



Glasgow

Walking and Cycling Index 2023

Published March 2024



Foreword

Our vision for walking, wheeling and cycling in Glasgow



2023 proved a hugely busy but successful year for Glasgow, not least as the city delivered the biggest cycling event ever held – the inaugural UCI 2023 Cycling World Championships.

Over 500,000 spectators enjoyed the world class cycling action on city streets, at Glasgow Green and at the city’s competition venues: the Glasgow BMX Centre, Sir Chris Hoy Velodrome and Emirates Arena. With the additional free programme of community and family-focused events and cultural activities, everyone across Glasgow truly experienced ‘the power of the bike’.

We must continue to build on the legacy from the Championships, not only for cycling, but to ensure that all active travel modes become first choice, realistic options for our citizens’ everyday journeys.

Glasgow has continued apace to develop the necessary strategies and plans for this, including the City Network Delivery Plan, the Travel Behaviour Change Strategy, and the trailblazing Cycling and Urban Sports Strategy. These documents set the strategic direction for building on the sustained investment in active travel by Scottish Government and the Council, to deliver positive outcomes for the city.

We have made significant progress developing walking, wheeling and cycling infrastructure, including making permanent and commencing upgrading the 40km of temporary cycle routes introduced during the pandemic, completing and extending City Ways in the south and east of the city, while new bridges have removed major barriers to active travel.

Our Liveable Neighbourhoods programme is identifying new local projects and linking with area-wide active travel schemes like Connecting Woodside and Connecting Battlefield.

We continue to progress design and delivery of infrastructure alongside working with communities to promote behaviour change. Of our supporting measures, our School Streets extend to 48 schools, and our secure on-street cycle parking and cycle hire schemes grow in popularity. To improve air quality in the city centre, Glasgow’s Low Emission Zone came into effect during 2023. The forthcoming citywide 20mph mandatory speed limit will further boost road safety and active travel.

This is an exciting time for Glasgow as residents start to see the opportunities and power from connected journeys across the city.

**Councillor Angus Millar,
Convener for Climate, Glasgow Green
Deal, Transport and City Centre Recovery**

Contents

4 Report summary

6 Walking in Glasgow

8 Cycling in Glasgow

10 Benefits of walking

12 Benefits of cycling

14 Walking solutions

16 Cycling solutions

18 Neighbourhood solutions

20 Developing Glasgow

22 Looking forward

The Walking and Cycling Index

The Walking and Cycling Index (formerly Bike Life) is the biggest assessment of walking, wheeling and cycling in urban areas in the UK and Ireland.

It is delivered by Sustrans in collaboration with 23 cities and urban areas. Each cityⁱ reports on the progress made towards making walking, wheeling and cycling more attractive, everyday ways to travel.

The Walking and Cycling Index reports every two years. This is the third report from Glasgow produced in partnership with Glasgow City Council. The data in this report comes from 2023 and includes local walking, wheeling and cycling data, modelling and an independent survey of 1,333 residents aged 16 or above in Glasgow. The survey was conducted from March to June 2023. Social research organisation NatCen conducted the survey, which is representative of all residents, not just those who walk, wheel or cycle.

Across this report we have included comparisons to 2021 data where available.

Our thanks to the people of Glasgow who took part in the survey and shared their stories with us.

More details on all reports can be found at www.sustrans.org.uk/walking-cycling-index. For more data, including 2019 figures where available, see the [Index Data Tool](#).



Defining wheeling

We recognise that some people who use wheeled mobility aids, for example a wheelchair or a mobility scooter, may not identify with the term walking and may prefer to use the term wheeling. We use the terms walking and wheeling together to ensure we are as inclusive as possible.

i. City is used as a shorthand for Walking and Cycling Index cities, city regions, metropolitan areas and boroughs.

Headlines

Glasgow

Populationⁱ

635,130

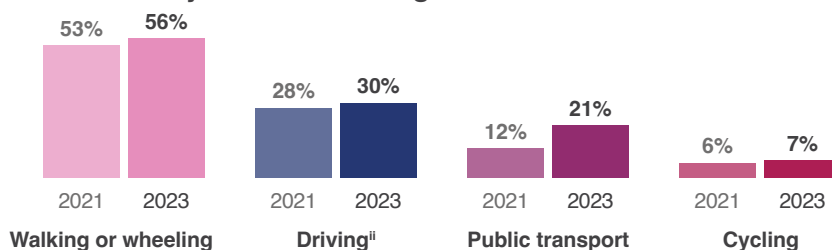
Survey area



The impact of the pandemic

The Covid-19 pandemic had a big impact on travel. In 2021 whilst most restrictions had been lifted, many people were taking fewer journeys and working from home.

Residents who travel by the following modes five or more days a week in Glasgow



Participation in walking and wheeling on a regular basis has increased since 2021, but cycling has decreased.

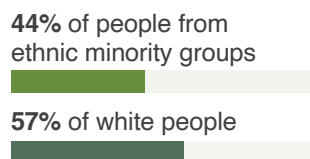
56%
of residents walk or wheel at least five days a week
53% in 2021

17%
of residents cycle at least once a week
20% in 2021

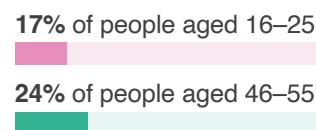
Walking, wheeling and cycling participation is not equal

Residents' travel choices and their perceptions of walking, wheeling and cycling sometimes vary widely between different groups.

Proportion of residents who walk or wheel at least five days a week



Proportion of residents who cycle at least once a week

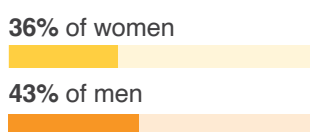


Not all residents feel safe and welcome in their neighbourhood

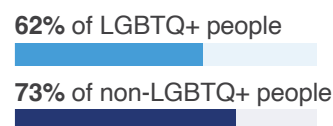
Proportion of residents who think walking or wheeling safety is good



Proportion of residents who think cycling safety is goodⁱⁱⁱ



Proportion of residents who feel welcome and comfortable walking, wheeling or spending time on the streets of their neighbourhood

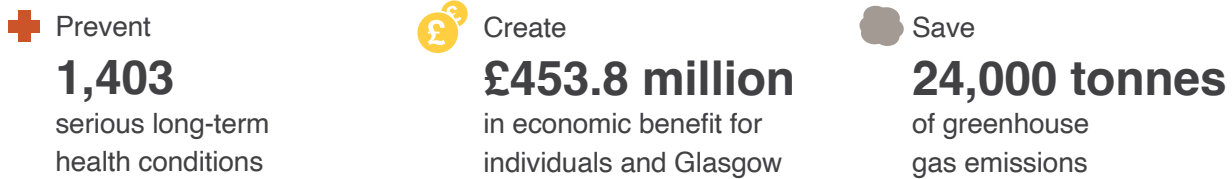


i. NRS mid-year 2021 population estimates. This is the most recent available for Glasgow.

ii. Travelling as driver or passenger of car, van or motorcycle. iii. The sample size for respondents who identified their gender 'in another way' was too low to be statistically significant and therefore is not presented here.

