



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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**SUSTAINABLE TRANSPORT INFRASTRUCTURE & INITIATIVES
DELIVERY UPDATE**

Purpose of Report:

To update Committee on the various sustainable transport projects and initiatives being progressed in the 2025/26 financial year across Neighbourhoods, Regeneration and Sustainability.

Recommendations:

It is recommended that Committee:

- Note 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 change campaigns promoting active travel as a vital part of the sustainable travel hierarchy.

Ward No(s):

Citywide: ✓

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

1. Background

- 1.1. Glasgow City Council continues to deliver a wide range of active travel projects aligned with the [Strategic Plan](#) and [Transport Strategies](#). This paper seeks to provide the Committee with an update on current progress from across the city.

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.
- 2.2. The Glasgow Transport Strategy and the [Active Travel Strategy](#) commit the Council to delivering a comprehensive City Network of active travel routes as well as prioritising public transport. Officers are progressing a wide variety of projects and initiatives to achieve this.
- 2.4. Due to annual funding changes, projects must be reprioritised and programmes consolidated. In June 2025, the ELN Committee was advised that a review would be undertaken.
- 2.5. Officers have since undertaken a strategic review to develop a new unified delivery framework for CN and LN under the banner 'Connecting Glasgow'. This will be presented to ELN committee on 17 March 2026.

3. City Network: Background and Delivery

- 3.1. The Active Travel Strategy and Delivery Plan set out the ambition for a 270km City Network of segregated cycle routes by 2030. While the ambition remains, the delivery approach has been revised to reflect changing funding.
- 3.2. Officers are progressing projects that will deliver around 86km of new infrastructure while preparing the refreshed Connecting Glasgow delivery plan.
- 3.3. The remainder of this paper provides brief updates on current workstreams contributing to City Network delivery and wider active and sustainable transport projects across NRS.

4. Active Travel and Sustainable Transport Projects and Initiatives

Connecting Battlefield – Phase 2 - construction

- 4.1. Connecting to the completed Langside Road/Queens Drive route (Connecting Battlefield Phase 1) and the South City Way, Phase 2 will deliver a fully segregated cycle route on Grange Road and Battlefield Road. This will provide a safe, direct link for Langside and Mount Florida and support access to the regenerated former Victoria Hospital site.

- 4.2. Phase 2 will also integrate with the Letherby Triangle Liveable Neighbourhood project (see 4.7).
- 4.3. Construction of Battlefield Phase 2 and the Letherby projects is expected to begin in late spring/early summer 2026 and finish by early winter 2027. Works include:

- A two-way segregated cycle lane on Grange Road and Battlefield Road
- Upgraded street lighting
- Improved traffic signals and new signalised crossings
- Enhanced bus stop infrastructure
- Resurfaced footways, with natural stone paving at Battlefield Rest

Battlefield Road and Langside Road Minor Works Contract - construction

- 4.4. In advance of Connecting Battlefield Phase 2 works, footways in front of shops on Battlefield Road were resurfaced from 30 September 2025 over two weeks, as the existing surface was in poor condition.
- 4.5. Additional works included upgrading black-and-white cycle separators on Langside Road to full kerb segregation. Improvements covered:
- Resurfacing footways from Battlefield Gardens to Lochleven Road
 - Lifting and repairing whinstone kerbs
 - Fixing drainage issues and adding new gullies
 - Replacing bolt-down separators with high-quality segregated kerbs on Langside Road

Letherby Triangle

- 4.6. Incorporating this Liveable Neighbourhood project into Phase 2 delivers long-standing community aims to transform Letherby Triangle into a new public space and gateway to Hampden Park. Stopping up Carmunnock Road between Cathcart Road and Letherby Drive will enhance safety and create a usable space in front of local shops. Works will include:
- Upgraded street lighting
 - Improved pedestrian signals and a new crossing at Mount Florida Primary School
 - Resurfaced footways with natural stone paving
 - New landscaping and street trees
 - Carriageway resurfacing on Letherby Road
 - New street furniture

Connecting Woodside – St Georges Road. Construction phase

- 4.7. The contract for the construction of the final phase of the Connecting Woodside project was awarded in December 2024. The final phase will deliver a fully segregated cycle route on St George's Road.

- 4.8. Works commenced on St George's Road on 17 March 2025 and will deliver the introduction of a two-way segregated cycle route, connecting the existing active-travel infrastructure on Sauchiehall Street and Garscube Road. The works include upgrades to traffic signals, street lighting and footway surfacing. These improvements will be complemented by soft landscaping and the creation of new natural-stone public-realm areas.
- 4.9. Completion of the works on St George's Road is expected by June 2026.



Figure 1. Connecting Woodside Phasing Extents.



