



Glasgow City Council
City Administration Committee

Item 5

18th June 2026

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

Contact: George Gillespie, Executive Director Ext 79106

**CONNECTING GLASGOW: REVISED CITY NETWORK AND LIVEABLE
NEIGHBOURHOODS DELIVERY FRAMEWORK**

Purpose of Report:

- To present the strategic review which has been undertaken in response to changes in national funding structures affecting the City Network (CN) and Liveable Neighbourhoods (LN) programmes.
- To outline the revised delivery framework and set out the next steps for integrating both programmes.
- To approve the revised unified delivery framework

Recommendations:

It is recommended that Committee:

- Notes the content of this report.
- Notes the strategic review of the CN and LN programmes.
- Approves the revised unified delivery framework, Connecting Glasgow.
- Agrees that Council will continue to advocate to Transport Scotland for greater levels of active travel infrastructure funding and for a move to multi-year funding models in order to accelerate programme delivery.

Ward No(s):

Local member(s) advised: Yes No

Citywide: ✓

consulted: Yes No

1. Introduction

- 1.1. The purpose of this paper is to present the revised Delivery Framework for the City Network (CN) and Liveable Neighbourhoods (LN) programmes, following the previous report to [Environment and Liveable Neighbourhoods Committee 17th March 2026](#).
- 1.2. The CN and LN programmes remain central to Glasgow City Council's commitment to delivering a comprehensive interconnected active travel network and creating people-friendly streets that support walking, wheeling and cycling for everyday journeys. These initiatives are key to achieving the Council's climate and transport objectives and enabling a just transition to a net zero city as set out in the Council's [Strategic Plan](#) (Grand Challenge 3, Mission 1 and 2).
- 1.3. Building on this and developed in alignment with the Council's Glasgow [Transport Strategy](#) and [Active Travel Strategy](#), the CN aims to create a protected, year-round network of walking, wheeling, and cycling routes that would support modal shift, reduce car dependency, and contribute to climate and health objectives.
- 1.4. It must be noted that the CN was developed during a period when multi-year funding commitments and cycles were standard practice, with the expectation that investment in active travel infrastructure would increase year-on-year. This assumption underpinned the strategic phasing of the CN and LN programme, enabling long-term planning and delivery across design and construction stages. However, recent shifts in national funding policy—specifically the move to single-year allocations—have disrupted this model, introduced uncertainty and required a more agile and deliverability-focused approach.
- 1.5. This paper presents a new unified Delivery Framework, “Connecting Glasgow”. While the revised Delivery Framework responds to changes in national funding models, and identifies strategic priorities for infrastructure delivery in the shorter-term period to 2032, the Council remains committed to the ambitions of the overall City Network, which commits the Council to delivering approximately 270km of segregated cycle routes across the city.

2. National changes to active travel funding

- 2.1. Members may recall that the national funding model, managed by Transport Scotland, has moved from a multi-year funding to an annual allocation model for designing and delivering active travel infrastructure. This change has introduced uncertainty for long-term projects which by their nature require greater flexibility in phasing and prioritisation. The previous multi-year model, Sustrans Places for Everyone (PfE) funding, is no longer available. Active Travel projects must now be funded via a competitive bidding process to Transport Scotland's Active Travel Infrastructure Fund (ATIF) and this fund is limited to single year funding only.
- 2.2. This change in funding has impacted both the [CN](#) and [LN](#) Programmes, which were originally structured around multi-year funds each with separate target indicators for design and delivery. This enabled the planning and delivery of large scale projects through a phased approach over sequential years.

2.3. The ATIF model is intended to help with the pace and scale of delivery of active travel projects across Scotland, and to support councils that have more limited capacity to deliver projects. Whilst there are benefits to the new ATIF new model, there are also limitations:

- There is greater competition for limited funds, with the emphasis on deliverability and alignment with national policies
- Funding is awarded one financial year at a time
- Projects must demonstrate readiness for design / delivery within that year
- Uncertainty from the funding body as to when funding may be received should a funding bid be successful
- Continued uncertainty each financial year in regard levels of funding available nationwide.

