Q 1	Asked by: Councillor George Redmond
Tabled Question	"To ask the Leader of the Council whether they will comment on the failure of any of the candidates for First Minister to commit to additional funding for Local Government, and whether she believes that pledges to reduce ring-fencing will be sufficient to invest in Glasgow's future?"
Responder	Councillor Susan Aitken, Leader of the Council and Convener for City and City Region Economy and Just Transition

Can I take this opportunity first of all to, on behalf of the Chamber, congratulate Humza Yousaf MSP on his election as the First Minister of Scotland. The election of a second-generation Scots Asian and Muslim to this position undoubtedly represents a moment of historic significance for diverse, outward-looking modern Scotland and is to be celebrated. And I think Council can also be particularly pleased that Scotland has another Glaswegian First Minister.

I'd also like to express our gratitude to the former First Minister Nicola Sturgeon MSP for what has been by any standards extraordinary public service and for her tireless leadership during the most difficult times Scotland has faced in generations.

Cllr Redmond perhaps missed a few things during the Leadership campaign because the new First Minister explicitly said that he wants to work with councils on a new deal for Local Government. The commitment to reduce ring-fencing will be an extremely important part of that new deal.

As Cllr Redmond I'm sure recognises the flexibility to plan our own budgets is just as important as the overall resource available to councils, particularly at times such as now when Scottish public finances as a whole are being badly hit by factors, such as rampant inflation, which are largely beyond our control.

Q 2	Asked by: Councillor Elaine McDougall
Tabled Question	"To ask the Convener for Health, Care & Caring and Older People if he believes that the £21million of savings agreed by the Integration Joint Board is in line with the SNP's "core commitments to tackle poverty and inequalities", as written in the 2022 Glasgow SNP Manifesto?"
Responder	Councillor Chris Cunningham, City Convener for Health, Care & Caring and Older People

Can I begin by congratulating Cllr MacDougall on her choice of reading material. The 2022 SNP Manifesto makes for excellent reading and it provides this city government with a blueprint for the coming years – a blueprint that is now embedded in the Council's Strategic Plan.

These are indeed our ambitions, and we will not be diverted from them by unfavourable winds or passing squalls.

Does that mean that I regard the cuts to services in the most recent IJB budget with equanimity? I don't. They are deeply distressing – a view shared by all those who were present at the budget meeting last week.

As the City Convener I have made clear my commitment to those aims and lobbied hard both within the Council and with the Scottish Government for the resources we need – lobbying I might say, that did not stop with the actual passing of the budget. We know that there are further resources coming to the Council and we are working hard to make the case for Health and Social Care to get the resources it needs to do its job.

And in that regard I look forward to Cllr MacDougall and her colleagues continuing to make that case. I do not doubt her commitment to the work of the IJB in the city and I want to make clear that I welcome her voice in the call for more resources.

But in answering this question I also need to highlight the scale of the work that the IJB does. We have around £ 1 bn to spend in the City on community health, social work and social care. We have a clear commitment in the IJB strategic plan to early intervention and to tackling inequalities and in facing the current financial challenge we are not standing still – we are aspirational and some of our early work on the whole family well being fund, how we align any additional funding with core budgets and how we remain committed to children's service transformation is evidence of those aspirations.

But with regard to some of the issues that lie behind Cllr MacDougall's question, I think it only fair to note a few points ….

- We ought to be proud of the fact that the IJB has been able to improve payments to foster carers over recent months. We did so in response to calls from this Council and from a recognition that the position of foster carers has not had the attention that it rightly deserves. In a tough financial environment, making that commitment is important.
- Despite the cost of living challenge the council and HSCP have utilised the Scottish Government Mental Health fund to provide an additional **£1.1M** available for our young people through direct payments
- A further **£2.6M** in 2022/23 was made available to provide Winter Social Protection Payments of £400 ensuring that children, young people, and their families were 'insulated' throughout the winter – directly addressing that the commitment to reduce poverty and inequalities in our communities.