Figure 1. Charing Cross, December 2024

Connecting Yorkhill and Kelvingrove Phase 1 construction & Phase 2 concept design

- 4.10. This neighbourhood-based 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. Construction of Phase 1 commenced in October 2025 and is programmed for completion in Spring 2026. On completion of this phase of the project, a clear active travel connection will have been created between Kelvingrove Park and Kelvingrove Museum to the north of the project area with the National Cycle Network Route 7, Riverside Museum and the new Govan - Partick Bridge to the south of the project.
- 4.11. Further to this, Officers consulted on the developed designs for Phase 2 (Kelvinhaugh Street) and Phase 3 (Derby Street, Kelvingrove Street and Parkgrove Terrace) in early 2025. Designs were presented to the community, key stakeholders and elected members during a 6-week engagement period. Feedback aided the completion of the technical designs and is now scheduled to proceed to procurement. Construction is anticipated to begin in late Summer 2026, subject to funding.
- 4.12. Later in 2025, Officers also consulted on the concept designs for Phase 4 (Corunna Street, St Vincent Crescent and Minerva Street). Following this consultation, updated designs were developed taking cognisance of the concept design findings. Subsequently, further consultation was held later in the year. An online consultation was held 22 September 2025 to 7 November 2025. Additionally, an in-person event was held 9 October 2025 at the Pyramid at Anderston, 759 Argyle Street. These designs will now progress to technical design stage in 2026 with a view to commencing construction in 2027 subject to consultation and funding.

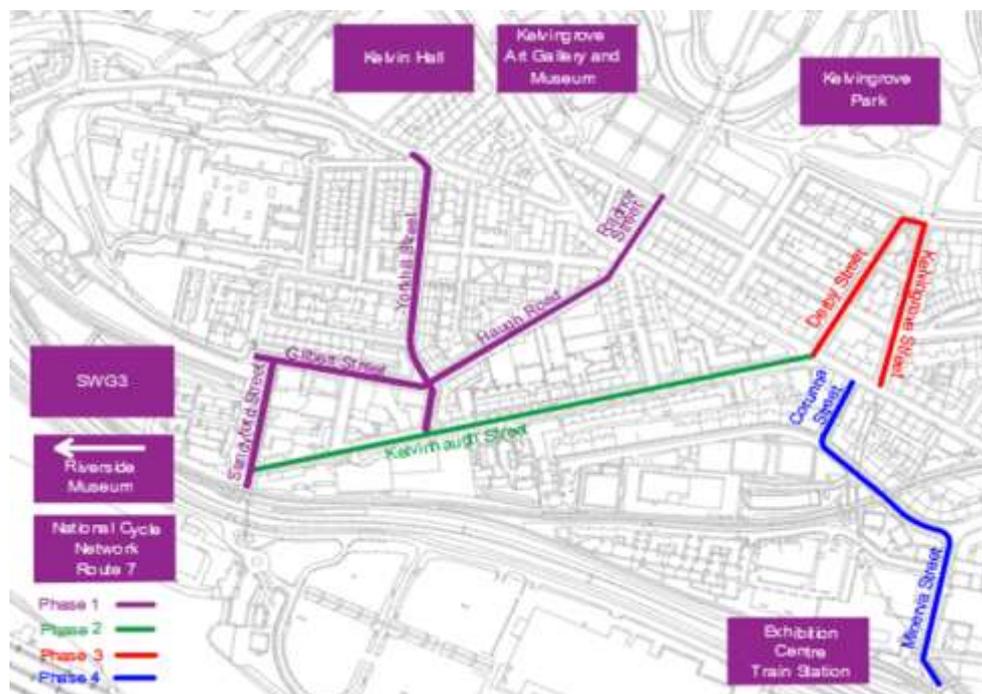


Figure 2. Connecting Yorkhill and Kelvingrove Phasing Plan



Figure 3. Digital impression of new pedestrian and cycle infrastructure at the Derby Street/Argyle Street/Kelvinhaugh Street junction



Figure 4. Digital impression of new public space near Kelvingrove Park gated entrance at Derby Street/Parkgrove Terrace/Royal Terrace/Kelvingrove junction



Figure 5. Digital impression of new pedestrian and cycle infrastructure at Corunna Street/St Vincent Crescent junction

Northeast Active Travel Route (NEATR) – Phase 2 construction

- 4.13. The second phase of the North East Active Travel Routes (NEATR) project, represents the completion of the project, with Phase 1 delivered in 2024-25. Phase 2 of the project reached substantial completion in December 2025.
- 4.14. Phase 2 built upon the earlier and delivered a range of walking, wheeling and cycling enhancements along Northgate Road, together with bus infrastructure upgrades on Northgate Road and Wallacewell Road. The phase also included improvements to the Drumbottie Road junction to shorten pedestrian crossing distances, as well as the introduction of a new on-demand pedestrian crossing on Broomfield Road.



