

**Glasgow City Council****Environment and Liveable Neighbourhoods City Policy Committee****Report by George Gillespie, Executive Director of Neighbourhoods, Regeneration and Sustainability****Contact: Aidan O'Meara****Ext: 79211****City Network and Liveable Neighbourhoods Update****Purpose of Report:**

- To update Elected Members on the strategic review work being undertaken in response to changes in national funding structures impacting the City Network (CN) and Liveable Neighbourhoods (LN) programmes.
- To present the rationale for a revised delivery framework and next steps for programme integration.
- To update on current project active travel activity.

Recommendations:

It is recommended that Committee:

- Notes the content of this report;
- Endorses the proposed strategic review of the CN and LN programmes;
- Supports the development of a unified delivery framework; and
- Notes that a further update will be presented alongside the yearly update of active travel projects within Q4.

Ward No(s):

Citywide: ✓

Local member(s) advised: Yes ☐ No ☐ consulted: Yes ☐ No ☐**PLEASE NOTE THE FOLLOWING:**

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1. Introduction

- 1.1. The purpose of this paper is to provide an update on the City Network (CN) and Liveable Neighbourhoods (LN) programmes following the previous reports to [Committee in June 2025](#) on Inner North and South CN and the LN programme.
- 1.2. Since the June update, progress has been made with existing active travel projects and in advancing the strategic review of both programmes in response to changes in national funding structures and delivery priorities.
- 1.3. The CN is a transformative, city-wide programme to deliver a comprehensive protected active travel infrastructure across Glasgow.
- 1.4. Developed in alignment with the Council's Glasgow Transport Strategy and Active Travel Strategy, the CN aims to create a protected, year-round network of walking, wheeling, and cycling routes that would support modal shift, reduce car dependency, and contribute to climate and health objectives.
- 1.5. The CN was originally developed during a period when multi-year funding commitments and cycles were standard practice, with the expectation that investment in active travel infrastructure would increase year-on-year. This assumption underpinned the strategic phasing of the CN and LN programme, enabling long-term planning and delivery across design and construction stages. However, recent shifts in national funding policy—specifically the move to single-year allocations—have disrupted this model, introduced uncertainty and required a more agile and deliverability-focused approach.
- 1.6. The CN and LN programmes remain central to Glasgow City Council's commitment to delivering a comprehensive active travel network and creating people-friendly streets that support walking, wheeling and cycling for everyday journeys. These initiatives are key to achieving the Council's climate and transport objectives and enabling a just transition to a net zero city (Grand Challenge 3, Mission 1 and 2).
- 1.7. This report outlines the current position of the CN and LN programmes and the strategic review towards realising a revised delivery framework for integrating the CN and LN programmes. This report also provides an update on current projects in development.

2. Strategic Review Context

2.1. National changes to active travel funding

- 2.1.1. Members may recall that Transport Scotland has shifted from multi-year funding to an annual allocation model for designing and delivering active travel. This change has introduced uncertainty for long-term projects which by their nature require greater flexibility in phasing and prioritisation. Previous multi-year Sustrans *Places for Everyone* (PfE) funding is no longer available as this fund has now been wound up. Active Travel projects must now be put forward to Transport Scotland Active Travel Infrastructure Fund (ATIF) this fund is limited to single year funding only.
- 2.1.2. This change in funding has impacted both the CN [Delivery Plan](#) and LN programmes, which were originally structured around multi-year funds each with separate target indicators for design and delivery. This enabled GCC and other

local authorities to plan and deliver large scale projects through a phased approach through all project phases.

2.1.3. Whilst there are benefits to the new ATIF new model, there are limitations:

- There is greater competition for limited funds, with the emphasis on deliverability and alignment with national policies
- Funding is awarded one financial year at a time
- Projects must demonstrate readiness for design / delivery within that year
- Uncertainty from the funding body as to when funding may be received should a funding bid be successful
- Continued uncertainty each financial year in regard levels of funding available nationwide

2.2. The implication of this uncertainty is now being felt across GCC's programme phasing, scope, and delivery timelines across the CN and LN programmes.

2.2.1. **Strategic Planning disruption:** Originally the CN and LN programme utilised Sustrans multi-year funding, allowing a phased progression from concept design through the project stages to construction. The shift to the ATIF annual funding model introduces uncertainty which results in difficulties in long-term programme planning.

2.2.2. **Increased Delivery Risk:** There is an increased risk of projects stalling between each design stage and construction stage if funding is not secured in subsequent years. This can result in a stop-start delivery, leading to cost escalation, loss of design continuity and reduced community buy in.

