



Glasgow City Council

City Administration Committee

Item 2

18th September 2025

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

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**ACCEPTANCE OF BUS INFRASTRUCTURE FUND
AND ROAD SAFETY IMPROVEMENT FUND 25/26**

Purpose of Report:

To seek Committee approval for the acceptance of funding from Transport Scotland from:

- Bus Infrastructure Fund – and;
- Road Safety Improvement Fund

Recommendations:

The City Administration Committee is recommended to:

- a) Note that following funds were accepted in accordance with delegated powers:
 - £88,000 of Bus Infrastructure Tier 1 Funding.
- b) Approve the acceptance of the external grant funds
 - £1,270,000 of Bus Infrastructure Tier 2 Funding.
 - £1,456,654 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 Members will recall that at Committee on 19 June 2025, awards from further funding streams were anticipated, namely Bus Infrastructure Fund and Road Safety Improvement Fund
- 1.2 Both of these external funding streams are strictly for bus and road safety projects and initiatives

2 Background – Bus Infrastructure Fund (BIF)

- 2.1 The **Bus Infrastructure Fund (BIF)** is the Scottish Government's primary fund for the development, design and construction of bus infrastructure in Scotland and will be aligned to Tier 1 and Tier 2. Members will be aware, delivering improvements to bus services through enhancing bus infrastructure aligns with Council sustainable transport objectives and makes a significant local contribution to national priorities of eradicating child poverty; growing the economy; tackling the climate emergency; and improving Scotland's public services.
 - 2.1.1 Members will be aware that the Scottish Government's Bus Infrastructure Fund replaces the former Bus Partnership Fund and Community Bus Fund funding streams.

2.2 Bus Infrastructure Funding

- 2.2.1 The Scottish Government's Bus Infrastructure Fund (BIF) investment supports the development and construction of a wide range of bus infrastructure projects across Scotland - from bus lanes and bus priority signals to accessible features and transport hubs. These improvements are designed to shorten journey times, increase reliability, and improve integration with other modes of transport, ultimately encouraging more people to choose the bus over private vehicles.
- 2.2.2 Administered through a two-tier funding model, the BIF supports Local Authorities and Regional Transport Partnerships working collaboratively with bus operators to design and deliver infrastructure improvements that make bus travel more accessible, reliable, and attractive.

2.3 Bus Infrastructure Tier 1

- 2.3.1 Tier 1 funding of £10m has been distributed to all local authorities on a per capita basis based on levels of transport poverty. Glasgow Allocation is for £88,000 which will primarily be used for bus stop accessibility improvements.

2.4 Bus Infrastructure Tier 2

- 2.4.1 Tier 2 funding has been made available to Voluntary Bus Partnerships that were previously undertaking work through the Bus Infrastructure Fund when it was paused. Local Authorities and Regional Transport Authorities were asked to

submit a list of prioritised projects that they wished to take forward on behalf of their Partnerships.

Projects selected for funding bids were agreed by voluntary Bus Partnerships and required to contribute to the main objectives of the Tier 2 awards.

- 2.4.2 A key aim of the Bus Infrastructure Fund, particularly for Tier 2 funding, is that Local Authorities and Regional Transport Partnerships work in partnerships with bus operators for the benefit of bus passengers in their area.
- 2.4.3 The sum of £1,270,000 has been awarded to Glasgow City Council through BIF Tier 2, following a council-led bid to Transport Scotland on behalf of Glasgow City Region Bus Partnership. This funding element will progress the following projects:

Project Title	Value awarded
Artificial Intelligence Pilot on Pollokshaws Road where traffic signals will be intelligently adjusted using real-time and historical data to give buses priority at key junctions.	£490,000
Pollokshaws Road Bus Corridor Eglington Toll to Glasgow City Centre Design Work	£300,000
Paisley Road West Bus Corridor (Paisley Town Centre to Glasgow City Centre Design Work	£450,000
Glasgow City Centre Hope Street Improvements Design work	£30,000