Everyone benefits when more people walk, wheel and cycle

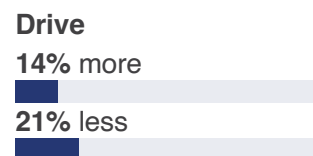
Every day, walking, wheeling and cycling in Glasgow take up to **140,000** cars off the road.^{iv} Each year in Glasgow these three modes combined:



Residents want to walk, wheel and cycle more and drive less

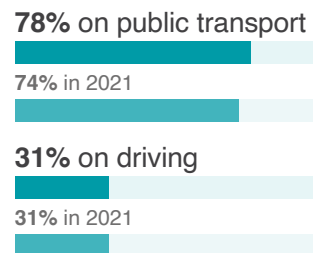
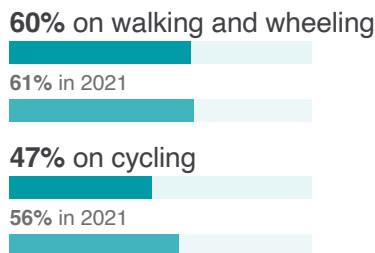
Percentage of residents who would like to use different types of transport more or less in the future:

21% of residents want to drive less, yet 30% of residents often use a car because no other transport options are available



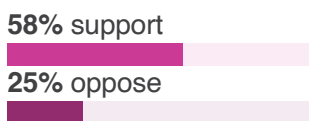
Residents want more funding for walking, wheeling, cycling and public transport

Percentage of residents who would like to see more government spending in their local area:



Increased funding would help support more liveable neighbourhoods

Among Glasgow residents:



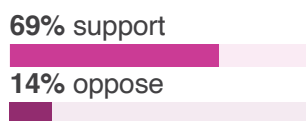
more cycle paths along roads, physically separated from traffic and pedestrians



that increasing space for people socialising, walking, wheeling and cycling on their local high street would improve their local area



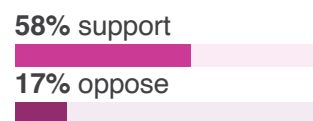
the creation of more 20-minute neighbourhoods^v



banning vehicles parking on the pavement



the creation of more low-traffic neighbourhoods^{vi}



shifting investment from road building schemes to fund walking, wheeling, cycling and public transport

iv. Based on walking, wheeling and cycling by residents that live in a household with a car. Does not include leisure cycling or leisure walking or wheeling trips.
v. See definition on page 14. vi. For definition see [Methodology document](#).



Walking in Glasgow

Walking and wheeling participation, safety and satisfaction

Walking and wheeling participation

Overall in Glasgow the number of people walking and wheeling regularly (at least five days a week) has increased since 2021.

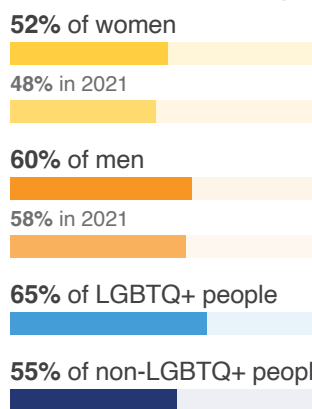
Walking and wheeling are often overlooked in transport. This is despite being an efficient use of space, good for our health and having no environmental impact.

94% of all residents walk or wheel 96% in 2021

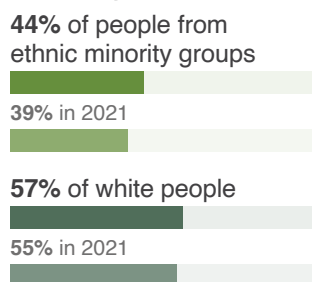
56% of residents walk or wheel at least five days a week 53% in 2021

Proportion of residents who walk or wheel at least five days a week

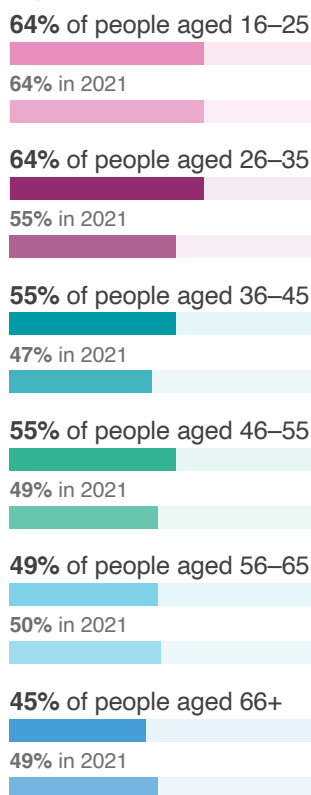
Genderⁱ and sexuality



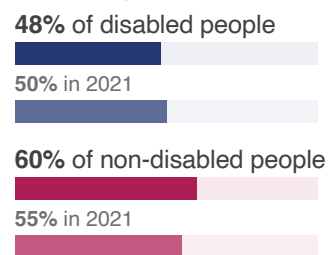
Ethnicity



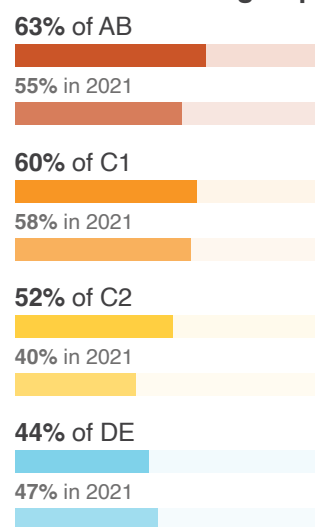
Age



Disability



Socio-economic groupⁱⁱ



i. The sample size for respondents who identified their gender 'in another way' was too low to be statistically significant and therefore is not presented here.

ii. Socio-economic group is a classification based on occupation maintained by the Market Research Society. Groups A and B are professional and managerial. Group C1 is supervisory/clerical and students. Group C2 is skilled manual. Groups D and E are semi-skilled and unskilled manual occupations, homemakers and people not in employment.

Walking and wheeling safety and satisfaction

62%

of residents think the level of safety for walking or wheeling is good

69% in 2021

43%

of residents think the level of safety for children walking or wheeling is good

51% in 2021

68%

of residents think their local area overall is a good place to walk or wheel

73% in 2021

Proportion of residents who think walking or wheeling safety in their local area is good

Gender and sexuality

60% of women



68% in 2021



65% of men



70% in 2021



58% of LGBTQ+ people



63% of non-LGBTQ+ people



Ethnicity

67% of people from ethnic minority groups



68% in 2021



61% of white people



69% in 2021



Age

62% of people aged 16–25



69% in 2021



60% of people aged 26–35



73% in 2021



64% of people aged 36–45



68% in 2021



64% of people aged 46–55



60% in 2021



64% of people aged 56–65



74% in 2021



57% of people aged 66+



70% in 2021



Disability

56% of disabled people



62% in 2021



65% of non-disabled people



71% in 2021



Socio-economic group

66% of AB



76% in 2021



62% of C1



68% in 2021



63% of C2



68% in 2021



57% of DE



59% in 2021



Mohammad, walk leader



Walking helps me relax and clear my head; it is therapeutic! I love walking in Glasgow so much, I became a walk leader with Community Info Source.

This charity helps refugees improve their wellbeing, increase social connections, and practice their English through walks.

It is a fantastic way to create a sense of belonging. Being part of this community helped me build my own network and meet so many new friends!



Cycling in Glasgow

Cycling participation, safety and satisfaction

Cycling participation

Overall in Glasgow the number of people cycling has decreased since 2021. Despite a much larger potential for cycling, only **17%** of people cycle regularly.ⁱ

Cycling participation, however, is not equal. Barriers to cycling can be far more pronounced for some people. Safety, including road safety and personal safety, is the single largest barrier to cycling.ⁱⁱ Perceptions of cycling safety have stayed about the same since 2021.