Figure 6. New bus stop on Northgate Road as part of NEATR works

Flourishing Molendinar – Phase 1 construction and Phase 2 Design and Construction

- 4.15. Funded through Transport Scotland's Active Travel Infrastructure Fund Tier 2, the Flourishing Molendinar project completed the final designs for Provanmill Road in August 2025. The design proposals cover approximately one kilometre of the route, extending from the junction with Royston Road to the junction with Cumbernauld Road.
- 4.16. Following completion of the procurement process, the principal contractor was appointed in December 2025. Construction on Provanmill Road began in February 2026 and is expected to continue until summer 2026.
- 4.17. The project will deliver improvements to footways, pedestrian crossing facilities and street lighting, while also providing a substantial upgrade to the existing cycle infrastructure by introducing fully protected cycle facilities along the full length of Provanmill Road. In addition, new green space will be created in the vicinity of the Molendinar Community Centre, contributing both to local amenity and to Glasgow's wider flood-resilience objectives.
- 4.18. Phase 2 of the project will upgrade the existing Spaces for People infrastructure on Cumbernauld Road, between Royston Road and approximately 100 metres west of Avenue End Road. This phase will include the construction of a permanent, high-quality cycleway, enhanced drainage provision, upgraded bus stops, improved footways with additional pedestrian crossings, parking provision at key locations, and reduced road width to encourage compliance with speed limits. Targeted consultation on key aspects of the design will be undertaken with local stakeholders in spring 2026. Subject to a successful award from Transport Scotland's Active Travel Infrastructure Fund, construction could commence in September 2026.
- 4.19. There are three further phases proposed for the project, which will provide connections to St Philomena's Primary School, Smithycroft Secondary School, and extend the active travel infrastructure along Royston Road through Germiston to the junction with Siemens Street. Delivery of these future phases is dependent on the following factors:
 - Smithycroft Secondary Connection - dependent on completion of waterproofing and other works on the Junction 12 bridge by Transport Scotland.
 - Royston Road - dependent on completion of the construction of HMP Glasgow.

