



Glasgow City Council

Item 2

10th June 2025

Environment and Liveable Neighbourhoods City Policy Committee

Report by George Gillespie, Executive Director of Neighbourhoods, Regeneration and Sustainability

Contact: Kevin Argue

LIVEABLE NEIGHBOURHOODS PROGRAMME

Purpose of Report:

- To present the Liveable Neighbourhoods (LN) RIBA Stage 2 reports for the four Tranche 3 study areas of Cardonald to Mossbank, Knightswood to Anniesland, Lambhill to Milton and Ruchazie to Easterhouse;
- To update the committee on the progress of projects from Tranche 1 and 2 LN study areas; and
- To inform the committee on the initial discussion on resetting the LN programme with the City Network, in line with external factors.

Recommendations:

It is recommended that Committee:

- Notes the contents of this report and the continued development of the LN programme, which represents an important contribution to the Council's priorities to enable transport and neighbourhood interventions which prioritise Connectivity, People and Place; ensuring that active travel and public transport become first choice for everyday journeys.

Ward No(s): 4, 6, 13, 14, 16, 21

Citywide:

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

1 Introduction

- 1.1 The continued development of the LN programme represents an important contribution to Council priorities. This work provides a framework which enables transport and neighbourhood interventions which prioritise Connectivity, People and Place; ensuring active travel and public transport become first choice for everyday journeys.
- 1.2 This update report considers possible funding streams, alignment with existing development activity and contribution to delivering on key council objectives, including Feminist Town Planning, Addressing Child Poverty and achieving Net Zero through a Just Transition by 2030.

2 Liveable Neighbourhoods background

- 2.1 The LN programme is part of the Council's approach to deliver upon the current City Development Plan, overarching [Glasgow Transport Strategy](#), Active Travel Strategy and associated City Network. It aims to help unlock a step change for Glasgow in how people and goods move around our city, in the design of our streets and public spaces, and in encouraging more sustainable and active travel choices.
- 2.2 The programme is a direct response to [Scotland's National Planning Framework](#) (NPF4) 20-minute Neighbourhoods policy, the climate emergency (Climate Plan - Theme 3 'Well Connected and Thriving City') and the City Council's commitments to achieving net zero carbon, and a commitment to achieve '[Vision Zero](#)' where no-one is killed or seriously injured on our roads, streets, cycle ways and footpaths.
- 2.3 The Council recognised that a strategic and holistic approach to design and delivery was required to ensure those benefits extend to all areas of the city. This approach is detailed in the [LN Storymap](#) and [LN Toolkit](#) with further information available on the [LN webpage](#) and past Environment and Liveable Neighbourhood (ELN) and City Administration Committee papers:
 - [8th June 2021](#) Information on LN.
 - [1st February 2022](#) LN update - Tranche 1, stage 1 reports for Ruchill to Cowlares LN, Langside to Toryglen LN and LN Strategic Business Case.
 - [23rd August 2022](#) LN update – Tranche 1 stage 1 reports for Dennistoun to Cranhill LN, Govan to Kingston LN and Yorkhill to Anderston LN.
 - [31st January 2023](#) LN update - Tranche 1 Stage 2 reports.
 - [22nd August 2023](#) LN update - Tranche 2 Stage 1 reports and project progression.
 - [12th March 2024](#) – LN Update - Tranche 2 Stage 2 reports.
 - [8th October 2024](#) LN Update – Tranche 3 Stage 1 reports.
- 2.4 In developing GCC's approach to the LN programme, the following should be noted:
 - Officers have undertaken a consistent approach to engagement and design, using the LN toolkit referenced above.
 - The programme was separated into 6 spatial tranches to help us make progress incrementally across the city.

- Tranches follow the RIBA design stage process as required by national funding streams, which works through Strategic Definition, Preparation and Briefing, Concept to Developed to Technical Design, and Construction.