37%

of all residents cycle

41%
in 2021

17%

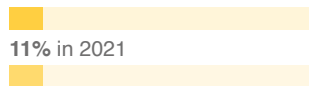
of all residents cycle at least once a week

20%
in 2021

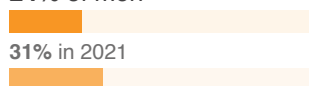
Proportion of residents who cycle at least once a week

Gender and sexuality

11% of women



24% of men



15% of LGBTQ+ people

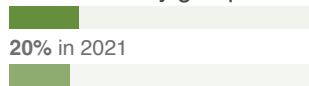


17% of non-LGBTQ+ people

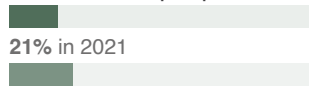


Ethnicity

23% of people from ethnic minority groups

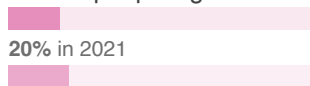


16% of white people

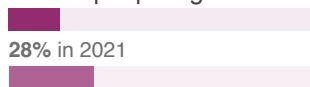


Age

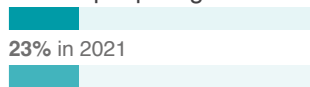
17% of people aged 16–25



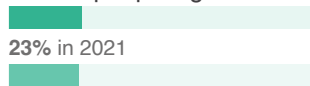
17% of people aged 26–35



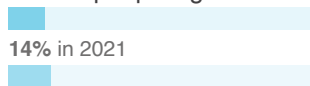
23% of people aged 36–45



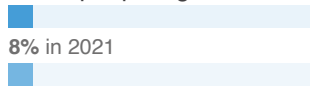
24% of people aged 46–55



12% of people aged 56–65

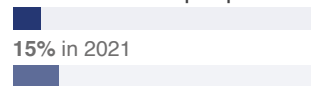


8% of people aged 66+



Disability

9% of disabled people



21% of non-disabled people

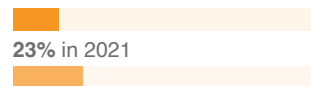


Socio-economic group

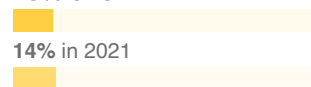
25% of AB



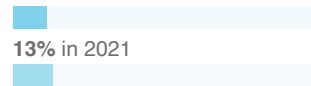
15% of C1



13% of C2



11% of DE



Cycling safety and satisfaction

39%

of all residents think the level of safety for cycling in their local area is good

38% in 2021

29%

of all residents think the level of safety for children cycling is good

30% in 2021

43%

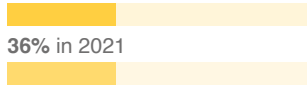
of all residents think their local area overall is a good place to cycle

42% in 2021

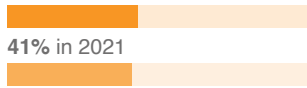
Proportion of residents who think cycling safety in their local area is good

Gender and sexuality

36% of women



43% of men



38% of LGBTQ+ people

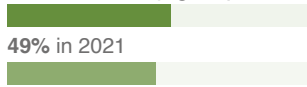


40% of non-LGBTQ+ people

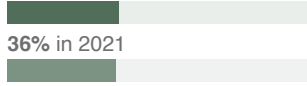


Ethnicity

54% of people from ethnic minority groups

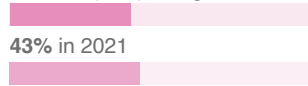


37% of white people

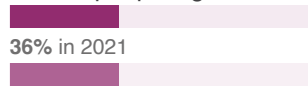


Age

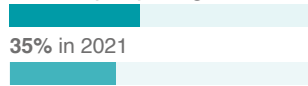
40% of people aged 16–25



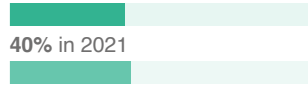
36% of people aged 26–35



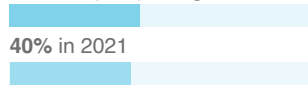
43% of people aged 36–45



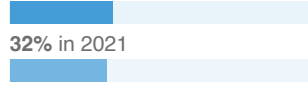
38% of people aged 46–55



43% of people aged 56–65



34% of people aged 66+

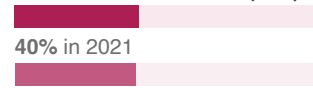


Disability

34% of disabled people

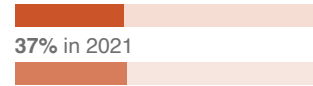


41% of non-disabled people



Socio-economic group

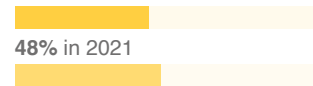
36% of AB



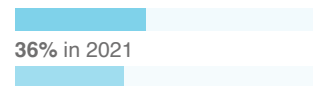
37% of C1



44% of C2



43% of DE



Sekou, bike share user



After seeing loads of people on bikes in Glasgow, I rented a bike through the city hire scheme and gave it a go. It was one of the best decisions I've ever made! I eat and sleep better, my mental health has improved, and I feel more relaxed.

Cycling has become my main mode of transport. It is cost-effective and I love the freedom it gives me. When it's too windy or rainy, I walk instead.

It's been an amazing change in my life, everyone should give it a try!



Benefits of walking

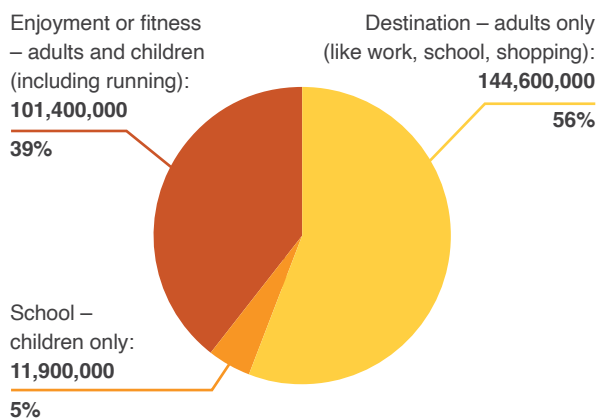
Why everyone gains when more people walk or wheel

Glasgow residents walk or wheel 30 times around the world every day

There has been a reduction in walking and wheeling trips to destinations and for enjoyment or fitness since 2021. However trips made by children to school have increased.

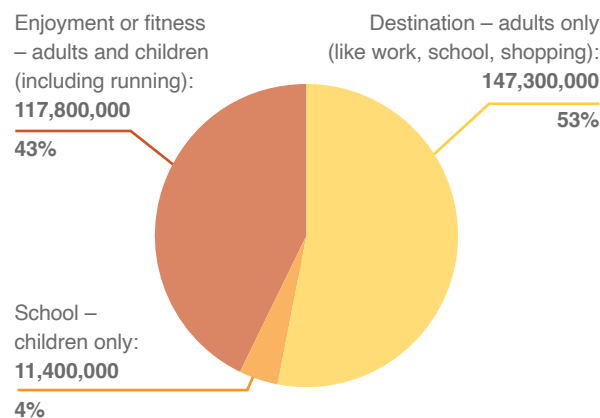
Annual walking and wheeling trips by purposeⁱ

2023:
257.9 million trips



This adds up to
275 million miles
= 750,000 miles a day

2021:
276.6 million trips



This adds up to
303.2 million miles
= 830,000 miles a day

Walking and wheeling benefits residents and the local economy

The Walking and Cycling Index uses a model to understand the costs and benefits of driving and cycling. For example travel time, vehicle operating costs, health benefits, air quality and taxation.

72p is savedⁱⁱ
for each mile walked or wheeled instead of driven in Glasgow.

Over a year this adds up to

£38.3 million

from adults with a car in their household walking or wheeling to work, school and other destinations.

