Item 3

30th January 2024

Glasgow City Council

Environment and Liveable Neighbourhoods Committee

Report by Executive Director of Neighbourhoods, Regeneration and Sustainability

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ACTIVE TRAVEL INFRASTRUCTURE & INITIATIVES DELIVERY UPDATE

Purpose of Report:

To update Committee on the various active travel projects and initiatives being progressed this year across Neighbourhoods, Regeneration and Sustainability.

Recommendations:

It is recommended that Committee note the

- status of the extensive programme of works and the scale of external funding underpinning commitments.
- progress on cycle hire, cycle storage contract provisions and behaviour changes campaigns to promote active travel as part of sustainable travel hierarchy.

Ward No(s): Citywide: ✓

Local member(s) advised: Yes ☐ No ☐ consulted: Yes ☐ No ☐

1 Background

1.1 Glasgow City Council is delivering a significant range of active travel projects and initiatives which are aligned to the commitments set out in the Council's Strategic Plan and Transport Strategies. This paper seeks to provide the Committee with an update on the progress of multiple projects currently underway across Glasgow.

2 Strategic Context

2.1 The Council's Strategic Plan 2022 - 2027 sets out the commitment to deliver a fair and sustainable city where everyone benefits from a flourishing Glasgow. To enable this the Strategic Plan sets out four interconnected Grand Challenges. Of particular relevance in this instance is Grand Challenge 3: Fight the Climate Emergency in a Just Transition to a Net Zero Glasgow and Mission 1: Deliver sustainable transport and travel aligned with the city region.

2.2 Building upon this, the Glasgow Transport Strategy and the related Active Travel Strategy commit Glasgow to creating a comprehensive and cohesive City Network of active travel routes as well as prioritising public transport. As a combined transport package, enabling and delivering these will be key in achieving the City Council's commitments to net zero carbon, a minimum reduction of 30% of car kilometres travelled by 2030, and a commitment to 'Vision Zero' where no-one is killed or seriously injured on our roads, streets, cycle ways and footpaths.

2.3 To achieve these commitments Officers across the Council are progressing a wide range of projects and initiatives, each at different stages, such as design, consultation, procurement and construction.

3 City Network: Background & Delivery

3.1 As noted above, the Active Travel Strategy set out the commitment to develop a City Network of active travel routes. This work has been further enhanced by the publication of a Final Delivery Plan for the City Network in April 2023, which sets out the indicative phasing and a short-term pipeline of schemes – all with the aim of reaching the city's goal to deliver a City Network of 270km of segregated cycle infrastructure by 2030.

3.2 The phasing plan itself has been developed to consider route priority, deliverability issues, connections with key attractors and importantly, phasing to allow an expanding 'joined' up network. The phasing plan spans Phase 0 – 5, with Officers presently progressing Phases 0 and 1, which when complete will deliver approximately 86km of new cycle infrastructure.

3.3 The following sections will offer a brief update on current workstreams contributing to the delivery of this and which stage each project is at, such as design or construction.

4 Active Travel Projects and Initiatives

Connecting Battlefield – phase 1 construction

4.1 The City Administration Committee on the 15th of June 2023, accepted funding from Transport Scotland's Active Travel Transformation Fund to deliver a variety of projects, including the Connecting Battlefield project. As such the project is now progressing within a phased manner.

4.2 Consistent with other 'Connecting' projects across Glasgow, this project has adopted an ambitious area-based approach which will forms key components in Glasgow's emerging City Network. The project will deliver improved public spaces, fully segregated cycle infrastructure on strategic routes as well as new connections to nearby existing active travel infrastructure. The purpose being to ensure that walking, wheeling and cycling more attractive and safe mode of travel for people living in, and travelling through, the area.

4.3 This project, originally developed by Sustrans as the "Battlefield Street Design Project", provides an extension to the existing South City Way (SCW). Extending the SCW route from its current termination at Victoria Road/Queens Park. Phase 1 of Connecting Battlefield extends from the Victoria Road junction (SCW) to the junction of Langside Road / Queens Park Street, North of the new Victoria Hospital.

