



Glasgow City Council

Environment and Liveable Neighbourhoods City Policy Committee

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

Contact: Derek Dunsire

City Network: Inner North and South areas

Purpose of Report:

- To provide an update on the City Network Inner North and South projects.

Recommendations:

The Committee is asked to note the contents of this report, specifically:

- the revisions to the Inner North and South networks, and;
- that a further update will be presented to committee regarding wider programme.

Ward No(s):

Citywide: Yes

1, 2, 6, 7, 8, 11, 16,17,18, 21

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

1 Introduction

- 1.1 The purpose of this paper is to present to the committee progress on the Active Travel Strategy City Network projects: Inner North and South areas, including an update on the pre-engagement activity and public consultation within these two areas.
- 1.2 Glasgow City Council's [Active Travel Strategy 2022-2031](#) set a commitment to develop a City Network of high-quality protected cycle ways and improved pedestrian infrastructure across Glasgow in a phased delivery approach over ten years. The Inner North and South is part of the first phase, as outlined in the approved [City Network Final Delivery Plan](#). The project initially proposed approximately 57km of proposed active travel routes combined (approximately 24.1km in the Inner North and 33.4km in the South) and this phase of design and consultation work has sought to determine the feasibility and buildability of these proposals.
- 1.3 The routes forming the proposed [City Network](#) were initially selected on city wide screening for width, access to amenities, and achieving at least a medium level of service for route density in line with Transport Scotland's Cycling by Design guidance 2021. Though, it should be noted that each of these routes will proceed subject to feasibility, design, internal consultation with colleagues, public consultation and availability of funding.
- 1.4 The City Network aims to provide safe, direct and comfortable active journeys across Glasgow for everyone, to be useable all year round and to eliminate traffic danger as a reason not to cycle.
- 1.5 The continued development of the City Network plays a critical role in delivering on the council's priorities including commitments to achieving by 2030: net zero carbon, as detailed within [Glasgow's Climate Plan](#) and carried forward through [Glasgow's Climate Adaptation Plan 2022-2030](#); and for 'Vision Zero' where no-one is killed or seriously injured on our roads, streets, cycle ways and footpaths.

2 City Network Stage 0-2

- 2.1 Glasgow City Council NRS appointed AECOM, in association with Austin-Smith:Lord (ASL) and WAVEparticle to progress the City Network: Inner North & South contract to RIBA Stage 2 Concept Design [Preliminary Design] by April/May 2025.
- 2.2 The project has progressed through a comprehensive programme of technical review and analysis, public and stakeholder engagement, and design development. This is summarised in the diagram in Figure 1:

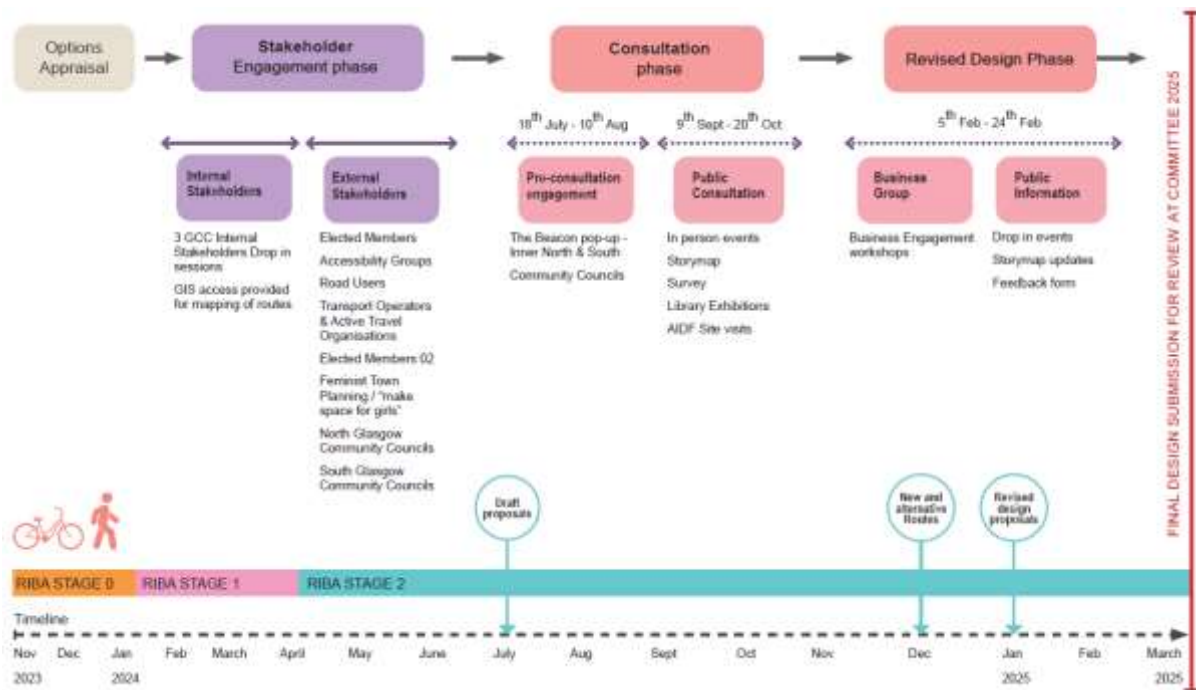


Figure 1. Engagement process against RIBA work stages

2.3 Following design review, the initial proposals within the drawing packages were reduced to 42.62 kilometres of cycle routes in total: 21.82km in the Inner North and 20.80km in the South.

