



Glasgow City Council

**Environment and Liveable Neighbourhoods
City Policy Committee**

**Report by George Gillespie, Executive Director of
Neighbourhoods, Regeneration and Sustainability**

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Item 2

4th February 2025

**SUSTAINABLE TRANSPORT INFRASTRUCTURE & INITIATIVES DELIVERY
UPDATE**

Purpose of Report:

To update Committee on the various sustainable transport projects and initiatives being progressed in the 2024/25 financial year across Neighbourhoods, Regeneration and Sustainability.

Recommendations:

It is recommended that Committee:

- Notes the status of the extensive programme and the breadth of infrastructure works currently being progressed and
- Notes the progress on cycle hire, cycle storage contract provisions and behaviour changes campaigns to promote active travel as part of sustainable travel hierarchy.

Ward No(s):

Citywide: ✓

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

1 Background

- 1.1 As reported to this [committee last year](#), Glasgow City Council is delivering a significant number of active travel projects and initiatives which are aligned to the commitments set out in the Council's Strategic Plan and Transport Strategies. This paper seeks to provide the Committee with a further update on the progress of multiple workstreams currently underway across Glasgow.

2 Strategic Context

- 2.1 The Council's [Strategic Plan 2022 - 2027](#) sets out the commitment to deliver a fair and sustainable city where everyone benefits from a flourishing Glasgow. To enable this the Strategic Plan sets out four interconnected Grand Challenges, however of particular relevance to this paper is 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.
- 2.2 Building upon this commitment, the [Glasgow Transport Strategy](#) and the associated [Active Travel Strategy](#) commits the Council to creating and delivering a comprehensive and cohesive [City Network](#) of active travel routes as well as prioritising public transport. As a combined transport package, enabling and delivering these will be key in achieving the City Council's commitments to net zero carbon, a minimum reduction of [30% of car kilometres travelled by 2030](#) and a commitment to '[Vision Zero](#)' where no-one is killed or seriously injured on our roads, streets, cycle ways and footpaths. To achieve these commitments Officers across the Council are progressing a wide variety of projects and initiatives.

3 City Network: Background & Delivery

- 3.1 The Active Travel Strategy sets out the commitment to develop a City Network of active travel routes. This work has been further enhanced by the publication of a [Final Delivery Plan](#) for the City Network in April 2023, which sets out the indicative phasing and a short-term pipeline of schemes – all with the aim of reaching the city's goal to deliver a City Network of 270km of segregated cycle infrastructure by 2030.
- 3.2 The Final Delivery Plan has been developed to consider route priority, deliverability, connectivity with key attractors and importantly, phasing to allow an expanding 'joined' up network. The phasing plan spans Phase 0 – 5, with Officers presently progressing Phases 0 and 1, which when complete will deliver approximately 86km of new cycle infrastructure.
- 3.3 The following sections of this paper offer a brief update on current workstreams contributing to the delivery of the network and other significant active or sustainable transport workstreams.

4 Active Travel and Sustainable Transport Projects and Initiatives

Connecting Battlefield – phase 1 construction & phase 2 update

- 4.1 Funded via Transport Scotland's Active Travel Transformation Fund, Connecting Battlefield Phase 1, completed in December 2024, delivered 1km of fully segregated cycle lanes from Victoria Road to Grange Road. The works also included the redesign and construction of 2 major junctions to include new pedestrians and cycle facilities, and created new areas of public realm, using high quality public realm specification materials.
- 4.2 Phase 2 of the project, which has previously been consulted upon, is currently progressing through the final design stage. A final round of public engagement and information sharing is planned for spring of 2025, and following this, procurement of the works contract is planned for commencement in summer of 2025. Phase 2 of the project will continue from the Phase 1 termination point at Grange Road, moving south upgrading Battlefield Rest, moving east along Cathcart Road to the junction of Battlefield Road, where it will connect to the Letherby Triangle, which will also be upgraded as part of this project.



Connecting Battlefield Phasing Plan



Completed floating bus stop on Grange Road within Phase 1 of Connecting Battlefield

Connecting Woodside – St Georges Road – construction phase

- 4.3 Across the past 12 months, the Connecting Woodside project continued at pace delivering the significant milestone of completing the redevelopment of the Charing Cross junction at the intersection with the M8 motorway. This complex phase of the project included significant partnership working with Transport Scotland (TS), with the project works enabling TS to carry out the re-waterproofing of the Charing Cross underpass structure, therefore ensuring minimal disruption and cost by carrying out both tasks at the same time, waterproofing and delivery of new active travel infrastructure.
- 4.4 The nature of this work meant that Officers had to work within a restricted programme as waterproofing works could only be carried out during summer months and, further, the junction required to be reopened for the festive period. To develop the programme and ensure that these key milestones were met, Officers worked collaboratively with Transport Scotland Officers to ensure that works were complete, and that the junction could be re-opened for 1st December 2024.
- 4.5 In addition to this, the design work and consultation for the remainder of the St Georges Road active travel corridor was completed, enabling this to progress through procurement of a contractor. A contract has recently been awarded and works are due to commence in early 2025.
- 4.6 Additionally, further minor works within the overall project package was completed in 2024, which included the creation of a new public realm space at the junction of North Woodside Road and Great Western Road. This saw the

creation of rain gardens, secure cycle parking and cycle maintenance facilities, delivering a welcoming gateway to the local neighbourhood.



