Connecting Glasgow

Unified Delivery Framework for the City Network and Liveable Neighbourhoods Programmes

February 2026

Executive Summary

Glasgow City Council's **City Network (CN)** and **Liveable Neighbourhoods (LN)** programmes were established in 2021 as core components of the city's approach to Connectivity, People and Place, underpinned by both the Glasgow Transport Strategy and Active Travel Strategy. Following Transport Scotland's shift to a new annual funding model in 2025 - the **Active Travel Infrastructure Fund (ATIF)** - the Council undertook a comprehensive review of the existing CN and LN programmes to:

- Respond to the restructuring of national active travel funding.
- Reduce delivery risks associated with fragmented, multi-year project pipelines.
- Maximise the deliverability, coherence and impact of active travel investment.
- Identify how CN and LN can be aligned and delivered more efficiently.

This review determined that the change to the external funding model created delivery risks for future CN and LN projects, meaning the existing delivery plans must be revised to ensuring projects remain deliverable, strategically aligned, and competitive for future funding bids and investment.

A set of core outcomes were identified to reshape active travel delivery in Glasgow while retaining the original vision of both programmes. A separate document outlines the review process undertaken, whilst this document focuses on core outcomes and detailing the delivery framework to be taken forward.

The new 'Connecting Glasgow' programme retains the aspiration and vision of the CN and LN programmes, whilst also providing a new pragmatic delivery plan to meet the contemporary challenges of a shifting funding landscape. The framework employs an orbital and spoke network model for the City Network and co-delivery of Liveable Neighbourhoods interventions to deliver benefits including:

- Quicker realisation of a complete active travel network.
- Earlier safety and connectivity benefits for residents.
- Stronger, more competitive funding submissions.
- Greater alignment between strategic corridors and neighbourhood priorities.
- A more resilient and flexible delivery model in response to national funding changes.
- Improved governance and community engagement processes.

Table of Contents

Version Control

| Version	Author	Reviewed
1	AR	CP
2	AR & MB	CP
3	AR & MB	CP & KA
Final Draft	AR & MB	KA

1.0 Introduction

Glasgow City Council's [Active Travel Strategy](#) (ATS) sets out the vision to make active travel the natural first choice for everyday journeys and defines how active travel contributes to the city's transport needs, and to more positive outcomes for climate, health and social equity. In recent years, delivery of the ATS has included two major and complementary workstreams – **City Network (CN)** and **Liveable Neighbourhoods (LN)**. As part of the work being reported, a comprehensive review and rationalisation of both projects has been undertaken to develop the new *Connecting Glasgow* Programme.

1.1 City Network

The [CN](#) is an ambitious network plan comprising of 270km of on-road protected cycle routes and footway enhancements across the city, providing accessible, safe, direct and comfortable journeys. It will connect Glasgow's communities with education, business, retail, culture and greenspaces. The programme aims to:

- 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 (e.g. 50% women).
- Provide easy access to Glasgow's green network of canals and rivers, parks and old railways.

Figure 1 - The existing Cycle Network in Glasgow (City Network plus other active travel infrastructure projects e.g. Connecting Woodside))
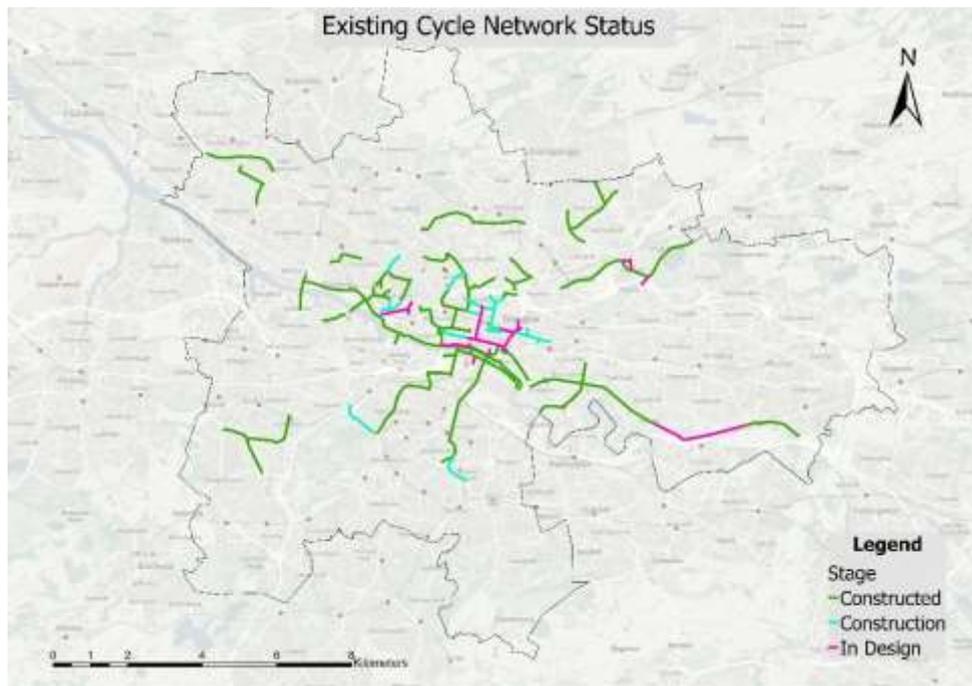
1.2   Liveable Neighbourhoods

The LN programme develops interventions with the aim of reinvigorating the city's neighbourhoods and local high streets, making them more attractive to socialise, play, shop locally, and move around. The programme is planned around four themes: 'Local Town Centres', 'Everyday Journeys', 'Active Travel', and 'Streets for People', and aims to provide:

- Healthy more resilient places that allow people of all ages and abilities to thrive in their local area.
- Accessible places where people can meet their daily needs and services in a sustained manner.
- Better connect places helping to reduce the city's dependency on cars by making walking, cycling and public transport the first choice.

Considering the complementary nature of both workstreams and significant changes to the national active travel funding model introduced from 2025, it was deemed prudent to undertake a holistic programme review with a goal of building on the progress made to-date and streamlining of future project delivery.

The programme review, detailed in full in a separate document, concluded that the change to the external funding model has created significant delivery risks for future CN and LN projects. It was recommended that a revised approach to delivery is developed to ensure both projects remain deliverable, strategically aligned, and competitive for future funding bids and investment.

The '*Connecting Glasgow'* Delivery Framework, as detailed in this document, unifies the CN and LN programmes to enable their co-delivery and supersedes the [City Network Final Delivery Plan](#), published in 2023.

1.3   About 'Connecting Glasgow'

The new '*Connecting Glasgow'* Delivery Framework ensures the Council continues to deliver on the planned outcomes of the CN and LN programmes in accordance with the new national funding and delivery model for active travel infrastructure in Scotland (the Active Travel Infrastructure Fund (ATIF)).

Connecting Glasgow aims to:

- Maximise the deliverability of the City Network.
- Establish a new pathway for the LN programme.
- Maintain a rolling pipeline of design-ready packages.
- Be responsive to annual ATIF funding windows.

2.0 Programme Review

2.1 Overview

The programme review was carried out by the Council in January 2026 and involved the following key activities:

- An evaluation of the existing [City Network Delivery Plan](), Liveable Neighbourhood Plans and associated GIS resources.
- An evaluation of the key changes to the external funding landscape and understanding of the risks associated with maintaining the existing delivery plans with the introduction of ATIF.
- An evaluation of the current policy landscape and the key linkages to both programmes.
- A review of the rationale for both programmes and priority areas for delivery.
- Development of a revised approach to delivery of the City Network, reflecting the new funding constraints.
- An assessment of opportunities for the co-delivery of both programmes, aligning Liveable Neighbourhoods interventions with the revised approach to deliver the City Network.
- A review of existing cost plans (where available) and calculation of costs for the revised delivery approach.

2.2 Recommendations and Key Outcomes

The programme review determined that the existing delivery model for the CN and LN programmes is no longer fit for purpose under the new funding conditions. It was recommended that a revised approach is developed in alignment with the following outcomes:

- **Outcome 1: Maximising the deliverability of the City Network**: prioritising closing gaps in existing protected cycle infrastructure by advancing completion of the network with an **inner orbital** route and **connecting spokes**.

- **Outcome 2: Establishing a new pathway for the LN programme:** aligning neighbourhood-level interventions with the revised approach to deliver the City Network.

- **Outcome 3: Maintaining a rolling pipeline of design-ready packages in a single delivery framework called 'Connecting Glasgow' covering the period to 2032:** unifying the CN and LN programmes; enabling their co-delivery and being responsive to annual ATIF funding windows.

3.0 The Connecting Glasgow Delivery Framework

3.1 Overview

'Connecting Glasgow' will now be taken forward to deliver City Network routes and Liveable Neighbourhoods interventions. The new framework retains the aspiration and vision of the two programmes, whilst providing a pragmatic delivery plan to meet the contemporary challenges of a shifting funding landscape.

The framework employs an orbital and spoke network model for the City Network and co-delivery of Liveable Neighbourhoods interventions to deliver:

- **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.

This revised approach maintains the original vision of the City Network and supersedes the 2023 delivery plan to prioritise 54.44km of priority 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, are not being deferred and will be reviewed in 2027/28 to identify a suitable delivery approach.

The outcomes have been aligned with ATIF Tiers 1 and 2 as follows:

- **ATIF Tier 1** (direct award): early engagement, concept/design, minor LN works.
- **ATIF Tier 2** (competitive): corridor construction + bridge/severance packages.

