



Glasgow City Council
City Administration Committee

Item 4

5th September 2024

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

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**UPDATE ON SUSTAINABLE TRANSPORT INFRASTRUCTURE AND
BEHAVIOUR CHANGE PROJECT FUNDING 24/25**

Purpose of Report: To provide Committee with an update on Sustainable
Transport Infrastructure and Behaviour Change Project Funding 24/25

Recommendations:

The City Administration Committee is asked to:

- a) Note acceptance of the following funds under delegated powers:
 - SPT People and Place Programme
 - Transport Scotland's Local Authority Direct Award
- b) Note the update on the Active Travel Infrastructure Fund (ATIF)
- c) Agree that further updates on active travel funding and delivery will be brought to the relevant committee in due course.

Ward No(s):

Citywide: ✓

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

1 Purpose of Report

1.1 The purpose of this report is to advise the City Administration Committee of the acceptance of funding under delegated powers, to provide an update on the Active Travel Infrastructure Fund (ATIF) and to seek agreement that further updates on active travel funding and delivery will be brought to the relevant committee in due course.

2 Background

2.1 In Scotland, active travel delivery funding has undergone significant changes in recent years. With the introduction of the Verity House Agreement, and the principle of 'local by default, national by agreement', Transport Scotland (TS) have revised their delivery model for active travel infrastructure and behaviour change.

2.2 In support of progressing the strategic aims of the national [Active Travel Framework](#), TS has worked with Local Authorities (LAs) and Regional Transport Partnerships (RTPs) to transform how active travel projects and initiatives are delivered across the country. The Framework sets the national shared vision for Active Travel, and the key policy approaches to improving the uptake of walking and cycling in Scotland.

2.3 TS previously undertook the national "Active Travel Transformation Project" to assess a new delivery approach and recommend a future delivery model for active travel in Scotland. Consequently, in financial year 23/24, TS initially launched the Active Travel Transformation Fund (ATTF) from which Glasgow City Council (GCC) successfully secured funding to deliver Connecting Battlefield Phase 1, North East Active Travel Route (NEATR) Phase 1 and the Pitt Street Avenue.

2.4 Progressing this for the current (24/25) and future financial years, TS has further refined their funding models with a range of updated funding streams. These are detailed in this paper, however in summary these are:

| Previous Funding Stream | New Funding Stream |
|---------------------------------|--|
| Smarter Choices, Smarter Places | People and Place Programme |
| Direct Resource Grant | Local Authority Direct Award |
| Cycling, Walking, Safer Routes | Active Travel Infrastructure Fund Tier 1 |
| Sustrans Places for Everyone | Active Travel Infrastructure Fund Tier 2 |

2.5 Each of these external funding streams are strictly for active or sustainable transport projects and initiatives.

3 Active Travel Behaviour Change Funding

3.1 A key element of the Active Travel Framework is the establishment of a new regional delivery model to support behaviour change in the form of the People and Place Programme (PPP). The PPP is administered by the Regional Transport Partnerships (RTPs) on behalf of TS and replaces the Paths for All Smarter Choices, Smarter Places (SCSP) fund as the main mechanism to support behaviour change and promotion of sustainable transport modes.

3.2 In the context of Glasgow, the PPP is administered by Strathclyde Partnership for Transport (SPT). As with the SCSP fund, GCC will deliver a range of activities and initiatives in partnership with the Third Sector.

3.3 The new PPP administered by SPT in 24/25 will deliver behaviour change initiatives under the following key themes:

- Schools and Young People
- Workplaces
- Accessibility and Inclusion
- Capacity and Capability Building

3.4 PPP was announced by SPT in January 2024. From January, GCC began working with our community partners to develop proposals for the coming year. GCC sought to ensure all those third sector organisations, funded through SCSP previously, would have an opportunity to apply for funding through PPP to continue their work in communities across Glasgow.