2.4 The key outputs from the contract are as follows:

- Stakeholder and public engagement:
 - Stakeholder Engagement Methodology and Output
 - Public Engagement Methodology and Feedback
- Design Development:
 - RIBA Stage 2 Design Development Report
 - Outline Design Guide
- Inner North Drawing Package and South Drawing Package
- Route visualisations
- Outline Business Case reports for Inner North and South

3 City Network: Inner North and South – Engagement Strategy

3.1 An engagement strategy was developed to ensure the City Network design was shaped by input from stakeholders and the wider community. Initial engagement in early 2024 included meetings and workshops with elected members, internal council teams, and key external stakeholders. This was followed by a summer programme of informal “Beacon” pop-up events across the Inner North and South to raise awareness ahead of formal consultation.

3.2 The formal public consultation ran for six weeks during autumn 2024 and included multiple public drop-in events, a comprehensive StoryMap webpage to engage with wider community audiences. Additional stakeholder engagement activities with Community Councils and Accessibility groups were

also held around this time to further build on the knowledge gathered during the pre-engagement.

- 3.3 **Stakeholder Engagement Phase (Internal and External).** The pre-engagement phase activities are noted in the following table:

Events	2024 Dates
GCC Internal Stakeholders provided with access to GIS mapping of routes	Monday 4 March
GCC Internal Stakeholder - drop-in session 01	Wednesday 6 March
GCC Internal Stakeholder - drop-in session 02	Thursday 28 March
Elected Members meeting 01	Thursday 2 May
Accessibility Groups	Wednesday 8 May
Road Users (Transport Operators & Active Travel Organisations)	Thursday 9 May
Elected Members meeting 02	Thursday 9 May
Feminist Town Planning / "make space for girls"	Wednesday 15 May
North Glasgow Community Councils	Thursday 16 May
South Glasgow Community Councils	Tuesday 21 May

- 3.4 Input was received from teams including (but not limited to) MGSDP/ Flood Risk Management, Greenspace and Biodiversity, Clyde Metro, Roads Maintenance, Parking Operations, Neighbourhood Liaison and NRS Planning Services.

- 3.5 **Stakeholder engagement outcomes.** Feedback gathered throughout the stakeholder pre-engagement phase informed the concept designs presented later during the public consultation. The full Stakeholder report can be found at the link below:

- [Stakeholder Engagement Methodology and Outputs report](#)

- 3.6 **Pre-consultation awareness raising - The Beacon pop-up.** In late July and early August 2024, WAVEparticle conducted 42 unadvertised pop-up sessions using the "Beacon" travelling gazebo, featuring street maps of the Inner North and South areas. Over seven days in each area, the Beacon stopped at key nodes along the City Network routes, engaging people, gathering local feedback. "Vox-pop" videos of personal stories were recorded and shared via interactive "video walls" for the [Inner North](#) and [South](#).



Figure 2. The Beacon pop-up travelling map gazebo

3.7 **Engagement phase with public consultation.** The Engagement phase activities during summer / autumn 2024 are summarised below:

- Community Councils Development Day on **17 August**.
- Accessible & Inclusive Design Forum (AIDF) site visit on **21 August**.
- 6 week Public Consultation, including the launch of the [City Network StoryMap](#) and online survey, drop in events, and representation in local libraries from **9 September to 20 October**.

3.8 **Community Councils Development Day** The project team hosted the Community Councils Development Day on the morning of Saturday 17 August at the Burgh Court in the City Chambers with around 40 representatives. Following a presentation on the City Network two workshop sessions enabled in-depth discussion of the Inner North and South areas. Feedback from the event has informed the project.

3.9 **Accessibility Site Visit** (21 August) Following attendance at the Accessibility and Inclusive Design Forum (AIDF) in May to present an overview of the City Network design proposals, a site visit was offered to members. Two members of the AIDF took the opportunity to join AECOM officers for a site visit to Byres Road and Cambridge Street to view completed active travel infrastructure. Discussions covered lived experience of the routes, including tactile paving, bus stops and side road crossings.

4 Public Consultation

- 4.1 The public consultation phase of the City Network: Inner North and South ran for six weeks from Monday 9 September to Sunday 20 October, in accordance with Glasgow Consultation Guidelines.
- 4.2 The consultation included a programme of drop-in events, an online [City Network StoryMap](#) and an online survey hosted by the Council's Consultation Hub. GCC also hosts a dedicated [City Network web page](#), which additionally displayed details of the drop-in events programme and directed users to the StoryMap. Paper versions of the consultation materials were made available at Local libraries within the Inner North and South Areas.
- 4.3 The consultation was promoted with the delivery of around **80,000 leaflets** to all addresses (including businesses) within the Inner North and South areas. These fliers listed the details of the drop-in events programme and a QR code directed the public to the [StoryMap](#) for more information and to reach the survey.
- 4.4 The **in-person drop-in events** took place over two weeks from 9 September, at 11 different venues – six in the Inner North and five in the South. The programme was designed to provide wide geographic coverage of each of the two areas and to offer a range of times at accessible, public venues with a frontage on or close to proposed City Network routes. Each venue had outdoor space available to improve accessibility and to provide space for the Beacon to be set up and further promote the event by engaging with passers-by.
- 4.5 The in-person drop-in events provided an opportunity for the public to view the concept stage proposals for all of the routes, together with a selection of visuals and supporting background information on the project. Members of the design team were available at the sessions to explain the proposals, answer questions and assist the public with completion of the surveys and general feedback forms or assist with directing them to the online survey.
- 4.6 The **City Network StoryMap** included detailed background information on the City Network, the draft design drawings, several street-level visualisations of the designs, as well as the details of the consultation drop-ins and libraries.
- 4.7 The **consultation survey** asked responders to comment on specific routes within the network areas, and to note potential features that could potentially provide benefits for the area, such as pedestrian crossings, drainage, seating, and greening.
- 4.8 A programme of [social media posts](#) on X and Facebook was developed and implemented by the GCC Corporate Communications team. The posts featured colourful active travel graphics and the City Network Inner North and South maps:



Figure 3. Example X post for the City Network consultation

4.9 **Public Informing phase: 27 January to 23 February 2025.** As a result of discussions held and feedback received during the earlier engagement phases and following the earlier consultation survey, the team investigated a number of additional routes for the Inner North network and some alternative routes for South network. The network maps were subsequently updated and the draft design drawings for these alternative routes were presented to the public via the updated StoryMap and at four public informing events held in February 2025.