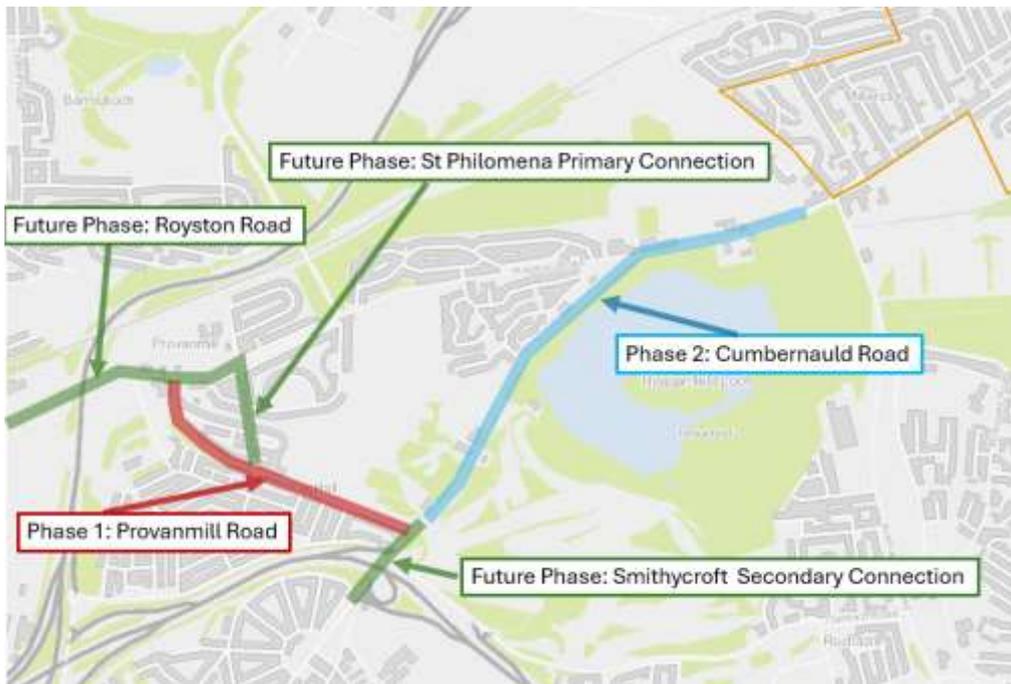


Figure 7. Flourishing Molendinar project phases

East City Way – Phase 5 design & construction

- 4.20. Once complete, the East City Way (ECW) will provide a safer and more comfortable active travel corridor for walking and cycling between the city centre and Mount Vernon, extending to the North Lanarkshire boundary and connecting communities and local amenities along its 7 km route. Earlier phases, completed in 2021 and 2023, delivered 3.6 km of segregated cycling infrastructure, improved footways, upgraded protected cycle junctions and enhanced traffic signal arrangements.
- 4.21. In 2026, Phase 5 will be prepared for construction, continuing the with-flow cycle lanes along London Road from Canmore Street to Braidfauld Street. The planned works include junction upgrades, a new on-demand pedestrian crossing, improved bus stop locations and spacing, segregated cycle lanes and improved drainage infrastructure to alleviate areas of flooding. Public consultation on Phase 5 took place between January and February 2026, including an in-person engagement event held on 29 January at Helenslea Community Hall on Methven Street.
- 4.22. In December 2025, an application was made to Transport Scotland’s Active Travel Infrastructure Fund (ATIF) for construction funding during the 2026/27 year. Officers are progressing Traffic Regulation Orders (TROs) and preparing Construction drawings with a view of proceeding to construction later in 2026.



Figure 8. Visualisations of Phase 5 of the East City Way

People First Zone (PFZ)

- 4.23. The first phase of Glasgow’s People First Zone (PFZ) is scheduled to commence construction on 26 January 2026 and will run until 31 March 2026. The Principal Contractor was appointed in December 2025 following a competitive tender process. This phase of the project will enhance pedestrian provision along two key corridors - Queen Street and Ingram Street - converging at a focal point outside the Gallery of Modern Art, at the junction of Queen Street and Ingram Street.
- 4.24. These provisions include the installation of a raised table outside the Gallery of Modern Art; the introduction of step-free crossing points; improvements to footway crossfalls; improved drainage; carriageway repairs; removal of the westbound running lane on Ingram Street; and the extension of footways using “footway extension units” supplied by the Council’s framework street-furniture provider. Additional works comprise upgraded traffic signal equipment, the planting of 13 new street trees, refreshed road markings, and the implementation of a bus and authorised-vehicle-only gate from Ingram Street to Queen Street.
- 4.25. The project is being financed through a combination of funding streams, including Glasgow City Council’s capital budget, Transport Scotland’s Tier 1 funding, and dedicated street-tree funding.
- 4.26. In addition to this other phases of the PFZ will encompass improvement works on Gordon Street (adjacent to Glasgow Central Station), whilst future phases (subject to funding) will focus on West Nile Street, Candleriggs, Wilson Street, Argyle Street East, and Miller Street. However, progression of these subsequent phases will be contingent upon the outcome of future funding applications submitted to Transport Scotland.