3.2 Outcome 1: Maximising the deliverability of the CN programme

Moving forward, the CN programme will follow revised network planning principles, as follows:

- A 'strategic corridors first' approach; and
- Consideration given to gap closure - to connect planned routes with existing infrastructure and committed projects.

A radial and spoke delivery approach for the City Network will be adopted, which also takes cognisance of opportunities to co-deliver LN interventions.

The orbital and spoke proposals are mapped in Figures 2, 3 and 4 respectively, with the status of each route sections also highlighted.
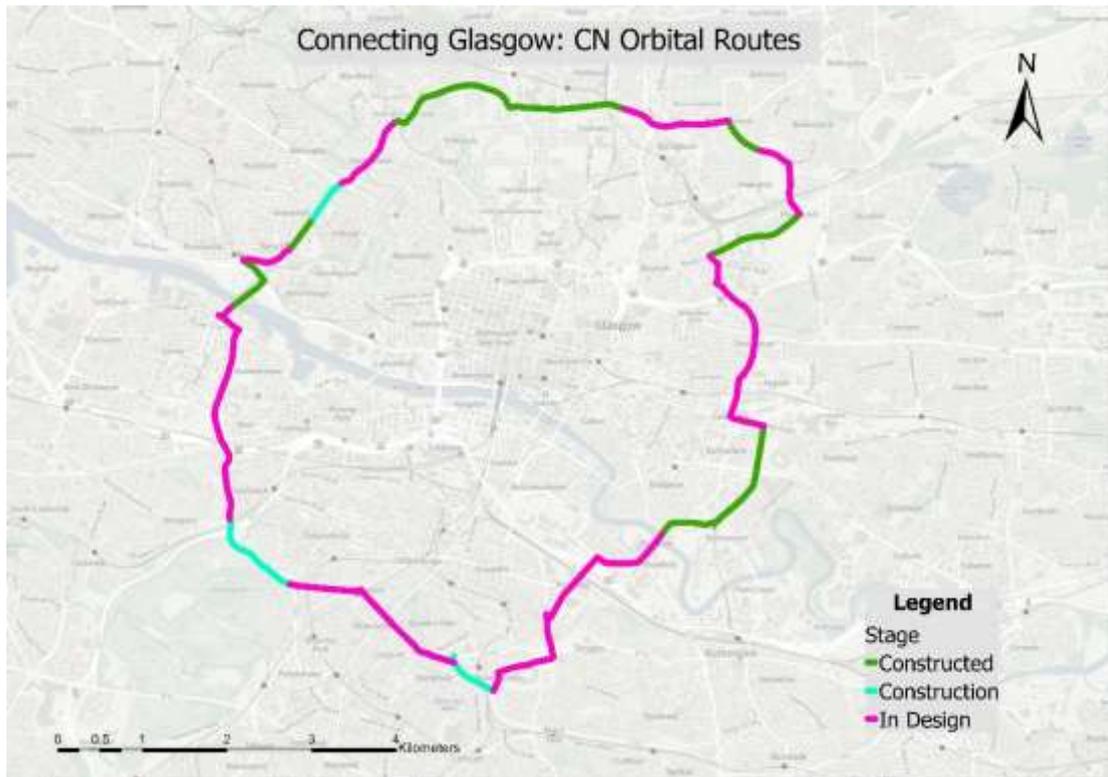
Figure 2 - CN Orbital Route Delivery Map

Figure 3 - CN Spokes Route Delivery Map

Figure 4 - CN Orbital and Spokes Delivery Map

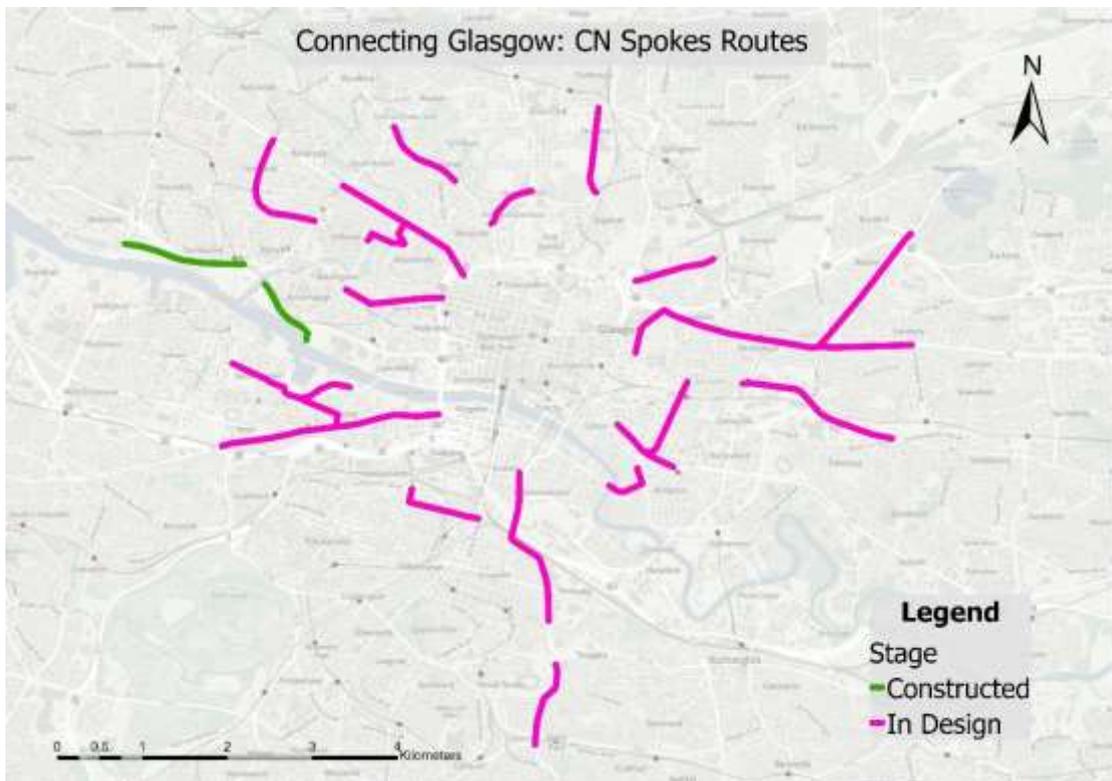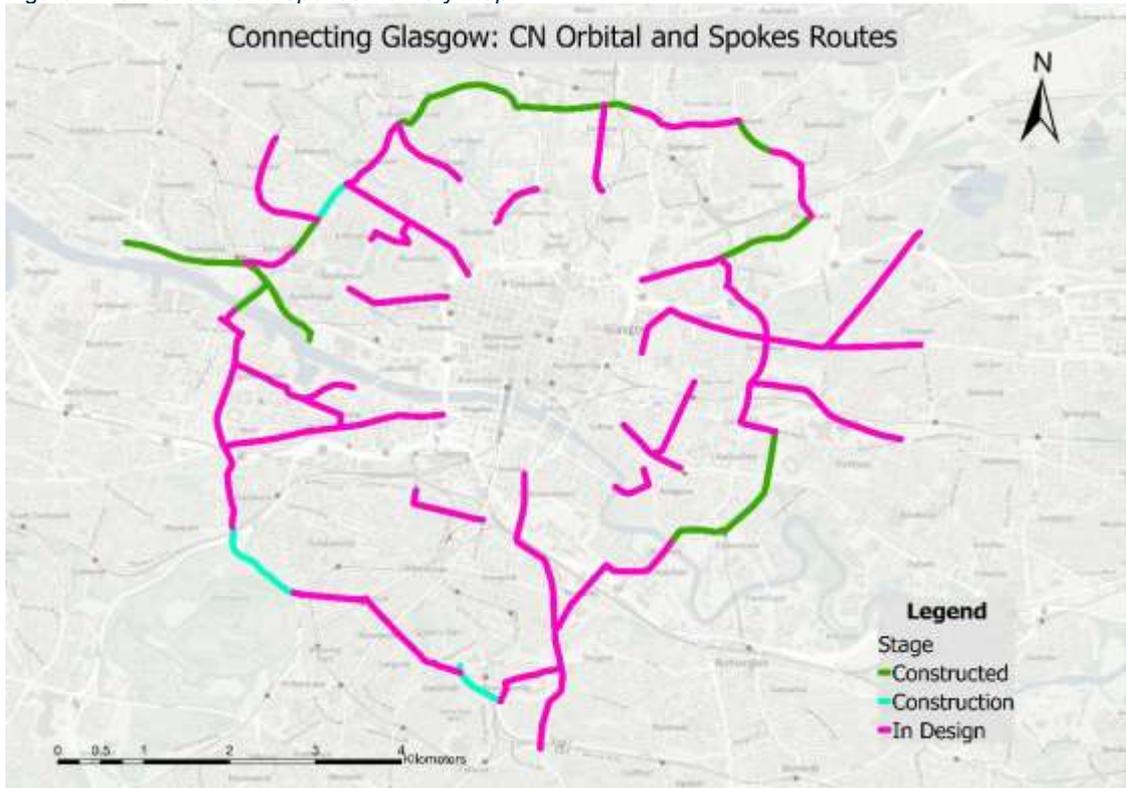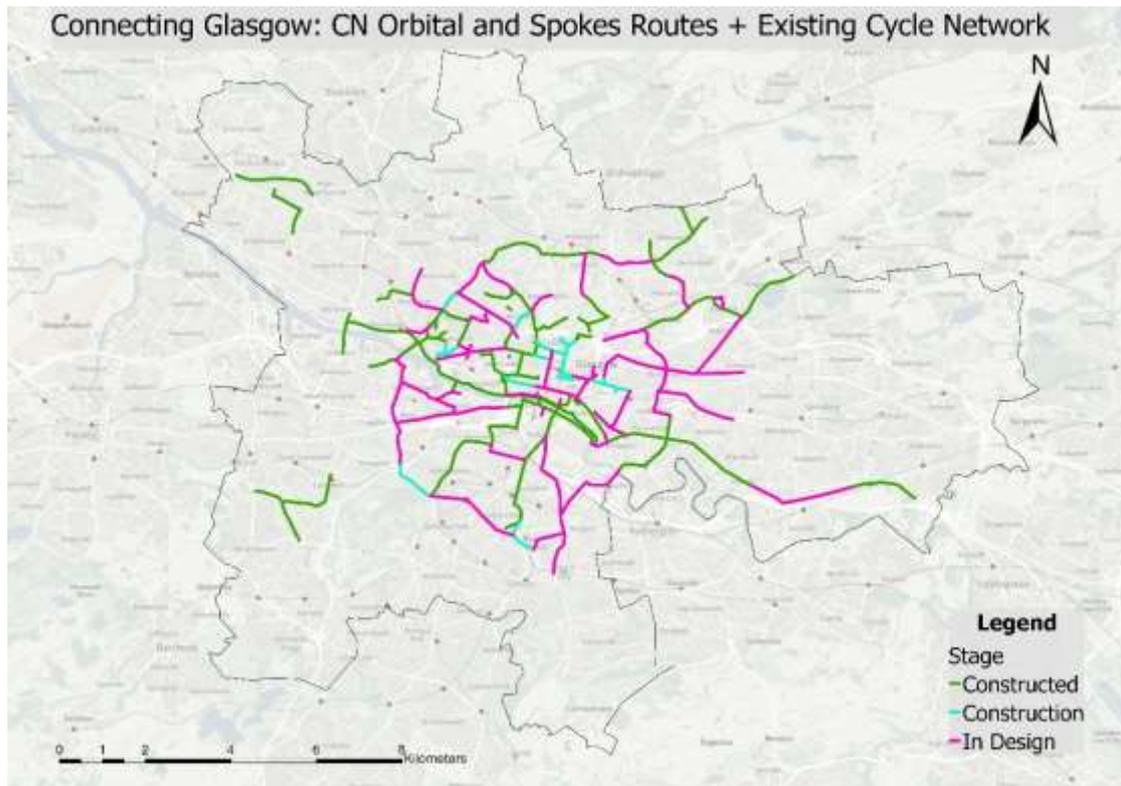Connecting Glasgow: CN Orbital and Spokes Routes