4.10 The revised City Network maps presented during the Informing phase are as below in Figures 4 and 5.

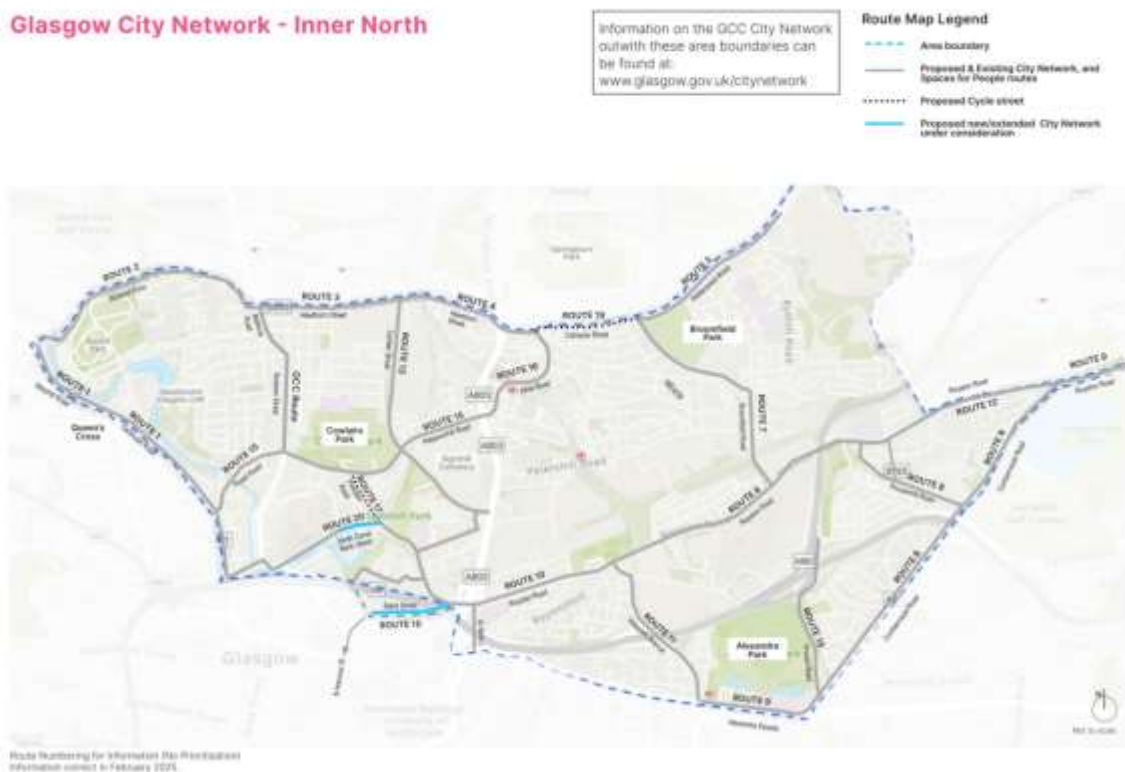


Figure 4. Inner North City Network current proposed network following engagement

Glasgow City Network - South



Figure 5. South City Network proposed network following engagement

- 4.11 Two drop-in events were held in the Inner North on 10th and 18th February, with the latter event doubling-up with the consultation event for [Saracen Street Active Travel Project](#). Two events were also held in the South on 5th and 6th February. Feedback was gathered at these events (paper forms or online) and via an online feedback form available on the StoryMap, or via the project-specific email. The feedback has helped to shape the final outputs. The overall informing period ran for four weeks from 27 January to 23 February.
- 4.12 **Business Engagement.** As part of the original public engagement strategy for the City Network, businesses were included to ensure a holistic approach to community involvement. However, it became evident that a more tailored approach to engagement with businesses was necessary to fully understand and address their specific needs and concerns. Given the scale of large areas within the two areas, it was recognised that achieving comprehensive engagement with every business was not feasible, but that all were provided with project information via mail.
- 4.13 A range of additional meetings and site visits were held with several business that had directly contacted the consultation team. Local businesses were also invited to attend business-specific online forums to ascertain their general views and input regarding future engagement on more detailed matters. An evening meeting was held on 4 February and an afternoon meeting on 6 February.
- 4.14 The full public engagement report, including outcomes from the February information sharing period, can be found at the link below. Section 5, below, draws out some of the main findings detailed within the Engagement report.
- [Public Engagement Methodology and Feedback report](#)

5 Engagement headline statistics and outcomes

- 5.1 This section outlines the headline statistics relating to public engagement and consultation. This outlines some of the methods, participants and engagement outcomes for each route. The initial participant numbers can be found below:

Engagement method	Participants
Pre-consultation engagement The Beacon pop-up 42 locations (21 in the Inner North and 21 in the South)	316 total interactions 162 Vox-pop video interviews available online (80 in the Inner North and 82 in the South)
Public consultation Online StoryMap	11,265 views over 6-week period, September to October 2024
September 2024 public consultation drop in events (11 locations in total, 6 in the Inner North, 5 in the South)	372 attendees: 90 in the Inner North, 282 in the South. 800 people verbally engaged outside venues / handed fliers
Consultation surveys responses	1,259 (includes 107 completed at events and 34 paper copies at libraries)
Informing period February 2025 Online StoryMap	3,653 views over 4-week period, January to February 2025
Public drop in information events (4 locations, 2 in the Inner North, 2 in the South)	155 attendees: 55 in the Inner North, 100 in the South. 60 people verbally engaged outside venues / handed fliers (Inner North only)
Comments via feedback forms	21 comments completed online
Business online drop-ins	10 attendees representing 8 businesses