3 LN Tranche 3 – RIBA Stage 2 reports and update

3.1 Following further community engagement during October – December 2024, the short-listed projects for each LN area have now developed to RIBA stage 2 - concept design. The respective reports can be accessed below for detail on each project:

- [Cardonald to Mosspark LN - RIBA Stage 2 Report](#)

Project	Summary	Status / Project Progression
Accessible Bellahouston (M8 pedestrian bridges)	Addresses issues of accessibility and connectivity at Bellahouston caused by M8 and M77. The design introduces improved lighting and public art installations on underpasses, bridges, and their associated ramps, steps, and landings across the motorways. This initiative seeks to create safer, and more inviting, active travel routes.	Dialogue with Transport Scotland on bridge decks. Application made to Sustrans NCN accessibility fund to address bridge landings at Clifford and Gower Street.
Your Paisley Road West: Halfway	Focusses on the pedestrian experience of Paisley Road West at Cardonald, addressing the severance to the urban and social fabric created by the road and improving accessibility / amenity of the area - options have been explored to develop pedestrian led design and create an attractive public realm.	Working to confirm pathway as part of the Connecting Greater Govan and Glasgow Region Bus Partnership.
Your Paisley Road West: Craigton	Seeks to reduce the severance of Paisley Road West at Halfway, Craigton and Bellahouston, and reunify communities.	Seeking to deliver on wider place-making through People Make Glasgow Communities and Local Place Plan / Community Council.
Active and Resilient School Zone: Rosshall and Penilee:	Focusses on creation of a safer more resilient school street linking active travel routes on the planned City Network, with connections to Penilee, North Cardonald and Crookston, with opportunities for additional place making and increased amenity value.	Working internally to develop processes for delivering Active and Resilient School Zone approach. Sandwood Road is identified within City Network Phase 3.

Knightswood to Anniesland LN Stage 2 Report

Project	Summary	Status / Project Progression
Kelso Street Green Corridor	creation of a safer and greener active travel corridor connecting the canal cycle path (NCN754) and Great Western Road in the north with Dumbarton Road in the south. Improve the existing shopping street around Yoker Mill Road, including opportunities for better integration of existing community services and assets.	Working to confirm project continuation pathway. Kelso Street is City Network Phase 2.
Crossing Great Western Road	Proposes safer crossings on Great Western Road to improve neighbourhood permeability, with opportunities to enhance access to existing greenspaces at Knightswood Park, Trinley Brae and Temple Walkway. Focus is on accessibility and outputs closely address the items picked up by the accessibility audit - including improvements to existing crossings; introduction of tactile paving; continuous footways and new signalised crossings at key locations.	In dialogue with Traffic and Road Safety teams to confirm project continuation pathways.
Active and Resilient School Zone: Corpus Christi Primary School	Support the creation of a safer and more resilient route to school street linking green spaces, active travel routes on the planned City Network, with connections into Knightswood Shopping Centre that were identified in Liveable Neighbourhoods Tranche 2.	Working internally to develop processes for delivering Active and Resilient School Zone approach. Alderman Road and Lincoln Avenue are City Network Phase 2 (some infrastructure is already in place).
Netherton and Temple Green Routes	Support the development of a new wetland park within Netherton Sports Pitches, with improved links through Temple Walkway for active travel and opportunities to provide better connections to Knightscliffe Shopping Centre and Knightswood Primary School. This will also look at wider opportunities to activate spaces around Netherton Community Centre with a focus on The Hall and The Hut.	Initial actions from this project have been recommended to Area Partnership for consideration to receive NIIF.