This approach will allow development of a connected network; crucially it will ensure the expansion of routes will be progressed from an existing section of protected cycle infrastructure to provide continuity. Figure 5 shows how this will be realised alongside the current network.

Figure 5 - CN Orbital and Spokes approach shown alongside the existing network

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

Legend
Stage
— Constructed
— Construction
— In Design

3.2.1 Benefits of the New Approach

The revised framework will enable the Council to deliver active travel infrastructure more efficiently, providing 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
- Stronger justification for funding bids.

3.3 Outcome 2: Establishing a new pathway for the LN Programme

Where LN interventions interlink with the City Network funding will be levered for implementation or co-delivery alongside CN routes to provide added value for communities.

This revised approach will see numerous LN proposals, which have emerged directly from community engagement, be delivered in addition to more accessibility focused interventions.The opportunities for CN and LN co-delivery are mapped in **Figure 6**.

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 Joint City Government and Scottish Green Party Budget Proposals for 2026-27 include an option to extend the Community Municipal Investment Model with a £1.4 million capital investment intended to deliver local capital projects including liveable neighbourhood projects, active travel improvements and feminist city work.

3.4 Outcome 3: Maintaining a rolling pipeline of design-ready packages in a single delivery plan

Outcomes 1 and 2 are supported by the Connecting Glasgow unified delivery framework which is designed to facilitate implementation of the inner orbital network as the connected core, followed by radial spokes that extend reach to key destinations and communities, and LN interventions where they directly enhance corridor function, safety and inclusion.

Delivery of Connecting Glasgow will cover the period to 2032 and 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**: consultation tailored to annual cycles; co-design on LN add-ons; statutory processes started early.

3.4.1 Project Pipeline

The project pipeline comprises 23.57 km of route sections to complete an orbital route and a further 30.87 km complete an inner core network.

The route sections required to complete an inner orbital and spokes network are outlined across **Tables 1** and **2**.

Table 1 - Orbital Route Selection

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 at Newhall Street to Polmadie and Aikenhead Road	2.4
Connecting Battlefield Phase 2	0.95
Dumbreck	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**

Table 2 - Spoke Route Selection

Proposed Spoke Routes	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**

A full delivery plan, which also provides cost estimates[1], is included at **Appendix A** and is intended to provide a guide for the Council and its partners to expediate delivery when funding and resourcing is secured. It is not specified in a delivery order and should be implemented in a manner which prevents 'infrastructure islands' from developing, with each route section commencing/ concluding on existing or committed infrastructure to maximise continuity and early user benefit.

It is noted routes and interventions remain subject to technical feasibility work and detailed costings.

3.4.2 <u>Bridges, connections, severance and improvements</u>
In addition to expediting linear routes, Connecting Glasgow must also seek to address severance, which is an additional barrier to modal shift and realising the Council's vision from the ATS and LN programmes. Rivers, railway lines and large urban developments, pose a challenge to enabling accessible, coherent and direct active travel journeys.

Improvements to existing routes (such as the South City Way), which now have significant cyclist flows, will require improvements over time and some features such as junctions or kerb type will be revisited to deliver further improvements on a project-by-project basis.

3.4.3 <u>Liveable Neighbourhoods Co-Delivery Opportunities</u>
LN interventions from Tranches 1-3, comprising both existing activity and new proposals that have emerged directly from engagement with local communities, have been identified for co-delivery with relevant CN route sections.

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[1] Cost estimates are calculated by using a base price per kilometre of delivery with a multiplier for additional complexity i.e. a large junction or bridge.

Figure 6 - CN and LN Co-Delivery Map

Connecting Glasgow: CN Orbital and Spokes Routes + LN Co-delivery Opportunities
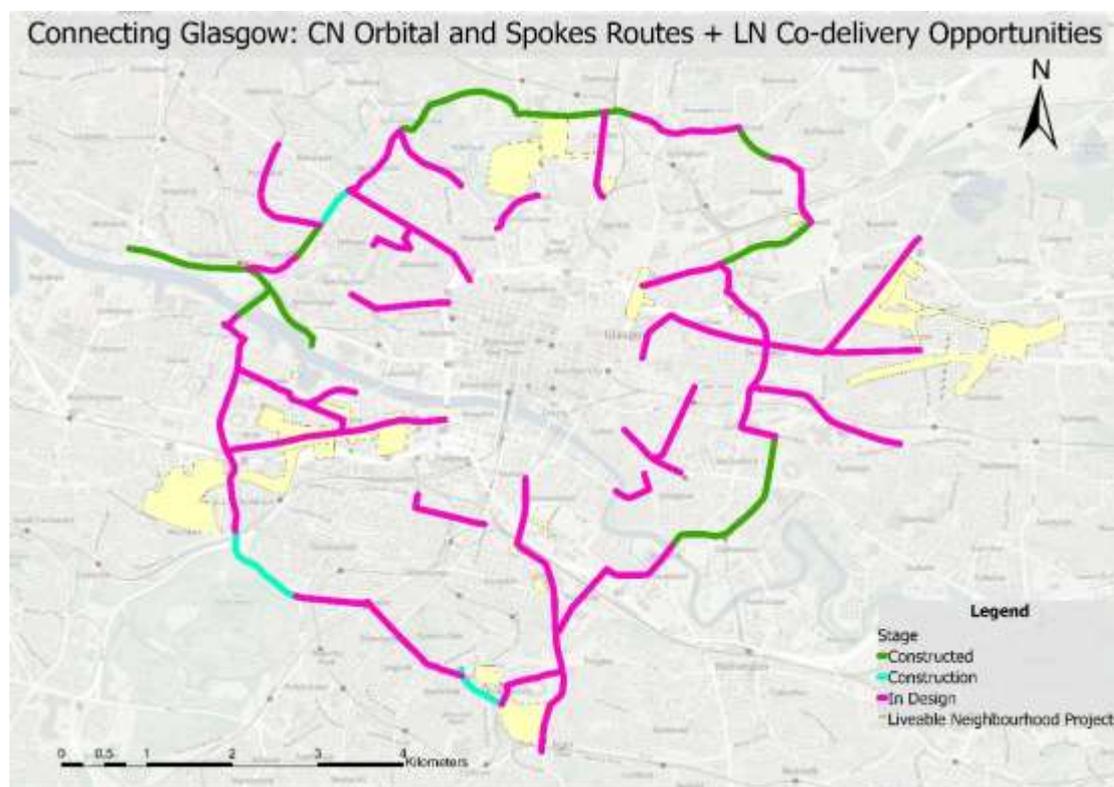
The identified LN interventions are outlined in **Table 3**.