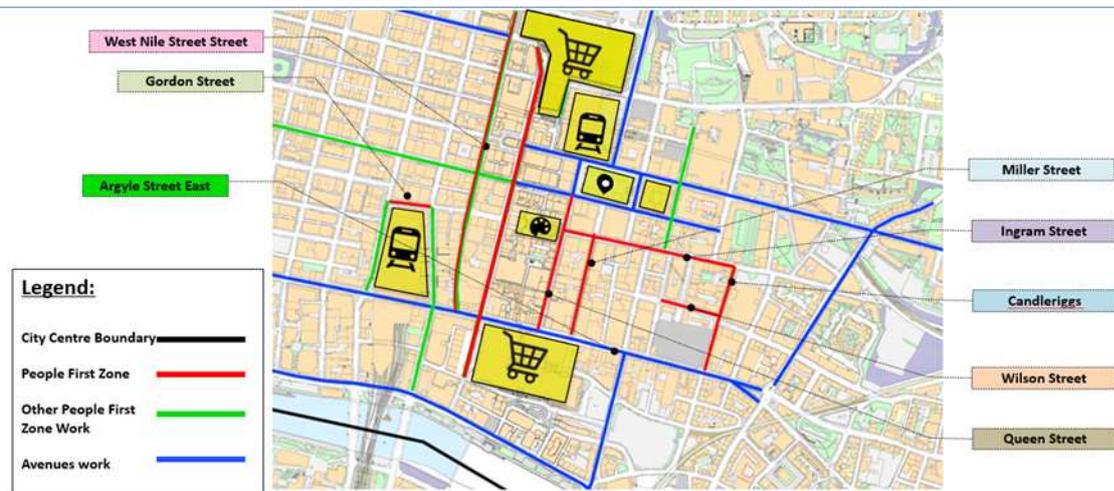


Figure 9. People First Zone project and adjacent project streets

Gordon Street Public Realm – concept design and optioneering

- 4.27. This PFZ project prioritises pedestrian access to Glasgow Central Station via Gordon Street. Once implemented, the project will support and strengthen Gordon Street's function as both a key city gateway and a major transport hub within Glasgow city centre.
- 4.28. Key stakeholders have been engaged to assess options for reallocating space outside Glasgow Central Station, with a focus on prioritising pedestrian movement while maintaining essential public transport provision in and around the station area.
- 4.29. Currently, these provisions include the following:
- Introduction of an eastbound one-way system along Gordon Street to ease the current traffic flow and behaviour of vehicle traffic,
 - A bus stop boarding island adjacent to the southern kerb on Gordon Street to enable accessible entry/exit to the interstation bus,
 - Widened signalised pedestrian crossings,
 - Introduction of planting/seating areas to soften the landscape,
 - Options to introduce feature lighting are also being explored to promote the visibility, safety and identity of the area as a Major Gateway to the city.
- 4.30. In response to the fire at the corner of Union Street and Gordon Street, the programme is currently being reassessed to determine scope impacts, dependencies, and any required revisions to the project's critical path. However, it must be noted that the Council remains committed to the delivery and restoration of this public space.



Figure 10. Plan view of current proposals on Gordon Street

Connecting Greater Govan – design

- 4.31. This project has completed its second phase of consultation with the local community, key stakeholders and wider public. Building on earlier work undertaken by the Council's Liveable Neighbourhoods team, the project aims to develop technical designs for approximately 11km of proposed cycle routes across the area. The project initially consulted with the community 20 km of segregated active travel infrastructure. In direct response to community feedback, this was reduced to 11 km, with a focus on orbital routes that will be delivered in phases, subject to the availability of funding.
- 4.32. To assist the project, consultancy support was procured to support the Council's team with additional engineering design aspects of the project. Public consultation began for February 2026 and will run for 8 weeks. Subject to funding and consultation, construction of the project is proposed to be undertaken in two phases. A bid has been submitted to Transport Scotland's Active Travel Infrastructure Fund (ATIF Tier 2 Construction) to secure construction funding for Phase 1 of Priority Route 1.
- 4.33. Phase 1 of the project will focus on Priority Route 1 linking the Govan/Partick Bridge to Dumbreck Road.