3.5 GCC reached out to all members of the Glasgow Community Cycling Network (GCCN) which included Cycling UK, Drumchapel Cycle Hub, Glasgow Eco Trust, Women on Wheels and St Paul's Youth Forum. GCC also approached those funded as part of the Glasgow Active Travel Initiative (GATI), which includes Bike for Good, Police Scotland, and Nextbike.

3.6 In January 2024, GCC submitted a high-level summary of our proposed behaviour change initiatives for 24/25 to SPT. This was followed by a formal application process in February 2024. All organisations mentioned previously were included in GCC's final application to PPP, GCC applied on their behalf with the full budget requested by the organisation. GCC also included a number of GCC's own behaviour change initiatives, which were previously funded through SCSP.

3.7 In April 2024, GCC received feedback from SPT that they had assessed the application and determined which elements would be awarded a total of £774,818 for behaviour change initiatives across a broad programme of activity. This funding was formally awarded to the Council and accepted by Officers under delegated powers.

3.8 The fund will allow GCC to continue to support community groups and Third Sector organisations who deliver key services to Glasgow residents of all ages and abilities. Previously funded through SCSP activities, such as learn

to ride classes, bike maintenance, access to bikes and many more will be delivered as part of this new fund.

3.9A summary of the organisations the Council supports and their activities are detailed below:

Table 1 – Summary of SPT PPP Funding Allocation

| Organisation | Allocation of Fund | Activities |
|----------------------|---------------------------|---|
| Bike for Good | £495,600 | Bike for Good will continue to provide their Access to Bikes, Training & Employability and Safe Cycling programmes. Access to Bikes will focus on increasing the number of people in Glasgow with access to bikes, by providing free refurbished bikes, long-term bike rental through SWITCH UP, an e-cargo bike library and the Bikes for All initiative with Nextbike. Training and Employability will provide bike maintenance training, it includes the New Scots programme which will support underrepresented groups to learn to cycle. The Safe Cycling initiative will provide cycle training, led rides, confidence building rides and cargo bike training from their hubs in the South and West of Glasgow. |
| Drumchapel Cycle Hub | £75,000 | The 'Training & Bike Repair Programme' delivered by Drumchapel Cycle Hub provides a number of regular cycling activities for various target groups. The project will support people to start cycling, build their cycling skills and knowledge, provide a repair service and distribute second-hand bikes to those who cannot afford their own. |
| Nextbike | £28,000 | Nextbike by TIER has partnered with Bike for Good to offer free annual memberships to Glasgow's public cycle hire scheme for people living in the most deprived areas of Glasgow. The 'Bikes for All' initiative will help those who struggle with public transport costs and would benefit from safe and convenient access to bicycles for commuting or leisure across the city. |
| Women on Wheels | £50,000 | Women on Wheels is a community cycling hub based in Govanhill, providing a service, designed, tailor-made and led |

| Organisation | Allocation of Fund | Activities |
|-------------------------|--------------------|--|
| | | by women for women. Women on Wheels will continue to run their Women and Families programme to target women and their families in all their diverse forms, with an aim to increase the number who choose to cycle as a mode of transport. This will be achieved through learn to ride sessions, confidence building led rides, access to bikes and bike maintenance sessions and much more. |
| Play Together on Pedals | £126,218 | Access to bikes and training for pre-school children across the city. |
| TOTAL | £774,818 | |

3.10 It should be noted that should underspend become available across the wider SPT PPP fund, the values noted in Table 1 may vary across the financial year.

3.11 SPT noted in their feedback that any projects which were not approved for funding at this stage have been forwarded to TS and accepted as part of a pipeline. These will be considered for funding if any additional budget becomes available throughout the financial year. For clarity, the organisations and initiatives not taken forward by SPT this financial year are:

- Glasgow Eco Trust's active travel programme which promotes sustainable transport in Whiteinch and Scotstoun through bike maintenance, provision of recycled bikes, training, travel plans, led rides and health walks.
- St Paul's Youth Forum's On Bikes programme which provides active travel hubs in Blackhill, Royston and at Smithycroft Secondary School with access to bike maintenance, free recycled bikes, training and bikeability,
- Police Scotland's Safe Cycling campaign to promote cycle safety, road safety and bicycle security, which combined create a wrap-round approach to making cycling a viable and safe option.