2.2.3. **Pressure on Internal Resources:** The above has now created a need for accelerated design cycles to meet annual funding windows (including any funding bid applications) prior to each stage being complete. This places pressure on internal staffing resource allocation with resources potentially being prioritised if there is more likelihood of funding certainty.

2.2.4. **Scope reduction and fragmentation:** Yearly funding provides a challenge to complex multiyear projects, in particular where the projects seek to combine multiple discipline aspects of sustainable travel, active travel, parking, drainage, and placemaking or projects of geographical size that cannot be completed in a single year. This can result in projects being reduced in scope to reflect what can feasibly be delivered in a financial year.

2.2.5. **Community Engagement:** Accelerated design and construction cycles and shorter funding windows impacts on time available for engagement, including analysis and feedback as well as reducing flexibility for design and time between engagement, feedback and delivery, risking community apathy and consultation fatigue.

2.2.6. **Procurement implications:** Compressed funding timelines requiring rapid mobilisation of design and construction on a yearly basis which reduces the flexibility and time available for the procurement and tendering process.

2.2.7. **Statutory consents:** Traffic Road Orders (TRO), Planning Consents, or Advertising Consents are lengthy legal processes and presents a risk to delivery within reduced funding delivery timescales.

2.2.8. Financial Implications and project programming: Uncertain dates of funding award, in addition to seeking committee approval for acceptance of funding, can lead to difficulties forward planning active travel projects and delivery programmes. Officers and Elected Members continue to highlight to Transport Scotland the limitations of this financial model and continue to advocate for a more flexible funding model which provides greater certainty.

2.3. Rationale for reviewing and consolidating the CN and LN programmes

2.3.1. As outlined in the LN and CN reports to the [Environment and Liveable Neighbourhood City Policy Committee \(ELN\) in June](#), the original approach was developed as area based programmes with LN Tranches feeding into the CN, enabling integrated project identification, design and delivery.

2.3.2. The CN provided a phased strategic area based phased delivery of the city-wide programme of fully segregated active travel corridors. Information gathered through the LN engagement process also informed the development of the network, particularly opportunities to deliver placemaking and local connectivity improvements.

2.3.3. With the introduction of annual funding, both programmes cannot continue concurrently. Therefore, it is imperative that a review is undertaken to consolidate programmes and re-prioritise the delivery of the CN and LN delivery.

2.3.4. Both programmes support the [Scotland's National Planning Framework 4](#) Local Living and 20-Minute Neighbourhoods policy, and Transport Scotland's second [Strategic Transport Projects Review](#) recommendations, particularly Connected neighbourhoods, Active freeways, Village-town active travel connections; and contributing to Glasgow policies such as Net Zero and Vision Zero safety targets, Feminist Town Planning.

2.3.5. Consolidation of the programmes and reprioritisation of delivery, whilst not removing the challenges of yearly funding, will assist in:

- Streamlining governance and reporting
- Enable co-delivery of CN/LN infrastructure where possible
- Improve funding competitiveness by presenting a unified approach
- Alignment with other city council programmes where available

3. Revised Delivery Framework update

3.1. Since the [June ELN Committee Report](#) the Council Officers have undertaken a review of the integration of both programmes whilst also retaining the ambition to create a city-wide network.

3.2. A new updated digital map has been developed to show all existing active travel infrastructure across Glasgow including off road paths, shared routes and cycle streets. This replaces the existing publicly available cycle map available through the [Glasgow Open Data Website](#) with [direct link here](#).



Figure 1: image showing existing active travel infrastructure.

3.3. Correspondingly, a digital map of all the LN Stage 1–2 projects proposed within Tranches 1-3 has been developed to highlight project locations that correlate with the CN to allow co-delivery of interventions. This is publicly available on the [Glasgow Open Data Website here](#).