£15.3 million in 2021

The total annual economic benefit from all trips walked and wheeled in Glasgow is

£356.8 millionⁱⁱⁱ

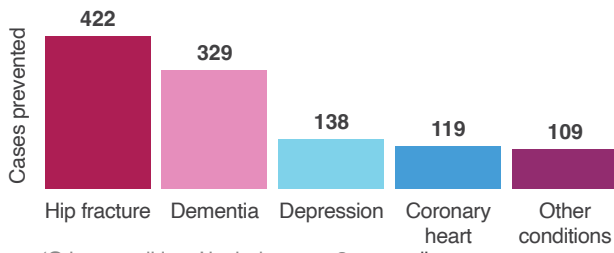
£357.7 million in 2021

26p in 2021

i. Trips for enjoyment or fitness include adults and children (with and without adult accompaniment). School trips are shown separately for children only. ii. Benefits have increased significantly, mainly because of increased costs of driving and greater traffic congestion. iii. This includes trips walked or wheeled for enjoyment or fitness, and trips to destinations by people with and without a car.

Walking and wheeling unlocks health benefits for everyone

1,132 in 2021 **Walking in Glasgow prevents 1,117 serious long-term health conditions each year**



'Other conditions' includes type 2 diabetes, stroke, breast cancer, colorectal cancer.

Saving the NHS in Glasgow

£7.5 million in 2021

£14.2 million per year



equivalent to the cost of

350,000 GP appointments

250,000 in 2021

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

In Glasgow the physical activity benefits of walking

prevent 375 early deaths annually

370 in 2021

which is valued at

£1.36 billion^{iv}

£1.22 billion in 2021

Please note wheelchair or mobility scooter trips are modelled as walking trips for the purposes of the MOVES and HEAT models.

People walking and wheeling more instead of driving improves air quality, saving annually:

38,000 kg of NO_x and

49,000 kg in 2021

5,300 kg of particulates (PM₁₀ and PM_{2.5})

6,700 kg in 2021

42% of residents agree the air is clean in their local area

47% in 2021



Walking and wheeling in Glasgow helps mitigate our climate crisis

16,000 tonnes in 2021

15,000 tonnes

of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by walking or wheeling instead of driving, equivalent to the carbon footprint of



21,000 people in 2021

19,000 people taking flights

from Glasgow to New York

In 2021, transport within Scotland (excluding international aviation and shipping) accounted for **26%** of Scotland's greenhouse gas emissions.

Despite a reduction in emissions associated with the Covid-19 lockdown in 2020, transport rebounded in 2021 and remains the largest source of emissions in Scotland.

Scottish Government, Scottish Greenhouse Gas Statistics 2021

Walking and wheeling keeps Glasgow moving

Studies show walking or cycling frees up road space in comparison to driving.^v This helps to keep Glasgow moving for all road users.

130,000 in 2021

120,000 return walking and wheeling trips

are made daily in Glasgow by people that could have used a car.

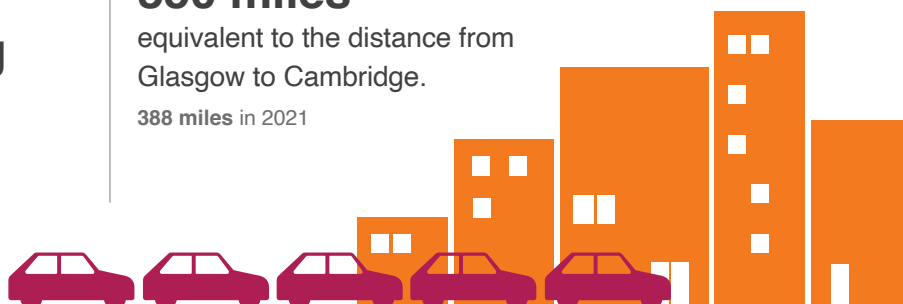
v. Litman, 2023. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

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

350 miles

equivalent to the distance from Glasgow to Cambridge.

388 miles in 2021



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



Benefits of cycling

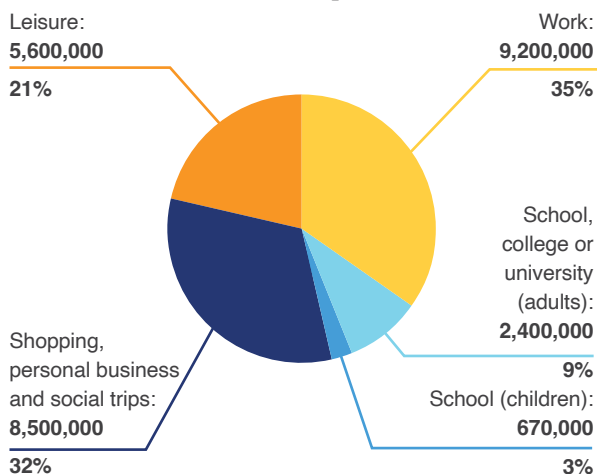
Why everyone gains when more people cycle

Glasgow residents cycle 11 times around the world every day

There has been an increase in commuter trips and shopping, personal business and social trips since 2021. However, the number of leisure trips stayed about the same.

Annual cycling trips by purpose in Glasgowⁱ

2023:
26.4 million trips

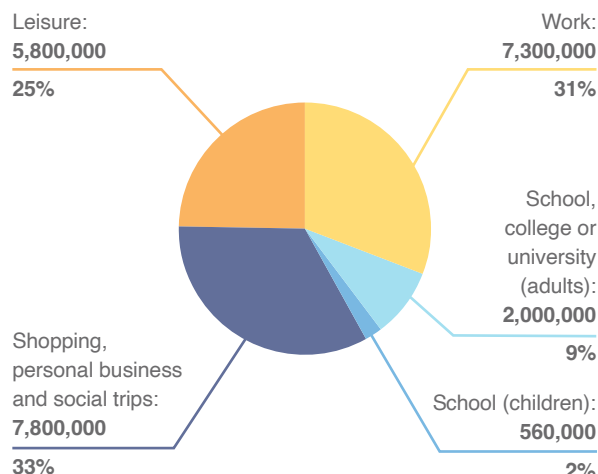


This adds up to

97.6 million miles

= 270,000 miles a day

2021:
23.5 million trips



This adds up to

103.1 million miles

= 280,000 miles a day

Cycling benefits residents and the local economy

The Walking and Cycling Index uses a model to understand the costs and benefits of driving and cycling. For example travel time, vehicle operating costs, health benefits, air quality and taxation.

£1.66 is saved

for each mile cycled instead of driven in Glasgow.

£1.15 in 2021

Over a year this adds up to

£54.4 million

from adults with a car in their household cycling to work, school and other destinations.

£40.7 million in 2021

The total annual economic benefit from all trips cycled in Glasgow is

£97 millionⁱⁱ

£80.7 million in 2021

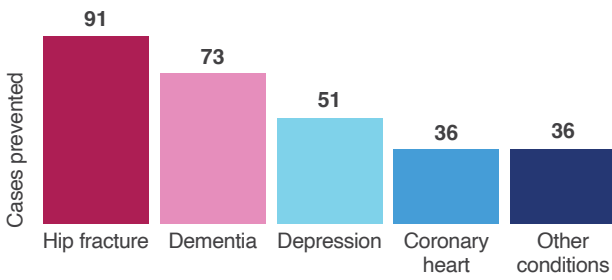
i. Leisure trips include adults and children (with and without adult accompaniment).

Education trips are shown separately for adults and children. All other trips are just adults.

ii. This includes trips cycled for enjoyment or fitness, and trips to destinations by people with and without a car.

Cycling unlocks health benefits for everyone

258 in 2021 **Cycling in Glasgow prevents 287 serious long-term health conditions each year**



'Other conditions' includes type 2 diabetes, stroke, breast cancer, colorectal cancer.