2.4. The implication of this uncertainty is now being felt across GCC's programme phasing, scope, and delivery timelines across the CN and LN programmes.

- **Strategic Planning disruption:** Originally the CN and LN programme utilised national multi-year funding, allowing a phased progression from concept design through the project stages to construction. The shift to the ATIF annual funding model introduces uncertainty which results in difficulties in long-term programme planning.
- **Increased Delivery Risk:** There is an increased risk of projects stalling between each design stage and construction stage if funding is not secured in subsequent years. This may result in a stop-start delivery, leading to cost escalation, loss of design continuity and reduced community buy in.
- **Pressure on Internal Resources:** The above has now created a need for accelerated design cycles to meet annual funding windows (including any funding bid applications) prior to each stage being complete. This places pressure on internal staffing resource allocation with resources potentially being prioritised if there is more likelihood of funding certainty.
- **Scope reduction and fragmentation:** Yearly funding provides a challenge to complex multiyear projects, in particular where projects seek to combine multiple discipline aspects of sustainable travel, active travel, parking, drainage, and placemaking or projects of geographical size that cannot be completed in a single year. This can result in projects being reduced in scope to reflect what can feasibly be delivered in a financial year.
- **Community Engagement:** Accelerated design and construction cycles and shorter funding windows impacts on time available for engagement, including analysis and feedback as well as reducing flexibility for design and time between engagement, feedback and delivery, risking community apathy and consultation fatigue.
- **Procurement implications:** Compressed funding timelines requiring rapid mobilisation of design and construction on a yearly basis which reduces the flexibility and time available for the procurement and tendering process.

- **Statutory consents:** Traffic Road Orders (TRO), Planning Consents, or Advertising Consents are lengthy legal processes and presents a risk to delivery within reduced funding delivery timescales.
 - **Financial Implications and project programming:** Uncertain dates of funding award, in addition to seeking committee approval for acceptance of funding, can lead to difficulties forward planning active travel projects and delivery programmes.
- 2.5. Officers and Elected Members have highlighted to Transport Scotland on an ongoing basis the limitations of this financial model and continue to advocate for a more flexible funding model which provides greater certainty.
 - 2.6. At the ELN Committee in March 2026, members agreed that the Council would again write to the Scottish Government highlighting the Council's concerns with funding changes and advocating for greater funding to be made available for active travel infrastructure delivery. As this meeting was shortly followed by the pre-election period, GCC officers subsequently wrote to Transport Scotland officials to outline the Council's position.
 - 2.7. A response was received from Transport Scotland in June 2026 which acknowledged the Council's concerns, while noting the challenging medium-term financial position facing the Scottish Government, as well as its legal requirement to balance its budget annually and operate within strict fiscal rules and limited borrowing powers. Transport Scotland have also confirmed that they are exploring ways to improve financial visibility, reduce unnecessary volatility, and strengthen the operability of funding for established programmes.
 - 2.8. The Council will continue to advocate for greater levels of funding for active travel to meet the scale of Glasgow's ambition and opportunity, and to highlight the significant constraints caused by single-year funding arrangements.

3. Active Travel Progress to Date

- 3.1. Despite these challenges, the Council continues to see strong progress in delivery of active travel infrastructure, as outlined in the most recent [Delivery Update presented to Environment and Liveable Neighbourhoods Committee on 17 March 2026](#).
- 3.2. As new segregated active travel infrastructure has been delivered across the city, Glasgow has continued to show a large growth in numbers of people cycling citywide. Glasgow's cycle network recorded a 43% increase in trips in the period Jan-Aug 2025 compared to Jan-Aug 2024, when reviewing comparable data from the same group of cycle counters across existing infrastructure.
- 3.3. Cycling Scotland data also shows outstanding growth in cycle usage on the key South City Way route, with 131,324 cycle journeys recorded in September 2025, compared to 70,827 in September 2021 – an increase of 85%. Importantly, 16.1% of all journeys on Victoria Road are now by bike and we can see there are more bikes than cars recorded at all rush hour travel peaks, demonstrating successful modal shift and reduced reliance on cars, creating health and additional benefits.