- 5.2 The collation and Public and stakeholder feedback was collected throughout the engagement process to inform development of the City Network, proposed routes, and infrastructure design.
- 5.3 A consultation survey, available online and at local events and libraries, received 1,259 responses. It included questions on area familiarity, travel modes, route preferences, and demographics. Around 60% of the comments were positive, 24% negative, and the rest neutral. Positive comments generally supported active travel infrastructure; negative comments questioned the use of funds or raised unrelated issues like housing or road maintenance.
- 5.4 Engagement was stronger in the South, where most respondents lived locally. In the Inner North, people tended to visit for shopping or recreation. Vehicle access was common (75% had at least one car), while 67.5% had access to a bicycle.
- 5.5 Demographic data showed an over-representation of white respondents (85.7%) and limited representation from those with mobility or health conditions. Most people travelled by car (63.5%), but walking (61%), public transport (58%), and cycling (46%) were also significant.
- 5.6 Respondents generally supported route features like lighting, seating, water points, and repair stations. Around 61% favoured improvements to help connect routes with public transport, including covered cycle parking, ramped access,

and clearer signage. Wayfinding measures like visible street names and colour-coded routes were also well received.

- 5.7 Specific route feedback varied: 63% left general comments (49% positive, 30.5% negative), while 53% commented on particular routes (34% positive, 40% negative). Common themes included calls for better connectivity, more segregation between modes, and improved safety. Some concerns focused on road narrowing, parking loss, and impacts on local businesses.
- 5.8 Most-commented routes included Maryhill Road (Inner North) and Clarkston and Kilmarnock Roads (South). Detailed route-specific feedback reflected broader themes, ranging from support for better links to criticism of potential environmental or traffic impacts.
- 5.9 In the Inner North, over 55% of comments supported cycling infrastructure, compared to 36% in the South. Additional engagement in February 2025 focused on revised designs, with comments 48% positive and 27% negative.
- 5.10 Business engagement highlighted concerns around customer parking, deliveries, and existing cycle lane maintenance. Some noted that the Garscube Road scheme had not worsened parking and welcomed public realm improvements.

6 Outline Design Approach

- 6.1 Phase 1 of the City Network Inner North and South follows the RIBA (Royal Institute of British Architects) process of developing the projects over 7 stages. The project is at the early stages of:
 - Stage 1 – Preparation and Briefing. This includes preparing preliminary studies, surveys, spatial requirements and route appraisals. The Liveable Neighbourhood Programme assisted by providing area studies and background reports.
 - Stage 2 – Concept Design. Undertaking early design studies based on route appraisals and engagement.
- 6.2 The City Network Inner North and South Stage 1 appraisals were developed and undertaken through desktop surveys with multiple site visits by walking, cycling and driving each route collecting information on the:
 - Characteristics: such as street typology, existing road layouts, junctions and side roads, speed limits and public transport infrastructure etc.
 - Road Widths: investigating constraints and opportunities, e.g. where pinch points exist and areas that can accommodate active travel within recommended minimum widths as prescribed by Cycling by Design guidance.
 - Risks: risks to delivery highlight any existing conflicts or safety concerns that have been noted along the route during the site investigation. These risks include but are not limited to the following: displaced parking, personal safety, and conflict.
 - Traffic Collision Summary: highlighting the number and severity of collisions that have occurred in each study area.
- 6.3 The appraisals also took consideration of the aim of the network:

- Enable direct, clear active travel journeys to everywhere in Glasgow for everyone in Glasgow.
 - Eliminate traffic danger as a reason not to cycle.
 - Improve ability of Glasgow's Road network to enable movement of people and goods.
 - Be usable all year round.
 - Encourage demographic use which is representative of Glasgow.
 - Provide easy access to Glasgow's green network of canals and rivers, parks and old railways.
- 6.4 Furthermore, to align with Active Travel funding opportunities the appraisal considered the Cycling by Design's six core design principles of: Safety, Coherency, Directness, Comfort, Attractiveness and Adaptability.
- 6.5 This approach and analysis provided early design option proposals of each route, with several cross-sectional views providing the differing options that can be accommodated at differing points along each corridor. A summary of each design option has been provided, along with a highlighted recommendation that will be considered during the concept design stages. The Stage 1 appraisals can be found here:
- [GCC Inner North Route Appraisal – Site Report](#)
 - [GCC South Route Appraisal – Site Report](#)
- 6.6 Further, a Placemaking approach to provide further benefits to the City Network in supporting active travel was undertaken complementary to the RIBA Stage 1 Site Reports to provide valuable input to the Concept Design development of the Network's infrastructure and highlighted aspects which could support, encourage and make walking, wheeling and cycling easier.
- 6.7 Following Stage 1, Stage 2 developed a series of concept designs alongside technical surveys, and stakeholder / consultation input as outlined in previous sections. Alternative route suggestions from the Autumn 2024 engagement influenced routing progression ahead of the Spring 2025 engagement, with the full evolution of the network routing and design benefits of each route being presented.
- 6.8 Figure 6 illustrates the design development process set out in tandem with engagement, consultation and the various other factors such as analysis, which contributed to the design outcomes.