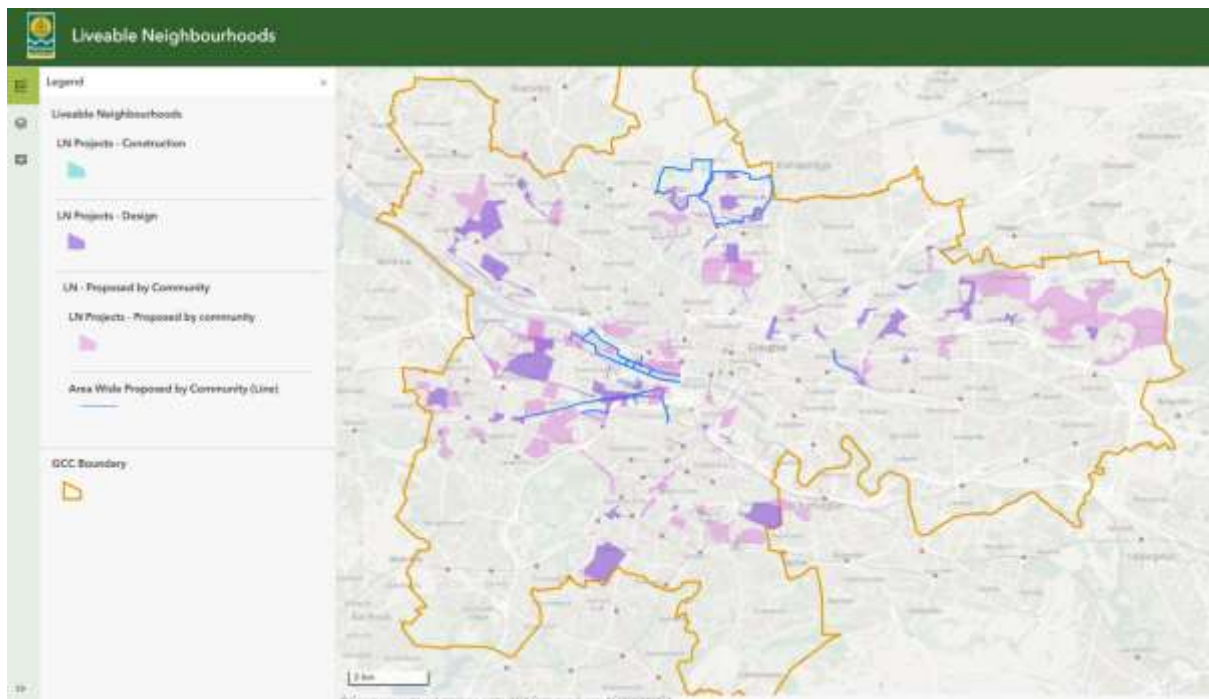


Figure 2: image showing Liveable Neighbourhood project proposal map.

3.4. As part of the review for network delivery a multi-criteria approach, Officers are now developing a strategic corridors first approach alongside filling in gaps to connect a network with existing infrastructure and committed projects. It is proposed that a radial and spoke delivery model for the CN is be developed alongside the projects discussed in section 4 and 5.