Table 3 - LN Co-Delivery Opportunities

Liveable Neighbourhood Area	Intervention
Cardonald to Mosspark	Accessible Bellahouston
Dennistoun to Cranhill	Alexandra Cross
	Riddrie Local Town Centre, Riddrie
	Carntyne and Cranhill Safer Streets Scheme
	Haghill Cross
	Ruchazie Street Trees
Govan to Kingston	Govan Gateway
	Festival Park and Lorne Street
	Cessnock/Ibrox village strip
	Seaward Street to Bellahouston Academy active travel link
	PRW Toll Cross Local Town Centre
	M8 Undercroft

Langside to Toryglen	Mount Florida Streets for People
	Hampden South Streets for People
Pollokshields East to Gorbals	Govanhill Northern green gateway
	Enhanced Riccarton Street park
	Safe and Direct Links to Crown Street Retail Park
	Cathcart/Aikenhead Road pedestrian priority junction
Royston to Hogganfield	Barmulloch Primary school zone interventions
	Cloverbank Street to Armadale Path
	M8 Junction-15/Castle Street pedestrian improvements
	Royston Square
Ruchill to Cowlairs	Keppochhill/Keppoch Cross Placemaking
	Ashfield Street/Kinbuck Passage/Byshot Path
	Hamiltonhill Placemaking
	Saracen Street Public Realm
	Activating spaces at Allander Street/Denmark Street/Ashfield Street
	Millennium Park Revisited
	Brothers Path (Balmore Rd to Saracen St)

LN proposals that do not align with the revised approach to the City Network will remain on the long list of LN proposals (as included in **Appendix B**) for consideration in line with other funding mechanisms.

4.0 Monitoring & Evaluation

4.1 Overview

Monitoring and evaluation is essential to demonstrating that investment in the Connecting Glasgow programme is offering value for money, supporting modal shift, improving safety and delivering connectivity for communities. This section sets out the success indicators, evaluation framework and monitoring processes that will underpin the revised delivery approach.

4.2 Strategic Outcomes

The monitoring framework reflects the intended outcomes of the Connecting Glasgow delivery model:

A. **A connected, safe and coherent active travel network** that enables walking, wheeling and cycling as first-choice modes.

B. **Improved access and equity**, particularly in poorly connected and/or areas of high deprivation
C. **Enhanced local environments and public spaces** that enable living well locally
D. **Reduced road danger**, supporting Glasgow's Road Safety Vision.
E. **Greater support and participation in active travel**, measured through engagement, perception and behaviour.
F. **Strong funding performance** demonstrated through successful bids, delivery and measurable benefits.

4.3 Success Indicators

Success will be assessed through a balanced set of indicators organised around four domains: Connectivity, People, Place, and Performance. These indicators align with national and regional standards used by Transport Scotland.

4.3.1 Connectivity Indicators

Indicator	Description
Connected network delivered (km)	Length of fully connected, protected active travel routes delivered each year.
Gap closures completed	Number of 'infrastructure islands' addressed between existing and new routes.
Accessibility improvements	Number of crossing upgrades, continuous footways and step-free enhancements delivered.
Severance reductions	Delivery of major connections such as bridges, underpasses and other 'short cut' interventions

4.3.2 People Indicators

Indicator	Description
Modal shift	Change in walking/wheeling and cycling volumes on completed corridors
Equity impact	Investment and benefits delivered in areas with high levels of SIMD deprivation and/or low car ownership
School and local journeys	Number of active travel journeys being made on routes to schools, services and other local trip generators

4.3.3 Place Indicators

Indicator	Description
Street quality and greening	Number of trees planted, sustainable drainage improvements made, street clutter removed.
LN interventions completed	Volume and type of LN improvements delivered alongside CN routes.

Indicator	Description
Air quality contributions	Changes in NO_2/PM at representative sites (where monitored).

4.3.4 Programme Indicators

Indicator	Description
Funding success rate	Proportion of ATIF and external bids secured.
Delivery on time and budget	% of projects delivered within annual funding windows and approved budgets.
Readiness pipeline	Number of design-ready projects for next funding cycle (TROs, consents, surveys completed).
Stakeholder engagement effectiveness	Participation levels and feedback quality from communities and partners.

4.4 Impact Evaluation Framework

Evaluation will occur at **three levels**:

1. CN route evaluation (Project Impact)
   Each corridor package will include:

   - Before/after monitoring (counts, speeds, collisions, delay, journey quality)
   - Equality Impact Assessment tracking
   - Engagement impact review
   - Cost–benefit reflection, referencing active travel health benefits and value-for-money

2. Programme-Level Evaluation (Annual Review)
   An annual report being presented to committee will:

   - Summarise progress against success indicators
   - Track emerging risks (funding, consents, utilities, engagement)
   - Update GIS-based maps and dashboards
   - Provide evidence for subsequent ATIF bids and committee reporting

3. Strategic Evaluation (Every 2–5 Years)
   A broader evaluation, aligned to Transport Scotland guidance, will assess:

   - Long-term modal shift trends
   - Network cohesion and city-scale accessibility
   - Economic, health and environmental benefits
   - Alignment with Glasgow Transport Strategy, Active Travel Strategy, City Development plans and other strategic outcomes

This periodic review will inform revisions to future phases of Connecting Glasgow (considering legacy phasing of the CN and LN programmes).

4.5 Data Collection and Monitoring Methods

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

4.6 Governance and Reporting

Monitoring and evaluation will be overseen by the Glasgow City Council.

- Review quarterly monitoring updates
- Approve annual progress reports
- Ensure consistency with Glasgow Transport Strategy reporting
- Provide evidence for committee reporting and funding bids.

4.6.1 Summary

This success and monitoring framework ensures that delivery of the Connecting Glasgow framework 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

By monitoring across network, people, place and performance aspects, the Council will be able to clearly demonstrate how investment in active travel is transforming Connectivity, People and Place across Glasgow.

5.0 Next Steps

To support review outcomes and development of the Connecting Glasgow ` programme, the following next steps will be taken forward:

- Establish Connecting Glasgow **programme board**.
- Confirm priority packages and **indicative phasing**.
- Advance **"shovel-ready"** projects (TROs/consents) for the next ATIF window.
- Prepare **funding bids** with clear City Network and LN outcomes.

Appendix A: Outline delivery plan and estimated costs of prioritised routes and interventions

Orbital route section	Distance (km)	Estimated cost (£1.6M/km + multipliers)	LN co-delivery opportunities
Alexandra Park Street	5.6	£8,960,000	Generic Continuous footways, street-trees and seating
Broomfield Road	1.0	£1,800,000	Generic Continuous footways, street-trees and seating Royston to Hogganfield LN: • Barmulloch Primary school zone interventions

Broomloan Road	1.62	£2,592,000	Generic Continuous footways, street-trees, parklets and seating
Clyde Gateway at Newhall Street to Polmadie and Aikenhead Road	2.4	£3,840,000	Generic Continuous footways, street-trees and seating
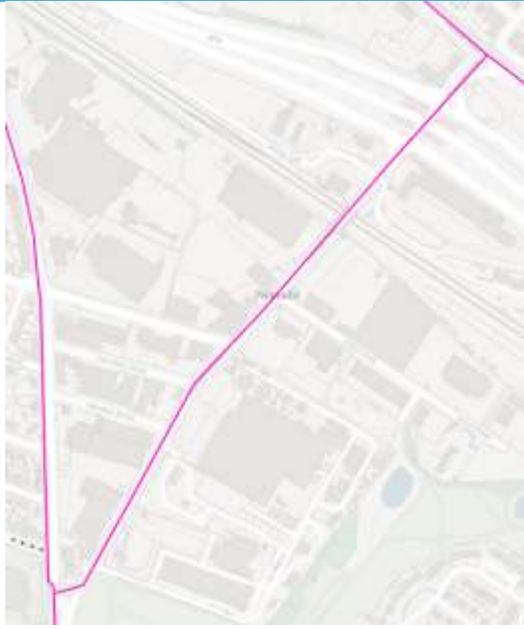
Gallowgate to Clyde Gateway	0.4	£640,000	Generic Continuous footways, street-trees and seating
Langside Avenue / Minard Road	1.35	£2,160,000	Generic Continuous footways, street-trees and new crossings
Millerston Street	0.5	£800,000	Generic Continuous footways, street-trees and seating

Queen Margaret Drive			
	1.0	£1,600,000	Generic Continuous footways, street-trees and seating
Sommerville Drive	0.7	£1,120,000	Generic Modal filters, continuous footways, street-trees, seating and new crossings
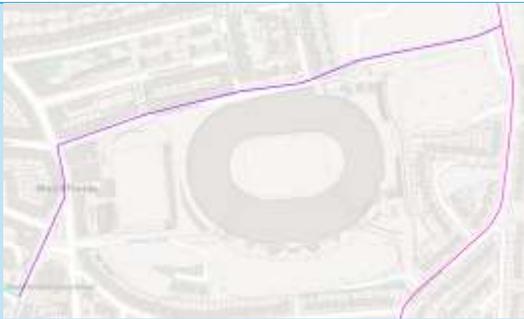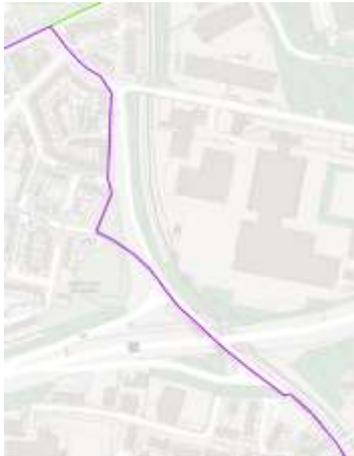
Viewpark Avenue 	1.1	£1,760,000	<u>Royston to Hogganfield LN</u> Cloverbank Street to Armadale Path
TOTAL	**15.62 km**	**£25,072,000**	
Sections currently in design/construction	**Distance**		