- [Lambhill to Milton LN - RIBA Stage 2 Report](#)

Project	Summary	Status / Project Progression
Active and Resilient School Zone: Milton	Developing and establishing key measures to ensure accessible routes to school with safer crossings and school entrances to Miltonbank Primary School, Milton Community Nursery and St Monica's Primary School. This includes developing safer junctions along Castlebay street with urban greening, road space allocation to slow down the movement of traffic, and to create a safe and attractive off-road active travel route west of Castlebay Road.	Working internally to develop processes for delivering Active and Resilient School Zone approach.
Heart of Milton (Liddesdale Square and Terrace)	Regenerate Liddesdale Square through improved connectivity by building on existing features. The creation of a left-in-left-out junction at Liddesdale Terrace and Ashgill Road will 'unlock' Milton and create a key sustainable transport route from the east of the neighbourhood and make further active travel connections to the planned City Network on Ashgill Road. Together with the proposed new residential development, this would enable a reconfiguration of Liddesdale Square to enhance its destination function and potentially improve the local retail offering.	In dialogue with Planning and Housing to confirm project continuation pathways. Ashgill Road is identified within City Network Phase 3.
Cadder Gateway and Skirsa Street	Create a community gateway that provides a distinct identity for Lambhill and Cadder. The public realm throughout this stretch will be enhanced through the reallocation of streetscape space to include high-quality, accessible footpaths, a bi-directional cycle lane (as part of the planned City Network), and the introduction of raingardens. Transform the shopping parade (City Property) at Skirsa Street with two new mixed-use blocks and a pedestrian plaza to connect the play spaces.	In dialogue with City Property and Lambhill Stables to confirm project continuation pathways. Balmore Road and Skirsa Street are identified within City Network Phase 3.
Parkhouse Active Green Corridor	Develops and establish key measures to allow safe access and use of an active travel route along the eastern section of the Parkhouse disused railway corridor. This active travel route will connect two future City Network routes through Lambhill to Milton.	Working to confirm project continuation pathway.

- [Ruchazie to Easterhouse LN - RIBA Stage 2 Report](#)

Project	Summary	Status / Project Progression
Reimagine Ruchazie	Creation of a new civic heart for Ruchazie focused around existing community anchors and assets on Gartloch Road. Proposals will improve the streetscape to integrate opportunities for recreation around the existing shops and the currently redundant Ruchazie Centre, whilst also considering ways the building can be better integrated into the setting as opportunities are explored to bring it back into active community use.	Working to confirm project continuation pathway.
Gartloch Road Green Corridor (including Mossvale Road)	Focuses on developing a green active travel corridor on Gartloch Road with a focus around the entry points to the existing shopping centre, Greater Easterhouse Supporting Hands (GESH) and Glasgow Fort all around Redcastle Square. These interventions will provide safer and more accessible crossings as well as improving the quality and resilience of the public realm. The project will improve accessibility more widely with new crossings and footways on Mossvale Road, providing a safer route to the local nursey and schools.	Mossvale Road components of project have been recommended to Area Partnership for consideration to receive NIIF. Gartloch Road is identified within City Network Phase 4.
Auchinlea to Blairtummock Active Travel	Formalisation of an active travel corridor linking Glasgow Fort with Easterhouse Railway Station through improved connections on the route between Auchinlea Park and Blairtummock Park, including a bi-directional cycle lane on Auchinlea Road. The proposals will also develop active travel hubs at key locations on the route and improve the setting of Easterhouse Town Centre with changes to the street network on Bogbain Road and Wardie Road to promote active travel and public transport.	Working to confirm project continuation pathway. Auchinlea Road is identified within City Network Phase 4.
Active and Resilient School Zone: Lochend Community Campus	The proposals for Active and Resilient School Streets - Lochend Community Campus will create vibrant, active and resilient school streets for Lochend, focused around Cairnbrook Road and its wider context of Lochend shops; and walking and wheeling routes into Seven Lochs Park and Gartloch Village. These will consider two phases of development, with an early opportunity to fast-track a car-free school street.	School street components have been recommended to Area Partnership for consideration to receive NIIF. Working internally to develop processes for delivering Active and Resilient School Zone approach.

- 3.2 The above projects each have high level costings prepared with optimism bias, providing a valuable overview for prioritising and securing further funding.
- 3.3 Through Tranche 3, the LN programme is developing the Active and Resilient School Zone approach to Glasgow. This expands upon School Streets (which is focused on the immediate vicinity) and considers the wider neighbourhood connectivity in relation to the journey to school. Taking a more holistic and area-wide approach to designing safer routes to school is crucial for enabling children to make journeys to school through walking, wheeling and cycling; independently, alongside friends and with family / guardians.