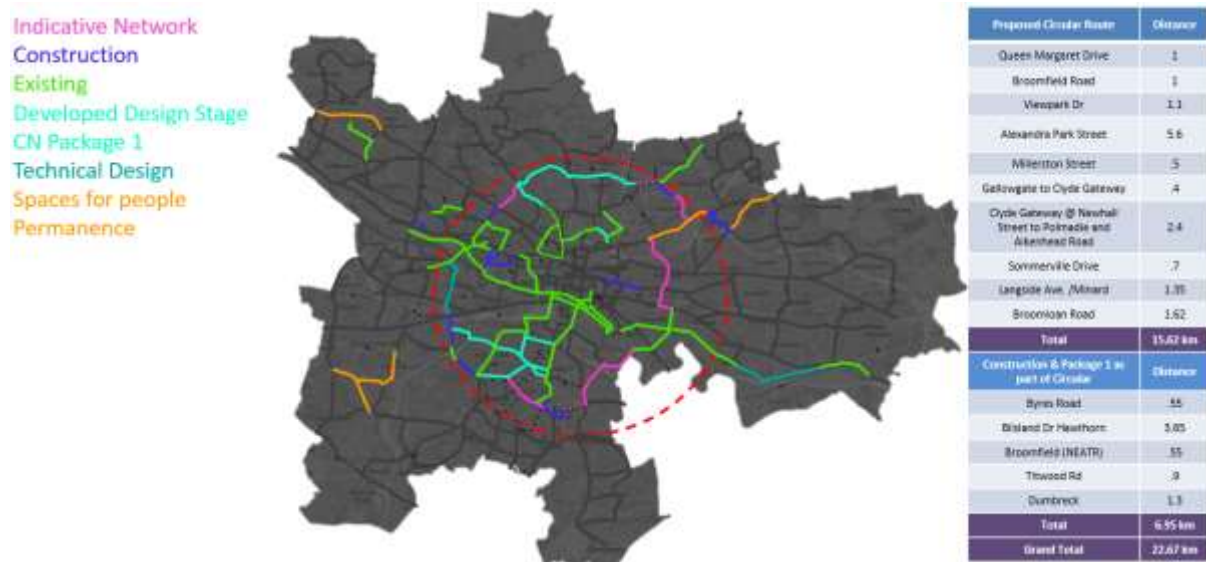


Figure 3 – City Network: image of radial delivery proposal

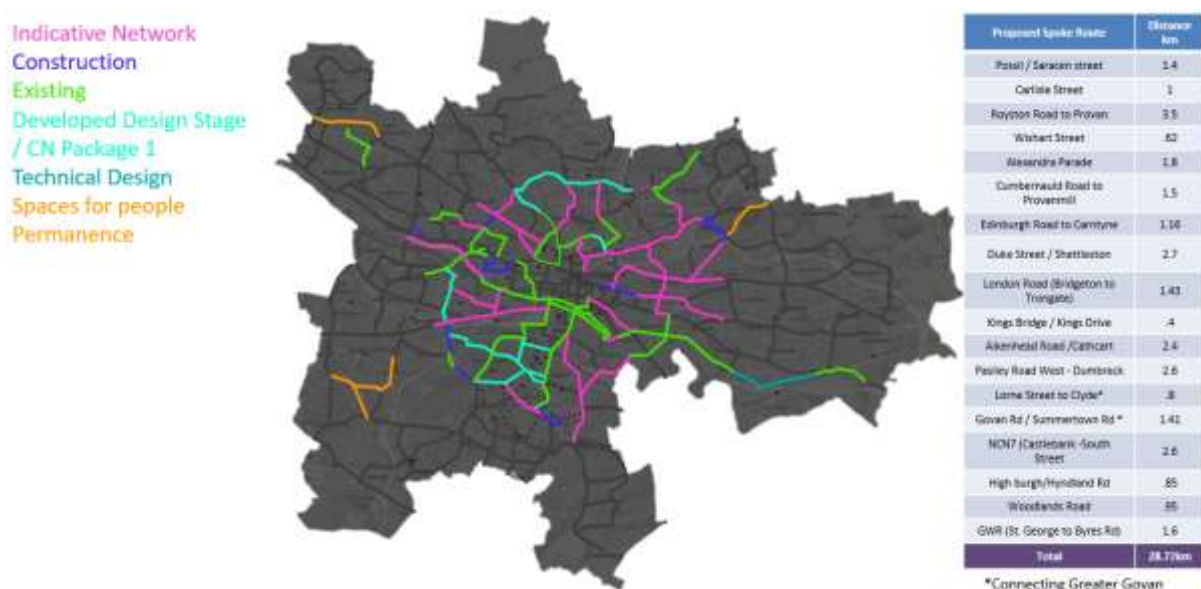


Figure 4 – City Network: image of Spokes delivery proposal

3.5. This approach will enable development of a connected network, with each route adding to a completed route to build the network and provide continuity.

3.6. Delivery of this will remain subject to the challenges outlined in Section 2. To address this, a new CN and LN Officer Working Group has been established to support the re-prioritisation and strategic refinement of the programme. Work activity will be to:

- Review the proposed way forward, including the radial and spokes CN proposal as an initial alternative to the [City Network Delivery Plan](#) phasing.
- Analyse Stage 1 long lists and Stage 2 projects within Tranches 1-3 of LN and correlate this within the initial phases of the CN.
- Update and maintain a GIS resource which displays the two programmes and show priority areas for delivery.

- Interrogate cost plans on an annual basis (where available) for existing proposals to provide revised build estimates and requirements.
- Update the existing policy to revise the case for change and to support the integrated delivery of the CN and LN programmes.
- Continue to identify and seek out funding alternatives for LN projects that do not meet active travel funding criteria, such as place fund or Developer Contributions.
- collaborate / support with other GCC departments and teams delivering place-based projects that are unable to be funded via ATIF, ensuring delivery of identified proposals via other routes.
- Develop a monitoring and evaluation plan for delivery of infrastructure.

4. CN projects in development update

4.1. The following table highlights the CN projects that are: in construction, due to be in construction and recently completed.

Project (Construction)	Deliverables	Start Date	Expected Completion	KM of Cycle infrastructure	Funded
North-East Active Travel Route	• Cycle Segregation • Improved Footways and crossings • Lighting upgrade	June 2024	October 2025	2.9 km	ATIF <£2m
Connecting Woodside	• Cycle Segregation • Improved Footways and crossings • Public Realm • Lighting upgrade	March 2025	March 2026	1 km	ATIF <£2m
Byres Road Phase 2	• Public Realm • Improved Footways and crossings • Cycle Segregation •	August 2025	August 2027	.55 km	City Deal <£4m
Connecting Yorkhill and Kelvingrove	• Cycle Segregation • Improved Footways and crossings • Public Realm	October 2025	Spring 2026	1.1 km	ATIF <£2m
Dumbreck Road	• Cycle Segregation • Improved Footways and crossings	November 2025	March 2026	1.1 km	ATIF <£1m
Dumbreck Road	• Cycle Segregation • Improved Footways and crossings	November 2025	March 2026	1.1 km	ATIF <£1m
Flourishing Molendinar Phase 1	• Cycle Segregation • Improved Footways and crossings • Lighting upgrade • Traffic Calming	November 2025	April 2026	1 km	ATIF <£1.5m
Yorkhill to Anderston LN Phase 1	• One way traffic system • Traffic calming • Public Realm	February 2026	April 2026	N/A	ATIF <£750k
Connecting Battlefield Phase 2	• Cycle Segregation • Improved Footways and crossings • Public Realm • Lighting upgrade	March 2026	September 2027	1 km	Capital <£1.5m
Letherby Triangle	• Public Realm • Lighting upgrade • Improved Footways and crossings • Carriageway resurfacing	March 2026	September 2027	N/A	Capital <£1.5m