- Developing a Family Support Strategy aligned to the aspirations of the Independent Care Review to ensure that early help and support is available at the point of need,
- Approx £2M has been earmarked under the IJB's Maximising Independence programme for investment in community assets with a focus on prevention and early intervention through the promotion of improved health and wellbeing. Working with GVCS and local community groups, including RSLs, the funding will be used to provide further support to family carers, individuals with frailty and other long-term conditions, those experiencing social isolation and loneliness and promote the use of technology in self-care, including via 'Tech Clinics' for the development of basic technology knowledge and skills, and finally,
- Ensuring that the city has the foundations to shift support and early intervention to families before crisis and aligned with the recent circa **£19M** allocated to the city for enhanced family support. **Keeping the promise.**

I could easily go on ….

So, am I proud of the work we are doing to support Glasgow's citizens?

Yes I am!

Q 3	Asked by: Bailie Ann Jenkins
Tabled Question	"To ask the relevant Convener, what assessment the Council has made of the detrimental health impacts of ecigarette use, particularly amongst the youngest. And what further steps the Council can take to minimise the harmful marketing of these products?"
Responder	Councillor Chris Cunningham

Can I thank Bailie Jenkins for her question.

Current evidence suggests that vaping poses a small fraction of the risks of smoking, in the short and medium term[i]. At the moment, there is not enough long-term evidence available to know the long-term harms[ii].

To be clear, vaping is not risk-free, particularly for children and young people, and people who have never smoked. The World Health Organization states that e cigarettes "are undoubtedly harmful, should be strictly regulated, and most importantly, must be kept away from children".

For adult smokers, evidence suggests that use of vapes can be effective to support people to quit smoking[iii].

Most e-cigarettes contain nicotine, so I should not need to go into the detail of their impact on health. Nicotine is a highly addictive, stimulant drug. It can harm adolescent and young adult brain development, which continues up to the age of 25. Early exposure to nicotine can have long-term consequences for young people, impacting on concentration levels, learning ability, mood and impulse control[iv]. Using nicotine in adolescence can increase the risk for future substance use[v].

I'm happy to comment further on the specific health issues around nicotine but I hope members recognise the risks. We have had decades of reports on the matter. We know just how dangerous nicotine is. There is however evidence of the growing use of e cigarettes or vaping amongst young people, and this is clearly worrying.

On February of this year, the Health and Wellbeing Census Scotland 2021-2022 was published which showed a significant increase in the number of young people vaping. 10.1% of S4 pupils and 4.3% of S2 pupils were regular vapers, which is a large increase compared to the last Glasgow City School Health and Wellbeing Survey which showed that 2.3% of S3-4 pupils and 1.1% of S1-2 pupils were current users of vapes.
Glasgow specific analysis shows 28% of S4 pupils had tried vaping. By any measure, these are not good figures.

So, what can be done, which is of course the main thrust of the question?

In terms of legislation in Scotland, e-cigarettes or vapes are an age-restricted product. It is illegal to sell e-cigarettes or vapes to under 18s or to buy them on behalf of under 18s. As part of the Tobacco and Related Products Regulations, there are UK wide restrictions on the strength of nicotine sold in e-liquids and on the size of the e-liquid bottle.

As part of Scotland's five-year action plan *Raising Scotland's tobacco-free generation: our tobacco control action plan 2018*, there was a commitment to consult on the detail of restricting advertising and the promotion of e-cigarettes in Scotland. Restricting the advertising and promotion of these products, and reducing their visibility, is one way to ensure young people and adult non-smokers are protected from the uptake of these products. The Scottish Government held a public consultation regarding advertising and promotion of e-cigarettes between February and April 2022. The report of the independent analysis of responses was published in September 2022, with findings largely in favour of more restrictions.

We are currently awaiting further information on next steps, and I will be happy to further pursue Government on this.