- 3.4. In addition, the [Glasgow Walking and Cycling Index](#) – an attitudinal survey representative of all Glasgow residents published in March 2026 - found that 57% of residents support shifting investment from road-building schemes to fund walking, wheeling, cycling and public transport. Residents want better opportunities to change their travel habits; 45% want to walk/wheel more, 44% want to cycle more, 32% want to take public transport more, and 22% want to drive less.
- 3.5. In the context of the progress being made in active travel infrastructure delivery and usage, it is therefore necessary to ensure a revised Delivery Plan to guide the strategic implementation of infrastructure in the coming years which builds on progress to date, advances Glasgow’s City Network aspirations, and responds to changing national funding streams.

4. Strategic Review and Revised “Connecting Glasgow” Delivery Framework

- 4.1. The background to the Strategic Review of the CN and LN programmes, and the approach taken in carrying out the Review, was outlined to the [Environment and Liveable Neighbourhoods City Policy Committee \(ELN\) in November 2025](#).
- 4.2. The findings of the Review were reported to the [ELN Committee in March 2026](#). The Review responded to a need to consolidate and reprioritise the CN and LN programmes as a result of changes to the national funding landscape, and recommended three outcomes be progressed:
 - Outcome 1 – Maximising the deliverability of the City Network Programme
 - Outcome 2 – Establish a new pathway for the Liveable Neighbourhoods Programme
 - Outcome 3 – Maintaining a rolling pipeline of design-ready packages in a single refreshed delivery plan called ‘Connecting Glasgow’
- 4.3. Together, the revised Connecting Glasgow Delivery Framework will deliver as shorter-term priorities in the period to 2032:
 - 23.57 km inner orbital (incl. sections currently in design/ delivery), enabling a connected city core.
 - 30.87 km priority spokes, extending reach to key centres and communities.
 - LN co-delivery on prioritised corridors: safer school routes, local centre access, greening and crossings.
 - Stronger bids and better value through corridor packaging, standardised ‘kit-of-parts’ and readiness.

Outcome 1: Maximising the deliverability of the CN programme

- 4.4. In order to maximise deliverability, it is recommended to progress with the following:
 - A ‘strategic corridors first’ approach; and

- Consideration given to gap closure - to connect routes with existing infrastructure and committed projects and build a coherent network
- 4.5. The application of this framework enables the Council to deliver active travel infrastructure more efficiently ensuring the following outcomes for residents:
- A coherent and connected active travel network within the city's inner core
 - Earlier realisation of connectivity and safety benefits
 - A clearer, more compelling narrative for elected members, funding bodies and communities; and
 - Stronger justification for funding bids.
- 4.6. This revised approach maintains the original vision of the City Network and supersedes the [2023 delivery plan](#) to prioritise 54.44km of routes for delivery in the period to 2032. The Council remains committed to delivering approximately 270km of segregated cycle routes across the city, and the remaining routes from the 2023 delivery plan which have not been prioritised at this stage, remain committed to and will be reviewed in 2027/28 to identify a suitable delivery approach.