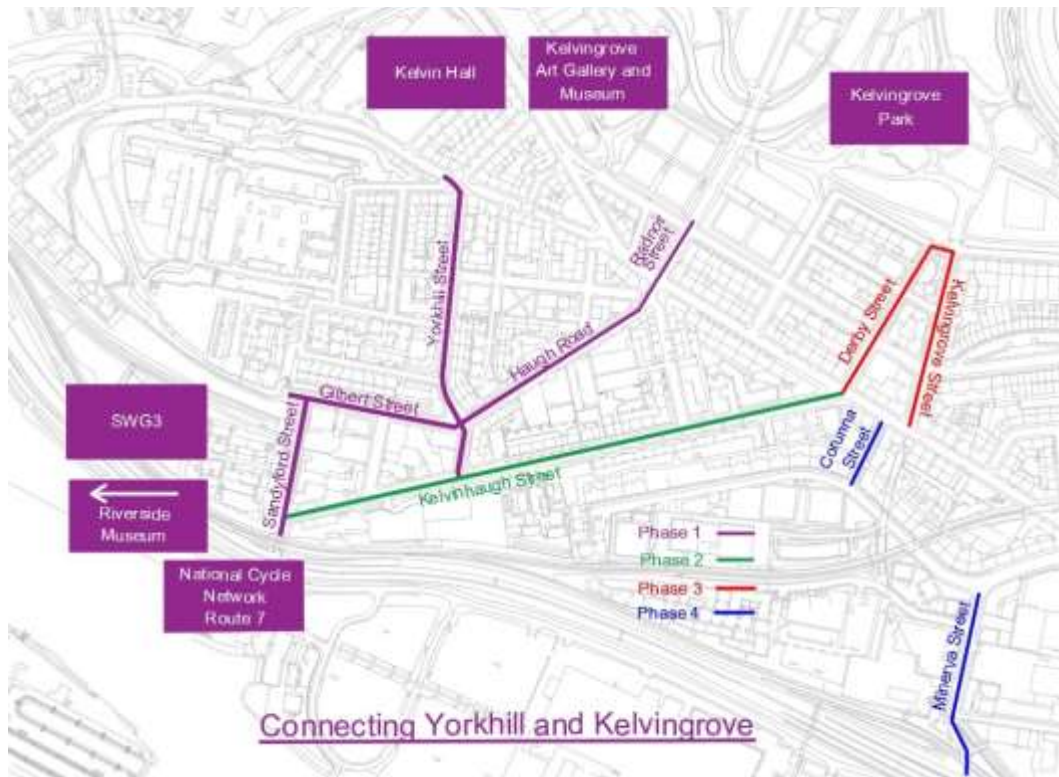
Connecting Woodside Phasing Extents



Charing Cross, December 2024

Connecting Yorkhill and Kelvingrove – phase 1 construction & phase 2 concept design

- 4.7 This project is separated into 4 phases, with Phase 1 of the project focussing on Radnor Street, Gilbert Street, Haugh Road, Sandyford Street and Yorkhill Street. Designs for the project were presented to the community, key stakeholders and elected members during a 4-week consultation period in spring of 2024, which included an in-person event in April 2024. The technical designs have since been completed and proceeding through the procurement process, with construction anticipated to begin in April 2025.
- 4.8 During 2024, Officers also consulted on the concept designs for Phase 2 (Kelvinhaugh Street) and Phase 3 (Derby Street, Kelvingrove Street and Parkgrove Terrace) and have updated the designs to take cognisance of the consultation findings, with further consultation planned in early 2025. It is anticipated that construction works for Phases 2 and 3 of the project will begin in early 2026. Finally, concept designs for Phase 4 of the project (Corunna Street, Minerva Street, St Vincent Crescent) are nearing completion and will be consulted on during the same consultation period as the Phases 2 and 3 developed designs.



Connecting Yorkhill and Kelvingrove Phasing Plan



Digital impression of new cycle infrastructure at the Radnor Street Argyle Street junction

South City Way Phase 5 – completion

- 4.9 In 2024, the South City Way project was completed. The project delivers 3km of dedicated, safe and secure cycle infrastructure and a number of upgraded and reprioritised junctions from the Queens Park area of the city to the Merchant City, which can be cycled in 14 minutes. The route has set the standard across the country for what transformational active travel infrastructure can achieve, with over 13% of all trips on the network undertaken by bike and over 2.7m cycle journeys recorded along the route in the past 3 and half years.