Saving the NHS in Glasgow

£1.7 million in 2021

£3.8 million per year

58,000 in 2021



equivalent to the cost of

94,000 GP appointments

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

In Glasgow the physical activity benefits of cycling

prevent 43 early deaths annually

41 in 2021

which is valued at

£157 millionⁱⁱⁱ

£135 million in 2021

People cycling more instead of driving improves air quality, saving annually:

17,000 kg of NO_x and

19,000 kg in 2021

2,600 kg of particulates (PM₁₀ and PM_{2.5})

2,800 kg in 2021

42% of residents agree the air is clean in their local area

47% in 2021



Cycling in Glasgow helps mitigate our climate crisis

9,800 tonnes in 2021

9,000 tonnes

of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by cycling instead of driving, equivalent to the carbon footprint of



13,000 people in 2021

12,000 people taking flights

from Glasgow to New York

In 2021, transport within Scotland (excluding international aviation and shipping) accounted for **26%** of Scotland's greenhouse gas emissions.

Despite a reduction in emissions associated with the Covid-19 lockdown in 2020, transport rebounded in 2021 and remains the largest source of emissions in Scotland.

Scottish Government, Scottish Greenhouse Gas Statistics 2021

Cycling keeps Glasgow moving

Studies show walking or cycling frees up road space in comparison to driving.^{iv} This helps to keep Glasgow moving for all road users.

16,000 in 2021

18,000 return cycling trips

are made daily in Glasgow by people that could have used a car.

^{iv} Litman, 2023. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

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

54 miles

equivalent to the distance from Glasgow to Perth.

47 miles in 2021



ⁱⁱⁱ 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.



Walking solutions

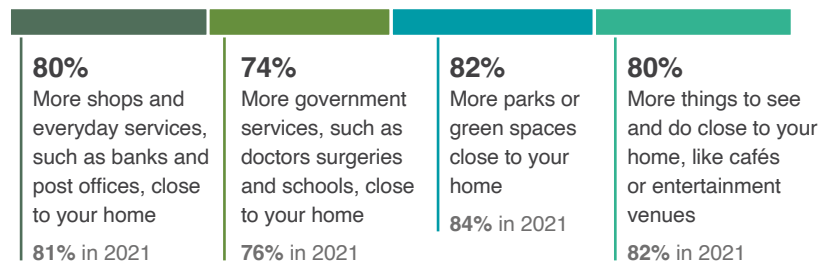
What would help make walking and wheeling easier?

Residents want more services and amenities within walking and wheeling distance

Ideally, walking or wheeling should be the most attractive option for short journeys. An area can support this by ensuring many of the things people need are found near to where people live. The environment should be safe, comfortable and welcoming.

20-minute neighbourhoods are places where you can walk from your home to many of the things you need on a regular basis. Based on a 20-minute return journey this is around 480 metres each way for the majority of people.ⁱ

What percentage of residents would find more local amenities and services useful to help them walk or wheel more?



74%

of Glasgow households are in neighbourhoods of more than 40 homes per hectare. These are or can become 20-minute neighbourhoods.

73% in 2021

These higher-density neighbourhoods with more people can sustain local businesses and public transport routes.ⁱⁱ

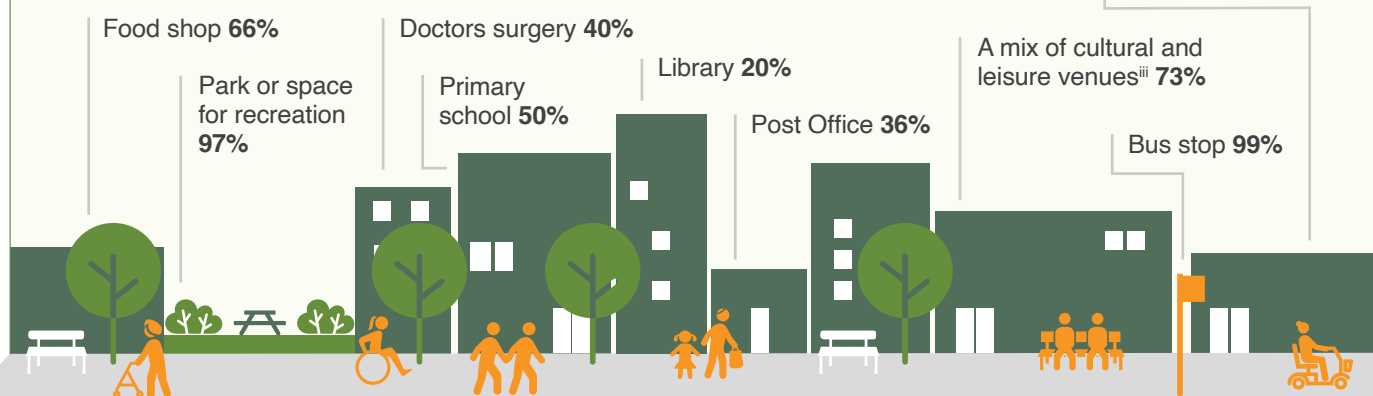
63%

agree they can easily get to many places they need to visit without having to drive

63% in 2021

Proportion of households within a 400m radius of the following amenities

This is modelled as a straight-line distance, as opposed to the actual walking distance based on street layout which is likely to be longer (approximately equivalent to 480m).