Outcome 2: Establishing a new pathway for the Liveable Neighbourhoods Programme

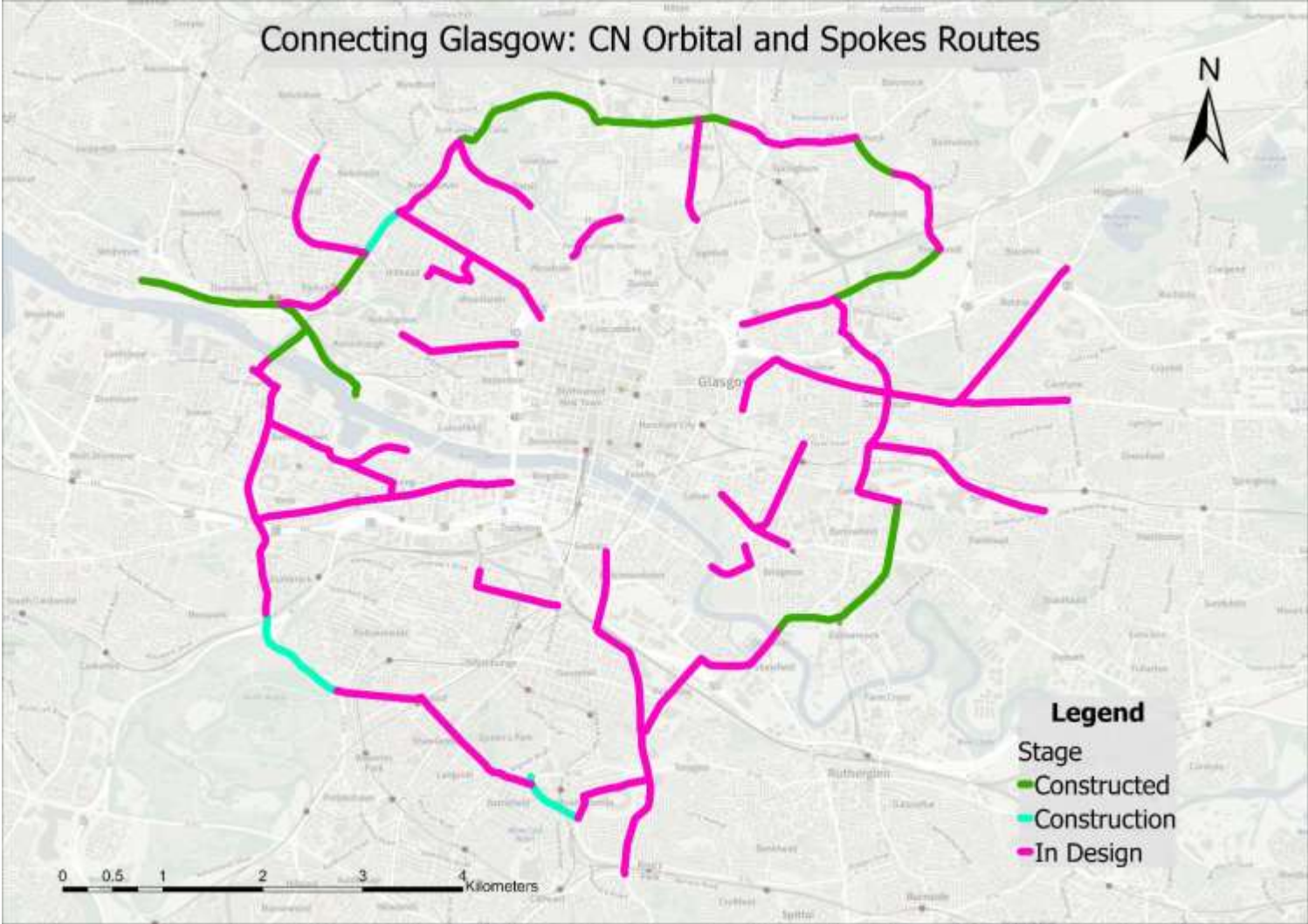
- 4.7. It is proposed that where LN interventions interlink with the City Network, ATIF funding will be levered for implementation or co-delivery alongside CN routes to provide added value for communities. This revised approach is detailed in the 'Connecting Glasgow' unified delivery plan and includes numerous LN proposals which have emerged directly from community engagement, in addition to multiple interventions focused on accessibility.
- 4.8. In respect of LN proposals that do not align with the revised approach to the City Network, these will remain on the long list of LN proposals for consideration in line with other funding mechanisms. These areas will also benefit from lessons learned through current LN programme work including significant levels of engagement. Solutions will be built into designs where appropriate.
- 4.9. A number of funding mechanisms have been identified to deliver LN interventions moving forward:
- **ATIF TIER 1:** It is recommended that an allocation for the ATIF Tier 1 direct award to GCC is utilised for future LN engagement and project development.
 - **Place Based Investment Programme (PBIP):** The LN programme is consistent with the PBIP Vision and crucially, in [February 2022, the City Administration Committee](#) agreed future allocations of the fund are to be utilised for the delivery of Liveable Neighbourhoods projects. While the PBIP is currently subject to review at national level, officers will review opportunities for any successor funds to deliver Liveable Neighbourhoods interventions.