Images South City Way, Phase 5 at the Clutha Junction and the Trongate Junction

North East Active Travel Route (NEATR) – phase 1 construction

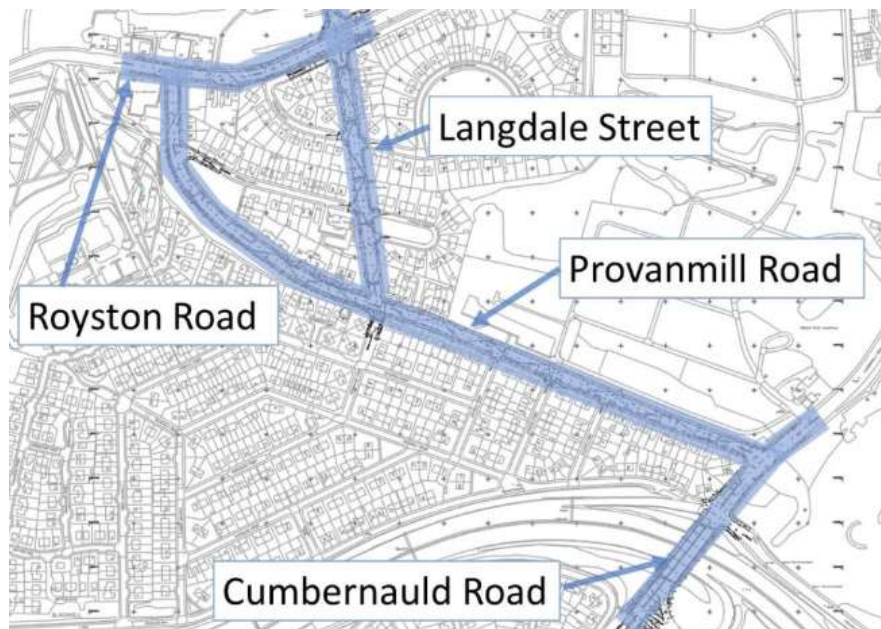
- 4.10 The North East Active Travel Routes (NEATR) project, funded via an allocation of the Scottish Government’s Active Travel Transformation Fund which Elected Members accepted in June 2023, progresses a long-standing project previously collaborated on by residents and businesses in the area.
- 4.11 Phase 1 of the project was substantially completed in January 2025, delivered walking, wheeling and cycling improvements as well as bus infrastructure upgrades on Wallacewell Road, Balornock Road and Broomfield Road. The remainder of Phase 1 on Red Road and Northgate Road will be completed by late spring – early summer 2025.



Varying images from the construction of NEATR Phase 1

Flourishing Molendinar – construction phase

- 4.12 The Flourishing Molendinar project, as noted in the map below, is in the Blackhill area of the city and will deliver high quality walking, wheeling and cycling connections to the northeast of Glasgow. Once constructed, the project will ensure that it is easier for residents and visitors to walk and cycle around their neighbourhood and along the A80 as it crosses the M8 slipways, reducing the impacts of severance and improving connectivity to the city and reducing the impacts traffic in area.
- 4.13 Early stages of the project were led by the community with support from the Council. The current stage of the project is being delivered by Officers, with support from St Pauls Youth Forum. A final stage of design public engagement and consultation was conducted in spring 2024 from which several design changes were completed. The project will plant trees in the area and create new green spaces in the form of sustainable urban drainage systems (SUDS), combing to improve air quality and reduce the risk of flooding.
- 4.14 Officers are currently completing designs and phasing construction plan. It is anticipated that the project will be delivered in two phases and procurement documentation for the first phase is currently being prepared with construction anticipated to commence summer 2025.



Flourishing Molendinar project extents

East City Way – phase 5 design/construction

- 4.15 Once complete, the East City Way (ECW) will deliver a safer, more comfortable walking and cycling active travel route between the city centre and Mount Vernon, extending to the North Lanarkshire boundary, connecting communities and local amenities along its 7km length.

- 4.16 Phase 1, completed in 2021, delivered over 1km of fully segregated cycle infrastructure and upgraded junctions. Phases 6 and 7 delivered in time for the UCI World Cycling Championships in 2023 provided a further 2.6km of segregated cycle infrastructure, improved footways, upgraded protected cycle junctions, enhanced traffic signals and new green space connecting key trip generators such as the Sir Chris Hoy Velodrome and Celtic Park to the Council's emerging city network. In 2024, the latest phases of the project won the Scottish Transport Award for Excellence in Walking, Public Realm and Active Travel.
- 4.17 Officers are presently in the advanced stages of undertaking the technical design of phase 5, which will deliver 1.2km of bi-directional segregated cycle infrastructure, upgraded junctions, new green infrastructure, improved bus stops and upgraded traffic signal equipment between the junctions of Canmore Street and Braidfauld Street on London Road. It is anticipated that in the early part of 2025 Officers will undertake a public consultation in support of this phase of the design before completing the design and progressing with the formal Traffic Regulation Order (TRO) with a view to proceeding to construction later in 2025.