For my part I would favour such restrictions. We should see restrictions within the wider range of public health measures that I suspect all of us in this Chamber would support. If we are to improve the health and wellbeing of our citizens, and by doing so address both health inequalities and the financial and organisational pressure on our health service, we need to see action as soon as possible.

Health must be much more about keeping well and living well. Addressing the issue of e cigarettes can be part of that effort.

Q 4	Asked by: – Councillor Robert Mooney
Tabled Question	“To ask the relevant Convener if they believe that the views, and concerns, of those with Visual Impairments and other disabilities are adequately reflected in the Council’s implementation of floating bus stops?”
Responder	Councillor Ruairi Kelly

Can I thank Cllr Mooney for his question?

I know this is an issue which Cllr Mooney has raised on a number of occasions and indeed it was recently discussed at some length at committee.

So-called “floating bus stops” are only provided where professional technical design officers deem these solutions to provide the highest level of service and safety to all users. Each Stop is individually designed and, in most cases, exceed all necessary national design standards.

In the design of any major active travel infrastructure or public realm project, the Council will seek to engage stakeholders including groups representing people with disabilities and visual impairments to navigate the different needs of roads and pavement users. The design incorporates feedback and information from other design standards specific to the needs of users with disabilities such as “Roads for all: Good practice guide for roads” and “inclusive mobility guidance on the use of tactile paving”.

Glasgow has been pro-active in further developing designs to provide a higher level of service to those with visual impairment and disabilities, which officers can provide extensive detail on.

The pilot project in Sauchiehall St has however provided a real learning experience, including the need to engage with all types of users.

And as Cllr Mooney is aware, the Council has established the Glasgow Accessible and Inclusive Design Forum, which is designed to address the challenges of active travel design and ensure design proposals are shared with stakeholder groups to ensure feedback is heard and incorporated.

The forum is at an early stage it is the most appropriate platform to take this structured engagement forward.

Q 5	Asked by: Councillor Holly Bruce
Tabled Question	"In light of the recent number of pedestrian and cyclist deaths, to ask the relevant City Convener what progress has been made on the urgent road safety roundtable discussion that was agreed at the last Safe Glasgow Partnership meeting and whether intermediate measures have been identified for action at the site of each recent fatality?"
Responder	Councillor Ruairi Kelly

At the Safe Glasgow Partnership meeting on 16 March, there was agreement that a working group/roundtable discussion on road safety be established in conjunction with the Partnership, Police Scotland and NRS officers, with any recommendations arising from it being used to assist/inform the Council's Strategic Plan. It was further agreed that the terms of reference would be agreed with the Chair, Baillie McCabe. Contact has been made with the relevant officers in NRS and Police Scotland (G Division) and plans pending staff availability to draft proposed Terms of Reference

Investigations into the recent fatal accidents in Glasgow since the calendar year began are still ongoing. NRS Road Safety team has undertaken joint site visits at four of the locations with Police Scotland and these visits confirmed that there are no immediate measures identified for action. The remaining visits are programmed for next week.

Q 6	Asked by: Bailie Elaine Gallagher
Tabled Question	“To ask the relevant City Convener what ongoing engagement the Council has with Police Scotland in relation to the enforcement of road traffic offences and how their resources can be targeted most effectively?”
Responder	Councillor Angus Millar

The NRS Road Safety team has regular meetings with Police Scotland to discuss planned campaigns as well as targeted enforcement.

Police Scotland also work closely with NRS Road Safety Unit to support our annual road safety campaigns. Three campaigns are planned for 2023 which include a Speeding campaign, a Let’s Look Out For Each Other campaign and Drink Driving campaign. The Let’s Look Out For Each Other campaign will be Glasgow’s biggest ever road safety campaign to promote safer road use. Road Safety adverts are also placed in magazines such as the student pocket guide to promote safe road use to targeted audiences. Police Scotland also have their own planned national enforcement campaigns which include speeding, drink drive and think bike.