- **GCC Capital:** In [February 2022 during the budget negotiations, agreement was made at Full Council](#) for £1.7 million in capital funding to be allocated to Liveable Neighbourhoods. This is to be spent before the conclusion of the current administrative term in May 2027 and is specifically ring-fenced for delivery of LN projects. This is being partially utilised to deliver the 'Letherby Triangle' project in Mount Florida (as part of Connecting Battlefield Phase 2) which is a long-standing community council priority identified in the [Langside to Toryglen LN 0-1 Report](#). It is also noted that the [Council's 2026/27 budget](#) allocates a £1.4 million capital investment to deliver local capital projects including liveable neighbourhood projects, active travel improvements and feminist city work.

Outcome 3: Maintaining a rolling pipeline of design-ready packages in a single delivery plan called 'Connecting Glasgow'

- 4.10. The revised Connecting Glasgow approach will prioritise an inner orbital network as the connected core, followed by radial spokes that extend reach to key destinations and communities and connect to existing infrastructure and planned LN projects. The full [Connecting Glasgow Unified Delivery Framework can be accessed here](#).
- 4.11. As noted above, the first aspect of the revised priority delivery approach is to complete a 23.57 km orbital route and complete an inner core network. With a number of projects such as the South City Way already completed, completion of this phase will require less than 16km of design and delivery of on-road protected cycle lanes and associated footway enhancements.
- 4.12. The accompanying Delivery Plan outlines the City Network route sections required to complete an inner orbital route and connecting spokes. Each route is detailed by its distance in kilometres and associated estimate cost – this is calculated by using a base price per kilometre of delivery with a multiplier for additional complexity i.e. a large junction or bridge.
- 4.13. The delivery of the Connecting Glasgow programme will be guided by the following:
- **Principles:** avoid infrastructure islands; build from existing assets; equity and safety embedded in corridor design; deliverability first.
 - **Governance:** single programme board; GIS portal for internal/external alignment; standardised risk and benefit reporting.
 - **Engagement:** lightweight consultation tailored to annual cycles; co-design on LN add-ons; statutory processes started early.
- 4.14. A summary of the respective CN routes to be prioritised in the period to 2032 as part of the "Connecting Glasgow" Delivery Framework is included below:

Connecting Glasgow: CN Orbital and Spokes Routes



Legend

- Stage
- Constructed
- Construction
- In Design

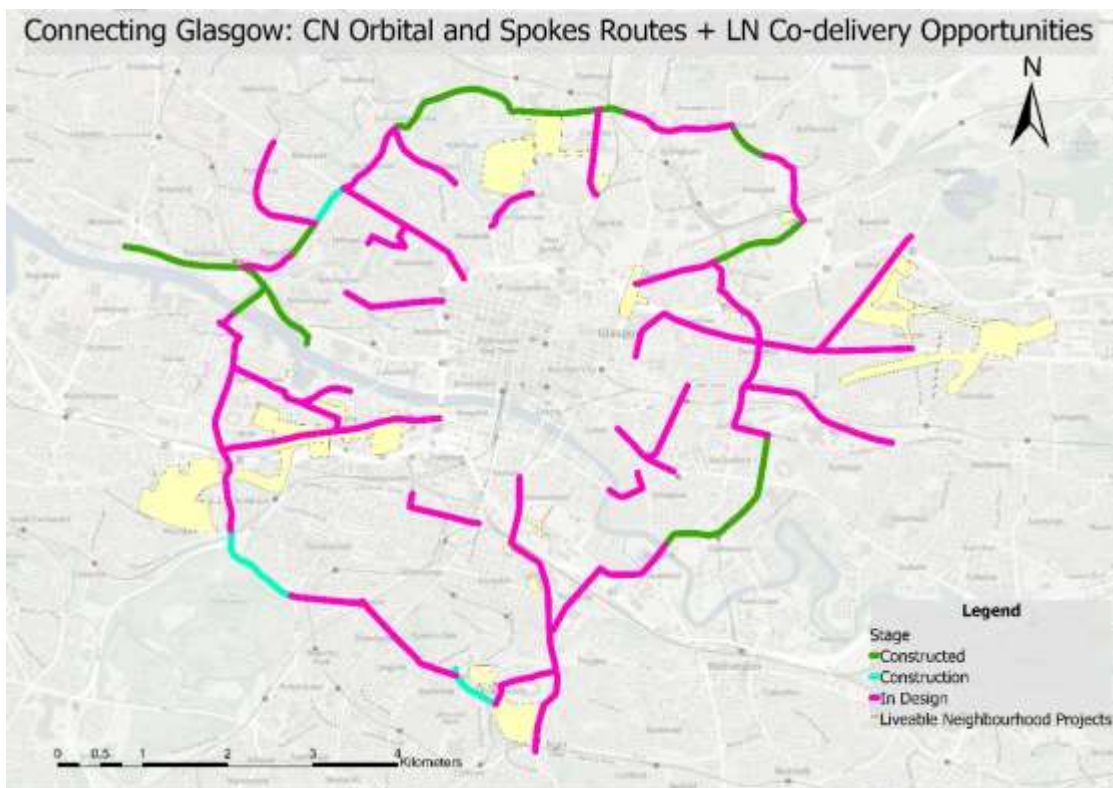
0 0.5 1 2 3 4 Kilometers

Proposed Orbital Route Sections	Distance (km)
Alexandra Park Street	5.6
Bilsland Dr Hawthorn	3.65
Broomfield (NEATR)	0.55
Broomfield Road	1.0
Broomloan Road	1.62
Byres Road	0.55
Clyde Gateway @ Newhall Street to Polmadie and Aikenhead Road	2.4
Connecting Battlefield Phase 2	0.95
Dumbreck Road	1.3
Gallowgate to Clyde Gateway	0.4
Langside Avenue / Minard Road	1.35
Millerston Street	0.5
Queen Margaret Drive	1.0
Sommerville Drive	0.7
Titwood Road	0.9
Viewpark Avenue	1.1
Total for Orbital Network Phase	23.57

Proposed Spoke Route Sections	Distance (km)
Aikenhead Road /Cathcart	2.4
Alexandra Parade	1.8
Bellgrove / Abercomby Street	0.9
Carlisle Street	1.0
Cumbernauld Road to Provanmill	1.5
Duke Street (East) / Shettleston	2.3
Edinburgh Road to Carntyne	1.16
Kelvin Way to GWR (Gibson St / Park Rd)	0.8
Govan Rd / Summertown Rd	1.41
Great Western Road (St. George to Byres Rd)	1.6
Highburgh/Hyndland Rd	0.85