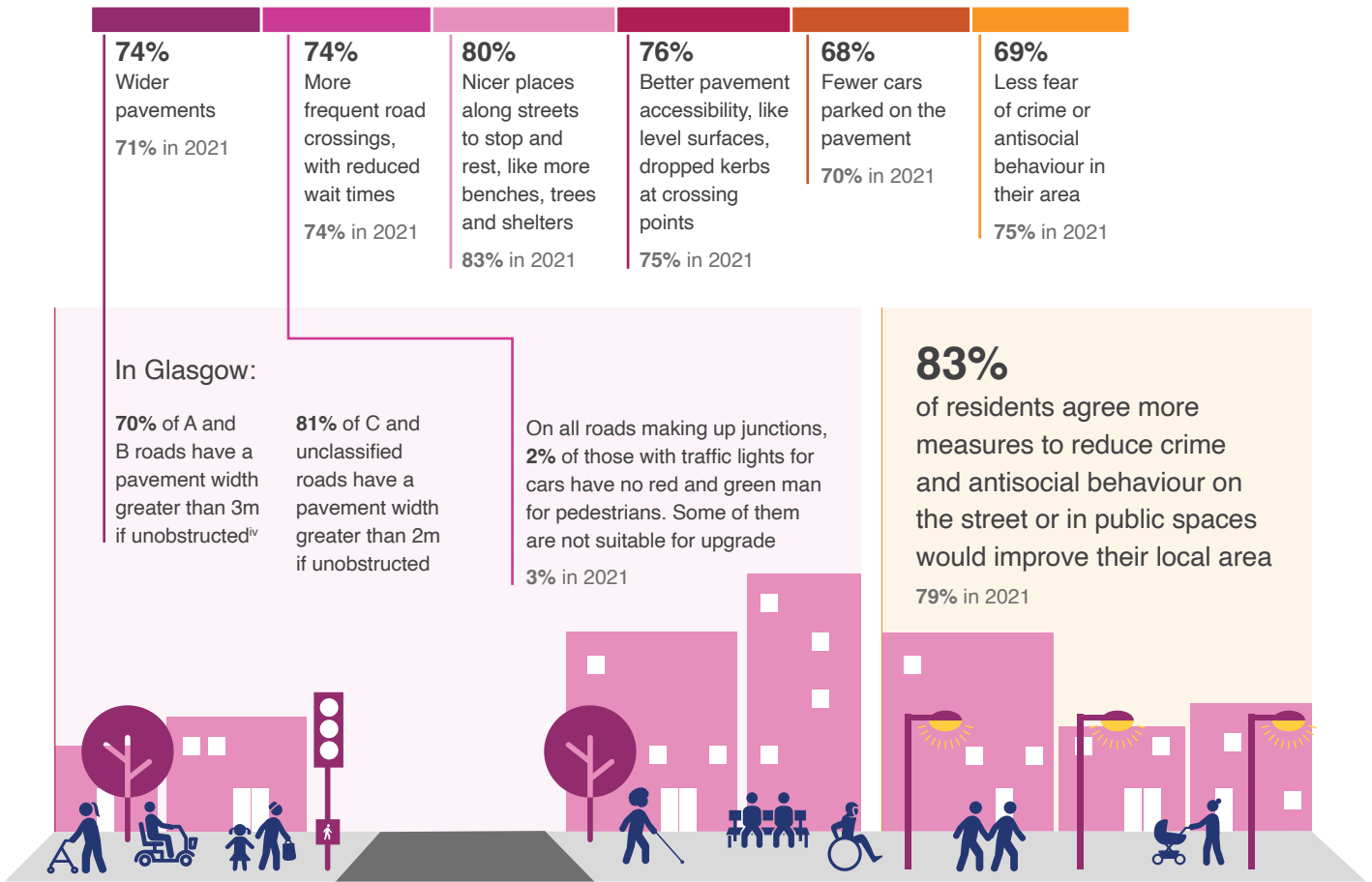


i. Asher et al, 2012. Most older pedestrians are unable to cross the road in time: a cross-sectional study. Age and Ageing.
 ii. Sustrans, 2017. Linking Active Travel and Public Transport to Housing Growth and Planning.
 iii. A minimum of three distinct types of cultural and leisure venues, like cafés, pubs, bingo halls, cinemas, museums.

Residents want better streets

There are many ways to make our streets and neighbourhoods safe, welcoming and comfortable for everyone to walk or wheel in.

What percentage of residents think that these changes would help them walk or wheel more?



Rohinton, walkable city advocate



I started walking for health reasons. I didn't enjoy it at first; the infrastructure wasn't very pleasant, and it was annoying to give up my car. But it quickly became a routine, and I now walk to work every day.

It's about 25 minutes and I like having that transition time between home and work. Sustainability is also a motivating factor for me to walk. And it's obviously much cheaper.

I think the city centre needs more of a network of walkable paths with shelter and shade from trees. I'm looking forward to the improvements we should see from the 'Avenues' project. This would make walking in the city centre much more enjoyable, and pedestrians would feel safer too.

iv. OS source measurement now excludes grass verges, so is more accurate than in the 2021 report. A and B roads are main roads. C roads and unclassified roads are more minor roads and often residential streets.

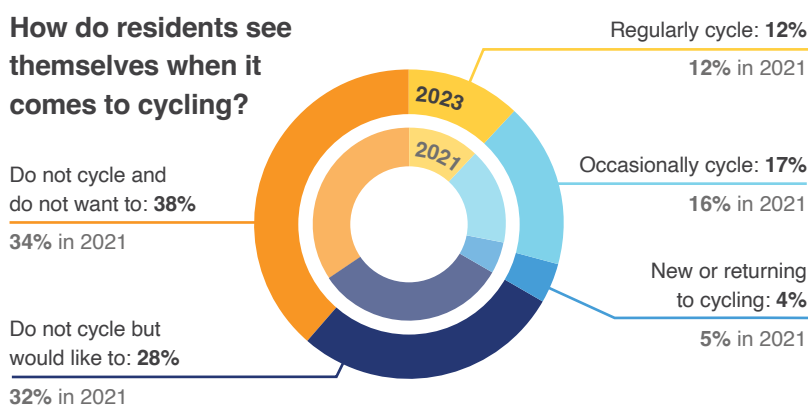


Cycling solutions

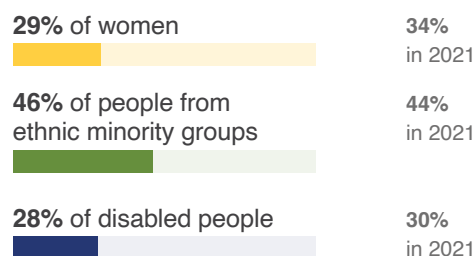
What would make cycling better?

Many Glasgow residents want to cycle

How do residents see themselves when it comes to cycling?

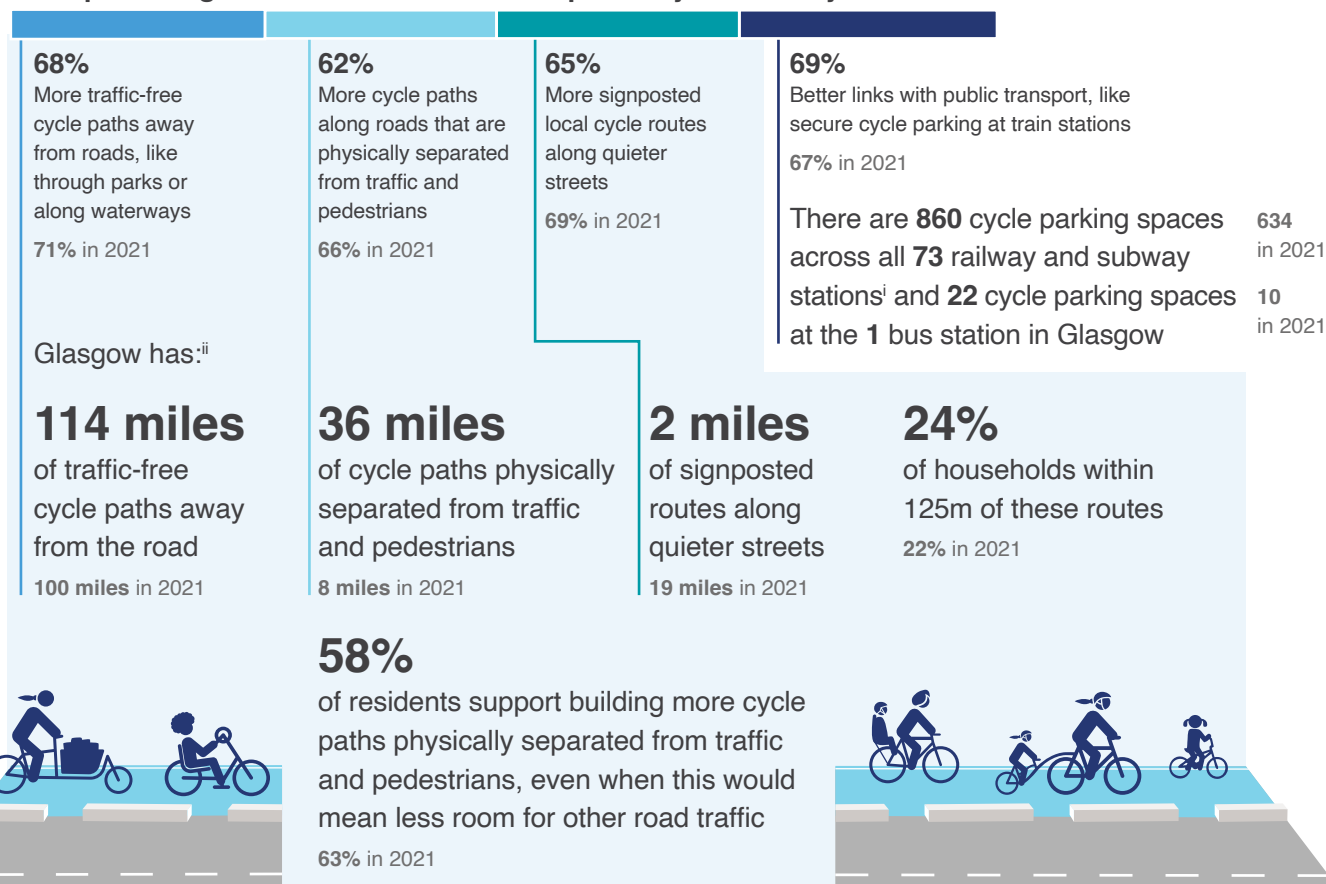


What proportion of residents said they 'do not cycle but would like to'?