Bilsland Dr Hawthorn	3.65		
Byres Road	0.55		
Broomfield (NEATR)	0.55		
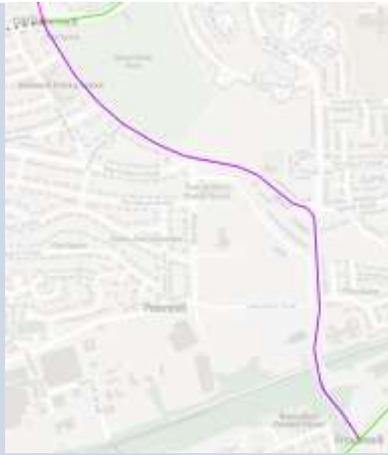
Connecting Battlefield Phase 2	0.95		
Dumbreck Road	1.3		

Titwood Road 	0.9		
In progress	**7.9 km**		
TOTAL	**23.57 km**		

Spokes route section	Distance (km)	Cost (£1.6M/km + multipliers)	LN co-delivery opportunities
Aikenhead Road /Cathcart	2.4	£3,840,000	Langside to Toryglen LN • Mount Florida Streets for People • Hampden South Streets for People Pollokshields East to Gorbals LN: • Govanhill Northern green gateway • Enhanced Riccarton Street park • Safe and Direct Links to Crown Street Retail Park • Cathcart/Aikenhead Road pedestrian priority junction Generic Continuous footways, street-trees and seating
Alexandra Parade	1.8	£2,880,000	Dennistoun to Cranhill LN • Alexandra Cross Generic Continuous footways, street-trees and seating
Bellgrove / Abercomby Street	0.9	£1,440,000	Generic

			Continuous footways, street-trees and seating
Carlisle Street	1	£1,600,000	Ruchill to Cowlairs LN • Keppochhill/Keppoch Cross Placemaking • Ashfield Street/Kinbuck Passage/Byshot Path Generic Continuous footways, street-trees and seating
Cumbernauld Road to Provanmill	1.5	£2,400,000	Dennistoun to Cranhill LN • Riddrie Local Town Centre, Riddrie • Carntyne and Cranhill Safer Streets Scheme.

			Generic Continuous footways, street-trees and seating
Duke Street (East) / Shettleston 	2.3	£3,680,000	Dennistoun to Cranhill LN • Haghill Cross Generic Continuous footways, street-trees and seating
Edinburgh Road to Carntyne	1.16	£1,856,000	Dennistoun to Cranhill LN • Ruchazie Street Trees

			Generic Continuous footways, street-trees and seating
Kelvin Way to GWR (Gibson / Park Rd) 	0.8	£1,280,000	Generic Continuous footways, street-trees and seating
Govan Road / Summertown Road 	1.41	£2.256,000	Govan to Kingston LN • Govan gateway • Festival Park and Lorne Street. Generic Continuous footways, street-trees and seating
Great Western Road (St. George's X to Byres Rd)	1.6	£2,560,000	Generic Continuous footways, street-trees and seating

Highburgh/Hyndland Rd	0.85	£1,360,000	Generic Continuous footways, street-trees and seating
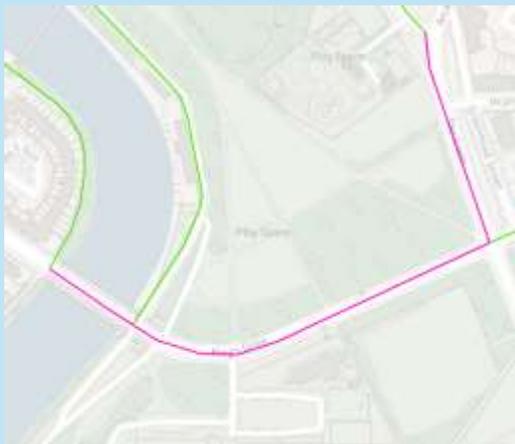
Kings Bridge / Kings Drive	0.4	£640,000	Generic Continuous footways, street-trees and seating
London Road (Bridgeton to Trongate)	1.43	£2,288,000	Generic Continuous footways, street-trees and seating

Lorne Street to Clyde	0.8	£1,280,000	Govan to Kingston LN • Govan gateway • Festival Park and Lorne Street Generic Continuous footways, street-trees and seating
Maryhill Road (Bisland to Garscube)	1.0	£1,600,000	Generic Continuous footways, street-trees and seating
NCN7 (Castlebank - South Street)	2.6	£4,160,000	Generic Continuous footways, street-trees and seating
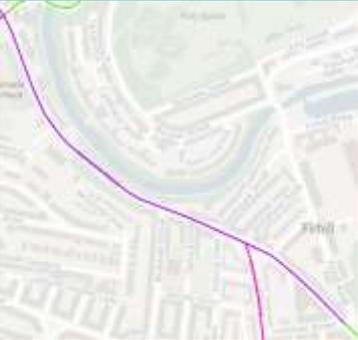
Paisley Road West – Dumbreck	2.6	£4,160,000	**Govan to Kingston LN** • Cessnock/Ibrox village strip • Seaward Street to Bellahouston Academy active travel link • PRW Toll Cross Local Town Centre • M8 Undercroft **Cardonald to Mosspark LN** • Accessible Bellahouston **Generic** Continuous footways, street-trees and seating
Royston Road to Provan	3.5	£5,600,000	**Royston to Hogganfield LN** • M8 Junction-15/Castle Street pedestrian improvements

			• Royston Square Generic Continuous footways, street-trees and seating
Sauchiehall Street (West) to Kelvin Way 	1.2	£1,920,000	Generic Continuous footways, street-trees and seating
South West City Way-South City Way Link (Shields/Maxwell Road)	1.0	£1,600,000	Generic Continuous footways, street-trees and seating
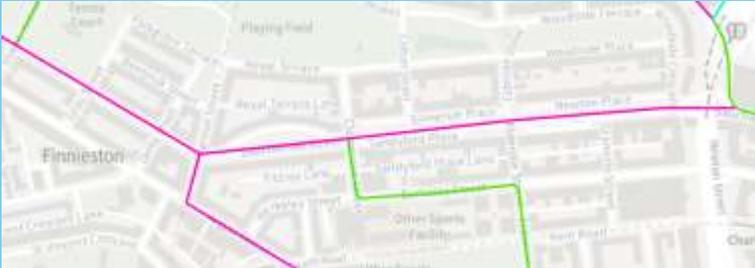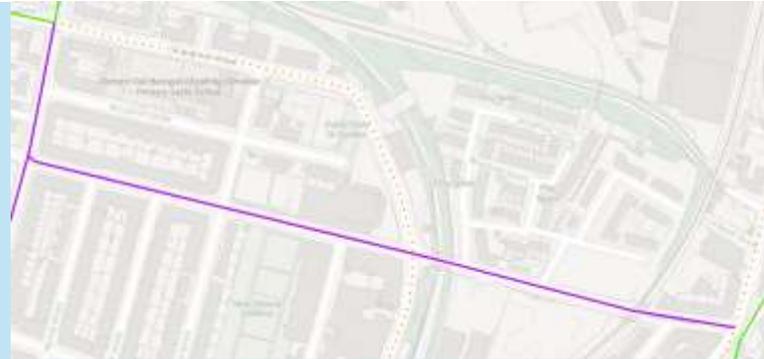
Wishart Street	0.62	£992,000	Generic Continuous footways, street-trees and seating
Woodlands Road	0.95	£1,520,000	Generic Continuous footways, street-trees and seating

TOTAL	**30.87**	**£49,392,000**	

Estimated route costs with ATIF and Capital breakdown

CN Orbital route section	Estimated cost (£1.6M/km)	Application to ATIF (up to 70%)	Remaining capital cost
Alexandra Park Street	£ 8,960,000		£ 2,688,000
Broomfield Road	£ 1,800,000	£ 1,260,000	£ 540,000
Broomloan Road	£ 2,592,000	£ 1,814,400	£ 777,600
Clyde Gateway at Newhall Street to Polmadie and Aikenhead Road	£ 3,840,000	£ 2,688,000	£ 1,152,000
Gallowgate to Clyde Gateway	£ 640,000	£ 448,000	£ 192,000
Langside Ave. / Minard Road	£ 2,160,000	£ 1,512,000	£ 648,000
Millerston Street	£ 800,000	£ 560,000	£ 240,000
Queen Margaret Drive	£ 1,600,000	£ 1,120,000	£ 480,000
Sommerville Drive	£ 1,120,000	£ 784,000	£ 336,000
Viewpark Avenue	£ 1,760,000	£ 1,232,000	£ 528,000
TOTAL	**£25,272,000**	**£17,690,400**	**£7,581,600**

CN Spokes route section	Distance (km)	Estimated cost (£1.6M/km + multipliers)	Application to ATIF (up to 70%)	Remaining capital cost
Aikenhead Road / Cathcart	2.4	£ 3,840,000	£ 2,688,000	£ 1,152,000
Alexandra Parade	1.8	£ 2,880,000	£ 2,016,000	£ 864,000
Bellgrove / Abercromby Street	0.9	£ 1,440,000	£ 1,008,000	£ 432,000
Carlisle Street	1	£ 1,600,000	£ 1,120,000	£ 480,000
Cumbernauld Road to Provanmill	1.5	£ 2,400,000	£ 1,680,000	£ 720,000
Duke Street (East) / Shettleston	2.3	£ 3,680,000	£ 2,576,000	£ 1,104,000
Edinburgh Road to Carntyne	1.16	£ 1,856,000	£ 1,299,200	£ 556,800
Kelvin Way to GWR (Gibson St / Park Rd)	0.8	£ 1,280,000	£ 896,000	£ 384,000
Govan Rd / Summertown Rd	1.41	£ 2,256,000	£ 1,579,200	£ 676,800
GWR (St. George to Byres Rd)	1.6	£ 2,560,000	£ 1,792,000	£ 768,000
Highburgh/Hyndland Rd	0.85	£ 1,360,000	£ 952,000	£ 408,000
Kings Bridge / Kings Drive	0.4	£ 640,000	£ 448,000	£ 192,000