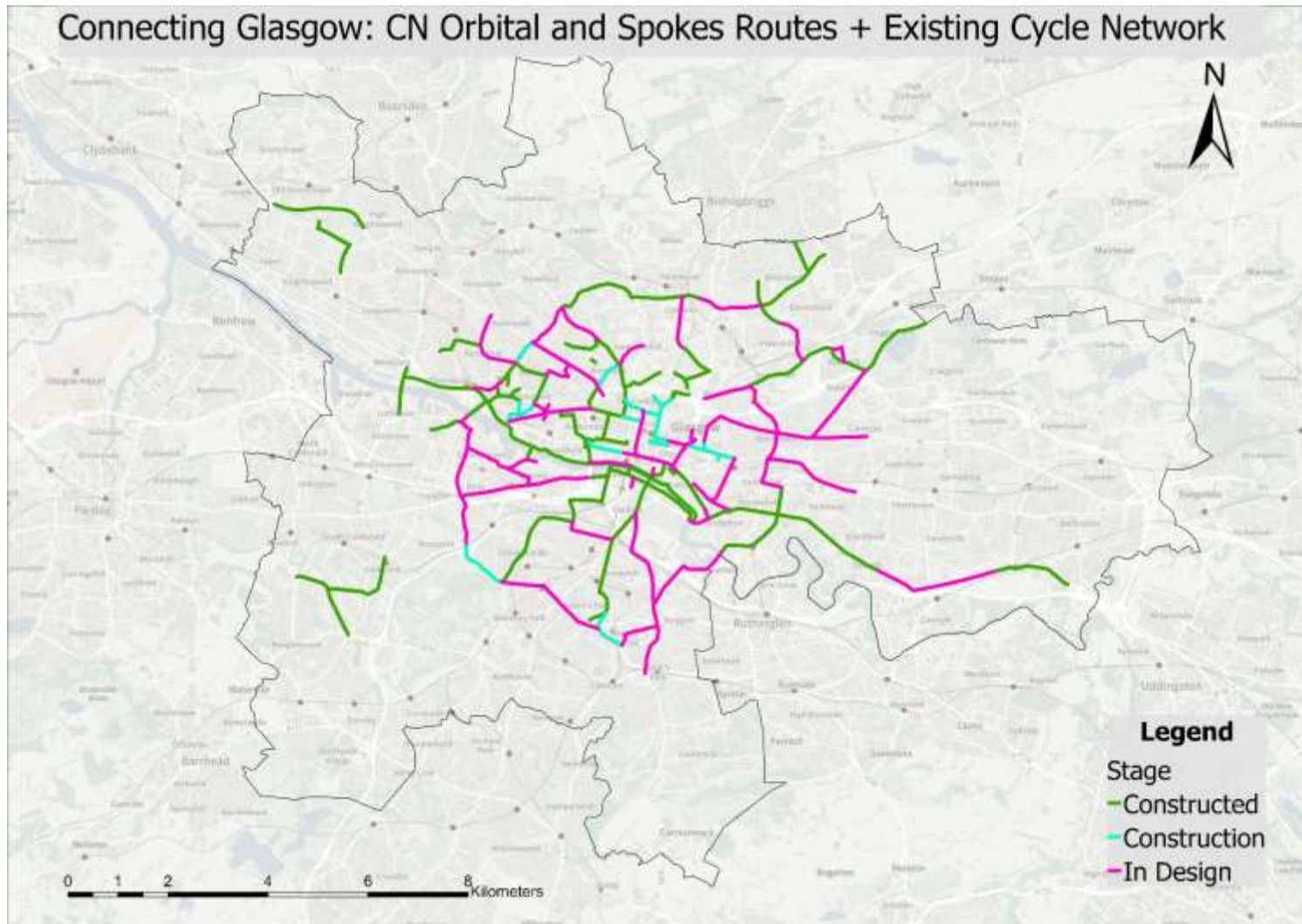
Kings Bridge / Kings Drive	0.4
London Road (Bridgeton to Trongate)	1.43
Lorne Street to Clyde	0.8
Maryhill Road (Bisland to Garscube)	1.0
NCN7 (Castlebank to South Street)	2.6
Paisley Road West to Dumbreck	2.6
Royston Road to Provan	3.5
Sauchiehall Street (West) to Kelvin Way	1.2
South West City Way-South City Way Link (Shields/Maxwell Road)	1.0
Wishart Street	0.62
Total for Spokes Network Phase	30.87

4.15. It should be noted that the projects within the Connecting Glasgow delivery plan, remain subject to technical feasibility and revised costing. The Delivery Plan has been shown below with Liveable Neighbourhood delivery opportunities.