4.4 Phase 2 of the project runs from the Langside Road / Queens Park Street junction to the termination of Battlefield Road at Cathcart Road and proposes significant public realm improvements to Battlefield Rest. Subject to external funding, this phase will progress in financial year 2024/25.

4.5 At present, Officers are in final stages of the procurement of a contractor to deliver the works. Further, the required Traffic Regulation Order has been completed for the project. It anticipated that works will begin late February 2024, with completion anticipated in late June 2024.



Digital Impression of Connecting Battlefield Phase 2 at Battlefield Rest

Connecting Woodside – St Georges Road – construction phase

4.6 Following on from the completion of the award winning Garscube Road and the North Woodside Road and Raeberry Street phases of Connecting Woodside in 2022/23, the final design of the St Georges Road phase of the project is now complete. The next phase of the project, which has been fully consulted on with local residents and businesses, will deliver a full redesign of St Georges Road and will link the existing infrastructure on Garscube Road to the Avenues project on Sauchiehall Street, via Charing Cross, as highlighted in the image below.

4.7 Officers have been working with Transport Scotland to minimise any disruption in respect of this project and ongoing structural improvement works at Charing Cross junction which is part of the strategic road network. The required Traffic Regulation Order for St Georges Roads works is now complete and the project team are preparing the tender package to appoint a contractor, with site start estimated for summer 2024.



Digital impression of new cycle infrastructure at Charing Cross

Connecting Yorkhill and Kelvingrove – phase 1 construction & phase 2 concept design

4.8 The Connecting Yorkhill and Kelvingrove (CYAK) project is being undertaken in partnership with Sustrans through their Places for Everyone (PfE) programme. The project is separated into 4 phases. Phase 1 of the project is focussed on developing designs for Radnor Street, Haugh Road, Gilbert Street, Sandyford Street and Yorkhill Street. Concept designs for the project were presented to the community, key stakeholders and elected members during a 4-week consultation period in the early summer of 2023, which included an in-person event in May 2023.

4.9 Officers are progressing completion of the detailed design for Phase 1 taking cognisance of the consultation findings. It is anticipated that works for Phase 1 of the project will begin in summer 2024. In addition to this, concept designs for Phase 2 are also in progress.



Digital impression of new cycle infrastructure at the Radnor Street Argyle Street junction

South City Way Phase 5 – Phase 5 construction and project completion

4.10 The South City Way, a major active travel corridor linking the Queen's Park area and the surrounding neighbourhoods with the City Centre is nearing project completion. Following the successful completion of Phase 4b in June 2023, works on Phase 5, the final phase, runs from Victoria Bridge and Trongate completing a 3km route of segregated cycle route via Bridgegate and King Street.

4.11 Construction works on Phase 5 began in October 2023, with completion scheduled for April 2024. More information on this Phase can be accessed via the project webpage.

4.12 Recent data demonstrates that this project has been highly successful, with approximately 2000 daily cycle trips per day using the route. The success of this project exemplifies what the City Network will deliver.

North East Active Travel Route (NEATR) – phase 1 construction

4.13 The North East Active Travel Routes (NEATR) project, funded via the Active Travel Transformation Fund which Elected Members approved in June 2023, progresses a long-standing project previously collaborated on by residents and businesses in the area.

4.14 Officers are currently progressing Phase 1 of the project. Designs are set to improve walking, wheeling and cycling provision on Northgate Road,

Wallacewell Road, Balornock Road, Broomfield Road and Red Road. This project is currently working through contract award and is anticipated on site early in 2024. The required Traffic Regulation Order has been completed.