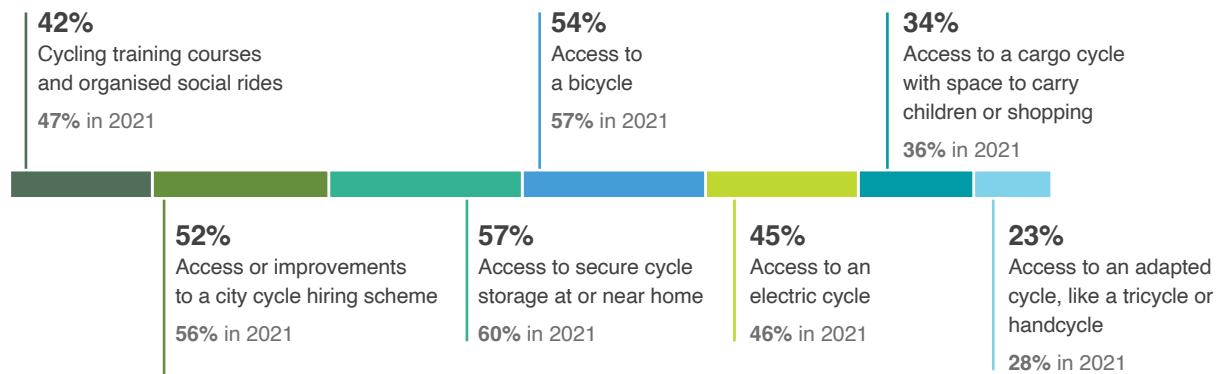
Residents want improved cycling infrastructure

What percentage of residents would be helped to cycle more by better facilities?



Residents want more support to cycle

What percentage of residents think that these kinds of support would help them cycle more?



Glasgow cycle hire schemeⁱⁱⁱ

1,189

hire cycles

996 in 2021

104

cycle hire stations

86 in 2021

495,130

annual trips

379,937 in 2021

iii. 2023 data covers July 2022–June 2023. 2021 data covers July 2020–June 2021.

Reported cycle thefts

There were **1,266** reported cycle thefts in Glasgow in 2022/23.

1,234 in 2021/22

For every **180** people who own an adult cycle in Glasgow, there was **1** reported cycle theft in the past year.

Proportions of residents with access to an adult cycle

43% of residents 47% in 2021

30% of socio-economic group DE 31% in 2021

53% of socio-economic group AB 56% in 2021

61% of residents support financial discounts for people on low incomes or not in employment to help them buy a cycle

37% of households are within 800m of a cycle shop^v

There is a public cycle parking space for every **58** people who cycle in Glasgow.^{iv} 64 in 2021



Lesley, Glasgow Gals member



I live in the West End, with numerous shops, leisure centres, and Kelvingrove Park all on my doorstep.

I really enjoy walking in my neighbourhood as there is easy access to green space and off-road footpaths beside the river Kelvin.

I am 70 years old, and I have been cycling in Glasgow for the best part of 30 years. Despite some major improvements like dedicated cycle lanes, I still find cycling difficult. Motorists often park in the lanes, and there is little maintenance especially during winter.

I feel safer cycling with other people. I recently joined the Glasgow Gals, a fantastic inclusive group offering weekly led rides in the city. It's a great way to discover new routes and become more confident on the road!

iv. We have reviewed and re-classified cycle parking to make this figure more accurate.
v. Credit to the Association of Cycle Traders (ACT) for their assistance with cycle shop locations and services offered.



Neighbourhood solutions

What would help make neighbourhoods better?

All residents should feel welcome in their neighbourhood

Proportion of residents that feel welcome and comfortable walking, wheeling or spending time on the streets of their neighbourhood

71%

of residents

69% in 2021

69% of women



70% in 2021

74% of men



69% in 2021

62% of disabled people



62%
in 2021

75% of non-disabled people



72%
in 2021

63%
in 2021

66% of people from ethnic minority groups



70%
in 2021

71% of white people



62% of LGBTQ+ people



73% of non-LGBTQ+ people



61% of socio-economic group DE



58%
in 2021

76% of socio-economic group AB



75%
in 2021

The dominance of motor vehicles can discourage walking, wheeling and cycling

27%
in 2021

Only 27% of residents think that their streets are not dominated by moving or parked motor vehicles.

Residents would find fewer motor vehicles on their streets useful to:

66%
in 2021

62% Walk or wheel more



64%
in 2021

60% Cycle more



Unclassified roads are not designed to carry through-traffic, but in Glasgow 27% of their total length has nothing to prevent it. This can result in rat-running.ⁱ

27% in 2021

58% agree that restricting through-traffic on local residential streets would make their area a better place.

58% in 2021

15% of Glasgow's streets have 20mph speed limits.ⁱⁱ

13%
in 2021

Residents would find more streets with 20mph speed limits useful to:

60% Walk or wheel more



60%
in 2021

56% Cycle more



59%
in 2021

Residents want local streets to be better spaces for people to spend time in

64%
in 2021

65%

agree increasing space for people socialising, walking, wheeling and cycling on their local high street would improve their local area

50%

agree they regularly chat to their neighbours, more than just to say hello

51% in 2021

66%

support low-traffic neighbourhoods

70% in 2021



Jo, co-founder of Shawlands Bike Bus



Inspired by a bike bus in Barcelona, we started up the Shawlands bike bus in 2021. It only took 5 families to start our bike bus – we picked a day, agreed on a route, and gave it a go.

Now we average 50 to 60 children and parents cycling to school every Friday! The kids absolutely love it. They love chatting with friends, and cycling has become a natural thing to do.

It's also helped bring the community together and inspire families to start cycling outside of the bike bus.

Every child in Glasgow should have the opportunity to cycle to school, without needing a bike bus. The infrastructure should keep children safe: more segregated cycle lanes, 20mph roads, and way less car traffic and parking around schools would help achieve that.

Neighbourhoods must be designed with children in mind

Neighbourhoods should be places for children to thrive. Increasing independence, providing space to play and socialise, and improving the journey to school are all important.

If we design neighbourhoods with children in mind they will then work better for everyone else too.

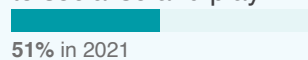
11 years old

average age when people living with children would let them walk, wheel or cycle independently in their neighbourhood.

12 years old in 2021

80% of seven-year-olds in Germany are allowed to go alone to places within walking distance, other than school.ⁱⁱⁱ

49% of residents agree there is space for children to socialise and play



72% of households are within 400m of a children's playground



Among Glasgow residents:

53% agree



50% agreed in 2021

20% disagree



18% disagreed in 2021

closing streets outside local schools to cars during drop-off and pick-up times would improve their local area

These are known as 'School Streets'.

37 schools

in Glasgow have School Streets schemes^{iv}

6 schemes in 2021



iii. Children's Independent Mobility: an international comparison and recommendations for action, 2015. iv. Figure given is correct as of 31 May 2023.