East City Way Clyde Gateway Junction

Progressing the City Network

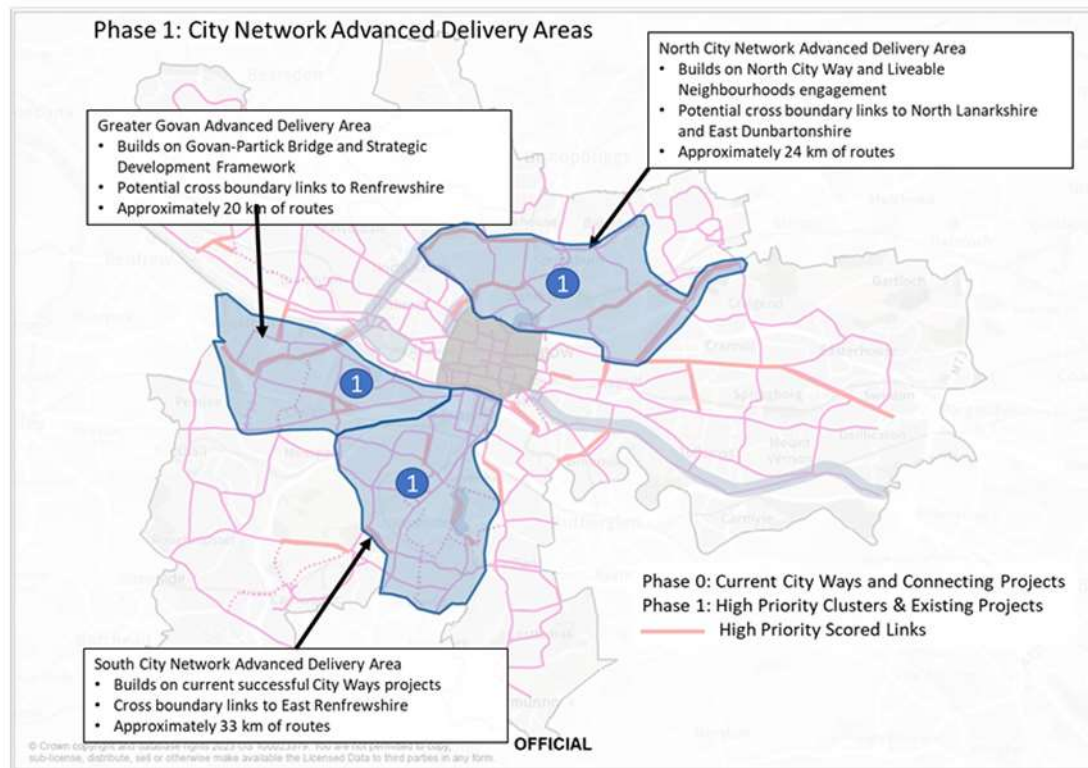
- 4.18 In April 2023, the City Administration Committee approved acceptance of a funding package from the Sustrans Places for Everyone programme to progress a variety of design projects which will now be outlined.

Connecting Greater Govan – design

- 4.19 This project, rebranded from the Govan City Network as the 'Connecting Greater Govan' project earlier this year completed its first phase of consultation with the local community, stakeholders and wider public. Building upon work initially progressed by the Council's Liveable Neighbourhoods team, this project

seeks to develop technical designs for approximately 20km of proposed cycle routes for the area.

- 4.20 Consultancy support has been procured to assist the Council's team with the engineering and design aspects of the project. Work will continue throughout 2025 to review feedback from engagement and created detailed designs which will be presented to local communities for further consultation. Work will also be undertaken to establish a programme of deliverability and priority to progress the project to construction, subject to availability of funding.



City Network Phase 1 – Greater Govan, Inner North City Network and Inner South City Network

Inner North City Network & Outer South City Network – concept design phase

- 4.21 The City Network: Inner North and South design contract is progressing almost 57km of proposed active travel routes across these two distinct areas of the city, to Preliminary Design (RIBA Stage 2) by the end of the 24/25 financial year.
- 4.22 The feasibility and option appraisal stage was completed in Spring 2024. The development of the concept designs and identification of placemaking opportunities received input through a series of technical and “by invitation” stakeholder workshops. Invitees included key GCC teams, Inner North & South local elected members and community councils, road users groups, accessibility groups and organisations with an interest in feminist town planning.
- 4.23 The following stage focussed on wider engagement and consultation with the public. In July and August, the “Beacon” pop-up map travelled the proposed

routes of the Inner North and South, stopping at more than 40 different roadside locations to speak with passing members of the public. This activity helped to raise awareness of the City Network itself as well as the forthcoming consultation and providing an opportunity to interact with many people unlikely to attend a formal consultant event. The public consultation ran for six weeks from 9th September. A total of 11 drop-in events were supported by an interactive online StoryMap. Feedback on the routes was also gathered by way of a survey, available online and in other formats including a paper version in local libraries.

- 4.24 Following analysis of the consultation comments, a review of the networks was undertaken with some additional / alternative routes proposed. These are subject to further limited consultation during the early part of 2025. Reports detailing the progress of the City Network: Inner North and South will be presented to the ELN Committee in early 2025. It is anticipated that works will begin on the technical design phase of the project in 2025/6, subject to funding.

NCN7 Glasgow West and Thornwood – design

- 4.25 The current cycle provision, linking Smith Street and the Riverside Museum, comprises of a shared use footpath on the south footway. Improving this link will create a direct on-carriageway fully segregated route, reducing car dominance in the space, serving a growing number of residential developments within the local area. The project offers significant potential to reduce car use and increase cycling as an everyday mode of transport to deliver better health, better air quality and better quality of life to Glasgow residents and visitors.
- 4.26 The design will set out 2km of high quality, fully segregated cycle infrastructure linking the NCN7 cycle network at Smith Street to the Riverside Museum along South Street and Castlebank Street. The route will include cycle provision at the junction of Pointhouse Place and Stobcross Road to enable cyclists to navigate the safely and continue their journey to the Riverside Museum, onwards to the City Centre or southbound via the new Govan-Partick Bridge. The design will also include improvements to the adjacent footways.
- 4.27 It is presently anticipated that stakeholder engagement will be undertaken following the completion of the preliminary design in late spring/early summer 2025. The project will also connect into the emerging Thornwood roundabout proposals which Officers are developing in partnership with the local community. These proposals are also anticipated to be consulted upon in early 2025, with both projects progressing to the construction phase subject to funding.

Dumbreck Active Travel link – design

- 4.28 For financial year 2025/26, funding is anticipated via Transport Scotland's Active Travel Infrastructure Fund Tier 2 to progress Dumbreck Road through construction. Officers are presently progressing through the procurement process likely to commence in spring 2025. The project will upgrade the existing Spaces for People route on Dumbreck Road which connects Pollok Park with

Bellahouston Park. The route shall also extend to the active travel infrastructure on St Andrew's Drive which was completed in 2022.