Flourishing Molendinar – design phase

4.15 Funded as part of the Sustrans PfE programme, the Flourishing Molendinar project, as noted in the map below, is in the Blackhill area of the city and will deliver high quality and consistent walking, wheeling and cycling connections to the northeast of Glasgow. Once constructed, the project will ensure that it is easier for residents and visitors to walk and cycle around their neighbourhood and along the A80 as it crosses the M8 slipways, reducing the impacts of severance. The improvements will also ensure it becomes safer and easier to cycle into the city centre once Flourishing Molendinar connects with other similar projects.

4.16 Early stages of the project were led by the community with support from the Council. The current stage of the project is being delivered by Officers, with support from St Pauls Youth Forum. Public engagement and consultation is planned for early 2024 with construction anticipated to commence in late 2024 subject to funding.

4.17 The Flourishing Molendinar project will plant trees in the area and create new green spaces in the form of sustainable urban drainage systems (SUDS). The new trees and green space will help to improve air quality and reduce the risk of flooding. A key aim of the designs for community streets is to reduce traffic and create slower speed environments. The safer environment is designed to make walking and wheeling journeys more attractive and provide a safer environment for local children.



Flourishing Molendinar Location Plan

East City Way – phase 6&7 completion

4.18 Once complete, the East City Way (ECW) will deliver a safer, more comfortable walking and cycling active travel route between the city centre and Mount Vernon, extending to the North Lanarkshire boundary, connecting communities and local amenities along its 7km length.

4.19 Phase 1, completed in 2021, delivered just over 1km of hard segregated bi-directional cycle lane and new pedestrian crossings over all 4 arms of the London Road – Mount Vernon – Hamilton Road junctions.

4.20 With Glasgow hosting the UCI World Cycling Championships in summer 2023, Phases 6 and 7 of the project were prioritised. Delivered between January and June 2023, Phases 6 and 7 consisted 2.6km of segregated cycle infrastructure connecting key trip generators including the Sir Chris Hoy Velodrome, Celtic Park, Bridgeton train station, places of employment and a variety of local amenities and neighbourhoods.

4.21 As part of the construction of the project, five junctions along the route have been upgraded with traffic sensors that ensure people on bikes receive priority during traffic light phases. The junction at London Road and Clyde Gateway is believed to be the largest protected junction in Scotland. To assist with traffic calming and to improve the look and feel of the area, 800 square metres of

planting has been introduced along the route. Subject to future funding, the remaining phases of the project will be progressed in 2024/25 and 2025/26.