4.16. Finally, the Connecting Glasgow prioritised delivery routes have been overlaid below with existing City Network and other cycle routes to illustrate the scale of ambition.

Connecting Glasgow: CN Orbital and Spokes Routes + Existing Cycle Network



5. Monitoring and Evaluation

- 5.1. A monitoring and evaluation framework has been developed which considers success indicators, an evaluation framework and monitoring processes that will underpin the revised delivery approach.
- 5.2. To ensure robust evaluation, the programme will use a combination of automated and manual methods:
 - Automated Traffic Counters (ATCs)
 - Manual Counts
 - GIS-based monitoring
 - Air quality data
 - User surveys
- 5.3. Monitoring and evaluation of projects will:
 - Review quarterly monitoring updates
 - Approve annual progress reports
 - Ensure consistency with Glasgow Transport Strategy reporting
 - Provide evidence for committee reporting and funding bids
- 5.4. The monitoring framework has been developed to ensure development of the Connecting Glasgow programme is:
 - Evidence-led, demonstrating clear benefits
 - Transparent, with measurable indicators and annual reporting
 - Equity-focused, addressing transport inequities
 - Funding-ready, with robust evidence for future bids
 - Adaptive, allowing the programme to learn and respond to emerging needs
- 5.5. The full Connecting Glasgow Delivery Programme technical report can be found reported at the [Environment and Liveable Neighbourhoods Committee 17th March 2026](#).

6. Next Steps

- 6.1. The revised Delivery Framework will provide a clear pipeline for active travel infrastructure delivery over the coming years, and provide an important strategic basis for the Council's efforts to secure and maximise national funding for delivery.
- 6.2. To support review outcomes and development of the Connecting Glasgow programme, the following steps will be taken:
 - Establish Connecting Glasgow programme board.
 - Confirm priority projects and indicative phasing.
 - Advance "shovel-ready" projects (TROs/consents) for the next ATIF window.
 - Prepare funding bids for ATIF and other funding streams where appropriate.
- 6.3. While focusing resources within available funding streams on the prioritised Connecting Glasgow programme, the Council will continue to maintain its

overarching ambition to deliver the comprehensive City Network across the city. The Council will continue to argue for greater investment in active travel delivery in Glasgow to meet the scale of opportunity and ambition and, should additional resources be made available, will look to accelerate delivery where possible.

7. Policy and Resource Implications

Resource Implications:

Financial: To date full costs of the City Network and Liveable Neighbourhoods to RIBA Stage 2 have been covered by Sustrans PfE to March 2025. It is expected that programmes will be funded by Transport Scotland's Active Travel Infrastructure Fund.

Legal: The Report raises no new legal issues

Personnel: Funding has supported staffing resources within GCC. The City Network progresses through Sustainable Transport Team staff resources and external consultants through procurement. through Scotland Excel framework/ Crown Commercial Services. Internal and external resources will be utilised in taking forward new activity arising.

Procurement: Pending successful funding external consultants will be procured through Scotland the Excel framework / Crown Commercial Services. Internal and external resources will be utilised in taking forward new activity arising.

Council Strategic Plan: The City Network 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 2025-29? 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 impacts as a result of this report?

The work is covered by the overarching EqIA for the Glasgow Transport Strategy which can be found at www.glasgow.gov.uk/transportstrategy. An EqIA for the Active Travel Strategy can also be found at the [GCC's EqIA web page](#).

Additional separate EqIA 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 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.

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

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

8. Recommendations

It is recommended that Committee:

- Notes the content of this report.
- Notes the strategic review of the CN and LN programmes.
- Approves the revised unified delivery framework, Connecting Glasgow.
- Agrees that Council will continue to advocate to Transport Scotland for greater levels of active travel infrastructure funding and for a move to multi-year funding models in order to accelerate programme delivery.