Byres Road – phase 1 construction, phase 2 design and construction

- 4.29 Through City Deal funding, public realm and active travel improvement works along Byres Road are currently on site. This will see the reallocation of road space to facilitate the widening and upgrading of footways as well as the provision of step free crossings at side streets and the introduction of protected cycle infrastructure to provide a safe and continuous route between Great Western Road and Partick Cross.
- 4.30 Phase 1 of the works on Byres Road south (Partick Cross to University Avenue) commenced on site in January 2023. Works were practically complete in August 2024 however a final section of the works has been delayed pending demolition of an unsafe building. The demolition was completed in December 2024 and completion of Phase 1 is now scheduled for the end of March 2025.
- 4.31 Phase 2 will address Byres Road north (University Avenue to Great Western Road). A tender has been issued and returns are due back at the end of January 2025. Works are currently programmed to commence in Spring 2025 with completion scheduled for Spring 2027.



Images showing completed works on Byres Road.

Govan / Partick Bridge - delivery

- 4.32 The Govan Partick Bridge, funded through City Deal, was completed and opened to the public on September 6th, 2024. The bridge reinstates the historical link between Govan and Partick and represents a significant milestone in achieving Glasgow's active travel and connectivity ambitions. The bridge opening was accompanied by a bridge festival held in Govan which was a huge success.



Aerial View of Govan / Partick Bridge during construction.

Possilpark Liveable Neighbourhood/Saracen Street – design

- 4.33 The Possilpark Liveable Neighbourhood project blends two delivery programmes, Liveable Neighbourhoods and the City Network. The design of this project is funded by Sustrans Places for Everyone and will deliver improved walking, wheeling and cycling routes across the area.
- 4.34 Following surveys, Officers developed options and appraised these through the Council's Streetspace Allocation Framework to develop feasible designs to be taken forward to engagement. At present, this includes cycling infrastructure on Saracen Street, rationalised traffic circulation across the area in line with the Council's Road Safety Plan to improve safety and increase space for walking, wheeling, cycling, placemaking and urban greening
- 4.35 A six-week period of public and key stakeholder engagement on design options will commence from January 27th 2025. The engagement will inform design and phasing of the different project elements for Saracen Street and the surrounding neighbourhoods.



Possilpark Liveable Neighbourhood Location Map

Anderston Liveable Neighbourhood – design

- 4.36 Having originally been funded via the Sustrans Places for Everyone fund, the Anderston Liveable Neighbourhood project has now seen the completion of concept design and stage 1 public engagement and consultation. Feedback received during this consultation period shall be used to shape the future designs at the details and technical design stage.
- 4.37 As the Sustrans funding for this project is now complete and no further budgets are available via Sustrans, Officers are now seeking to progress the future design of this project via Transport Scotland's Active Travel Infrastructure Fund Teir 2 Design fund. Subject to a successful bid, this project will continue through the detailed and technical design phases in 2025/26.

Liveable Neighbourhood Programme Update

- 4.38 Consultants were appointed in February 2024 to undertake the Liveable Neighbourhoods Tranche 3 strategic review and concept designs for the LN study areas of: Cardonald to Mossbank, Ruchazie to Easterhouse, Knightswood to Anniesland and Lambhill to Milton.
- 4.39 RIBA Stage 1 Community Engagement for Tranche 3 was undertaken in April to June 2024, with strategic reports outlining a long list of project opportunities presented to committee in October 2024.
- 4.40 The client and design team with further input from local elected members used an appraisal matrix to filter down the long list of identified projects in the Stage 1 report to a generate a short list of proposals. Sixteen projects (four in each LN study area) were taken forward to further engagement and design activity as part of RIBA Stage 2 (concept/preliminary) in October and November 2024.

- 4.41 Following input from engagement, RIBA Stage 2 outputs will be designed for the sixteen projects and showcased to communities and stakeholders in early 2025.
- 4.42 Tranche 3 will conclude in March 2025, following this an update paper will be presented to the ELN City Policy Committee which will detail the concept proposals for each area.

Avenues Delivery

- 4.43 The Avenues will have a transformational impact on the city centre through its delivery of integrated public realm and related improvements. It is recognised that the condition of Glasgow City centre's public realm is inconsistent in terms of quality and its design approach and that the existing road space has been predominantly designed to favour vehicular movement. The legacy of this approach has created an environment which frustrates the Council's commitment to promoting active modes of transportation. The Avenues seeks to redress this and reduce vehicular dominance in favour of pedestrians of all abilities and those on bikes.
- 4.44 The Glasgow City Region City Deal is investing approximately £115 million within Glasgow city centre to deliver the Avenues Programme. This has also been supplemented by an additional £21 million from Sustrans.
- 4.45 The first of the Avenues to be delivered was the Sauchiehall Street Pilot that extended from Charing Cross to Rose Street and was completed in late 2019. This Avenue has delivered an improved public realm that has reallocated road space to for use by cyclists in the form of a bi-directional cycle lane and widened footways and verge that accommodates semi-mature trees.

Holland Street/Pitt Street Avenues - construction

- 4.46 Holland Street and Pitt Street Avenues are in the final stages of construction with most work completed for the end of 2024. Minor works are still required to upgrade signal equipment on Pitt Street, and it is anticipated that this will be completed in early 2025. Holland Street has seen significant development activity in recent time and the delivery of the Avenue compliments this along with the introduction of the segregated cycling infrastructure on Pitt Street provided a link between Sauchiehall Street Pilot and Waterloo Street.