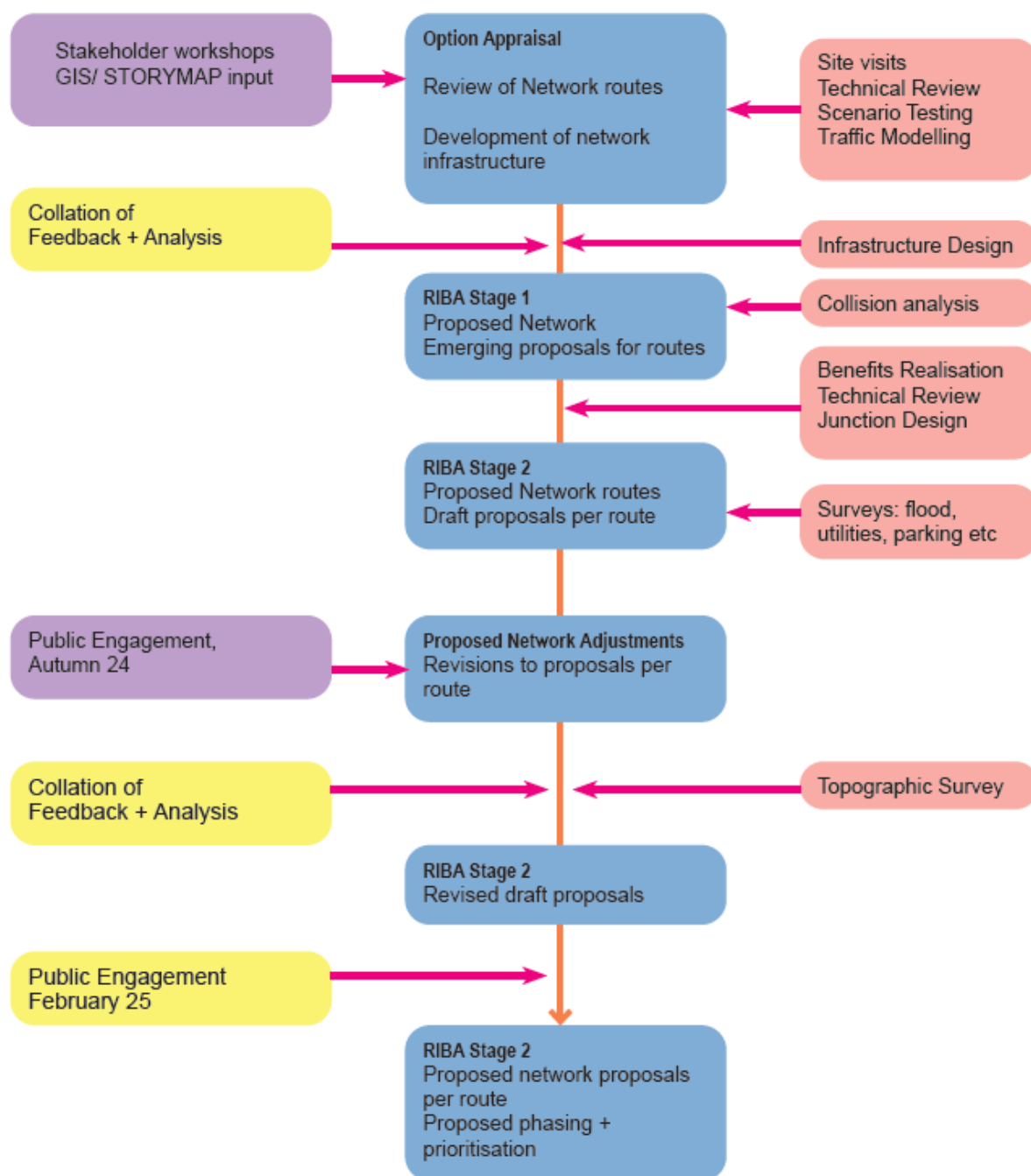


Figure 6. Design Development Methodology

- 6.9 A total of almost 55 kilometres of potential routes across the two areas have been investigated by the design team during the course of the contract. Through an iterative process of technical review to ensure the aims and criteria for the City Network are met, also taking cognisance of the feedback from the engagement process, the initial proposed networks comprise 42.62 kilometres in total, consisting of 21.82km in the Inner North and 20.81km in the South.
- 6.10 The Stage 2 report including can be found alongside the Outline Design Development can be found at the following links:
- [RIBA Stage 2 Design Development](#)
 - [Outline Design Guide](#)

- 6.11 The final Concept / Preliminary drawings for each route can be found at the links below.

Inner North:

Route 1	Maryhill Road
Route 4	Hawthorn Street
Route 7	Broomfield Road
Route 9	Cumbernauld Road
Route 10	Royston Road (West)
Route 11	Viewpark Avenue
Route 12	Royston Road (East)
Route 13	Carlisle Street
Route 15	Possil Road
Route 16	Atlas Road
Route 17	Pinkston Road
Route 18	Provan Road
Route 20	North Canal Bank Street

South:

Route 6	Kilmarnock Road
Route 6B	Darnley Road
Route 6C	Langside Avenue
Route 7	Devon Street / West Street
Route 9	Titwood Road (West)
Route 10	Haggs Road / Pollokshaws Road
Route 11	Newlands Road / Riverford Road
Route 12	Clarkston Road / Homlea Road
Route 13	Langside Drive
Route 15	Somerville Drive / Letherby Triangle
Route 17	Minard Road
Route 19	Merrylee Road
Route 21	Pollokshaws Road
Route 22	Shields Road
Route 23	Maxwell Road
GCC Route	Nithsdale Road

6.12 Traffic Modelling

- 6.12.1 With a network development of this scale it is crucial to understand how design options and proposed changes to the road network may impact the operation of key junctions, pedestrian crossings and rerouting. A model was developed to support design optioneering. The model utilised real-world data and provided junction turning flow details to inform signal optimisation traffic models.

Please see Figures 7 and 8 below for the extent of the modelling across the Inner North and South.