London Road (Bridgeton to Trongate)	1.43	£ 2,288,000	£ 1,601,600	£ 686,400
Lorne Street to Clyde	0.8	£ 1,280,000	£ 896,000	£ 384,000
Maryhill Road	1	£ 1,600,000	£ 1,120,000	£ 480,000
NCN7 (Castlebank - South Street)	2.6	£ 4,160,000	£ 2,912,000	£ 1,248,000
Pasiley Road West - Dumbreck	2.6	£ 4,160,000	£ 2,912,000	£ 1,248,000
Royston Road to Provan	3.5	£ 5,600,000	£ 3,920,000	£ 1,680,000
Sauchiehall Street (West) to Kelvin Way	1.2	£ 1,920,000	£ 1,344,000	£ 576,000
SWCW-SCW Link (Shields/Maxwell)	1	£ 1,600,000	£ 1,120,000	£ 480,000
Wishart Street	0.62	£ 992,000	£ 694,400	£ 297,600
TOTAL	**30.87**	**£ 49,392,000**	**£34,574,000**	**£14,817,600**

Appendix B: LN Proposals Outwith the CN

LN Area	Theme	Name of Proposal
Dennistoun to Cranhill LN	Streets for People	Duke Streets for People
Dennistoun to Cranhill LN	Active Travel	Railway Bridges
Dennistoun to Cranhill LN	Streets for People	Alexandra Parade Streets for People
Dennistoun to Cranhill LN	Streets for People	Dennistoun Streets for People
Dennistoun to Cranhill LN	Streets for People	Reidvale Streets for People
Dennistoun to Cranhill LN	Everyday Journeys	Improvements to Hogarth Park
Dennistoun to Cranhill LN	Streets for People	Haghill Cross
Dennistoun to Cranhill LN	Local Town Centres	Alexandra Cross
Dennistoun to Cranhill LN	Everyday Journeys	Todd Street Green Space
Dennistoun to Cranhill LN	Streets for People	Rain Garden Loop
Dennistoun to Cranhill LN	Local Town Centres	Greenfield Pitches Entrance and Gap Site
Dennistoun to Cranhill LN	Everyday Journeys	Reinstate Parkhead North Railway Station
Dennistoun to Cranhill LN	Local Town Centres	Carntyne Civic Square
Dennistoun to Cranhill LN	Local Town Centres	High Carntyne Allotments
Dennistoun to Cranhill LN	Streets for People	Ruchazie Street Trees
Dennistoun to Cranhill LN	Local Town Centres	Riddrie Local Town Centre
Dennistoun to Cranhill LN	Streets for People	Pedestrian Bridge Lighting
Dennistoun to Cranhill LN	Local Town Centres	One Cranhill
Dennistoun to Cranhill LN	Streets for People	Cranhill Park Improvement
Dennistoun to Cranhill LN	Streets for People	Community Gardens and Woodland
Dennistoun to Cranhill LN	Streets for People	Riddrie, Carntyne and Cranhill Safer Streets Scheme

LN Area	Theme	Name of Proposal
Dennistoun to Cranhill LN	Streets for People	Redesign as Local Play Areas
Yorkhill to Anderston LN	Streets for People	Improved Streetscaping of Argyle Street / St Vincent Street
Yorkhill to Anderston LN	Streets for People	Improved Streetscaping of Sauchiehall Street with One-way System, Greening and Pedestrian/ Cycling Space
Yorkhill to Anderston LN	Streets for People	Improved Streetscaping of Kelvinhaugh Street with Greening and Pedestrian/Cycling Space
Yorkhill to Anderston LN	Streets for People	Improved Streetscaping of Kelvin Way with Greening and Pedestrian/Cycling Space.
Yorkhill to Anderston LN	Streets for People	Improved streetscaping of Radnor Street, Clayslaps Road, Gray Street and Derby Street with Greening and Pedestrian/Cycling Space and a focus on changing the character of these north south connecting roads
Yorkhill to Anderston LN	Streets for People	Improved Streetscaping of Elderslie Street
Yorkhill to Anderston LN	Streets for People	Streets for people Anderston Area
Yorkhill to Anderston LN	Everyday Journeys	Engagement Process with Skypark about the Public spaces around and within their building complex
Yorkhill to Anderston LN	Everyday Journeys	New Bridge - Connection over A814 from Little Street to Riverfront
Yorkhill to Anderston LN	Everyday Journeys	Improved bridge connection over A814 at Warroch Street
Yorkhill to Anderston LN	Everyday Journeys	Improved connection of Argyle Street across M8. (Anderston Cross)
Yorkhill to Anderston LN	Streets for People	Overnewton 'Liveable Streets Area, Overnewton Square and Connecting Streets
Yorkhill to Anderston LN	Everyday Journeys	Enhancing Yorkhill Park and accessible connections
Yorkhill to Anderston LN	Everyday Journeys	Yorkhill Hospital Strategic Intervention

LN Area	Theme	Name of Proposal
Yorkhill to Anderston LN	Streets for People	Improved Streetscaping of Kent Road with Greening and Pedestrian/Cycling Space. Includes Kent Road Park and Green Space improvements
Yorkhill to Anderston LN	Streets for People	Improved Streetscaping of Finnieston Street with Greening and Pedestrian/Cycling Space
Yorkhill to Anderston LN	Streets for People	Riverfront: Area for Greater Change
Yorkhill to Anderston LN	Everyday Journeys	Transport Museum and connections back, within improved A814 Highway Underpass at Transport Museum (N-S)
Yorkhill to Anderston LN	Everyday Journeys	Improving Bridge between Clydeside Distillery and Kelvinhaugh
Yorkhill to Anderston LN	Active Travel	New Bridge - Goven Docks to The Clydeside Distillery
Yorkhill to Anderston LN	Everyday Journeys	Squinty Bridge
Dennistoun to Cranhill LN	Local Town Centres	Greenfield Pitches Entrance and Gap Site
Dennistoun to Cranhill LN	Streets for People	Riddrie, Carntyne and Cranhill Safe Streets Scheme (routes to school) Streets for People
Dennistoun to Cranhill LN	Streets for People	Ruchazie Road Street Trees
Dennistoun to Cranhill LN	Streets for People	Local Play Spaces/Community Gardens
Dennistoun to Cranhill LN	Streets for People	Local Play Spaces/Community Gardens
Dennistoun to Cranhill LN	Active Travel	Railway Bridges
Dennistoun to Cranhill LN	Streets for People	Hogarth Park Todd Street
Dennistoun to Cranhill LN	Local Town Centres	Cranhill Park
Dennistoun to Cranhill LN	Active Travel	Blochairn Road, Siemens Street to Sannox Gardens
Dennistoun to Cranhill LN	Active Travel	Milnbank to Royston Path
Govan to Kingston LN	Active Travel	Primary active travel route

LN Area	Theme	Name of Proposal
Govan to Kingston LN	Streets for People	Safe access routes to 4 schools
Govan to Kingston LN	Active Travel	Glasgow Riverside Innovation District
Govan to Kingston LN	Local Town Centres	Ibrox Craft Centre
Govan to Kingston LN	Local Town Centres	Toll Cross Local Town Centre including Admiral Street/Milnpark Street
Govan to Kingston LN	Streets for People	Establish 'Sustainable Choices' Safe active travel route from Seaward Street along Milnpark Street, to Plantation Park, along Clifford Lane to Bellahouston Academy (and on to Bellahouston Park)
Govan to Kingston LN	Local Town Centres	Crossloan Road
Govan to Kingston LN	Streets for People	Skipness Drive
Govan to Kingston LN	Local Town Centres	Revitalising Elder Park
Govan to Kingston LN	Local Town Centres	Cardonald Park Improvements
Govan to Kingston LN	Everyday Journeys	Festival Park/Lorne Street
Govan to Kingston LN	Streets for People	Clachan Drive
Govan to Kingston LN	Streets for People	Drumoyne
Langside to Toryglen LN	Local Town Centres	Skirving Street
Langside to Toryglen LN	Streets for People	Langside Primary Streets for People
Langside to Toryglen LN	Everyday Journeys	Battle of Langside Monument/Roundabout
Langside to Toryglen LN	Streets for People	Letherby Triangle and Mount Florida Primary
Langside to Toryglen LN	Streets for People	Stanmore Road Streets for People
Langside to Toryglen LN	Streets for People	Mount Florida Station Streets for People
Langside to Toryglen LN	Streets for People	Mount Florida BC/Hampden (south) Streets for People
Langside to Toryglen LN	Active Travel	Polmadie - Active Travel