Sauchiehall Street Precinct and Cambridge Street Avenues - construction

- 4.47 Sauchiehall Street Precinct has been subject to delays due to unforeseen site difficulties, mainly in relation to utilities. This has meant some elements have had to be redesigned, however large areas of the scheme are now open to the public with most of the fencing removed for the Festive period in 2024/25.
- 4.48 Cambridge Street is now substantially completed with the segregated cycling infrastructure now in place, making permanent the infrastructure that was first introduced as part of the Spaces for People scheme along this street. The final

sections of Sauchiehall Precinct and Cambridge Street Avenues will be completed by Spring 2025.

Argyle Street West Avenue – construction

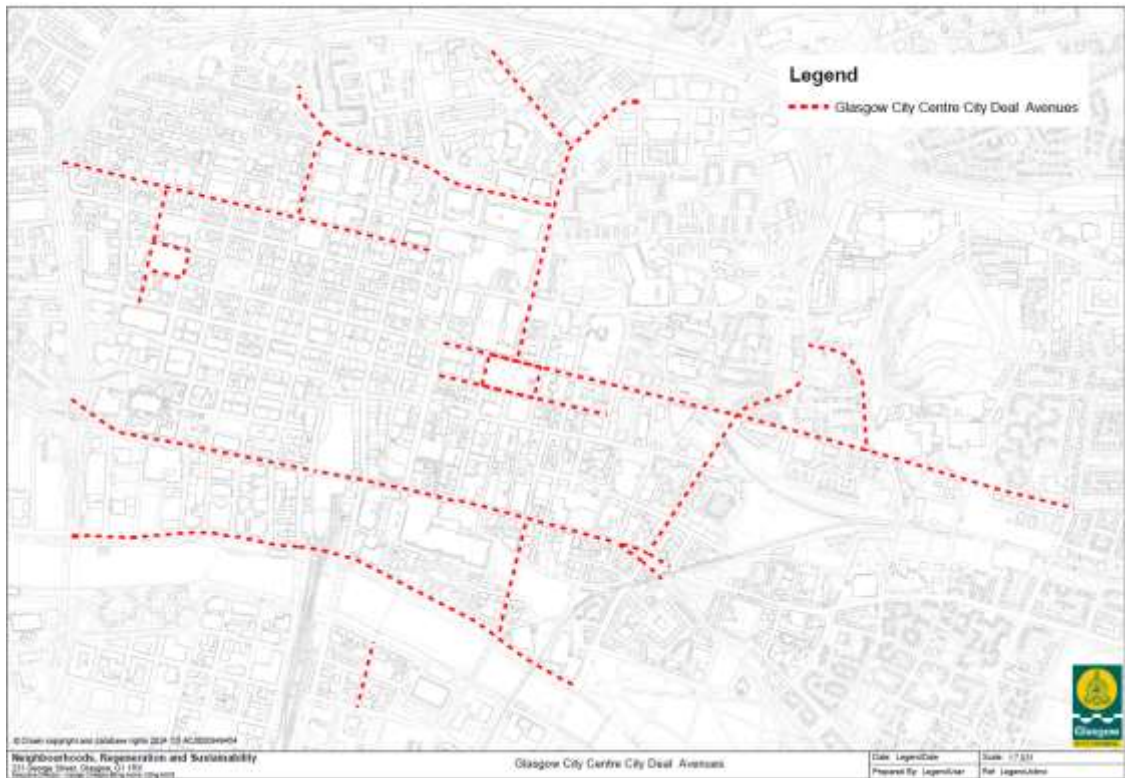
- 4.49 Work on the section of Argyle Street from the Kingston Bridge to Union Street commenced in May 2024 and is due to complete in late 2026 and will see the introduction of segregated cycling infrastructure, upgraded footways and substantial areas of raingardens constructed. The scheme has also supported substantial development activity in the area, particularly the new JP Morgan offices which has facilitate the early delivery of a section of the Avenue.



Completed exemplar section of Argyle St West

North Hanover and Kyle Street Avenue – update

- 4.50 Tenders for North Hanover Street and Kyle Street Avenues, which extends from Cathedral Street to the new Sighthill Bridge, are currently under assessment. This Avenue will provide a direct segregated cycling route from Sighthill to George Square while also providing opportunities for green and blue infrastructure. Consideration has also been taken within the design with regards the key public transport hub of Buchana Bus Station to ensure bus operations are not significantly impacted by the changes to the streetscape. Works are due to commence in mid-2025.



Avenues project locations

Avenues Plus – construction

- 4.51 In addition to internal funding mechanisms, Sustrans has enabled a further 4 Avenues to be taken forward, known as the Avenues Plus Project. This responds to one of the key recommendations made in the Connectivity Commission: The acceleration and expansion of the Avenues into other areas of the city.
- 4.52 South Portland St, Duke St, John Knox St, Cowcaddens Road and Dobbies Loan are part of this set of Avenues, which aims to deliver an increased network of pedestrian and cycle priority routes to improve connectivity in the outskirts of the city centre. All contracts have now been awarded with construction to commence between January and February 2025 and completion by Spring 2026.