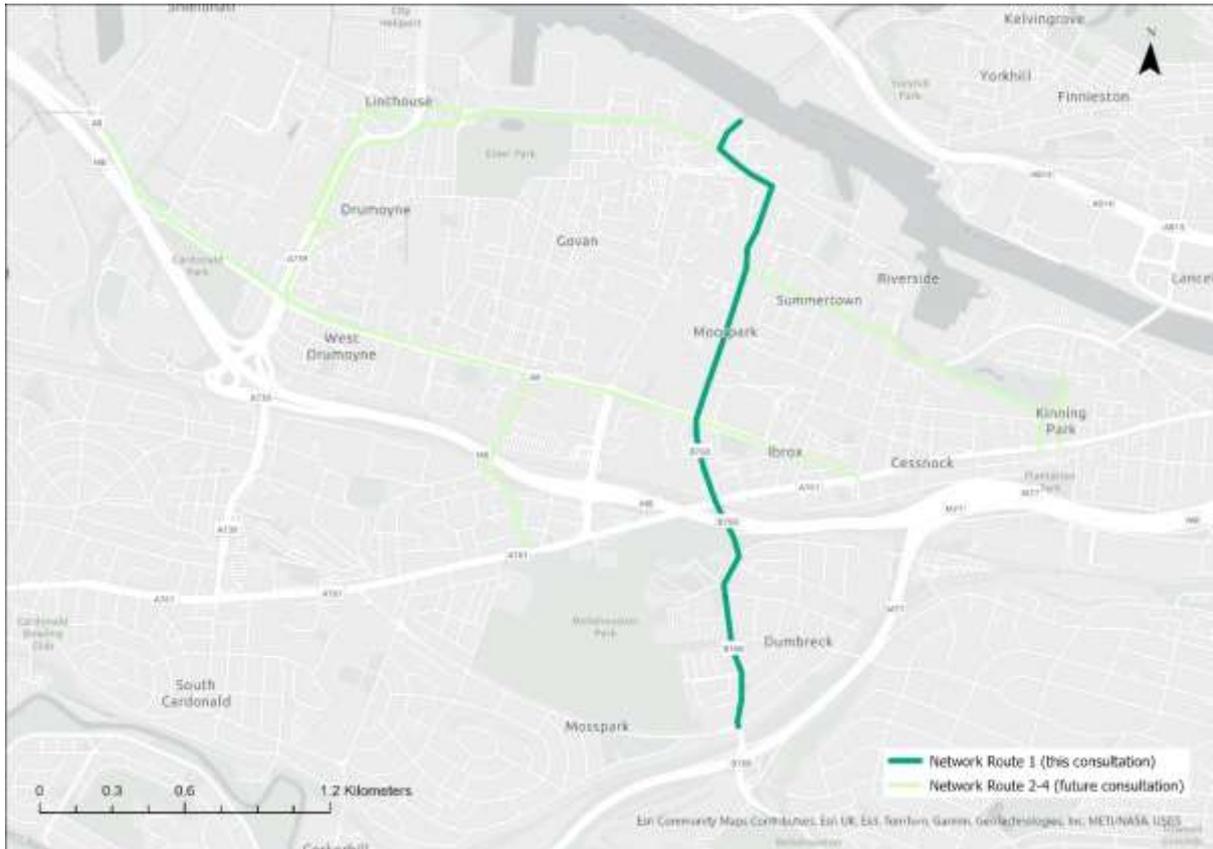


Figure 11. Route map - Connecting Greater Govan

Thornwood Roundabout – design

- 4.34. This Neighbourhood Infrastructure Investment Fund community driven project proposes a redesign of Thornwood Roundabout focused on improved safety, accessibility and overall public realm at the busy junction linking Dumbarton Road, Castlebank Street and the Clydeside Expressway.
- 4.35. The project will introduce a protected cycle lane between Broomhill Drive and Dumbarton Road, alongside signal controlled pedestrian crossings, dropped kerbs, tactile paving and traffic calming measures to reduce vehicle speeds. The scheme also includes wider pavements and improved crossings to address pinch points, plus enhancements to surrounding public spaces with new seating, stone paving and landscaping. A Co-Wheels car club bay on Thornwood Drive is also proposed to support more sustainable travel choices.

NCN7 – design

- 4.36. The NCR7 project will provide a two-way segregated cycle route from Dilwara Avenue to the Pointhouse Place, the Riverside Museum, on the south side along South Street, Castlebank Street and Stobcross Road. This will provide a safe direct route joining the current infrastructure at the Museum with the current NCR7 along the Railway Embankment west of Dilwara Avenue and link to the proposed Thornwood Roundabout project at Sawmill Road.

- 4.37. The design for this project has been completed with junction analysis along the route. Funding will be sought to implement the project in the next financial year with completion programmed for end of 2027/2028 financial year.

Dumbreck Active Travel link – construction

- 4.38. The Dumbreck Active Travel Route project aims to improve pedestrian and cycle infrastructure, enhancing safety, accessibility, and connectivity within the area. Works are in progress and are expected to conclude June 2026.
- 4.39. Construction commenced in December 2025. Works include resurfacing and widening the existing footpath between St. Andrew's Drive junction and Lochinch Drive. Alongside footway improvements, new road gullies are to be installed to improve the management of surface water run-off and alleviate flooding. New splay kerbs will be installed along the inside edge of the cycle lane to better define the route and improve safety for users.
- 4.40. The next phase of works will focus on the completion of gully and cycle segregation kerb installation along the route extents, before ultimately linking to [Route 1 of Connecting Greater Govan](#).

Possilpark Liveable Neighbourhoods/Saracen Street – design

- 4.41. The Possilpark Liveable Neighbourhood project blends two delivery programmes, Liveable Neighbourhoods and the City Network. The project will deliver improved walking, wheeling and cycling routes across the area. Funding is provided through Glasgow City Council's Capital fund and Transport Scotland's Active Travel Infrastructure Fund (Tier 1).
- 4.42. Following a period of public consultation in February 2025, results indicated that current designs were required to be reviewed to reflect the current needs of the community. As a result, design work has now transitioned to develop key identified local street routes from Saracen Street to community hubs such as the local schools, local medical centres, and the community centre. Interventions will include improved footway surfacing, tightened radii at junctions to lower vehicle speeds and introduce consistent dropped kerb and tactile paving arrangements for ease of pedestrian movement through the local area.
- 4.43. An accessibility audit is currently underway with the aim of providing localised footway and carriageway improvement works to facilitate accessible and safe walking routes along key pedestrian routes in the area. Works are expected to commence June 2026.

Avenues Delivery

- 4.44. Construction activity on Holland Street/Pitt Street and Sauchiehall Street Precinct/Cambridge Street is now complete. Along with the pilot scheme previously completed on Sauchiehall Street, this has delivered approximately

1.2km of segregated cycling infrastructure, as well as improved footways and green infrastructure.