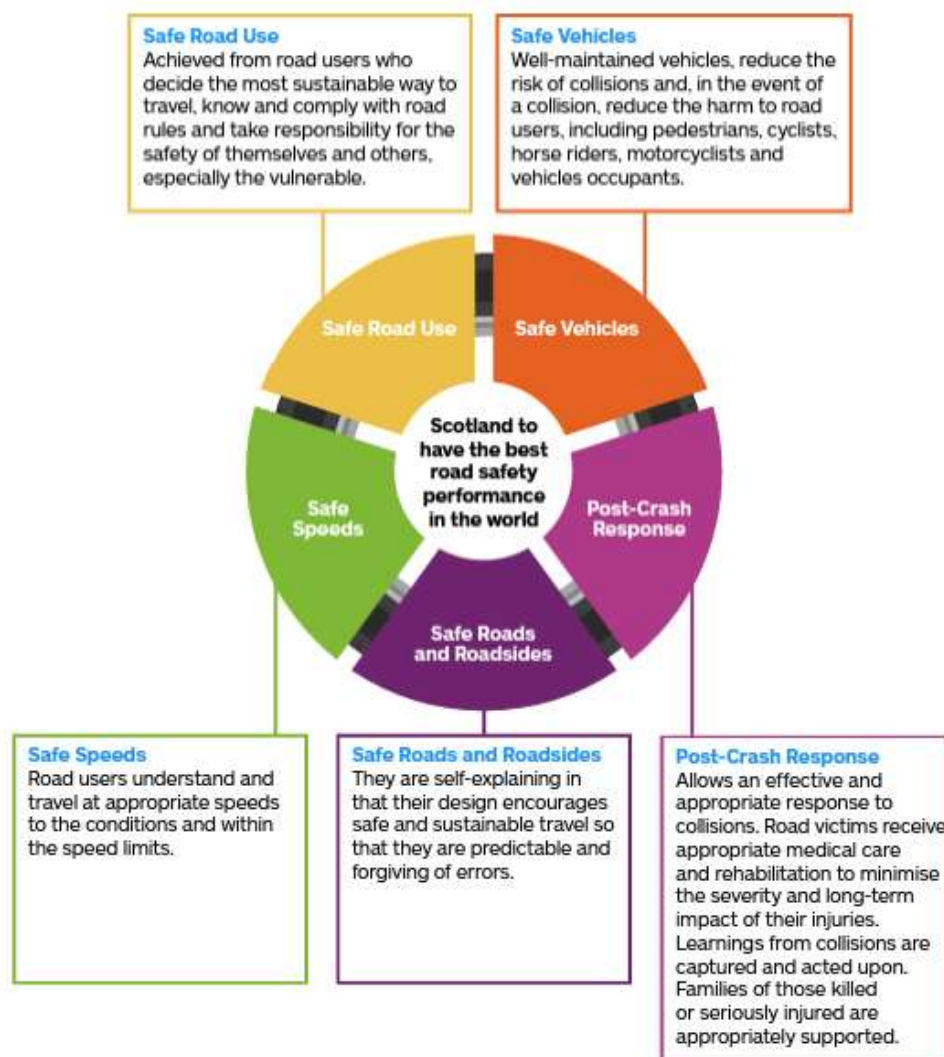
3 Background – Road Safety Improvement Fund (RSIF)

- 3.1 The Scottish Government, through the [Road Safety Framework to 2030 \(RSF30\)](#) has committed to a Safe System approach to road safety. 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 places human beings at its centre and stems from the belief that every road death or serious injury is preventable. Further, 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.
- 3.2 The key objectives of the Road Safety Improvement Fund (RSIF) 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.
- 3.3 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.

- 3.4 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.

4. Five Pillars of the Safe System



(Source – RSF30)

- 4.1 Projects may include improved safety aspects of the road, its surrounding environment, vehicle technology and education of all road users.

4.2 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.

4.3 This is the third year Transport Scotland have provided this specific fund.

5 GCC Road Safety Proposals

5.1 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. 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.

5.2 **Table 1: 2025/26 Road Safety Improvement Fund Projects**

Ward	Location	Nature of Works	Approximate Cost of Works
16	Balmore Road	High Friction Surfacing and solar powered road studs	£75,000
4	Lyoncross Road	Traffic Calming – Speed Cushions	£50,000
18	Barnton Street / Silverburn Street	Traffic Calming – Road Humps	£10,000
8	Cumberland Street	Footway build outs	£10,000
14	Kinfauns Drive	Traffic Calming – Splitter Islands and Speed Cushions	£20,000
13	Hermitage Avenue	Traffic Calming – Road humps	£25,000
3	Willowford Road / Wiltonburn Road	Traffic Calming – Speed Cushions	£30,000
23	Dorchester Avenue	Footway Build Outs	£15,000
18	Greenfield Avenue / Inveresk Street	Traffic Calming – Speed Cushions	£50,000

Various	School Keep Clear TRO	Upgrade of TRO, markings and signage	£50,000
19	Woodend Road	Traffic Calming Works	£7,000
Various	School Crossing Patrol Signs	Upgrade of existing signs	£65,000
10	Elliot Street	Pedestrian Priority Crossing	£16,000
Various	Vehicle Activated Signs	Installation of signs	£200,000
17	Standburn Road / Hillhead Road	New Junction & ped crossing to school & address road safety issues	£190,000
12	Balshagray Ave / VPDN	Junction improvements for pedestrian crossing facilities	£355,000
12	Balshagray Ave/ Essex Dr	Upgrade Pedestrian Crossing	£100,000
10	Clydeside Expressway	High Friction Surfacing and bend warning signs	£100,000
Various	Aisin Roadtrace	Software to identify potential accident sites (approved by Transport Scotland)	£60,000
2	Ashtree / Shawbridge Rd	Complete pedestrian crossing works from 2025	£25,000

£1,453,000

- 5.3 It should be noted that this grant funding is time limited and must be spent this financial year.

6. Policy and Resource Implications

Resource Implications:

Financial: £1,358,000 + £1,456,654
= £2,814,654.00

Legal: GCC Legal Services to conduct due diligence

Personnel: No personnel issues

Procurement: 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. Thriving public transport is central to achieving the region's long-term strategic priorities for climate change, spatial & economic development, improved health, and tackling poverty

Climate Impacts:

Does the proposal support any Climate Plan actions? Please specify:

Yes. The proposal supports the Climate Plan through actions:
3B – “Develop Climate Resilient Transport systems.”

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 sustainable transport modes 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.

There are a number of potential 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?

Yes. Increased use of 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

7 Recommendations

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