London Road/Clyde Gateway ECW Protected Junction

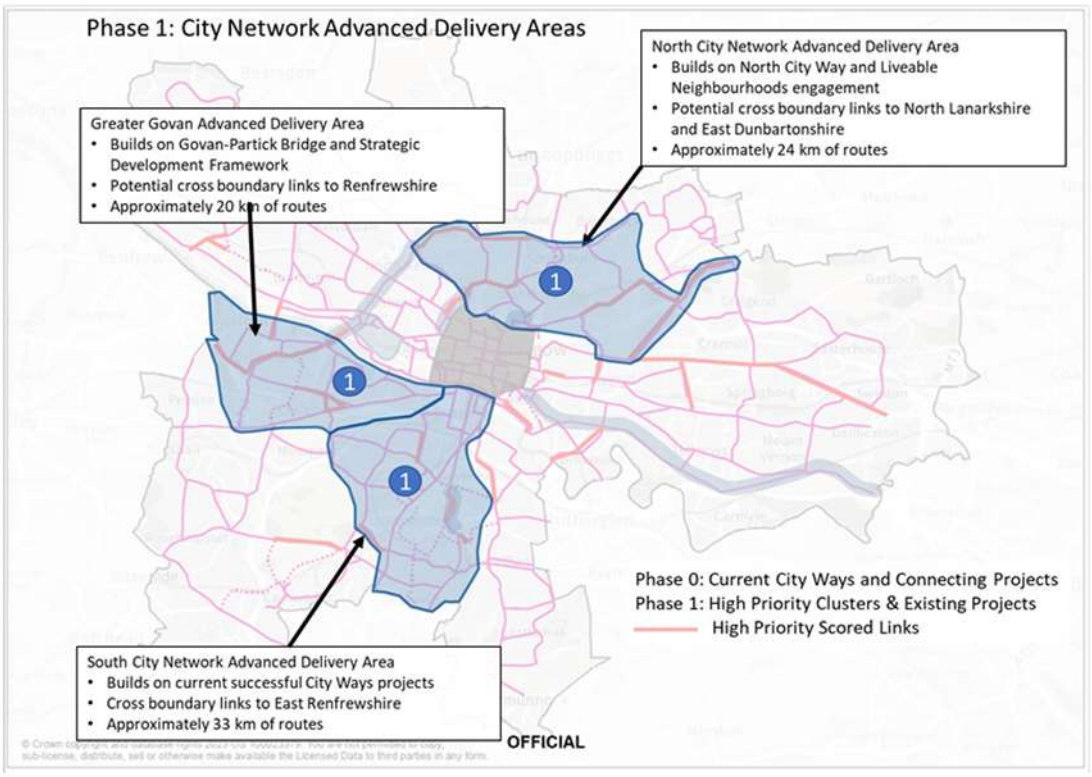
Progressing the City Network

4.22 In April 2023, the City Administration Committee approved acceptance of a funding package from the Sustrans PfE programme to progress a variety of design projects which will now be outlined.

Govan City Network – design

4.23 The Govan City Network, which also includes the Cessnock Village Strip form part of the above referenced funding package. Officers have recently undertaken a procurement exercise appointing a lead consultant to support the technical design stage of the project. Subject to successful completion of the procurement process, a recommendation to award will be sent to the Contracts and Property Committee.

4.24 Completion of this stage will enable Officers to accelerate a programme of detailed design and consultation. It is anticipated that works will begin on the delivery phase of the project in 2025, subject to funding.



City Network Phase 1 – Greater Govan, Inner North City Network and Inner South City Network

Inner North City Network & Outer South City Network – concept design phase

4.25 Sustrans PfE funding was approved by the City Administration Committee in early 2023. The funds provided Phase 1 of the City Network, as stated in the Glasgow City Network Delivery Plan, to progress with two areas of the City, the Inner North, and Inner South, to generate concept designs for 57km of routes including junctions

4.26 The contract was awarded to Aecom in October 2023 and work activity is underway on the feasibility, options appraisal, and preliminary designs for all City Network routes contained in the areas. Information gathering with junction turning counts, speed surveys, and parking surveys underway, with topographical surveys to be undertaken in early 2024.

4.27 The Inner North and Inner South Network have an expected completion date of December 2024 with the following milestones programmed:

- Feasibility and option Appraisal
- Engagement – At Design Stage
- All technical surveys
- Preliminary design work package –

Completion of this stage will enable Officers to accelerate a programme of detailed design and consultation. It is anticipated that works will begin on the technical design phase of the project in 2025, subject to funding.

South West City Way Connection – design phase

4.28 Continuing from the completion of the South West City Way extension at St Andrews drive in 2022/23, this element is a sub project within the Outer South City Network. The key outcome is to deliver segregated cycle infrastructure, pedestrian improvements, crossing enhancements and junction upgrades along Nithsdale Road, Nithsdale Street, Nithsdale Drive, Alison Street and Calder Street between Victoria Road and Bellahouston Park.

4.29 Officers are presently gathering information to progress the project. This includes topographical surveys and parking surveys. It is anticipated that designs will be complete Spring 2024, followed by a public engagement/consultation. The project is expected to be ready for contractor procurement in Autumn 2024.

Byres Road – phase 1 construction, phase 2 design and construction

4.30 Through City Deal funding, public realm and active travel improvement works along Byres Road are currently on site. This will see the reallocation of road space to facilitate the widening and upgrading of footways as well as the provision of step free crossings at side streets and the introduction of protected cycle infrastructure to provide a safe and continuous route between Great Western Road and Partick Cross.