Figure 7. Extent of traffic model for the Inner North City Network

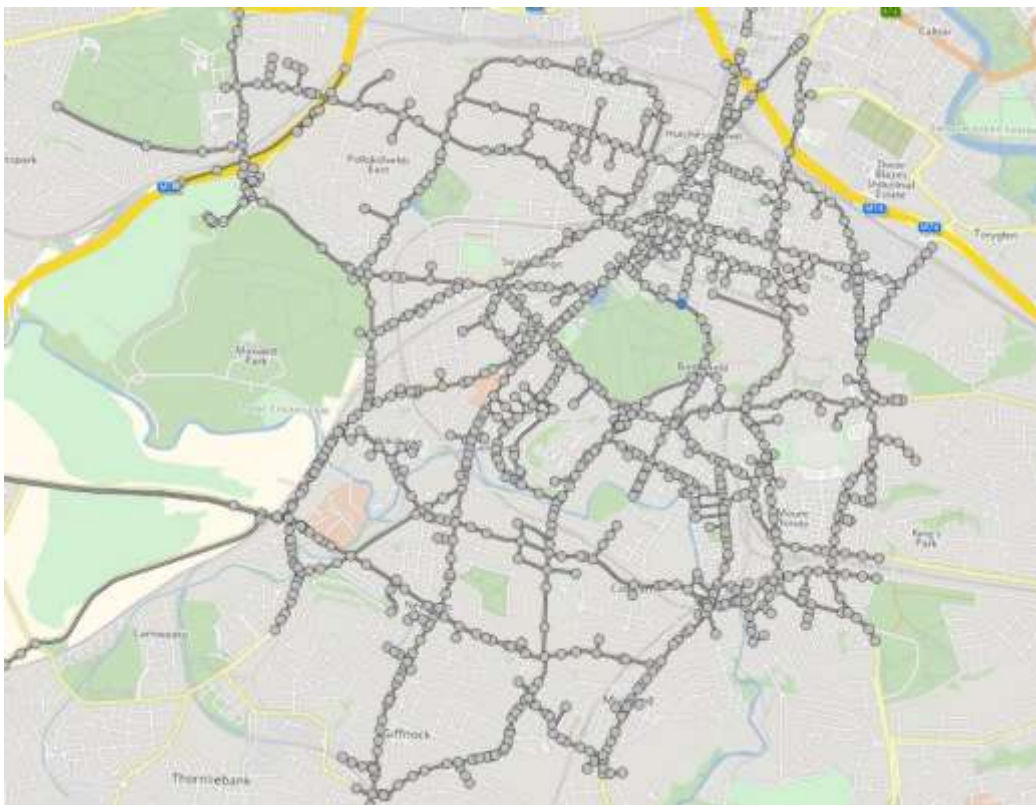


Figure 8. Extent of traffic model for the South City Network

6.12.2 The traffic model has the ability to provide a reasonable representation of key corridor journey times, and the capability of representing the cumulative impact of road space reallocation to active and sustainable travel on longer distance route choice alongside the capability to produce results for multiple options quickly. This allows, and provides, converged solutions to implement holistic active travel interventions throughout the area whether it is to implement cycle infrastructure, close off vehicle routes to create pedestrian areas or reduce through traffic in residential areas.

6.12.3 The traffic model tested various active travel infrastructure scenarios one at a time in various combinations to see how proposals affected peak time and weekend traffic over several journeys. Modelling noted that the routes functioned well, but that there are instances where journey times could be increased. This, however, is understood and can be a catalyst for modal shift. As more people choose active or public transport, this frees up capacity on the network, improving network efficiency and further reducing emissions.

6.13 Parking

6.13.1 Parking is identified as a key risk within projects of this nature. Work has been undertaken to understand the net gain or loss as a result of proposed concept designs.

6.13.2 Due to the scale of the proposal, targeted sample parking surveys were conducted at eight local centres/key locations between 7am and 10am, and between 4pm and 7pm, over three days including one weekend day. The purpose was to understand the occupancy of available parking at key locations. It is intended that further full-route parking surveys will take place as designs progress.

6.13.3 Table 1 identifies the sample survey locations, along with the parking capacity surveyed, average occupancy, parking stress levels, and any illegal parking observed. Parking stress refers to the level of occupancy of parking spaces in a specific area, indicating the proportion of spaces that are filled at a given time. A higher percentage indicates that a greater number of parking spaces are occupied.

Parking survey Location	Legal Parking capacity.	Avg. Occupancy	Parking Stress Level %	Avg. Illegal Parking Observed
City Network Inner North				
Alexandra Parade (Marne Street to Aberfoyle Street)	102	68	68%	11.3
Royston Road (Royston Square to Gadshill Street)	25	4	17%	0
Springburn way (Atlas Road to Hawthorn Street)	78	33	42%	2
Garscube Maryhill Road (Firhill Road to Northpark Street)	52	24	47%	12.67
City Network Inner South				
Kilmarnock road & Pollokshaws East Train Station to Nithsdale Road	238	128	41%	39.67
Sinclair Drive (Battlefield Road to Leddard Road)	41	38	88%	14
Sommerville Drive (Cathcart Road to Prospecthill Drive)	103	66	64%	2

Clarkston Road (Spean Street to Struan Road)	41	19	46%	1.3
Nithsdale Road (full length - Dumbreck Road to Calder / Allison Street)	386	34	8%	3

Table 1 – parking occupancy



Table 2 – Graph highlighting the parking stress per sample parking survey.