4 Engagement

- 4.1 A comprehensive in-person engagement approach was undertaken, which consisted of 4 community workshops, 4 community co-design events and 6 school co-design sessions across the 4 LN study areas, undertaken between October and November 2024. Further to this, 4 community exhibition events provided an update to residents and stakeholders on the activity in March 2025. [An engagement-specific report](#) detailing this information is being published alongside the RIBA Stage 2 reports.
- 4.2 LN deploys the concept of co-design to strengthen the engagement and design process. A community co-design workshop was held in each study area, incubating the principle of intergenerational co-design. These workshops have allowed us to break down barriers between groups, challenge perceptions and find common ground for the type of places people of all ages and backgrounds want to see in their neighbourhoods.
- 4.3 The engagement and design process has been further expanded by working with *A Place in Childhood* and *Make Space for Girls* in RIBA Stage 2 to deliver co-design sessions within local schools in each LN area. These focused on the design activity taking place in and around their campuses and have helped to ensure the participation of young people (particularly girls) in the design process. Giving young people buy-in to the work of the council and to make sure their voices help shape the LN outputs.
- 4.4 The [Feminist Town Planning](#) approach has been fully embedded into the LN programme since Tranche 2 (2022-23) and has been expanded further in Tranche 3 by applying a gendered lens. Gender-sensitive design is core to the LN process and ensures engagement from young women and girls - who have historically been underrepresented in infrastructure design processes - is considered.
- 4.5 Demographic information is collected during the engagement process (following permission from the respondent) which allows data to be analysed by gender. This ensures LN is applying Glasgow's [Feminist Town Planning](#) approach on how women and people of minoritised genders view the built environment in their neighbourhood.
- 4.6 A hybrid engagement approach is core to the LN programme, so the programme of in-person events was complemented by digital engagement hosted on a dedicated AGOL webpage (viewable [here](#)). This webpage is

accessibility-compliant and helps to further expand the audience engaged in the LN process.

- 4.7 Project questionnaire surveys were available in paper format at events and in community venues and online via the digital platform.
- 4.8 A workshop session for GCC officers and representatives of local community groups from the four LN study areas was held on the 5th September 2024. This introduced the concept of gender-sensitive planning to the participants and identified how we can embed the principles in our daily work activities and the LN project activity going forward.
- 4.9 RIBA Stage 2 internal engagement workshops with GCC officers were held at Exchange House and Eastgate in December 2024 to ensure awareness of the ongoing LN activity and to take cognisance of existing NRS and wider Council activity in the 4 study areas.
- 4.10 Whilst most of the engagement continues to be broadly supportive of LN activity, there has been a growing level of disruptive and sometimes aggressive input from some sources. In some locations, on-the-ground design and survey work has been disrupted or halted by anti-social behaviour. Future events and engagement approaches will continue to be reviewed and refined in response, whilst still ensuring all sections of the community continue to have an opportunity to feed into LN work in an open and inclusive manner.

5 LN Tranches 1, 2 and 3 project progression

- 5.1 Three projects from Tranche 1 and 2 previously submitted for Sustrans Places for Everyone (PfE) funding in 2023 and 2024, will now progress subject to receiving a formal award via the Transport Scotland Active Travel Infrastructure Fund (Tier 2) and contingent upon both internal resourcing capacity and procurement timelines. The projects are identified in the table below:

RIBA Stage 3-4 Design: ATIF (superseding Sustrans PfE)	
Area	Project name (RIBA stage 3-4)
Ruchill to Cowlares LN (T1)	Dummy Railway
Royston to Hogganfield LN (T2)	Junction 15 / Castle Street accessibility
Pollokshields East to Gorbals LN (T2)	(Re) Imagining Albert Drive Streetscape

- 5.2 Components of the [Lorne Street Public Realm project](#) from Govan to Kingston LN in Tranche 1 are now being taken forward through two different workstreams. The core public realm and protected cycle track have been incorporated into the [Connecting Greater Govan](#) (City Network Phase 1) activity. Festival Park will now get a new entrance from Govan Road which will provide greater accessibility and passive surveillance for park users. This has been expedited by the Council's Feminist Urbanism action fund.