4.31 Phase 1 of the works on Byres Road south (Partick Cross to University Avenue) commenced on site in January 2023 and are due for completion in August 2024. Phase 2 will address Byres Road north (University Avenue to Great Western Road) and is programmed to commence in early 2025 upon the completion of Phase 1, with all works anticipated to be complete by the end of 2026.

Possilpark Liveable Neighbourhood/Saracen Street –design

4.32 The Possilpark Liveable Neighbourhood project blends two delivery programmes, Liveable Neighbourhoods and the City Network. This project is funded by Sustrans PfE and will deliver improved walking, wheeling and cycling routes across the area, in particular to local schools.

4.33 Officers are currently procuring surveys, developing an options appraisal and working on initial concept designs for the area. This will include cycling infrastructure on Saracen Street, rationalised traffic circulation across the area in line with the Road Safety Plan to improve safety and increase space for walking, wheeling, cycling, placemaking and urban greening. Public engagement on the concept design is planned for Spring 2024. This project will likely be delivered in a phased approach, where neighbourhood improvements will be underway first.



Possilpark Liveable Neighbourhood Location Map

Anderston Liveable Neighbourhood – concept design

4.34 Concept designs for the Anderston Liveable Neighbourhood have now commenced. Following receipt of external surveys including parking, traffic counts and topographical surveys, it is anticipated that initial proposals shall be available for public consultation early in 2024.

4.35 Due to the geographical proximity, and the nature of this workstream focusing on place making and active travel, consultation for this project and the Connecting Yorkhill and Kelvingrove project are proposed to be combined.

Liveable Neighbourhood projects in Development Trance Tranche 1, 2 & 3 - strategic review to concept design

4.36 Tranche 1 strategic review and concept design was presented to the Environment and Liveable Neighbourhood Policy Committee in August 2022 with an update in January 2023. A number of Tranche 1 Projects that assist active travel have been successful in progressing to technical design: Possilpark LN, The Dummy Railway, Cessnock Village Strip, & Anderston LN.

4.37 Tranche 2 strategic review was presented to the Environment and Liveable Neighbourhood Policy Committee in August 2023. The Stage 1 reports Identify a selection of projects for the areas of: Mansewood to Shawlands, Pollokshields East to Gorbals, Yoker to Whiteinch and Royston to Hogganfield.

4.38 Further consultation was undertaken in September to November on a number of projects that were progressed to concept design and the Stage 2 concept design reports will be presented at the Environment and Liveable Neighbourhood Policy Committee in March.

4.39 Officers have recently undertaken a procurement exercise for Tranche 3 to appoint a lead consultant to undertake the strategic review and concept designs for the LN study areas of: Cardonald to Mosspark, Ruchazie to Easterhouse, Knightswood to Anniesland and Lambhill to Milton. Subject to successful completion of the procurement process, work should commence in February 2024.

Avenues Delivery

4.40 The Avenues will have a transformational impact on the city centre through its delivery of integrated public realm and related improvements. The condition of Glasgow City centre's public realm is largely inconsistent in terms of quality and design approach. The existing road space has been predominantly designed to favour vehicular movement in the city centre. The legacy of this approach has created an environment which frustrates the Council's commitment to promoting active modes of transportation. The Avenues seeks to redress this and reduce vehicular dominance in favour of pedestrians of all abilities and those on bikes.

4.41 In addition to the core £115M investment an addition 4 'peripheral' Avenues will be delivered via £23 million match funding leveraged through Sustrans Scotland's Places for Everyone programme.

4.42 The first of the Avenues to be delivered was the Sauchiehall Street Pilot that extended from Charring Cross to Rose Street and was completed in late 2019. This Avenue has delivered an improved public realm that has reallocated road space to for use by cyclists in the form of a bi-directional cycle lane and widened footways and verge that accommodates semi-mature trees.

Holland Street/Pitt Street Avenues - construction

4.43 Works commenced on-site in November 2023 on the Holland Street and Pitt Street Avenue, which includes linking sections of West George Street and West Regent Street. The site is characterised by inconsistent architecture and a number of developments which will change and enhance the character with an overall mix of commercial, residential and hotel properties.