Developing Glasgow

Recent walking, wheeling, cycling and neighbourhood changes

The 2023 Index highlights the increasing demand within the city for everyday active travel journeys, supporting Glasgow City Council's commitment to enabling a crucial shift to walking, wheeling and cycling.

The City Network, Liveable Neighbourhoods, The Avenues programme and other area-wide active travel schemes are all in stages of development and delivery, working towards achieving Glasgow's vision of a connected, people-friendly city.

All active travel modes are now benefiting from a 1.4-mile extension to the South West City Way, which extends the route from its original endpoint at Shields Road to Pollok Country Park via St Andrew's Drive. Extensive footway resurfacing, cycle-only traffic light phasing and improved pedestrian crossings all improve the journey and access to the park for everyone.

The South City Way's connection to the city centre at the River Clyde was celebrated in 2023. This exemplar 1.5-mile route connects Southside communities to the city centre and opens up journeys beyond Glasgow's boundary via the National Cycle Network.

Work is ongoing to upgrade existing cycle lanes to ensure they meet the standards required of the City Network. Among the successes, a 2-mile stretch of the East City Way was completed in advance of the UCI 2023 Cycling World Championships, ensuring a safer, fully protected cycling route from the city centre to the Sir Chris Hoy Velodrome, host to the track cycling events.

Attractive public realm and new strategic crossings are a highlight of recent developments, shaping Glasgow's active travel future as well as its skyline.



Among the successes, a 2-mile stretch of the East City Way was completed in advance of the UCI 2023 Cycling World Championships, ensuring a safer, fully protected cycling route from the city centre to the Sir Chris Hoy Velodrome.



Building bridges across Glasgow's communities: Stockingfield Junction

The striking Stockingfield Bridge on the Forth and Clyde Canal reconnects several North Glasgow communities which have been separated by the canal and road infrastructure for over 200 years.

The three-direction walking and cycling bridge is the key feature of the wider and ambitious £14m Stockingfield Junction project, forming the final link and introducing full accessibility at towpath level.

This investment in and promotion of the city's blue and green spaces is supporting the city's wider active travel ambitions, boosting recreational activity and enhancing health and wellbeing. The new links are also opening up routes to employment opportunities in Glasgow's city centre and West End, with easier access to services and other amenities.

With the bridge proudly shaping North Glasgow's skyline and drawing in visitors from near and far, it will help serve as a catalyst for regeneration in the area, boosting local and wider economic activity.



Sighthill Bridge

Immediately north of Glasgow's city centre, the Sighthill Bridge forms a welcoming gateway to the redeveloping community in Sighthill and beyond.

Opened in early 2023 the landmark crossing establishes a safe and accessible walking, wheeling and cycling route connecting residents to the city centre, the canal, the National Cycle Network, and to neighbourhoods in the north of the city.

The active travel bridge, spanning the M8 motorway, is a key feature of the ongoing £250m regeneration of Sighthill, one of the biggest projects of its kind in the country. The industrial heritage of the area is reflected in the Cor-Ten Steel construction of the bridge, which will also help minimise future maintenance costs.

This highly visible new link marks a milestone for Sighthill, signalling its wider reconnection to the city and providing opportunities for sustainable economic growth, while establishing a key active travel connection through the area.



Looking forward

Better streets and places for everyone

Landmark links

As the 2023 Index goes to print the Govan-Partick Bridge opening approaches, completing the trilogy of new strategic connections over canal, road and river. Part of a wider transformation of the city’s waterfront, the bridge will re-establish the historic link between the two areas at what was the original fording point of the River Clyde.

It is aimed that this active travel bridge will help to put Govan ‘back on the map’. New homes, improved public realm and this vital connection to the rest of the city will result in increased footfall and a renewed vitality for Govan, creating positive perceptions of the town as an area to invest in.

Routes and neighbourhoods

Works to install cycle lanes and widened footways along the length of Byres Road will continue, connecting to the enhanced University of Glasgow campus and the Kelvin Active Travel Route. This will further ‘join the dots’ between key destinations from Govan northwards to Great Western Road, and eastwards to the Connecting Yorkhill and Kelvingrove project. This ambitious neighbourhood-wide scheme will see improved public spaces and protected cycle infrastructure on strategic routes in Glasgow’s West End. These are not lone projects as many other schemes, touching all geographic extents of the city, are similarly working with local communities to improve areas for walking, wheeling and cycling and reduce the dominance of road traffic.

City Centre rebalancing

The Avenues programme will continue progressing in the city centre, made possible through core City Deal funding with additional support from Sustrans Scotland’s Places for Everyone fund for the Avenues Plus projects. This is reshaping



These are not lone projects as many other schemes, touching all geographic extents of the city, are similarly working with local communities to improve areas for walking, wheeling and cycling and reduce the dominance of road traffic.

city centre streets to protect and prioritise space for active travel, improve connectivity, introduce greening and better accommodate public transport. Sauchiehall Street Avenue, the successful pilot, will soon connect to new Avenues at Holland St / Pitt St, Sauchiehall Precinct and Cambridge Street.

The Avenues will also see the redesign of George Square, the civic heart of Glasgow. Avenues Plus will accelerate expansion into other areas of the city, first at South Portland Street to the south, and then Duke Street to the east.

Supporting behaviour change

At this exciting juncture for Glasgow, as ongoing schemes are set to further transform the city, we will continue to work alongside partners in our communities to deliver supporting behaviour change programmes and interventions. These aim to engage our citizens, break down barriers to active travel and help create a sustainable travel culture in Glasgow. We will continue road safety promotions such as our 'Let's look out for each other' campaign, with our Travel web pages operating as a central source of information on transport choices. We will continue to provide additional support through everyday interventions, including expanding our popular cycle share scheme and by providing secure cycle parking on residential and city centre streets.



Holly, Women on Wheels activity co-ordinator



Cycling attracts so many more men than women. Lots of women don't cycle because they see other cyclists and think, 'nobody looks like me'. So last year we set up Women on Wheels.

It's a cycling organisation for women, designed by women and led by women. Our vision is to normalise women cycling, particularly women of colour.

We understand that women have many barriers preventing them from getting on a bike, whether it be financial, health, religious, care, or confidence related. We design our programmes specifically to address these head on. Safety is the biggest barrier for the women who come to us. We show them safer routes and how to access cycle paths.

But the cycle paths aren't perfect. Sometimes you find they end abruptly. Ideally, the infrastructure should be more joined up. There also needs to be much better path maintenance and lighting.

Notes on methodology:

The attitudinal survey was conducted from March to June 2023 by independent social research organisation NatCen.

The survey is representative of all Glasgow residents, not just those who walk, wheel or cycle.

2021 survey data was collected from June to August 2021, also by NatCen, following the same methodology.

All other data is sourced from our city partners, national data sets or modelled and calculated by Sustrans.

Trip estimates use a model developed by Sustrans. When comparing to other travel surveys, some variation may exist in the proportion of journeys travelled by journey purpose.

Rounding has been used throughout the report. In many cases we have rounded to the nearest whole number. Rounding is avoided where this may cause confusion, for example with modelled estimates shown in the summary and benefits sections.

More information and a detailed methodology are available at www.sustrans.org.uk/walking-cycling-index

Sustrans makes it easier for everyone to walk, wheel and cycle.

We work for and with communities, helping them come to life by walking, wheeling and cycling to create healthier places and happier lives for everyone.

Join us on our journey. www.sustrans.org.uk

Sustrans is a registered charity in the UK No. 326550 (England and Wales) SC039263 (Scotland)

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