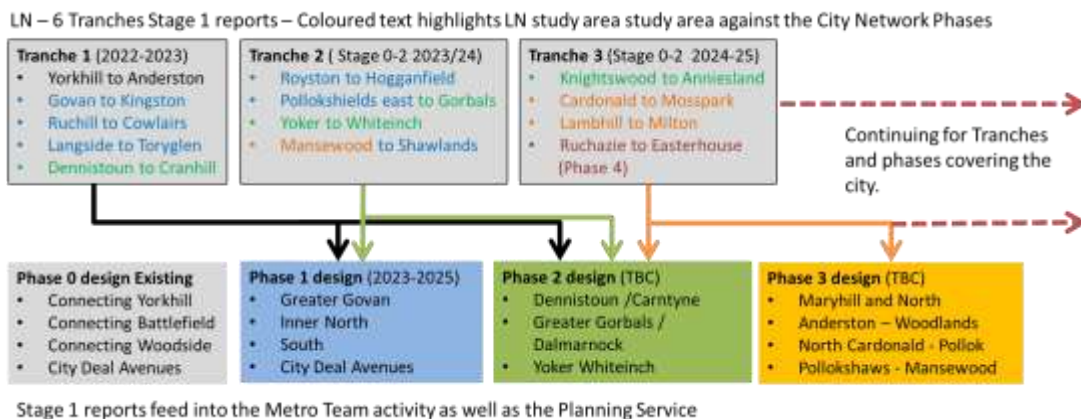
- 5.3 Letherby Triangle is a people and place focused community project in Mount Florida and has been in development since 2014 led by Mount Florida Community Council (MoFloCoCo). This advanced project was identified in the [Langside to Toryglen LN Stage 1 report](#) and has subsequently been taken forward to RIBA Stage 4 technical design with support from council officers via a previous Place Fund allocation. Letherby Triangle will now be incorporated into the wider [Connecting Battlefield Phase 2](#) project for delivery, procurement of the works contract is planned for commencement in summer of 2025. Phase 2 of Connecting Battlefield will continue from the Phase 1 termination point at Grange Road, moving south upgrading Battlefield Rest, moving east along Cathcart Road to the junction of Battlefield Road, where it will connect to Letherby Triangle.
- 5.4 As part of the [Mansewood to Shawlands LN](#) activity in 2023, an [area-wide accessibility audit was undertaken in Shawlands and Strathbungo](#). Community engagement identified the route from Minard Road/Crossmyloof Station to Shawlands Academy/Primary being a priority from the audit area; so a Place Fund allocation was designated towards producing a RIBA Stage 3-4 design for improvements to the pedestrian infrastructure at side roads along Dinmont Road. This package of continuous footways, dropped kerbs, and uncontrolled crossings will be incorporated into the proposed Shawlands Controlled Parking Zone for delivery.
- 5.5 The need to improve safety and accessibility on M8 pedestrian bridges has been identified across Tranches 1-3. Cranhill Bridge is an important but underused pedestrian and active travel link across the M8 motorway joining Cranhill to Barlanark and onto Hogganfield Loch. There is no lighting and the approaches to the bridge are not accessible, addressing this would unlock an attractive North-South connection, linking communities and improving access to greenspace. The Cranhill bridge has also been identified in the Ruchazie to Easterhouse [Stage 1](#) and [Stage 2](#) report. A similar situation exists in the Southwest of the city with the Bellahouston M8 footbridges detailed in the Cardonald to Mosspark LN [Stage 2 report](#). The bridge from Bellahouston Academy into Cessnock sits upon the National Cycle Network and has been subject to a funding application to Sustrans to upgrade the landings and enhance accessibility. Initial discussions with Transport Scotland (who have responsibility for these bridges) has been constructive and they would be supportive of GCC expediting the delivery of these proposals.
- 5.6 Yorkhill and Anderston LN activity was initiated in 2021-22 with the generation of the [Stage 0-1 report](#). This has been taken forward to further [engagement and design](#) at RIBA Stage 2 for Argyle Street, Kent Road and Elderslie Street, creating connections with the existing cycle and pedestrian infrastructure and providing safer links in and around the neighbourhood. This is being developed alongside the Connecting Yorkhill and Kelvingrove activity, where concept designs have been developed for Phase 2 on Kelvinhaugh Street and Phase 3 on Derby Street and Parkgrove Terrace.
- 5.7 As part of the Place Fund allocation for 2023-25, funding was made available for a review of the LN Tranche 1 and 2 project long lists. This assessed and identified low-cost, short-term interventions and quick-wins from the larger