4.44 The Holland Street/Pitt Street Avenue is intended to support these redevelopment projects. This will be achieved by increasing footway widths, the use of high-quality public realm materials and provision of servicing areas.

4.45 Within the main site boundary, a segregated cycleway will be provided on Pitt Street. The boundary of the project has been extended using funding from Transport Scotland's Active Travel Transformation Fund to extend the cycleway on Pitt Street to connect the existing cycle routes on Sauchiehall Street and Waterloo Street. Construction is currently programmed to be complete July 2024.

Sauchiehall Street Precinct and Cambridge Street Avenues - construction

4.46 Works on Sauchiehall Street Precinct and Cambridge St Avenues began in September 2023 and are scheduled for completion July 2024. The Sauchiehall Street Precinct extends from the junction of Rose Street to West Nile Street and will act as a continuation of the Sauchiehall Street Avenue pilot that was completed in 2019. The project will upgrade public realm, assisting in the regeneration of a key retail destination while also ensuring a key gateway to the city centre is fit for purpose.

4.47 The Cambridge Street Avenue has a clear interface with both the Sauchiehall Street Avenue pilot and Sauchiehall Street Precinct. The delivery of this Avenue will form the first section of the Underline, which will eventually provide connections between the city centre, Stow College and the Sustrans funded Connecting Woodside active travel project. The project is intended to re-establish connections between the west end and the city centre via New City Road.

Argyle Street West Avenue – design

4.48 The Argyle Street West Avenue, which extends from the Kingston Bridge to the Hielanman's Umbrella, is currently going through the final stages of the procurement process for a contractor and is anticipated to be on site in Spring 2024. North Hanover Street and Argyle Street East Avenues are entering the final design stages with construction to progress thereafter.

George Square Avenue – design

4.49 Included within the Avenues project is the redesign of George Square, the civic heart of Glasgow along with some key arterial streets connected to the square. The project is currently progressing to detailed design phase. The developed design is a result of extensive city wide public and stakeholder engagement and consultations. George Square, Cochrane Street, North Hanover Street, West-George and George Street, and St Vincent Place form the project extents. As per the current programme the project is due on site in May 2025 and due to be completed in March 2027.

Avenues Plus – detailed design and construction

4.50 In addition to internal funding mechanisms, Sustrans has enabled a further 4 Avenues to be taken forward, known as the Avenues Plus Project. This responds to one of the key recommendations made in the Connectivity Commission: The acceleration and expansion of the Avenues into other areas of the city.

4.51 South Portland St, Duke St, John Knox St, Cowcaddens Road and Dobbies Loan are part of this new set of Avenues, which aims to deliver an increased network of pedestrian and cycle priority routes to improve connectivity in the outskirt of the city centre. All concept designs have been approved and work

is progressing to finalise the designs. The first Avenue to start construction will be South Portland Street in late 2024.

West Nile Street/Renfrew Street/Killermont Street – design

4.52 Supporting the City Centre Transport Plan, West Nile Street, Renfrew Street and Killermont Street have all received funding from Sustrans PfE to develop concept designs.

4.53 Segregated cycle routes are proposed on West Nile Street between Cowcaddens Road and St Vincent Street and on Renfrew Street between Cambridge Street and West Nile Street connecting the wider cycle network and Avenues programme.

4.54 Public realm and pedestrian enhancements are proposed on Killermont Street. Initial design work has commenced and it is anticipated that initial proposals shall be available for public consultation in 2024, subject to funding.

Secure on Street Cycle Parking (SOSCP) - expansion

4.55 Expansion of Glasgow's successful SOSCP project is underway, with the new contract going through the procurement process. The expansion of the scheme will see a £2.5m capital investment on approximately 500 new units across Glasgow with space for over 3,000 bikes, which will adequately satisfy current waiting list levels and plans for future growth.

