/renfrewshire/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1399/Committee/13/Default.aspx>
- 1.4 Against this background, the Renfrewshire Cycling Strategy, 2016 to 2025 has reviewed the context and performance of cycling uptake and infrastructure to date, set objectives for moving forward and achieving targets and makes a number of recommendations in respect of what needs to take place to achieve a step change.

2. Recommendations

It is recommended that the Greener Renfrewshire Thematic Board note the contents of the Renfrewshire Cycling Strategy, 2016 to 2025 which was approved by Renfrewshire Council's Environment Policy Board In November 2016.

3. Background

- 3.1 Renfrewshire Council last approved a Cycling Strategy in 2004. The focus at that time was to encourage modal shift towards cycling for short journeys, particularly linking main urban centres with satellite communities. This theme was continued into the Renfrewshire Local Transport Strategy as published in 2007. A section was dedicated to the Walking and Cycling Strategy and identified how Walking and Cycling had significant potential to accommodate short trips instead of the use of private cars. The average trip length in Renfrewshire at that time for all activities was between 3 and 4 kilometres. Cycling was therefore seen as a potential policy approach to avoid traffic growth through the proliferation of short journeys by car especially home to work trips.
- 3.2 The strategy also identified the significant benefits to the 39% of Renfrewshire adults at that time who had no access to a car. Cycling was seen as a fundamental means of accessing services and the wider public transport network and consequently barriers to cycling should be removed so far as possible. The leisure and health implications of cycling were also recognised especially the potential to accommodate exercise into everyday life.
- 3.3 Since 2007, there have been significant developments both nationally and within Renfrewshire that creates context for a revised approach to cycling. The Cycling Action Plan Scotland 2013 sets a national context for cycling and an ambitious target of 10% for the number of trips carried out on cycle by 2020 across Scotland. Cycling Scotland has been formed with full time staff and resources with the national role of promoting cycling as an acceptable attractive and practical lifestyle option. Cycling Scotland leads on a number of initiatives and has organised major cycling events such as the annual Glasgow to Edinburgh Cycle run.
- 3.4 A significant amount of cycling infrastructure has been constructed throughout Renfrewshire with design work in progress for future route development as identified in the Renfrewshire Cycling Strategy, 2016 to 2025. The Paisley South link is now complete and was delivered in 6 phases and links Barrhead to Linwood. The cost of this route was approximately £1.5m and funding was from Strathclyde Partnership for Transport (SPT) capital allocations, Sustrans and Scottish Government. The route from Castle Semple in Lochwinnoch to the railway station was completed in 2015 at a cost of over £1m. It was funded in a similar way to the Paisley South Link and included substantial capital grant from SPT. This project involved the construction of three bridges and significant raised embankments within a flood

plain. In addition, there have been many local improvements to cycle infrastructure funded from the Cycling Walking and Safer Streets grant. These have typically involved toucan crossings to assist cyclists cross roads and traffic calming to ensure lower traffic speeds to assist cyclists. Cycle parking has also been installed at a number of locations throughout Renfrewshire.

- 3.5 Smarter Choices Smarter Places funding for financial year 2015/16 delivered a way finding project for Renfrewshire which provided signage for towns and villages to cycle routes and places of interest. Funding available for financial year 2016/17 will be used to encourage residents in Glenburn and Linwood to use other forms of transport specifically cycling (through personalised travel planning).
- 3.6 Within Renfrewshire, a significant step change was agreement on the City Deal Partnership. City Deal links transportation strategy and projects to economic growth. Cycling is a significant component of the Renfrewshire City Deal projects.
- 3.7 The Regional Transport Strategy 2014-2017 recognises the benefits from cycling and potential linkage with integrated public transport.
- 3.8 Against this background the Renfrewshire Cycling Strategy, 2016 to 2025 was developed through consultation with a variety of local partners including Sustrans, Cycling Scotland, Renfrewshire Leisure and other Council services. A set of objectives for cycling in Renfrewshire was developed as follows:-
 - (i) By 2020 to have achieved 3% of all journeys to work being made by bicycle.
 - (ii) Keep cycling high on the agenda through sustained and collective action within Renfrewshire and with its partners.
 - (iii) Make cycling safe and attractive to people of all ages and backgrounds and for a wide range of transport and leisure journeys.
 - (iv) Promote through a range of media and methods, everyday cycling as an attractive and beneficial means of transport. Promotion should be aimed especially at short trips and, in particular, at young people.
- 3.9 The strategy considers infrastructure and attitudes to cycling as existing and makes recommendations to achieve a step change. The key features to deliver step change are associated with improving and expanding the existing cycling infrastructure, providing better signage and network information, promoting and marketing cycle usage and running events to raise cycling profile.
- 3.10 The strategy concludes with a draft Action Plan which encompasses specific proposals against leadership, cycle parking, infrastructure/network development,

public transport interchange, marketing and promotion, young people and cycling, and lastly monitoring and evaluation.

- 3.11 The strategy is aspirational and challenging, deliverable through funding streams such as "walking, cycling and safer streets", "smarter choices smarter places," grants from Sustrans, etc. and support from Cycling Scotland. There is a significant capital allocation for cycling within the Renfrewshire City Deal projects. The success of the Renfrewshire Cycling Strategy, 2016 to 2025 will be quantified through monitoring cycle activity. Strategic components of the strategy will be captured in the current work to refresh the Local Transport Strategy. This wider Transport Strategy will support the Renfrewshire Economic Strategy/Framework.

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