Duke Street (West) visualisation



South Portland Street Visualisation

City Centre Transport Plan: West Nile Street Active Travel Route – design

- 4.53 The West Nile Street Active Travel Route, identified within the [City Centre Transport Plan](#), once complete will provide a key segregated cycle connecting a number of routes that are already in development as part of the Avenues programme. The initial design extends the length of West Nile Street and Mitchell Street, connecting with the Argyle Street East Avenue to the south and Cowcaddens Road Avenue to the north. The proposal interfaces with Killermont Street, Sauchiehall Street Precinct and St Vincent Street to provide a key north-south connection, alleviating cycle traffic from Buchanan Street.



Visualisation of West Nile Street

- 4.54 Concept designs showing a segregated cycle route have now been completed and a public consultation finished on the 17th January 2025. Officers are now working through the detail of this and, subject to funding, the project will progress to the detailed design and construction costs.

Secure on Street Cycle Parking (SOSCP) – expansion

- 4.55 Following an open tender process, Cyclehoop were successfully awarded a new contract on 19 November 2024. As with the previous contract, Cyclehoop are responsible for the supply, install, management and maintenance of the 205 existing cycle shelters (1230 spaces) and up to 500 new cycle shelters (3000 spaces). As of September 2024, via the Cyclehoop website promoted by Glasgow City Council, 714 new locations had been suggested by residents and 3050 residents were on waiting lists for existing shelters.
- 4.56 Officers are presently refining a Multi-Criteria Decision Assessment (MCDA) approach to determine where shelters should be located. To ensure fair distribution this considers factors such as, Scottish Indices of Multiple Occupancy (SIMD); building height; population density; proximity to active travel infrastructure; and level of cycle theft. Officers are considering resident requests submitted via Cyclehoop's website to ensure many shelters are in locations where high demand has been demonstrated. Installations of the next phase will take place over the next 5 years, and we anticipate these will commence in the Spring of 2025.

City Centre Secure Cycle Parking – delivery

- 4.57 As part of the Avenues Plus Project, 20 secure short-stay cycle shelters were installed in September 2023 as a Pilot. The shelters provide a secure place to store cycles temporarily and are available to book using the appointed contractor's phone app (Cyclehoop).
- 4.58 Following a review of performance and to permit street improvements, some short-stay shelters are being moved to other parts of the city. To grow usage, discounts have been issued via a direct mail campaign and all visitors to the city centre were permitted free use for a two-week promotional period.

Glasgow Cycle Hire Scheme – expansion

- 4.59 The Glasgow Cycle Hire Scheme continues to service residents and visitors by providing a zero carbon options for local journeys. The scheme has this year surpassed 2.8 million journeys since creation and has approximately 260,000 registered users. The project will undergo a number of changes in 2025 and Officers are currently progressing procurement exercise to secure an operator for the next 5 years, which is anticipated to be completed in Spring.
- 4.60 As part of this new operational contract Officers undertook a soft market testing exercise which demonstrated that full e-Bike models are what the market will likely provide. This will enable the scheme to be more accessible to a wider demographic and to continue expansion throughout the City. The new scheme will look to specifically increase the geographical coverage by expanding to neighbourhoods not currently served with hire facilitates.

Active Travel Infrastructure Fund Tier 1 – key active travel projects

- 4.61 2023/24 represented the first year of the Active Travel Infrastructure Fund Tier 1, which replaced for the "Cycling Walking Safer Routes" funding programme. This fund has been used to deliver a number of minor works contracts providing immediate improvements to walking and wheeling on a local level, including the creation of cycle parking, the installation of bollards to protect corners and pedestrian crossings from pavement parking and additional footway space at key pinch points across the city.
- 4.62 In addition to the minor works noted above, the fund has been used to progress and deliver the redesign and redevelopment of the George V Bridge and its junctions with both Broomielaw to the north and Clyde Place to the south. This redevelopment will see the creation of new pedestrian crossings and segregated cycle facilities with the Broomielaw junction being upgraded to a full cycle friendly junction with separate timing for cycle uses. It is anticipated that these works will commence in March 2025 with a 12–14-week programme.



Forthcoming Improvements to George V/Broomielaw Junction Layout.

Behaviour Change Initiatives (People & Place Programme)

4.63 As highlighted in the previous committee paper, the Verity House Agreement announced by the Scottish Government and CoSLA in June 2023 aimed to move increased funding and control toward Local Authorities to ensure that the behaviour change programme are coherent with infrastructure interventions. Key to this was the establishment of a new delivery model to support behaviour change and access to bikes interventions in the form of the People and Place Programme (PPP). The PPP replaced the Paths for All Smarter Choices, Smarter Places (SCSP) fund, and is administered by the RTPs on behalf of Transport Scotland which is Strathclyde Partnership for Transport (SPT) for Glasgow City Council (GCC).

4.64 Considering 2024-25 as a transition year, SPT has called for a high-level proposal from GCC in January 2024 to deliver behaviour change initiatives and increase the number of people choosing walking, cycling and wheeling for everyday journeys under the following key themes:

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

4.65 The Council engaged with community and third sector partners involved in active travel initiatives under the SCSP programme to submit proposals for PPP to continue their work in communities across Glasgow. Collaborating with these delivery partners, GCC submitted 16 projects in its Expression of Interest to SPT in February 2024, later refining this to 13 full applications after

eliminating three. GCC successfully secured £774,818, comprising £541,170 in resources funding and £233,648 in capital funding, to implement seven behaviour change initiatives. These initiatives will be executed in partnership with third-sector organisations, including Cycling UK, Drumchapel Cycle Hub, Women on Wheels, and Bike for Good, as well as TIER, across a diverse range of activities.