Local Authority Direct Award

3.12 GCCs own initiatives, previously funded through SCSP, will now be progressed using the Local Authority Direct Award from Transport Scotland.

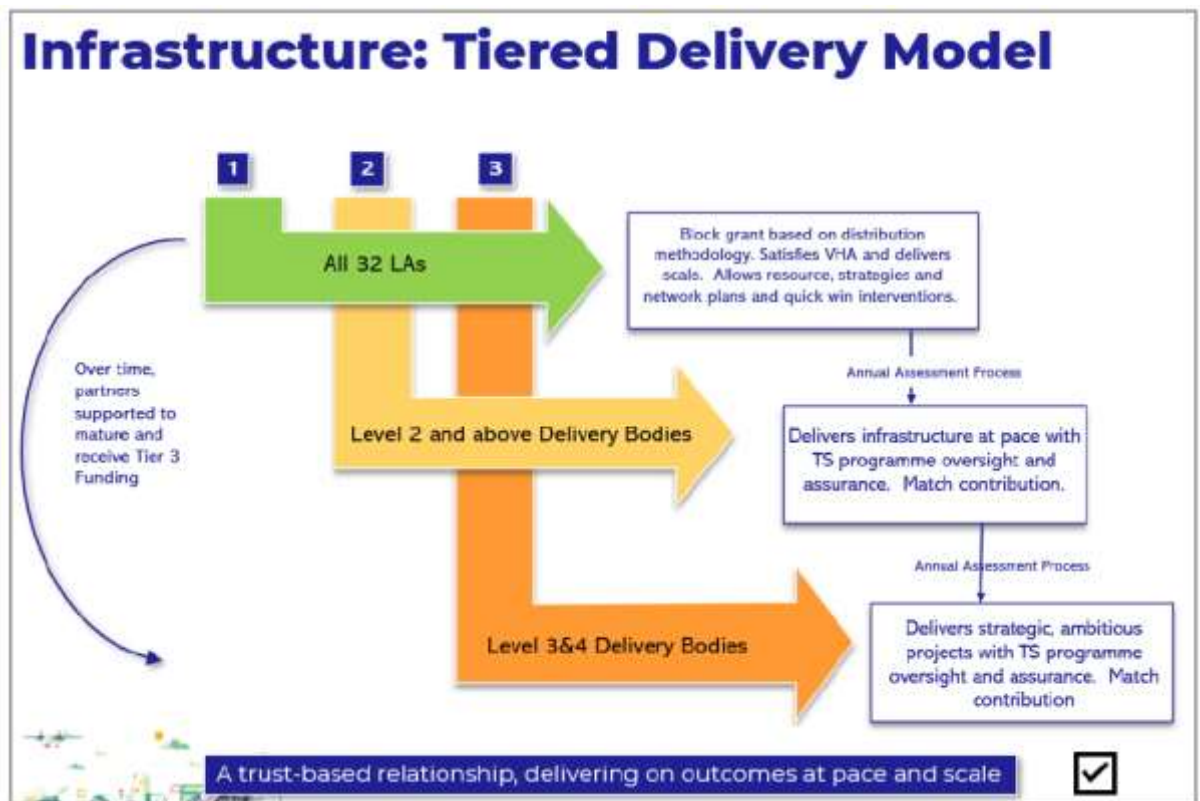
3.13 The Local Authority Direct Award for 24/25 is £496,277 (£330,852 Revenue, £165,425 Capital) and will be used to progress activities and initiatives which aim to support GCCs new Staff Travel Plan, Road Safety initiatives which encourage walking, wheeling and cycling to school, maintaining and updating GIS mapping of the City's cycle routes and paths, winter gritting of cycle routes to ensure they remain useable all year round, ongoing support to our community partners, bespoke support to large workplaces across Glasgow to encourage more sustainable commuting, and finally to build and

enhance GCCs active travel digital hub. An update on these workstreams will be provided during the course of the year.