Complaints such as speeding etc. are investigated by our road safety engineers through speed surveys, road casualty analysis and site visits. When issues are identified, engineering solutions are considered and where appropriate Police Scotland are contacted and provided with the necessary information to undertake enforcement as and when necessary.

The team also liaise with Safety Cameras Scotland to regularly review any sites where road casualties are linked to speeding – where there is a link, surveys are carried out and new speed cameras are installed on an annual basis.

Q 7	Asked by: Bailie Anthony Carroll
Tabled Question	“To ask the relevant City Convener how many of Glasgow’s traffic light systems have a waiting time of over 30 seconds for pedestrians to cross?”
Responder	Councillor Ruairi Kelly

Unfortunately, it is not possible to provide the information you have requested as the timings are undertaken on a site-by-site basis and is dependent on the location of the crossing, number of pedestrians and cyclists, number of vehicles using the junction and public transport provisions.

The Council’s practice is to minimise the wait time for pedestrians where possible, but it is likely that pedestrians will wait longer than 30 seconds at some traffic signal junctions, particularly at busy locations where bus priority technology is in operation and where there is a competing demand for green time.

At standalone pedestrian crossings the wait time is generally between 30 seconds and 60 seconds, again this assessed on a site-by-site basis and is dependent on a number of factors including the location of the crossing, nearby attractions for pedestrians, cycling facilities and traffic volumes.

Q 8	Asked by: Councillor Eva Bolander
Tabled Question	Can the Convener for Climate, Glasgow Green Deal, Transport and City Centre Recovery advise whether, in line with Glasgow's efforts to support climate action and reduce car dependency, the Council has considered opportunities for re-engineering of the Clydeside Expressway?"
Responder	Councillor Angus Millar,

Can I thank Councillor Bolander for her question?

The Council has not formally modelled re-engineering of the Clydeside Expressway, but the question of the Expressway's future has been raised in a number of strategic documents as an important future consideration for the city.

The River Clyde Development Corridor Strategic Development Framework suggests that "In the longer term, options for the redesign of the Clydeside Expressway should be considered", while last year the Stage 1 Yorkhill to Anderston Liveable Neighbourhoods report raised this opportunity as a "What If?" question to reimagine this corridor.

That report highlighted that the Clydeside Expressway as currently engineered acts as "one of the main constraints to Everyday Journeys from North to South / South to North" in Yorkhill and Anderston, and indeed as Cllr Bolander knows I as a local elected member well the way in which it almost completely cuts off Anderston and Yorkhill from the riverfront.

This disconnect has a negative impact on local communities and constrains development and public realm opportunities. And while it's clear that the corridor could remain an important transport link, the stage one report highlights the opportunity for this important road to be reimagined as a boulevard as other cities like Brussels have done with similar routes.

A re-engineered road could potentially better support cross-connectivity in the area and support regeneration, much as the Council's recent unsuccessful bid for Levelling Up Funding for the Govan area including re-engineering of the Shieldhall Overpass sought to do.

It's unlikely that any Clydeside Expressway project will be taken forward as part of the Liveable Neighbourhoods programme, given the scale and likely longer timescale of any works to this, but it's certainly something I am keen that the Council consider over the longer term.

Q 9	Asked by: Councillor Martha Wardrop
Tabled Question	“To ask the relevant City Convener for the timescale to complete the condition survey of Queen Margaret Road?”
Responder	Councillor Ruairi Kelly

Cllr Wardrop will be aware that the issue with the condition of Queen Margaret Drive was highlighted to the Roads Maintenance team on the 16th November 2022 and following a visual inspection by the team, a road closure was immediately put into place.

Initial ground investigation and surveys undertaken to date indicate a substantial repair will be required before Kelvinside Terrace South is stabilised. In the meantime, it is considered necessary for safety reasons that this section of road remain closed to vehicles for the foreseeable future. Accurate timescales for reopening of this road are difficult to predict at this early stage, however it is likely, due to the extent of the required repairs, that the road will remain closed to vehicles for a period of months rather than weeks.