LN Area	Theme	Name of Proposal
Langside to Toryglen LN	Active Travel	Toryglen - Active Travel Routes to Rutherglen
Langside to Toryglen LN	Streets for People	Battlefield East - Animating the White Cart Water
Langside to Toryglen LN	Streets for People	Stanmore Road Streets for People
Langside to Toryglen LN	Everyday Journeys	Battlefield Everyday Journeys, Battlefield Primary and Sinclair Drive
Langside to Toryglen LN	Everyday Journeys	Kings Park Primary Everyday Journeys
Langside to Toryglen LN	Local Town Centres	Animating Mount Florida
Langside to Toryglen LN	Streets for People	Toryglen Streets for People (St Brigids PS and Toryglen PS)
Mansewood to Shawlands LN	Active Travel	Toll House Roundabout Improvements
Mansewood to Shawlands LN	Everyday Journeys	Mansewood High Park Improvements
Mansewood to Shawlands LN	Active Travel	Enhance Haggs Road/Pollokshaws Road Junction
Mansewood to Shawlands LN	Everyday Journeys	Improved Northern Links into Pollock Park
Mansewood to Shawlands LN	Everyday Journeys	Re-instate Access into Pollock Park
Mansewood to Shawlands LN	Streets for People	Parking and Flooding Improvements Works
Mansewood to Shawlands LN	Active Travel	Auldhouse Road Traffic Calming
Mansewood to Shawlands LN	Streets for People	Ravenswood Drive Traffic Calming
Mansewood to Shawlands LN	Everyday Journeys	Improved Western Access to Queens Park
Mansewood to Shawlands LN	Active Travel	Enhanced Shawlands Bridge Approach and Gateway
Mansewood to Shawlands LN	Local Town Centres	Enhance Strathbungo Bridge Gateway for Walking, wheeling and cycling
Mansewood to Shawlands LN	Streets for People	Nithsdale Street Pocket Park
Mansewood to Shawlands LN	Everyday Journeys	Pollokshaws Road Pedestrian Priority Corridor
Mansewood to Shawlands LN	Active Travel	Titwood Road Walking, wheeling and cycling Route

LN Area	Theme	Name of Proposal
Mansewood to Shawlands LN	Local Town Centres	Improving the Heart of Shawlands
Mansewood to Shawlands LN	Streets for People	Kildrostan Triangle Streetscape Improvements
Mansewood to Shawlands LN	Everyday Journeys	Nether Auldhouse Road Improvements
Mansewood to Shawlands LN	Everyday Journeys	Barrhead/Boydstone Road Junction Improvements
Mansewood to Shawlands LN	Streets for People	Improve Moss-Side Street Green Space
Mansewood to Shawlands LN	Local Town Centres	Improved Western Access to Queens Park
Mansewood to Shawlands LN	Streets for People	Nithsdale Street Pocket Park
Mansewood to Shawlands LN	Streets for People	Mansewood and Hillpark Filtered Permeability
Pollokshields East to Gorbals LN	Active Travel	South City Way Improvements
Pollokshields East to Gorbals LN	Everyday Journeys	Safe and Direct Links to Retail Park
Pollokshields East to Gorbals LN	Everyday Journeys	Albert Drive Eastern Approach
Pollokshields East to Gorbals LN	Local Town Centres	Bridge Street Pedestrian and Cycle Improvements
Pollokshields East to Gorbals LN	Everyday Journeys	Safe and Direct Links to Bridge St Subway
Pollokshields East to Gorbals LN	Streets for People	Devon Street Urban Park
Pollokshields East to Gorbals LN	Active Travel	East-West Community Corridor
Pollokshields East to Gorbals LN	Streets for People	Northern Green Gateway
Pollokshields East to Gorbals LN	Streets for People	Kingarth Lane Gate
Pollokshields East to Gorbals LN	Streets for People	Albert Road Streetscape Enhancements
Pollokshields East to Gorbals LN	Everyday Journeys	Reconnecting Govanhill Street
Pollokshields East to Gorbals LN	Everyday Journeys	Butterbiggins Green Street
Pollokshields East to Gorbals LN	Streets for People	Allison St / Niddrie Road Cultural Resting Spot
Pollokshields East to Gorbals LN	Streets for People	Enhanced Riccarton
Pollokshields East to Gorbals LN	Streets for People	Crown Street Parking and Traffic Calming

LN Area	Theme	Name of Proposal
Pollokshields East to Gorbals LN	Local Town Centres	Albert Drive (West) Enhancements
Pollokshields East to Gorbals LN	Streets for People	Improvements to Maxwell Square Park and surrounding streets
Pollokshields East to Gorbals LN	Active Travel	Maxwell Drive/Forth Street Junction Improvement
Pollokshields East to Gorbals LN	Streets for People	Riverside Walk Improvements - Adelphi Street
Pollokshields East to Gorbals LN	Local Town Centres	Destination Laurieston
Pollokshields East to Gorbals LN	Local Town Centres	Gorbals Cross Remembered
Pollokshields East to Gorbals LN	Everyday Journeys	Annette Primary School Street Enhancements
Pollokshields East to Gorbals LN	Streets for People	Allison St/Niddrie Road Cultural Resting Spot
Pollokshields East to Gorbals LN	Streets for People	Kenmure Street - Play Street
Pollokshields East to Gorbals LN	Streets for People	Riccarton Street
Royston to Hogganfield LN	Local Town Centres	Royston Square
Royston to Hogganfield LN	Streets for People	Barmulloch Primary School
Royston to Hogganfield LN	Active Travel	M8 walking, wheeling and cycling connections
Royston to Hogganfield LN	Everyday Journeys	M8 bridge between Rosemount Street and Alexandra Parade
Royston to Hogganfield LN	Everyday Journeys	Maxwelton Road to Provan Road
Royston to Hogganfield LN	Active Travel	Petershill Road
Royston to Hogganfield LN	Everyday Journeys	Darnick Street to Garnock Street link
Royston to Hogganfield LN	Everyday Journeys	Riddrie Cemetery (Greenside Street to Cumbernauld Road)
Royston to Hogganfield LN	Everyday Journeys	Charles Street to St Rollox Retail + Business Park
Royston to Hogganfield LN	Everyday Journeys	Robroyston Road and existing bridge between Winifred Street and Robroyston Road
Royston to Hogganfield LN	Everyday Journeys	Cloverbank Street to Armadale Path
Royston to Hogganfield LN	Active Travel	Station Road

LN Area	Theme	Name of Proposal
Royston to Hogganfield LN	Streets for People	Germiston local street accessibility + greening
Royston to Hogganfield LN	Everyday Journeys	Robroyston Station to Mossbank Drive and Cumbernauld Road
Royston to Hogganfield LN	Active Travel	Broomfield Road to Forge Street (Barmulloch Primary School link)
Royston to Hogganfield LN	Everyday Journeys	Coll Place/Forge Place
Royston to Hogganfield LN	Everyday Journeys	Forge Street
Royston to Hogganfield LN	Streets for People	Royston Primary School
Royston to Hogganfield LN	Streets for People	St Roch's RC Primary School
Royston to Hogganfield LN	Streets for People	Germiston
Royston to Hogganfield LN	Streets for People	ST Philomena's RC PS / Winifred St - Robroyston Rd
Royston to Hogganfield LN	Active Travel	Robroyston Station Connections
Ruchill to Cowlairs LN	Everyday Journeys	Routes to School
Ruchill to Cowlairs LN	Streets for People	Ashfield Street/Kinbuck Passage/Byshot Path
Ruchill to Cowlairs LN	Streets for People	Activation of Unused Space and Public Realm Improvements
Ruchill to Cowlairs LN	Streets for People	Hamiltonhill Placemaking
Ruchill to Cowlairs LN	Active Travel	Keppochhill/Keppoch Cross Placemaking
Ruchill to Cowlairs LN	Active Travel	Civic Street (Civic House)
Ruchill to Cowlairs LN	Streets for People	Pinkston Rd Traffic Calming
Ruchill to Cowlairs LN	Active Travel	Milky Way (Borron St connection)
Ruchill to Cowlairs LN	Streets for People	Ruchill Golf Course/Stockingfield
Ruchill to Cowlairs LN	Streets for People	Canal Access
Ruchill to Cowlairs LN	Streets for People	Ruchill Street Public Realm
Ruchill to Cowlairs LN	Everyday Journeys	Green Space Improvements

LN Area	Theme	Name of Proposal
Ruchill to Cowlairs LN	Streets for People	New Linear Park
Ruchill to Cowlairs LN	Streets for People	Bilsland Drive Public Realm
Ruchill to Cowlairs LN	Everyday Journeys	The Dummy Railway - Placemaking
Ruchill to Cowlairs LN	Streets for People	Brothers Path (Balmore Rd to Saracen St)
Ruchill to Cowlairs LN	Streets for People	North Saracen Street Placemaking
Ruchill to Cowlairs LN	Streets for People	Allander St/Carbeth St/Tannock St Connection
Ruchill to Cowlairs LN	Everyday Journeys	Panmure St & routes to Benview Campus at Ruchill
Ruchill to Cowlairs LN	Local Town Centres	Bardowie Street Play Ground
Ruchill to Cowlairs LN	Streets for People	Millennium Park Revisited
Ruchill to Cowlairs LN	Active Travel	Pinkston Placemaking
Ruchill to Cowlairs LN	Everyday Journeys	Panmure St & Routes to Benview Campus at Ruchill
Ruchill to Cowlairs LN	Local Town Centres	Possilpoint Community Centre
Ruchill to Cowlairs LN	Streets for People	Cowlairs Park and Routes to School
Yoker to Whiteinch LN	Everyday Journeys	Kingsway Court to Kirkton Avenue
Yoker to Whiteinch LN	Active Travel	NCN Access Points
Yoker to Whiteinch LN	Local Town Centres	Anniesland Road (west)
Yoker to Whiteinch LN	Streets for People	Victoria Park Drive South
Yoker to Whiteinch LN	Active Travel	Southbrae Drive
Yoker to Whiteinch LN	Active Travel	Dumbarton Road/Anniesland Road/Burnham Road/Kingsway junction
Yoker to Whiteinch LN	Active Travel	A739/Crow Road (south) junction
Yoker to Whiteinch LN	Everyday Journeys	Scotstoun Leisure Centre entrance (Danes Drive)
Yoker to Whiteinch LN	Everyday Journeys	Dumbarton Road/Victoria Park Drive South junction