4 Active Travel Infrastructure Fund (ATIF)

4.1 As noted in Section 1.3, in December 2022 TS launched a new Active Travel Transformation Fund to trial a new approach to delivery. This provided funding for construction-ready projects directly to successful applicants from LAs, RTPs and National Park Authorities (NPAs). More recently, the Verity House Agreement (June 2023) confirmed the direction of travel towards more direct funding to LAs and for local control over that budget, with a driving principle of 'local by default, national by agreement'.

4.2 Progressing this, for 24/25 onwards, TS have brought forward the ATIF as the main delivery model for active travel in Scotland. The ATIF will take a Tiered approach:



Source: Transport Scotland Active Travel Bulletin, January 2024

4.3 Within the financial year 2024/25, Tiers 1 and 2 have been enacted. Tier 3 will be utilised by TS in future years.

4.4 ATIF Tier 1

4.5 As noted above, ATIF Tier 1 replaces the Cycling, Walking, Safer Routes fund and is allocated to LAs directly as part of the Local Government Finance Settlement. This grant is ring fenced for walking, cycling and wheeling

projects and GCC has been allocated £4,604,542 for 24/25 through Tier 1 of the fund.

4.6 GCC will use this funding to progress a variety of smaller scale, localised projects that contribute to the Council's strategic transport and road safety aims in a "business as usual" manner. This fund will deliver a range of workstreams. These are, but not limited to, the following:

- Detailed design of King George V bridge junction with Oswald St and the Broomielaw to include segregated cycle facilities and upgrades to the pedestrian crossings.
- Continued installation of the school cycle shelters programme.
- Improved pedestrian facilities such as tactile paving, dropped kerbs, step free crossings, pavement widening and minor cycling enhancements at various locations across the city.
- Signal upgrades to enhance the pedestrian and cycling experience at 14 junctions across the city.

4.7 ATIF Tier 2

4.8 Unlike Tier 1, the ATIF Tier 2 fund is competitive, within which LAs submit bids for funding and has effectively replaced the Sustrans Places for Everyone fund. Like the ATTF in 23/24, this fund prioritises construction-ready projects and those LAs with a clear strategy and committed pipeline of projects. Match funding is a requirement of this funding award, but the scale of this requirement is not defined and can vary depending on size of the project.

4.9 At the time of committee, the outcome of GCCs application to ATIF Tier 2 is not known. A further update detailing each project and next steps will be brought to Committee once the outcome of ATIF Tier 2 is confirmed.

5 Policy and Resource Implications

Resource Implications:

| | |
|---------------------|---|
| <i>Financial:</i> | £5,875,637 |
| <i>Legal:</i> | GCC Legal Services to conduct due diligence |
| <i>Personnel:</i> | No personnel issues |
| <i>Procurement:</i> | Works will be procured according to Standing Orders |

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

Equality and Socio-Economic Impacts:

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

Yes. This proposal supports the outcomes though Outcome 2 - Disabled people, black and minority ethnic people and older people have an improved experience in accessing services that meet their needs through more regular and systematic involvement in design of service delivery across the Council Family.

Outcome 6 - The importance of tackling social isolation and loneliness is recognised and prioritised through our work with partners

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

Positive impact.

Please highlight if the policy/proposal will help address socio-economic disadvantage.

Yes. 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:

Yes. The proposal supports the Climate Plan through actions:
No 51 – “Deliver a comprehensive active travel network, incorporating the Spaces for People measures and enabling 20 minute neighborhoods through the livable neighborhoods plan.

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

Encouragement of cycling and/or walking for daily utility journeys will have a positive impact.

The projects will improve Glasgow’s urban environment and connectivity, thus leading to an increase in sustainable travel methods and a reduced carbon footprint.

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

Yes. Increased use of active and sustainable transport modes will contribute to net zero.

Privacy and Data Protection Impacts:

None.

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

No

6 Recommendations

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