An external geotechnical investigation consultant has been identified to undertake the geotechnical surveys and investigations at this location and the team is finalising the contract to have the investigations undertaken. Although I am not able to provide a date for these works to begin at this moment, I do know that the Roads maintenance team is progressing this as quickly as possible so that a permanent solution to rectify the instability can be designed and implemented following the results from the investigations.

Q 10	Asked by: Councillor Soryia Siddique
Tabled Question	"What consideration has Glasgow City Council given to installing mini wind turbines similar to Greater Manchester allowing the potential generation of electricity to power homes?"
Responder	Councillor Angus Millar

Thank you for the question, Councillor Siddique.

Scaling up renewable energy generation within the city is a key aspiration of the Council.

Our emerging Community Energy Framework which will be updated on at committee in the coming weeks is establishing a process by which we can open up vacant and derelict land for community renewable energy assets to be built, including wind and solar.

Our Glasgow Green Deal roadmap also includes increasing renewables deployment as a key area of focus, and as we develop the financing and procurement approaches required to scale up investment in green infrastructure, opportunities for renewables deployment will be a key consideration.

In terms of ongoing work, Glasgow City Council has previously undertaken a feasibility study into the construction of new wind turbines at six locations across the city. This study has now been resubmitted to the Aviation Authority at Glasgow Airport, who had previously raised technical issues, to reassess in light of new radar mitigation techniques.

This will help us understand if the proposed turbines would be able to be mitigated against radar interference, in order to overcome planning objections raised by the airport when previous plans were submitted. The power will most likely be fed into the grid with potential to establish a power purchase agreement for Council buildings.

Any proposals for selling power to housing via power purchase agreement would put the council in the position of being a small-scale electricity provider. Further investigation would be required to look at mini-turbines for housing and understand if this is something that could be delivered, and I understand that previous schemes elsewhere with mini-turbines attached to buildings have encountered difficulties. Officers are however willing to engage with Greater Manchester and any other authorities around opportunities being explored.

These are the kind of opportunities that our Glasgow Green Deal financing and procurement work are intended to scope and help us approach, and work on these workstreams will be coming to committee later this year.

Q 11	Asked by: Councillor Ken Andrew
Tabled Question	"To ask the Leader of the Council what the significance is and the benefits may be following the recent announcement that Glasgow has been selected as one of the three regions taking part in the £100Million Innovation Accelerator programme?"
Responder	Councillor Susan Aitken

Thank you. Yes, it's incredibly significant and a clear indication that Glasgow is increasing recognised as not simply one of the UK's leading centres of innovation and opportunity – but is fast becoming internationally recognised as city of creativity and science technology - a place where innovation gets done

Our selection reflects our growing reputation for real and emerging strengths across space, photonics, advanced manufacturing, precision medicine and quantum.
But it also reflects a lot of hard work, partnership building, risk taking and having really solid foundations.

We are now home to three of Scotland's five innovation districts which are key to generating at scale business, employment, and productivity returns by harnessing our world-class university talent base and linking with industry and civic partners.

And we are home to thriving partnerships of genuine substance between town, gown and industry, which have been instrumental in our reputation. And, - crucially - in making sure we're aligned with UK and Scottish Government policy agendas to ensure we're best placed to take advantage of these opportunities when they arrived. Governments – indeed any funders – want the surety of proper governance structures when they're putting tens or - indeed hundreds - of millions of pounds into projects.

So, the Innovation Accelerator, as the name suggests, will promote more rapid development and market entry of industry-led innovation across a broad sectoral mix of projects. It will seek a good level of co-investment and significant private sector leverage.

And it will accelerate the existing innovation going on here in Glasgow by drawing on strengths and assets, building on those partnerships and aligning the IA programme with other policy developments and funding streams.