4.56 Officers are currently working with procurement to undertake market research, refine the specification and contract documents ready for tender. Alongside preparing tender documents, officers are also developing the multi-criteria decision analysis to meet the current demand and to ensure fair distribution of the units across the city. Contract award is expected in Spring 2024.

City Centre Secure Cycle Parking - delivery

4.57 In support of the Avenues programme, 20 new secure cycle hangers have been installed and are now operational across the city centre. The new shelters provide a secure place to store bikes temporarily for visitors to the city centre. The shelters, launched in September 2023, are available to book using Cyclehoop's app.

Glasgow Cycle Hire Scheme - expansion

4.58 The scheme continues to grow and is now available at 107 separate locations throughout the city. The rapid expansion of the scheme has exceeded the original programme, which intended to see the project achieve 100 locations by 2025. In addition to the new geographical locations, more capacity has been added to the fleet with nearly 1,050 standard pedal cycles now available.

4.59 Officers are currently working through an eBike installation programme which sees current Nextbike smartbike hire stations upgraded to include eBikes.

Consequently, there are now over 150 eBikes available in the fleet (in addition to the above pedal cycles) and over 50% of all hire stations now have ebike capacity. In addition to this officers are also submitting bids for additional external funding to further expand the capacity of the electric fleet. The current contract is due to expire in September 2024 and in the new financial year Officers will begin soft market testing to put a new contract in place.

Cycle Walking Safer Routes (CWSR) – key projects

4.60 Through Transport Scotland's yearly CWSR funding programme, the Council is continuing to progress a range of projects which contribute to the City Network, as well as addressing other minor works that benefit all aspects of active travel, such as installations of step free crossing points, upgrades to signal controlled pedestrian crossings and additional signage to help users navigate the City.

4.61 In addition to the above, the upgrading of cycle segregation on the Broomielaw and George V bridge is being taken forward via CWSR funding. Presently at the design stage, this project will include junction upgrades at Broomielaw/Oswald Street and will provide cycle segregation at this location with active travel users having their own phase at the traffic signals. Following a successful procurement process and contract award in late 2023, works are anticipated to be onsite early in 2024.

4.62 In addition to this work, the "soft" Spaces for People segregation cycle lanes running along Broomielaw on Clyde Street will be upgraded to full segregation to further compliment the new junctions at George V bridge and Victoria Bridge (the latter currently being delivered as part of SCW Phase 5).

4.63 This fund also supports the supply and installation of new cycle storage shelters within Glasgow's schools, with 19 shelters being provided this year at no cost to the Council.

Behaviour Change Initiatives (Smarter Choices, Smarter Places)

4.64 The Smarter Choices, Smarter Places (SCSP) fund is administered by Paths for All on behalf of Transport Scotland. This fund has been used by the Council to encourage more journeys by foot, bicycle and public transport through a range of activities and campaigns across Glasgow for people of all backgrounds and abilities. Working with community organisations across Glasgow, this fund provides groups and individuals with the skills to use and maintain bicycles, whilst also having access to bicycles and e-Cargo bikes.

4.65 In 23/24, Women on Wheels, Drumchapel Cycle Hub, Glasgow Eco Trust, St Pauls Youth Forum and Cycling UK, have delivered various initiatives including led rides, health walks, bike maintenance classes and learn to cycle classes. In addition, Bike for Good, Police Scotland and Nextbike have increased access to bikes through maintenance, bike security and lending library.

4.66 Further, this funding has also supported a range of Council led activities to encourage behaviour change across the city. This includes a suite of

multimedia campaigns aimed to increase public awareness in shared spaces and on our road network and to increase uptake of bus travel. In addition, the Council are also refreshing the SmarterTravelGLA website to offer up to date and helpful information to support people in making active journeys.

4.67 Elected Members should note that in December 2023, Transport Scotland confirmed that it will no longer be funding Smarter Choices, Smarter Places. Transport Scotland will be providing further information on the 2024/25 delivery model for behaviour change interventions in the New Year. Officers will report the outcomes of this in due course.