projects. This information has been provided to Area Partnerships as options to utilise the Neighbourhood Infrastructure Improvement Fund (NIIF).

- 5.8 Alongside the projects from the review being suggested for NIIF, Local Place Plans (LPPs) have also identified and prioritised LN interventions. For example, the Gartloch Road Green Corridor project was identified in the Ruchazie to Easterhouse [Stage 1 report](#) and has now been developed to [Stage 2](#) through further design and engagement. This corridor was identified as a priority during two rounds of community engagement and the Mossvale Road section has been championed by Garthamlock, Craigend and Gartloch Community Council – this section of the project is now identified as a priority in both the respective LN activity and LPP, which strengthens the case to fund delivery.
- 5.9 As part of the LN Review, all the LN proposals from Tranches 1-3 were also mapped on GIS. Now setup on the council's GIS system this will allow GCC officers to view where project activity may overlap or identify opportunities for delivery.
- 5.10 Successfully funded LN projects will be progressed to further design stages through internal GCC teams, pending capacity, and reported at the yearly ELN committee update on active travel. The latest update was provided to ELN on [4th February 2025](#).

6 Alignment between LN and City Network

- 6.1. As noted above, the Liveable Neighbourhoods (LN) Programme has been developed in response to Scotland's [National Planning Framework 4](#) specifically Policy 15 on Local Living and 20-minute neighbourhoods. As the LN Programme and the City Network evolved at early stages, the [Connectivity, People and Place: Interim Delivery Plan for the City Network](#) report identifies that both programmes are complementary. It is recognised that a strategic approach to design and delivery is required to extend delivery to all areas of the city.
- 6.2. The two programmes provided an opportunity to develop a framework, based on implementation at the scale of large urban neighbourhood areas (LN tranches), aligned with the phasing of the City Network. The LN Programme set the foundation through the development of RIBA Stage 0–1 reports, where thematic projects, including active travel, were identified through engagement. The intended approach was that each LN tranche would be followed by a corresponding City Network phase, progressing to RIBA Stage 1–2 concept design, drawing upon the LN background reports and the identified active travel projects.



- 6.3. Following recent national changes to the funding structure for active travel, the previously adopted strategic approach requires review. With funding now allocated on an annual basis, this is now impacting upon programmes and scope.
- 6.4. To ensure that the Council responds to the shifts in this funding landscape, the current City Network and Liveable Neighbourhood programmes will be reviewed and consolidated to maximise delivery opportunities, with a report to come to this committee later in 2025.

7 Next Steps

- 7.1 The Liveable Neighbourhoods programme and team have been funded through Transport Scotland and the Sustrans Places for Everyone funding stream to date. The financial year ending March 2025 was the last year of PfE funded design activity. Funding opportunities for Future tranches will only proceed subject to the review of programmes noted in above.
- 7.2 The expansion of Parking Zones in the city is taking cognisance of the Liveable Neighbourhoods and Local Place Plan activity as an opportunity to deliver added value alongside new parking management. For example, additional crossings, dropped kerbs, continuous footways and cycle contraflows.