4.66 In 2024/25, the fund continues to support GCC in delivering essential services to Glasgow residents of all ages and abilities. Key initiatives include led rides, learn-to-ride classes, bike maintenance services, access to free refurbished bikes, long-term bike rentals through SWITCH UP, and complimentary annual memberships to Glasgow's public cycle hire scheme. Additionally, the fund equips groups and individuals with the necessary knowledge and skills for bicycle use and maintenance, while enhancing the employability of underrepresented populations. The Women on Wheels program specifically targets women and their families, aiming to increase the number of women utilizing cycling as a mode of transport.

4.67 **Behaviour Change Initiatives (Local Authority Direct Award)**

4.68 As noted above, the Verity House Agreement led to the revamp of various active travel funding mechanisms, notably rebranding the Direct Resource Grant as the Local Authority Direct Award. This funding enables Local Authorities to implement initiatives aimed at fostering sustainable and active travel behaviors, including financial support for the upkeep of existing infrastructure. Ultimately, the Fund's interventions are designed to enhance the promotion and ongoing availability of sustainable modes of transport.

4.69 The Council was awarded Grant of £496,277 to deliver active and sustainable transport interventions in 2024-25. The fund has progressed the following: staff costs to resource the People and Place Programme, several road safety initiatives, such as the STARS film award, Cycling to School campaign, and Shawlands PS School Streets trial, along with ongoing road safety education efforts. Additionally, the fund contributes to winter maintenance of cycle routes and the reestablishment of the council's pool bike scheme.

4.70 New projects under the LA Direct Fund include Go Active Workplaces, which promotes sustainable transport among Glasgow employers, and a Pop-up Mobility hub in collaboration with Collaborative Mobility UK (CoMoUK) to test four mobility hubs for 4-6 weeks. The fund is also supporting to maintain digital resources, including GIS maps, and enhance the Travel webpage for public accessibility. Furthermore, it is contributing to two cycle training sessions and site-specific travel guides to boost GCC staff capabilities.

Traffic Signal Upgrades & Active Travel Road Safety

4.71 The Traffic and Road Safety Team received external funding from the Road Safety Improvement Fund (RSIF) and the Active Travel infrastructure Fund (ATIF) Tier 1 which enabled improvements to existing traffic signal

infrastructure to benefit pedestrians and cyclist. This funding also enabled a range of improvements to road safety by implementing engineering measures on the road network.

- 4.72 The RSIF, issued for the second year, aims to help Road Authorities achieve the 2030 road casualty reduction targets and implement a Safe System approach across our road networks. This approach focuses on improving safety by addressing human error, road design, speed, and vehicle safety in a comprehensive manner. The Scottish Government supports this initiative as part of its Road Safety Framework to 2030 (RSF30), which aligns with the goal of reducing road casualties and creating a safer road environment.
- 4.73 Through the RSIF, the Council received £1m which delivered interventions which align to Scotland's Road Safety Framework to 2030. This enables the upgrade of 8 pedestrian crossings and 1 junction throughout the city. In addition, Officers progressed a programme of retrofitting smart cross units to existing locations to improve access at crossing facilities. These units improve access for people with mobility issues at signals as the push button can be accessed via a mobile phone app, a remote button or by simply waving your hand under the unit.



Improvements at Balmore / Knapdale Pedestrian Crossing

- 4.74 Through using ATIF Tier 1, Officers delivered a range of improvements to existing and new infrastructure to encourage other modes of transport rather than the private car. By the 31st of March 2025, this funding will have delivered upgrades to 15 existing traffic signal junctions and pedestrian crossings across Glasgow.
- 4.75 This work will improve safety and attractiveness for cycling and walking journeys at these locations and link to public transport connections. The works will also make these locations more accessible for pedestrians by providing

tactile cones, tactile paving and the smart cross touchless technology at the push buttons.



Improvements at Royston / Darnick Junction



Improvements at St. Vincent Street Junction

Active Travel Winter Maintenance

- 4.76 Officers have recently completed the procurement process of a number of hitched spreaders and 3 multi-hog mini tractors to improve the maintenance of the growing City Network. These will be utilised by existing maintenance equipment for the spreading of grit and brine on active travel routes. Further, the mini tractors will increase the Council's year round capacity for the maintenance of active travel routes in terms sweeping, snow cleaning and gritting, ensuring that the infrastructure remains open continuously.

5 Policy and Resource Implications

Resource Implications:

<i>Financial:</i>	Commitment of ongoing workstreams
<i>Legal:</i>	GCC Legal Services to conduct due diligence
<i>Personnel:</i>	No direct personnel issues.
<i>Procurement:</i>	Works procured according to Standing Orders

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:

<i>Does the proposal support the Council's Equality Outcomes 2021-25? Please specify.</i>	<p>This proposal supports the outcomes through 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; and</p> <p>Outcome 6 - The importance of tackling social isolation and loneliness is recognised and prioritised through our work with partners</p>
<i>What are the potential equality impacts as a result of this report?</i>	Positive impact.
<i>Please highlight if the policy/proposal will help address socio-economic disadvantage.</i>	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 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.

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?

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

Privacy and Data Protection Impacts:

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

No

6 Recommendations

It is recommended that Committee:

- Notes the status of the extensive programme and the breadth of infrastructure works currently being progressed and
- Notes the progress on cycle hire, cycle storage contract provisions and behaviour changes campaigns to promote active travel as part of sustainable travel hierarchy.