- 6.13.4 The data suggests significant variation in parking demand and illegal parking across different locations. Some areas, such as Sinclair Drive and Alexandra Parade are. In contrast, areas like Nithsdale Road show potential for reallocation of underused space. The high levels of illegal parking in certain locations also indicate a need to consider enforcement measures with most of the illegal parking identified on double yellow lines.
- 6.13.5 While sample surveys provide valuable point-in-time data on occupancy and stress levels, their effectiveness is limited by their short duration, narrow time windows, and lack of behavioural context. To support more robust planning decisions, they will be supported by further longer-term, multi-time-period surveys. These will be progressed at the next stage of the project.
- 6.13.6 Following the engagement process and revision of routes the full available parking capacity was observed and provided in Table 3 and 4 with the impact of the proposals over 42.6km. This is consistent with council road space reallocation policy.

City Network Inner North	Current Parking Availability					Impact of proposal					
Route (over 20.81km)	Unrestricted Carriageway	Disabled	Loading	Paid	Total	Unrestricted Carriageway	Disabled	Loading	Paid	total variance	
Maryhill Road	110		4		114	25		0		25	-89
Hawthorn Street	28				28	13				13	-15
Broomfield Road	17	1			18	3	1			4	-14
Cumbernauld Road	165	1	2	5	173	21	0	0	0	21	-152
Royston Road at Baird Street	117				117	68				68	-49
Blochairs Road	8				8	10				10	2
Royston Road at Provanmill Road	118	1			119	103	1			104	-15
Possil Road	138				138	62				62	-76
Atlas Road	8		2		10	8		1		9	-1
Pinkston Road	51				51	27				27	-24
Carlisle Street	5				5	0				0	-5
Provan Road	22				22	0				0	-22
Campsie Street	71	2			73	71	2			73	0
North Canal Bank Street	18				18					0	-18
Bilsland Drive	78				78	81				81	3
Total	954	5	8	5	972	492	4	1	0	497	-475
% of road parking	98.15	0.5	0.8	0.5							

Table 3 – Parking capacity impact of concept Proposals in CN Inner North

City Network South		Current Parking Availability					Impact of proposal					Total variance
Route (over 21.82km)	Unrestricted Carriageway	Disabled	Loading	Paid	Total	Unrestricted Carriageway	Disabled	Loading	Paid	Total		
Kilmarnock Road	183		1		184	91		0		91	-93	
Titwood Road	163				163	189				189	26	
Haggs Road	30				30	8				8	-22	
Newlands Road	202	1			203	47				47	-156	
Clarkston Road	170	1	1	43	215	224	1	1	49	275	60	
Cathcart Road to Somerville Drive	20		3		23	18		2		20	-3	
Minard Road	65				65	62				62	-3	
West Street	94	1			95	110	1			111	16	
Merrylee Road	52				52	30				30	-22	
Langside Avenue	48				48	33				33	-15	
Pollokshaws Road	169				169	95				95	-74	
Shields Road	150				150	78				78	-72	
Maxwell Road	148				148	143				143	-5	
Total	1494	3	5	43	1545	1128	2	3	49	1182	-363	
% of road parking	96.70	0.2	0.3	2.8								

Table 4 – Parking capacity impact of concept Proposals in CN South

6.13.7 The parking capacity report provides the current parking availability on the proposed routes only. Shawlands, Strathbungo, Pollokshields and Langside areas will be subject to separate parking controls as outlined in the [Environment and Liveable Neighbourhoods City Policy Committee, 29th April 2025](#) with surveys across Shawlands, Strathbungo, Battlefield, Pollokshields, Langside and Govanhill currently being procured.

7 Outline Business Case Reports

7.1 Outline Business Cases (OBCs) have been developed for the City Network Inner North and South areas, in line with Sustrans' Places for Everyone Stage 2 requirements, and informed by Transport Scotland's and the Department for Transport's guidance.

- 7.2 The OBCs follow on from the [Strategic Business Case \(SBC\) for Glasgow's Active Travel Strategy](#) (2022) outlined the city-wide benefits of active travel under environmental, health, social, and economic themes.
- 7.3 Each OBC sets out the strategic fit with national, regional and local policies, considers local growth drivers, socio-economic context, existing transport conditions, public engagement, and key risks demonstrating the case for investment.
- 7.4 Both OBC reports consider first the **Strategic Case** which sets out the fit of the local network to national, regional and local strategies, then considers the current local drivers of growth, the socio-economic context (including population trends, levels of deprivation, health and physical activity levels), current transport context, feedback from the engagement process and the risks, uncertainties and dependencies that may impact each scheme. This section provides a justification of the rationale for intervention and demonstrates the need for active travel investment.
- 7.5 The **Socio-Economic Case** analysis follows DfT's TAG A5.1 guidance, using both quantitative and qualitative data to estimate the benefits of each network as part of a city-wide approach.
- 7.6 Estimated **Monetised Benefits** over a 40-year period are over £48m for the Inner North and over £169m for the South. Additional non-monetised benefits include improved biodiversity, physical activity, access to healthcare, road safety, and enhanced local environments supporting community and economic wellbeing
- 7.7 **Non-Monetised Benefits:** Each network also offers wider benefits such as improved biodiversity through green infrastructure, increased opportunities for physical activity, better access to healthcare, enhanced road safety, and a stronger sense of place, likely to support local economic growth.

8 Next Steps

- 8.1 A bid to the Active Travel Infrastructure Fund Tier 2 Design Fund 25/26 has been submitted to Transport Scotland to progress the designs of an initial 11km of routes within the Inner North and South City Network. Subject to a successful bid outcome, the following routes will now proceed to the RIBA Stage 3 (Developed Design):
- City Network Inner North
 - Maryhill Road from Garscube Road Connecting Woodside Project to Bilsland Drive
 - Bilsland Drive
 - Hawthorn Street
 - North Canal Bank Street from Borron Street to Pinkston Road
 - City Network South
 - Shields Road

- Nithsdale Road from Dumbreck Road at Dalkeith Avenue to Calder Street / Alison Street at Victoria Road
- Darnley Street from Titwood Road to Nithsdale Road
- Titwood Road from Haggs Road to Darnley Street
- Maxwell Road

8.2 The routes noted above for progression to the next stage of design (RIBA Stage 3) have been selected at this stage as they connect with existing strategic infrastructure and key linkages with current project activity of Connecting Woodside, Connecting Battlefield and Space for People permanence projects. The other routes identified will progress in future financial years subject to funding and as part of the Council's strategic commitment to deliver a comprehensive City Network of Active Travel routes.