8 Policy and Resource Implications

Resource Implications:

Financial:

The full cost of delivering Tranche 1, 2 & 3 RIBA stage 0-2 activity was met from the *Connecting Communities: Liveable Neighbourhoods* grant fund awarded by Sustrans.

Legal:

The report raises no new legal issues.

Personnel: The funding supports staffing resources within GCC. Internal and external resources will also be identified and utilised in taking forward any new activity.

Procurement: Future LN work to be developed through external consultants procured through Scotland Excel framework at RIBA stage 0-1. Projects successful for further funding for RIBA stage 2-7 will aim to be progressed through internal consultancy services.

Council Strategic Plan: The projects supported by this funding in turn support the following Council Strategic Plan 2022 – 2027

GRAND CHALLENGE THREE – Fight the climate emergency in a just transition to a net zero Glasgow

MISSION 1: Deliver sustainable transport and travel aligned with the city region

- Via implementation of the Glasgow Transport Strategy Policy Framework, work to reduce car vehicle kilometres travelled in the city by at least 30 per cent by 2030.
- Continue to deliver on our commitment to a 20mph cityside speed limit and design streets that naturally reduce speeding. Explore ways to take stronger action on pavement and other illegal parking, and on idling vehicles.
- Deliver the city's Active Travel Strategy, working towards delivery of a comprehensive City Network of active travel infrastructure to support modal shift.

GRAND CHALLENGE THREE – Fight the climate emergency in a just transition to a net zero Glasgow

MISSION 2: Become a net zero carbon city by 2030

- Deliver sustainable urban drainage and promote nature-based solutions to manage flooding and pollution.

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- Deliver place-based interventions and key local regeneration projects.

GRAND CHALLENGE FOUR – Enable staff to deliver essential services in a sustainable, innovative, and efficient way for our communities

MISSION 1: Create safe, clean and thriving neighbourhoods

- Develop, secure funding for and implement local infrastructure changes in line with a Liveable Neighbourhoods approach for every single community by 2030 so that our local streets are safe and pleasant for everyone to walk, wheel, cycle, play and spend time in.

Equality and Socio-Economic Impacts:

Does the proposal support the Council's Equality Outcomes 2021-25? Please specify.

Yes, supportive of the stated outcomes, particularly outcomes 1, 2, 6, 7-11, through the role of active travel investment supporting people to make sustainable, affordable & equitable travel choices in the city, the role of active travel in supporting physical and mental health improvement, and the role of Liveable Neighbourhoods in enhancing quality places for all.

What are the potential equality impacts as a result of this report?

The work is covered by the overarching EqIA for the Glasgow Transport Strategy which can be found at www.glasgow.gov.uk/transportstrategy. Individual EqIA screenings will be undertaken for the individual projects as appropriate.

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 projects funded by these grants will enhance existing and create new conditions for promoting and supporting sustainable forms of transport. GCC Climate Plan Theme 3 – Well Connected and Thriving City.

Improving Infrastructure for walking, cycling and remote working.

A Liveable Neighbourhoods Plan, looking to implement 20 minutes neighbourhoods in the city and embed sustainable practices throughout.

Action Number 51. Deliver a comprehensive active travel network, incorporating the spaces for people measures (following consultation) and enabling 20-minute neighbourhoods through the **Liveable Neighbourhoods Programme**

What are the potential climate impacts as a result of this proposal?

The projects will improve Glasgow's urban environment and connectivity, thus leading to an improvement in a range of outcomes for the city's population.

Will the proposal contribute to Glasgow's net zero carbon target?

The proposal will assist in reducing the need to travel unsustainably and encourage people to live more locally improving the quality of place and respond to the requirements for the creation of resilient places to cope with and tackle climate change.

Privacy and Data Protection Impacts:

No data protection impacts identified.

9 Recommendations

It is recommended that Committee:

- Notes the contents of this report and the continued development of the LN programme, which represents an important contribution to the Council's priorities to enable transport and neighbourhood interventions which prioritise Connectivity, People and Place; ensuring that active travel and public transport become first choice for everyday journeys.