Q 12	Asked by: Councillor Cecilia O'Lone
Tabled Question	"To ask the Leader of the Council if she is concerned about Police Scotland's recent report that Glasgow lost 214 people to suspected drugs deaths, the highest level in Scotland? What is being done to reduce this?"
Responder	Councillor Allan Casey

Thank you Councillor O'Lone.

Yes, every drug death in the city is a tragedy and the Leader and I are resolute in our efforts to reduce drugs deaths in Glasgow.

There are several drivers of the current high levels of drug deaths including health and social inequalities and austerity. Local public health intelligence indicates drug trends are changing and substances are more affordable and accessible than ever before.

The last six quarters have seen reductions in suspected drugs related deaths. Official figures for 2022 will be published in the summer. I am hopeful that they will show that the range of interventions that we have made to reduce these deaths are starting to have an impact – although we have a long way to go.

The Alcohol and Drugs partnership, which consists of key public, third and recovery sector partners has been working on a range of interventions The creation of the Scottish Drug Death Task Force in 2019 by the then First Minister Nicola Sturgeon has been catalytic. It outlined key priorities for ADPs to focus on.

Guidelines around distribution and possession of Naloxone have been updated by the Lord Advocate and training has also been conducted with HSCP staff as well as sessions being offered to Councillors.

We created a Glasgow Overdose Response Team and a Crisis Outreach Service which includes clear pathways into mental health support and addiction care and treatment services. Both are supported by excellent partnership working across the NHS and with the Scottish Ambulance Service.

Our Mobile Harm Reduction Initiative has been rolled out following a successful city centre pilot. This continues to be supported by the third and voluntary sector in the city. We are also putting in place Needle Bins in known hotspots, including the Merchant City.

We have enhanced Medication-Assisted Treatment including same day prescribing of opioid substitute therapies including Buvidal. The Enhanced Drug Treatment Service provides heroin assisted treatment in Glasgow. We have also seen a growth in recovery communities across the city which offer vital support to those wherever they are on their recovery journey.

The Lord Advocate is considering whether there is a legal way to introduce a Safer Drug Consumption Unit here given the UK government reluctance to change the laws around drugs to a public health, rather than a punitive approach. The HSCP remain ready to implement and deliver such a service should legal authority be given to us to do so.

Glasgow remains a leader in testing innovative ways to try and tackle drug deaths, frankly we have no option but to do so. But, there are signs that we are starting to make inroads.

And, in comparison to other cities, we have a smaller number of drugs-related deaths as a proportion of our drug-taking population. Working across the city the measures we have put in place to reduce harm and improve access to treatment is having an impact and saving lives.

Q 13	Asked by: Councillor Blair Anderson
Tabled Question	“To ask the relevant City Conveners to re-establish a working group on safe, green transport and schools, with particular focus on promoting and enforcing School Streets and active travel in schools?”
Responder	Councillor Angus Millar

The ‘School Streets’ governance group, which previously met on a quarterly basis when new School Car Free Zones were being introduced, came to a natural conclusion following the introduction of the final formal Car Free Zones zones.

The Council has committed to look at other interventions as part of the School Streets programme for those schools where a car free zone is not possible, and engagement with local stakeholders will take place in the furtherance of these aims. I’d be happy to discuss with any members the form that this engagement might take going forward, and I would be happy to discuss with officers, opportunities that may exist to establish a working group on safe and green transport.

School Streets are monitored on a regular basis and staff from the Road Safety Unit provide support along with Police Scotland in terms of enforcement and education.

Q 14	Asked by: Councillor Jon Molyneux
Tabled Question	"To ask the relevant City Convener what assessment has been done of which schools in the city would be most likely to benefit from the introduction of walking or cycling buses, and whether a more proactive approach to walking or cycling bus development can be pursued?"
Responder	Councillor Angus Millar

Supporting Glasgow's schools in making their contributions to the city's Net Zero agenda is a Council commitment, as is engaging with our young people on the climate agenda and how they can make their personal contribution.