5. CN in Design

5.1. The following table highlights the CN projects that are in design and due to be in design. The design phases that are noted are Concept Design, Developed Design for projects that do not have a final design and Technical Design for project that are getting developed for construction.

Project (Design)	Primary Deliverable	Start Date	Expected Completion	KM of infrastructure	Funded
Connecting Greater Govan	Technical Design • Cycle Segregation • Improved Footways and crossings • Public Realm • Lighting upgrade	Ongoing	March 2026	11 km	ATIF <£250k
East City Way Phase 5	Technical Design • Cycle Segregation • Improved Footways and crossings	December 2024	March 2026	1.2 km	ATIF <£250k
NCN7 Castlebank & South Street	Technical Design • Cycle Segregation • Improved Footways and crossings	February 2025	March 2026	1.9 km	ATIF <£100k
Thornwood Roundabout	Technical Design • Improved Footways and crossings • Signalised Junctions • Placemaking	February 2025	March 2026	N/A	NIIF <£100k
City Network Inner North	Developing Design • Cycle Segregation • Improved Footways and crossings • Public Realm • Lighting upgrade	November 2025	November 2026	5 km	ATIF <£250k
City Network South	Developing Design • Cycle Segregation • Improved Footways and crossings • Public Realm • Lighting upgrade	November 2025	November 2026	6.4 km	ATIF <£250k
Saracen Street	Developing Design • Improved Footways and crossings • Public Realm • Lighting upgrade	April 2026	December 2026	1 km	ATIF <£100k

6. Next Steps

- 6.1. The Officers will complete the strategic review and develop a revised strategy document to unify the CN and LN programmes under a single delivery framework.
- 6.2. Continued engagement with stakeholders and communities will ensure that local priorities and inclusive design principles remain central to project development.
- 6.3. Preparation of funding bids and progression of priority projects will be aligned with the new annual funding model to maximise deliverability and impact. An annual update in Q4 will be provided to committee to report on all active travel programmes progress, outcomes, and future activity. A further update will be presented to committee in the new year.

7. Policy and Resource Implications

Resource Implications:

Financial: To date full costs of the City Network and Liveable Neighbourhoods to RIBA Stage 2 have been covered by Sustrans PfE to March 2025. It is expected that programmes will be funded by Transport Scotland's Active Travel Infrastructure Fund.

Legal: The Report raises no new legal issues

Personnel: Funding has supported staffing resources within GCC. The City Network progresses through Sustainable Transport Team staff resources and external consultants through procurement through Scotland Excel framework/ Crown Commercial Services. Internal and external resources will be utilised in taking forward new activity arising.

Procurement: Pending successful funding external consultants will be procured through Scotland the Excel framework / Crown Commercial Services. Internal and external resources will be utilised in taking forward new activity arising.

Council Strategic Plan: The City Network supports 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.
- 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 in enhancing quality places for all.

(no significant impact, positive impact or negative impact)

The work is covered by the overarching EqIA for the Glasgow Transport Strategy which can be

What are the potential equality impacts as a result of this report? found at www.glasgow.gov.uk/transportstrategy. An EqlA for the Active Travel Strategy can also be found at the [GCC's EqlA web page](#).

Additional separate EqlA screenings have also been undertaken for the Inner North and South City Network areas.

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 City Network 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.

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 Plan**.

What are the potential climate impacts as a result of this proposal? The City Network 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:**

Are there any potential data protection impacts as a result of this report
Y/N

No data protection impacts identified.

8 Recommendations

8.1 It is recommended that Committee:

- Notes the contents of this report;
- Endorses the proposed strategic review and consolidation of the City Network and LN programmes;
- Supports the development of a unified delivery framework; and
- Notes that a further update will be presented alongside the yearly update of active travel projects.