



Glasgow City Council
City Administration Committee

Item 7

18th June 2026

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

Contact: George Gillespie, Executive Director Ext 79106

ROAD SAFETY IMPROVEMENT FUND – FUNDING ACCEPTANCE

Purpose of Report:

To seek Committee approval for the acceptance of the Transport Scotland's Road Safety Improvement Fund for 2026/27.

Recommendations:

It is recommended that Committee:

- approves the acceptance of the Transport Scotland grant outlined below:
 - £1,517,432 of external funding from Transport Scotland for projects that align to Scotland's Road Safety Framework to 2030.

Ward No(s):

Citywide: ✓

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

1. Introduction

- 1.1. The Scottish Government has committed to a Safe System approach to road safety in alignment with its [Road Safety Framework to 2030 \(RSF30\)](#).
- 1.2. This framework embeds international best practice. The Safe System approach to road safety management is based on the principle that our life and health should not be compromised by our need to travel. It puts human beings at its centre and stems from the belief that every road death or serious injury is preventable. It recognises that people make mistakes when using our roads, and that they are vulnerable to being killed or seriously injured, if they are involved in a crash.
- 1.3. The key objectives of the Road Safety Improvement Fund (RSIF) fund are to help road authorities meet the 2030 road casualty reduction targets and to implement the Safe System approach across their road networks through a targeted approach. This will deliver on the 5 outcomes and 12 strategic actions of the RSF30. Transport Scotland has provided this grant to local authorities for projects that deliver road safety in line with the Safe Systems approach.
- 1.4. This approach reflects the council's policy framework for road safety set out in [Glasgow's Road Safety Plan 2020-2030](#) and will support Glasgow's commitment to reduce road fatalities and serious injuries by tackling barriers to road safety.
- 1.5. The explicit, longer-term goal of the Safe System is for a road traffic system which becomes free from death and serious injury through incremental, targeted improvements within a specified safety performance framework – in Scotland this is the RSF30. It is backed up by interim and quantitative targets to reduce numbers of deaths and serious injuries – usually measured over a ten-year period. It aims for a more forgiving road system that takes human vulnerability and fallibility into account; people are fragile and make mistakes that can lead to collisions. A safe (road) system mitigates that problem with its five pillars which effectively act as layers of protection, all working in harmony to prevent deaths and serious injuries.



(Source – RSF30)

- 1.6. Projects may include improved safety aspects of the road, its surrounding environment, vehicle technology and education of all road users.
- 1.7. It must be noted that the RSIF is not a replacement for Local Authorities' annual road safety budgets. It will support Local Authorities' commitment to reducing risk and casualty reduction on their roads through the implementation of further Framework compliant Safe System measures.
- 1.8. This is the fourth consecutive year that Transport Scotland have provided this specific fund to Local Authorities.

2. Glasgow City Council Road Safety Proposals

- 2.1. Using the total Road Safety Improvement Fund grant of £1,517,432, Council Officers have identified a priority list of projects which align with the condition requirements stipulated by Transport Scotland and will contribute to the Council's safety objectives.
- 2.2. Projects were selected through analysis of injury accidents and recorded vehicle speeds. Traffic signal locations were identified as being heavily used crossings which will benefit pedestrians as a result of the proposed upgrades. These projects are detailed in Table 1 for information.
- 2.3. The delivery of these projects will both be reported to Transport Scotland at the end of the financial year and the Council's Environment and Liveable Neighbourhoods committee as part of the annual Road Safety Update.

2.4. Table 1: 2026/27 Road Safety Improvement Fund Projects

| Council Ward | Location | Description of Works |
|--------------|-----------------------------------|---|
| 10 | Elliot Street / St Vincent Street | Pedestrian Priority Crossing |
| 16 | Ruchill Street | Traffic Calming Works – Road Humps |
| 20 | Swinton Road | Traffic Calming Works – Road Humps |
| 16 | Ashgill Road | Pedestrian Refuge Island |
| 11 | Park Area | Pedestrian Refuge Islands and footway buildouts |
| 20 | Springcroft Avenue | Traffic Calming Works – Speed Cushions |
| 8 | Nicolson Street | Bollards for Stopping Up of Footway |
| 1 | Ardencraig Road | Traffic Calming Works – Speed Cushions |
| 3 | Levernside Road | Traffic Calming Works – Speed Cushions |
| 3 | Lyoncross Road | Traffic Calming Works – Speed Cushions |
| Various | School Keep Clear TRO | Upgrade of TRO, markings and signage |
| Various | Low Bridge Warning Signs | Upgrade of existing signs |

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| | | |
| Various | School Crossing Patrol Signs | Upgrade of existing signs |
| 1 | Cathkin Road (Carmunnock) | Anti-skid works |
| Various | Vehicle Activated Signs | Installation of signs |
| 12 | Balshagray Avenue / Victoria Park Drive South | Traffic Signal Upgrade |
| 13,14 | Great Western Road / Lincoln Avenue | New Traffic Signal Junction |
| 23 | Great Western Road / Kirklee | Traffic Signal Upgrade |
| 18,20 | Edinburgh Road / Stepps Road / Springboig Road | Traffic Signal Upgrade |

2.5. Elected Members should note that this grant funding is time limited and therefore must be spent in this financial year.

3. Summary

3.1. This funding allocation of total £1,517,432 from the Road Safety Improvement Fund will support the delivery of road safety initiatives focused on safer speeds and improved road and roadside conditions. The Committee is therefore asked to approve acceptance of the grant funding to enable these projects to progress within the current financial year.

4. Policy and Resource Implications

Resource Implications:

Financial: This will provide the Council with additional funding of £1,517,432 for the delivery of road safety improvement schemes.

Legal: GCC Legal Services to conduct due diligence and sign grant acceptance letter.

Personnel: No direct personnel issues.

Procurement: Project will proceed using existing Council frameworks.

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 2025-29? Please specify.

Yes, the proposal supports the Council's Equality Outcomes 2025-29

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. An EqIA for the Active Travel Strategy can also be found at the [GCC's EqIA web page](#).

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?

There are a number of positive climate impacts as a result of this proposal including a reduction in road safety casualties, contributing to a healthy City.

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.

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

If Yes, please confirm that a Data Protection Impact Assessment (DPIA) has been carried out

5. Recommendations

- It is recommended that Committee approves the acceptance of the Transport Scotland grant outlined below:
 - £1,517,432 of external funding from Transport Scotland for projects that align to Scotland's Road Safety Framework to 2030.