We know that travel – crucially getting to and from school - is a key priority for children and one entirely aligned with the city's policy agenda. Of course, investing in sustainable school travel has a positive environmental impact with fewer short car journeys, as well as improving safety through reducing congestion in and around schools.

But, spending more time outdoors active travel to and from schools will contribute to the improvement of the physical and mental wellbeing for the young people themselves.

As Convener for Transport, I have already started to engage officers on exploring what can be done to more proactively support the development of walking and cycling buses. Indeed, I was delighted to visit the Shawlands Bike Bus recently and see how successful that initiative has been.

Education Services have also been taking forward some important work in this field.

Parent councils in partnership with Head Teachers have been asked to consider options for cycling, walking, and wheeling. And as part of the budget options for 2022/23 a fund of £30,000 was awarded to Education Services to help develop the roll out of walking and cycling buses. This was largely focused on providing access to warm and waterproof clothing, so that young people are comfortable on their journeys to and from school. But also, so that cost is not a barrier to participation.

The allocation of £30,000 was distributed via a bidding process with a total of 18 schools awarded monies to develop their projects. All 18 schools which applied for funding were supported.

Schools were given the discretion to prioritise the needs of their own establishment however, it was made clear that funds must be used to support the promotion and development of walking and cycling buses or the outdoor learning experiences of young people.

The current year's projects are currently being assessed and schools are being asked to comment on how their allocation was used and the impact it had on the children. This will be captured in the school's Education Perspective Report.

Future projects, funding permitting, may developing safe walking routes and to ensure that the traffic application could be developed and used by the schools who would benefit most. Going forward, I am keen for NRS and Education Services to work together to support an increase in walking and cycling buses across the city and will liaise with Cllr Cannon and any other interested elected members in this regard.

Q 15	Asked by: Councillor Blair Anderson
Tabled Question	"To ask the relevant City Convener what percentage of the proposed City Network of protected cycle lanes will be completed by the time of the 2023 UCI Cycling World Championships?"
Responder	Councillor Angus Millar

Currently the City has constructed total of 19 km of City Network routes with an additional 5km currently under construction and estimated to be complete before August 2023 (UCI Cycling World Championships). There is another 20 km of City Network in place as Spaces for People and currently going through an upgrade programme or legacy infrastructure which can be upgraded. Another 8 km of City Network routes are currently in place as the pathways along the River Clyde around the city centre, parts of which will be converted to provide dedicated cycling space or targeted upgrades to improve interaction with the pedestrian environment.

The "City Network" outlined within the Glasgow Active Travel Strategy currently proposes a network of approximately 270km of cycle routes providing high levels of service according to Cycling by Design guidance. At present, we are unable to state exactly how many total KMs of this will be fully protected/segregated as each corridor will be designed to meet the needs and constraints of the local environment. For example, Kelvin Way provides a high-quality cycling environment for the City Network by removing traffic for most of the street rather than protected infrastructure.

Therefor, 9% of the City Network will be complete in time for the 2023 UCI World Championships with a further 10% as functional routes going through an upgrade programme but not delivered in time for the championships.
These figures do not account for the 100+ km of canal paths, old railway paths, paths through parks, other National Cycle Network Routes, and quiet neighbourhood streets which people currently use to cycle for everyday and recreational purposes in Glasgow, but which do not form part of the core City Network.

Q 16	Asked by: Councillor John Daly
Tabled Question	"To ask the Leader of the Council if she has had any correspondence or meetings with Glasgow's Unite the Union Cab Section?"
Responder	Councillor Susan Aitken, Leader of the Council and Convener for City and City Region Economy and Just Transition

Yes, I have corresponded with Glasgow's Unite the Union Cab Section and Cllr Millar and I met with representatives of the Union on Monday 20th February 2023.