9 Alignment and Delivery of the City Network and Liveable Neighbourhoods programme

9.1 Glasgow's Active Travel Strategy 2022-2031 notes that its key activity strand, the development of the City Network, and the Liveable Neighbourhoods (LN) Programme would be complementary in seeking to change our street environments to enable more walking, wheeling and cycling for everyday journeys.

9.2 The two programmes provided a framework, based on the development of the LN neighbourhood areas (LN tranches) RIBA Stage 0–1 reports, to be followed by a corresponding City Network phase, progressing to RIBA Stage 1–2 concept design and drawing upon the LN background reports and the identified active travel projects. This framework can be viewed in more detail in Figure 9 below.



Figure 9. LN Tranches integration with City Network progression

9.3 Following recent national changes to the funding structure for active travel, the previously adopted strategic approach requires review. With funding now allocated on an annual basis, this is now impacting upon programmes and scope.

- 9.4 To ensure that the Council responds to the shifts in this funding landscape, the current City Network and Liveable Neighbourhood programmes will be reviewed and consolidated to maximise delivery opportunities, with a report to come to this committee later in 2025.

10 Policy and Resource Implications

Resource Implications:

<i>Financial:</i>	The full costs of delivering the City Network Inner North and South to RIBA Stage 2 Preliminary Design is covered by funding from Sustrans PfE, up to March 2025.
<i>Legal:</i>	The report raises no new legal issues.
<i>Personnel:</i>	The funding has supported staffing resources within GCC. The City Network Inner North and South activity progressed through temporary staff resources and external consultants procured through Scotland Excel framework at RIBA stage 0-2. Internal and external resources will be utilised in taking forward new activity arising.
<i>Procurement:</i>	City Network elements successful for further funding for RIBA stage 3-7 will aim to be progressed through internal consultancy services. Future phases of the City Network to be developed through internal staff resources and external consultants procured through Scotland Excel framework at RIBA stage 0-2.

Council Strategic Plan: The City Network: Inner North and South supports the following Council Strategic Plan 2022 – 2027

GRAND CHALLENGE THREE – Fight the climate emergency in a just transition to a net zero Glasgow

MISSION 1: Deliver sustainable transport and travel aligned with the city region

- Via implementation of the Glasgow Transport Strategy Policy Framework, work to reduce car vehicle kilometres travelled in the city by at least 30 per cent by 2030.
- Continue to deliver on our commitment to a 20mph cityside speed limit and design streets that naturally reduce

speeding. Explore ways to take stronger action on pavement and other illegal parking, and on idling vehicles.

- Deliver the city's Active Travel Strategy, working towards delivery of a comprehensive City Network of active travel infrastructure to support modal shift.

GRAND CHALLENGE THREE – Fight the climate emergency in a just transition to a net zero Glasgow

MISSION 2: Become a net zero carbon city by 2030

- Deliver sustainable urban drainage and promote nature-based solutions to manage flooding and pollution.
- Deliver place-based interventions and key local regeneration projects.

GRAND CHALLENGE FOUR – Enable staff to deliver essential services in a sustainable, innovative, and efficient way for our communities

MISSION 1: Create safe, clean and thriving neighbourhoods

- Develop, secure funding for and implement local infrastructure changes in line with a Liveable Neighbourhoods approach for every single community by 2030 so that our local streets are safe and pleasant for everyone to walk, wheel, cycle, play and spend time in.

Equality and Socio-Economic Impacts:

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

Yes, supportive of the stated outcomes, particularly outcomes 1, 2, 6, 7-11, through the role of active travel investment supporting people to make sustainable, affordable & equitable travel choices in the city, the role of active travel in supporting physical and mental health improvement, and in enhancing quality places for all.

What are the potential equality

The work is covered by the overarching EqIA for the Glasgow Transport Strategy which can be found at

impacts as a result of this report?

www.glasgow.gov.uk/transportstrategy. An EqlA for the Active Travel Strategy can also be found at the [GCC's EqlA web page](#).

Additional separate EqlA screenings have also been undertaken for the Inner North and South City Network areas.

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

Improving opportunities for access to sustainable and/or active travel and enhancing local environments through improving conditions for cycling/walking can help address barriers to social mobility, improve access to services and employment opportunities, and can help to address problems of physical and mental health and wellbeing.

Climate Impacts:

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

The City Network will enhance existing and create new conditions for promoting and supporting sustainable forms of transport. GCC Climate Plan Theme 3 – Well Connected and Thriving City.

Improving Infrastructure for walking, cycling and remote working.

Action Number 51. Deliver a comprehensive active travel network, incorporating the Spaces for People measures (following consultation) and enabling 20-minute neighbourhoods through the **Liveable Neighbourhoods Plan**

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

The City Network Inner North and South projects will improve Glasgow's urban environment and connectivity, thus leading to an improvement in a range of outcomes for the city's population.

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

The proposal will assist in reducing the need to travel unsustainably and encourage people to live more locally improving the quality of place and respond to the requirements for the creation of resilient places to cope with and tackle climate change.

Privacy and Data Protection Impacts:

No data protection impacts identified.

11 Recommendations

The Committee is asked to note the contents of this report, specifically:

- the revisions to the Inner North and South networks, and;
- that a further update will be presented to committee regarding wider programme.