- 4.45. The construction contract for Argyle Street West Avenue is well advanced, with works scheduled to be completed in Spring 2026. This Avenue will provide a segregated cycle link between the Kingston Bridge and Union Street. Construction on Argyle Street East Avenue is due to commence in Spring 2026 and will connect to the cycling infrastructure provided by works on Argyle Street West, linking further east to Glasgow Cross.
- 4.46. The Stockwell Street construction contract has been awarded and is due to commence in late March 2026. This will provide connections between Argyle Street Avenues and Clyde Street Avenue, further strengthening the segregated cycling infrastructure in the city centre.
- 4.47. North Hanover Street/Kyle Street construction contract commenced in May 2025 and is due for completion in late 2026. This will deliver segregated cycling infrastructure between Sighthill footbridge and George Square.
- 4.48. George Square and the surrounding Avenues works commenced in May 2025 with significant progress now made around the Square. All bronze statues have been removed for full restoration and conservation, scheduled to return in Summer 2026.
- 4.49. Work on the Walk Wheel Cycle Trust (formerly Sustrans)/Transport Scotland funded Avenues projects is now well progressed. Work on Dobbies Loan/Cowcaddens Road is on schedule for completion in Spring 2026 with work on South Portland Street, Duke Street and John Knox Street expected to be completed in Summer 2026.
- 4.50. Concept design work for Broomielaw continues, with Clyde Street designs advancing and progressing through to final detailed design stage.
- 4.51. A full update on the Avenues programme was presented to the Economy, Housing, Transport and Regeneration City Policy Committee and can be found at the following link: [Annual Avenues Programme Update - November 2025](#). Regular updates are also available on the Avenues website which can be found at the following link: [Avenues - Glasgow City Council](#).

Secure on Street Cycle Parking (SOSCPY) – expansion

- 4.52. The Secure on Street Cycle Parking scheme continues to support everyday cycling by installing a further 120 cycle shelters across Glasgow in 2025. Installations were completed in batches of around 30 shelters. This expansion brings the total number of units to 336, providing 1,956 bike parking spaces citywide. Current occupancy across the network stands at 93%.

The investment forms part of Glasgow's five-year programme to install up to 3,000 secure cycle storage spaces, removing one of the identified barriers to

cycling and supporting the city's wider shift towards cleaner, more sustainable travel.

- 4.53. Each cycle shelter has capacity for 6 bicycles, and is installed, managed, and maintained by Cyclehoop. Shelter locations are selected based on demand, nearby building type, population density, proximity to cycle routes, and data from the Scottish Index of Multiple Deprivation to ensure fair and efficient placement of new shelters. This is particularly helpful to those living in tenement flats as shelters provide safe, reliable places to store bikes close to home.

Voi Cycle Hire Scheme in 2025 – 2028 (+1+1 Option)

- 4.54. Following a successful procurement process in spring 2025, a new three-year contract (including an expansion option of one-year + one-year) was awarded to Voi Ltd on 28 August 2025.
- 4.55. The scheme launched on 13 November 2025 with 1,057 bicycles deployed at 113 stations. The fleet is fully electric and has two bicycles of different models: the E4 and its slightly smaller counterpart: EL1.
- 4.56. Since launching, the scheme has achieved over 170,000 cycle hires, representing a 114% rise on the previous scheme during the equivalent timeframe. The number of registered users has now grown to more than 18,100.
- 4.57. Building on the findings of earlier soft market testing, the revamped scheme is centred on full e-bike models aligning with the market demand and improved accessibility across Glasgow. These e-bikes enable users of varying ages, abilities, and fitness levels to navigate the city more easily. In addition, Voi will oversee a targeted expansion of bike hire stations and flexible parking options, particularly focusing on previously underserved neighbourhoods. This transition not only enhances geographical coverage, but also reinforces the Council's commitment to sustainable, inclusive urban mobility.
- 4.58. The Council has retained approximately 500 hire bikes from the previous TIER/nextbike contract. These bikes were originally purchased by the Council when the initial scheme launched. To ensure they are put to good use, Officers are working with colleagues to explore redistribution options.

Glasgow Car Club

- 4.59. The Glasgow Car Club, a pay-as-you-go, low emission vehicle sharing scheme remains available to both residents and visitors, offering a green and flexible alternative to car ownership. Operated under a renewed five-year contract with Co-Wheels since 2023, the scheme has grown from 54 vehicles to 70 electric and hybrid options across various on-street and 'Zonal' locations citywide, with membership now exceeding 4,400 users.

- 4.60. To address the popularity and rising demand, an additional sixteen vehicles have been added to the fleet since 2023, bringing the total number of operational vehicles to 70. Vehicles are available 24/7 and are parked within reserved on-street parking bays, zonal areas and car park spaces. On average, the car club handles 1555 bookings per month, helping to reduce private car ownership and support Glasgow's net-zero and Low Emissions Zone policies.
- 4.61. Plans are underway to extend geographical coverage and vehicle availability. Recently added locations include Maryhill, Spoutmouth CP, Cathedral Precinct and Newton Street, bringing coverage deeper into residential areas and transport hubs. These steps align with a strategy to expand the service strategically, making car sharing a convenient and sustainable travel alternative available across Glasgow.