Active Travel Road Safety

4.68 In addition to the ongoing active travel projects, 17 existing traffic signal junctions and pedestrian crossings across Glasgow will be upgraded by 31st of March 2024. This will include a new junction at Danes Drive and a pedestrian crossing at Hamilton Road. This work will improve safety and attractiveness for cycling and walking journeys at these locations. The works will also make these locations more accessible for pedestrians by providing tactile cones, tactile paving and the smart cross touchless technology at the push buttons.

4.69 Last year the Council developed a new method of prioritising the school Bike Bus in Shawlands at the nearby traffic signal junction to provide support for an ever-growing Bike Bus with 50+ participants. A new system was designed that allowed the Bike Bus to interact with the traffic signal controller as they approached the junction. The 'Ultra-Smart Cycle System' (USCS) sends a signal to the traffic signal controller which is programmed to only react during specific time periods. When activated, the controller departs from its normal operation, cycles to the stage associated with the Bike Bus, and holds that stage on green for 45 seconds, allowing children to safely negotiate the junction.

4.70 The project gained national recognition, winning an award in the category of 'Exemplary Approach to Active Travel and Public Space' at the National Transport Awards in London in 2023.

Active Travel Winter Maintenance

4.71 Officers have begun a procurement process of 12 hitched spreaders and 3 multi-hog mini-tractors to improve the maintenance of the growing City Network. The 12 hitched spreaders can be utilised by existing maintenance equipment for the spreading of grit and brine on active travel routes. Further, the mini-tractors will increase the Council's year round capacity for the maintenance of active travel routes in terms sweeping, snow cleaning and gritting, ensuring that the infrastructure remains open continuously.

5 Policy and Resource Implications

Resource Implications:

Financial:	Commitment of ongoing workstreams
Legal:	GCC Legal Services to conduct due diligence
Personnel:	No direct personnel issues
Procurement:	Works procured according to Standing Orders

Council Strategic Plan: Grand Challenge 3: Fight the Climate Emergency in a Just Transition to a Net Zero Glasgow and Mission 1: Deliver sustainable transport and travel aligned with the city region.

Equality and Socio-Economic Impacts:

Does the proposal support the Council's Equality Outcomes 2021-25? Please specify.	This proposal supports the outcomes though Outcome 2 - Disabled people, black and minority ethnic people and older people have an improved experience in accessing services that meet their needs through more regular and systematic involvement in design of service delivery across the Council Family. Outcome 6 - The importance of tackling social isolation and loneliness is recognised and prioritised through our work with partners
What are the potential equality impacts as a result of this report?	Positive impact.
Please highlight if the policy/proposal will help address socio-economic disadvantage.	Improving opportunities for access to sustainable and/or active travel and enhancing local environments through improving conditions for cycling/walking can help address barriers to social mobility, improve access to services and employment opportunities, and can help to address problems of physical and mental health and wellbeing.

Climate Impacts:

Does the proposal support any Climate Plan actions? Please specify:	The proposal supports the Climate Plan through actions: No 51 – "Deliver a comprehensive active travel network, incorporating the Spaces for People measures and enabling 20 minute neighborhoods through the livable neighborhoods plan.
What are the potential climate impacts as a result of this proposal?	Encouragement of cycling and/or walking for daily utility journeys. The projects will improve Glasgow's urban environment and connectivity, thus leading to an increase in sustainable travel methods and a reduced carbon footprint.
Will the proposal contribute to Glasgow's net zero carbon target?	Increased use of active and sustainable transport modes will contribute to net zero.

Privacy and Data Protection Impacts:

Are there any potential data protection impacts as a result of this report Y/N	No

6 Recommendations

It is recommended that Committee note the

- status of the extensive programme of works and the scale of external funding underpinning commitments.
- progress on cycle hire, cycle storage contract provisions and behaviour changes campaigns to promote active travel as part of sustainable travel hierarchy.