Active Travel Infrastructure Fund Tier 1 – key active travel project

- 4.62. 2023/2024 represented the first year of the Active Travel Infrastructure Fund Tier 1, which replaced the "Cycling Walking Safer Routes" funding programme. This fund has been used to deliver several minor works contracts across the city, 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. The scope of works delivered comprises of, but is not restricted to, the following:
- Installation of tactile paving, raised tables, and bollards within the Greater Govan area.
 - Installation of bollards in Dennistoun.
 - Provision of secure cycle parking at 27 schools citywide.
 - Delivery of pedestrian enhancements in the City Centre, including a raised table, parklets, and new tree planting.
 - Design development for walking and cycling infrastructure improvements in Anderston.
 - Installation of enhanced lighting infrastructure in Barmulloch.

Behaviour Change Initiatives (People & Place Programme)

- 4.63. During this second transition year of the Scottish Government's People & Place Programme (PPP), Glasgow City Council continued delivering travel behaviour change initiatives to support behaviour change and access to bike provisions with PPP funding in 2025/2026. The PPP funding is administered by Strathclyde Partnership for Transport (SPT).
- 4.64. Projects delivered with PPP funding should be in line with the Active Travel Framework to increase the number of people choosing to walk, cycle and wheel for everyday journeys under the following themes:
- Schools and Young People
 - Workplaces

- Accessibility and Inclusion
- Capacity and Capability Building
- Sustainable travel

4.65. For the 2025/2026 financial year, the Council worked with community and third sector organisations to bid for PPP funding to continue delivering travel behaviour change projects across Glasgow. Collaborating with these organisations ensures provision of essential services, helps address barriers and supports innovative initiatives that contribute to achieving GCC's strategic objectives as outlined in the Travel Behaviour Change Strategy. GCC provided a high-level proposal for potential projects to SPT in December 2024 and submitted eight full applications to SPT in January 2025. GCC have been awarded £1,010,051 comprising of £600,000 in revenue funding and £410,051 in capital funding to implement eight behaviour change initiatives. These initiatives will be delivered in partnership with third-sector organisations, including Cycling UK, Drumchapel Cycle Hub, Glasgow Eco Trust, St Paul's Youth Forum, Women on Wheels and Bike for Good across a diverse range of activities.

4.66. The eight projects offered essential travel-related services to Glasgow residents of all ages and abilities. Key initiatives included led rides, learn to ride classes, bike maintenance support, access to free refurbished bikes, bike hire and loan schemes, and access to a bike library. Bike for Good also engaged with employers, offering coaching and information to support employees choosing active and sustainable travel options. Cycling UK's Play together on Pedal project continued to build on its foundational work by teaching pre-school and primary school pupils how to ride a bike safely and develop road awareness.

This year the fund is supporting additional sustainable travel initiatives, including the development of workplace travel plans. The fund also equips groups and individuals with essential bike maintenance knowledge and skills, creating employability opportunities for underrepresented communities. Women on Wheels' project targets women and their families, aiming to improve gender balance in active travel participation.

Behaviour Change Initiatives (Local Authority Direct Award)

4.67. This funding enables Local Authorities to implement initiatives aimed at fostering sustainable and active travel behaviours, 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.

4.68. In this second year of the fund, the Council was awarded a Grant of £341,958 to deliver active and sustainable transport interventions in the 2025/2026 financial year. The grant has progressed the following: staff costs to resource the People and Place Programme management and other capacity and capability building projects, a contribution to winter maintenance of cycle routes, repairs to automatic cycling/walking monitors, installation of secure

school cycle shelters, and further support in the re-establishment of the council's pool bike scheme.

- 4.69. Projects introduced under the LA Direct Fund in 24/25 have continued to progress this financial year. GO Active Workplaces, which promotes sustainable transport among Glasgow employees, identified a scope for collaboration with Collaborative Mobility UK (CoMoUK), which led to installations for several weeks at two Glasgow locations. The fund is also supporting maintenance of GCC's digital resources, including GIS maps. The updated cycle route map was made accessible to the public via the council's Access to Online Mapping (AtOM) and is being regularly updated to ensure it remains up-to-date going forward.

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
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Equality and Socio-Economic Impacts:

<i>Does the proposal support the Council's Equality Outcomes 2025-29? Please specify.</i>	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 Outcome 6 - The importance of tackling social isolation and loneliness is recognised and prioritised through our work with partners
<i>What are the potential equality</i>	Positive impact

impacts as a result of this report?

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 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 liveable 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

If Yes, please confirm that a Data Protection Impact Assessment (DPIA) has been carried out

6 Recommendations

It is recommended that Committee:

- Note 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 change campaigns promoting active travel as a vital part of the sustainable travel hierarchy.