LN Area	Theme	Name of Proposal
Yoker to Whiteinch LN	Everyday Journeys	Junction at Knightswood Centre (Anniesland Road/Pennan Place/Cairntoul Drive)
Yoker to Whiteinch LN	Streets for People	Knightswood Secondary School
Yoker to Whiteinch LN	Streets for People	Jordanhill School
Yoker to Whiteinch LN	Streets for People	Scotstoun Primary School
Yoker to Whiteinch LN	Streets for People	St Paul's RC Primary School
Yoker to Whiteinch LN	Streets for People	St Thomas Aquinas Secondary School
Yoker to Whiteinch LN	Everyday Journeys	Existing road corridors across the railway
Yoker to Whiteinch LN	Streets for People	Pedestrian crossing at Victoria Park Drive South/Westland Drive junction
Yoker to Whiteinch LN	Everyday Journeys	A739 /Victoria Park Drive North/Victoria Park Gardens South Junction
Yoker to Whiteinch LN	Everyday Journeys	Woodland path between Southbrae Gardens, Jordanhill Crescent and Hallydown Drive
Yoker to Whiteinch LN	Streets for People	Scotstoun neighbourhood
Yoker to Whiteinch LN	Streets for People	Garscadden residential area
Yoker to Whiteinch LN	Everyday Journeys	Underpasses under A739/Victoria Park Drive South
Yoker to Whiteinch LN	Everyday Journeys	Area-wide - potential for a pilot project focussing on one area (targeting SIMD)
Yoker to Whiteinch LN	Active Travel	South Street
Yoker to Whiteinch LN	Everyday Journeys	Junction at Knightswood Centre (Anniesland Road/Pennan Place/Cairntoul Drive)
Yoker to Whiteinch LN	Streets for People	Whiteinch Primary School
Yoker to Whiteinch LN	Everyday Journeys	A739 pedestrian crossing (At junction with Essex Drive/Victoria Park Gardens North)
Yoker to Whiteinch LN	Active Travel	Yoker Ferry Road

LN Area	Theme	Name of Proposal
Yorkhill to Anderston LN	Active Travel	Improved connection of Argyle Street across M8 (Anderston Cross)
Yorkhill to Anderston LN	Active Travel	New Bridge
Yorkhill to Anderston LN	Active Travel	Improved Bridge
Yorkhill to Anderston LN	Active Travel	Improve pedestrian zone on the bridge
Yorkhill to Anderston LN	Local Town Centres	Riverfront: Area for Greater Change
Yorkhill to Anderston LN	Local Town Centres	Improved Streetscaping
Yorkhill to Anderston LN	Local Town Centres	Haugh Road and Argyle Street Cross
Yorkhill to Anderston LN	Local Town Centres	Kelvinhaugh and Argyle Street Cross
Yorkhill to Anderston LN	Local Town Centres	Argyle Street and Finnieston Cross
Yorkhill to Anderston LN	Local Town Centres	Argyle Street - Kent Road (Finnieston Cross)
Yorkhill to Anderston LN	Streets for People	Improved Streetscaping of Kelvin Way with Greening and Pedestrian/
Yorkhill to Anderston LN	Streets for People	Improved Streetscaping of Elderslie Street with Greening and Pedestrian/Cycling Space
Yorkhill to Anderston LN	Active Travel	Transport Museum and Connections back within improved A841 Highway Underpass at Transport Museum (N-S)
Yorkhill to Anderston LN	Local Town Centres	Kent Road
Govan to Kingston LN	Streets for People	Improve Underpasses/Relationship with Clyde Tunnel
Govan to Kingston LN	Everyday Journeys	Shieldhall Road
Govan to Kingston LN	Streets for People	Drumoyne Streets for People
Govan to Kingston LN	Local Town Centres	Linthouse Local Town Centre
Govan to Kingston LN	Everyday Journeys	Revitalised Elder Park
Govan to Kingston LN	Local Town Centres	Cardonald Park Improvements

LN Area	Theme	Name of Proposal
Govan to Kingston LN	Active Travel	Govan Road Improvements
Govan to Kingston LN	Local Town Centres	Govan Events Space
Govan to Kingston LN	Streets for People	Govan Gap Sites
Govan to Kingston LN	Streets for People	Lorne Street
Govan to Kingston LN	Local Town Centres	Cessnock/Ibrox Village Strip
Govan to Kingston LN	Local Town Centres	Helen Street Complex
Govan to Kingston LN	Local Town Centres	Toll Cross Local Town Centre
Govan to Kingston LN	Streets for People	Festival Park
Govan to Kingston LN	Everyday Journeys	Ibrox Railway Station
Govan to Kingston LN	Local Town Centres	Ibrox Craft Centre
Govan to Kingston LN	Streets for People	Govan Gateway
Govan to Kingston LN	Local Town Centres	M8 Undercroft
Lambhill to Milton LN	Local Town Centres	Skirsa Street Streetscape Enhancements
Lambhill to Milton LN	Streets for People	Skirsa Street Play
Lambhill to Milton LN	Everyday Journeys	Accessing Cadder Wood
Lambhill to Milton LN	Active Travel	Accessing the Canal and NCN754
Lambhill to Milton LN	Active Travel	Green and Resilient Balmore Road
Lambhill to Milton LN	Local Town Centres	Possil Place
Lambhill to Milton LN	Streets for People	Allotments to South of Hillend Road
Lambhill to Milton LN	Active Travel	Parkhouse Active Green Corridor
Lambhill to Milton LN	Streets for People	Birsay Road Active Green Corridor
Lambhill to Milton LN	Active Travel	Castlebay Playground Active Green Corridor
Lambhill to Milton LN	Active Travel	Castlebay Street to Canal Active Travel

LN Area	Theme	Name of Proposal
Lambhill to Milton LN	Active Travel	Connecting Bishopbriggs
Lambhill to Milton LN	Active Travel	Canal Bridge to Possil Marsh
Lambhill to Milton LN	Streets for People	Liddesdale Road Community Garden
Lambhill to Milton LN	Local Town Centres	Transforming Liddesdale Road
Lambhill to Milton LN	Streets for People	Milton Pocket Parks
Lambhill to Milton LN	Streets for People	Parkhouse Play
Lambhill to Milton LN	Streets for People	Milton Green Network
Lambhill to Milton LN	Local Town Centres	Lambhill Gateway
Lambhill to Milton LN	Streets for People	Active and Resilient School Zone Milton
Knightswood to Anniesland LN	Active Travel	Kelso Street Active Travel
Knightswood to Anniesland LN	Streets for People	Kelso Street Railway Bridge
Knightswood to Anniesland LN	Streets for People	Safer streets around St Brendan's Primary School
Knightswood to Anniesland LN	Local Town Centres	Yoker Mill Road Streetscape Enhancements
Knightswood to Anniesland LN	Everyday Journeys	Garscadden Burn Connectivity / Loanfoot Avenue
Knightswood to Anniesland LN	Active Travel	Archerhill Road Green Corridor
Knightswood to Anniesland LN	Everyday Journeys	Alderman Road Active Travel
Knightswood to Anniesland LN	Everyday Journeys	Crossing Great Western Road
Knightswood to Anniesland LN	Everyday Journeys	Knightswood Green Routes
Knightswood to Anniesland LN	Streets for People	Safer streets around Corpus Christi RC Primary School
Knightswood to Anniesland LN	Local Town Centres	Repurposing Building at Lincoln Avenue for community use
Knightswood to Anniesland LN	Streets for People	Knightswood Park - A Park for All
Knightswood to Anniesland LN	Everyday Journeys	Safe and direct access to the Forth and Clyde Canal / NCN754

LN Area	Theme	Name of Proposal
Knightswood to Anniesland LN	Local Town Centres	Decluttering Alderman Road
Knightswood to Anniesland LN	Active Travel	Lincoln Avenue Green Corridor
Knightswood to Anniesland LN	Local Town Centres	Safe and direct access to Knightscliffe retail park
Knightswood to Anniesland LN	Everyday Journeys	Railway accessibility improvements to Westerton Railway Station
Knightswood to Anniesland LN	Streets for People	Knightswood Road around Knightswood Secondary School
Knightswood to Anniesland LN	Local Town Centres	Crow Road/ Retail Park Sense of Place
Knightswood to Anniesland LN	Everyday Journeys	Safer Station (Anniesland)
Knightswood to Anniesland LN	Streets for People	Knightswood Play
Knightswood to Anniesland LN	Streets for People	Garden City Spaces
Knightswood to Anniesland LN	Streets for People	Safer streets around Knightswood Primary School
Knightswood to Anniesland LN	Local Town Centres	Netherton Wetland Park
Knightswood to Anniesland LN	Everyday Journeys	Temple Walkway
Ruchazie to Easterhouse LN	Everyday Journeys	Accessing Hogganfield Loch
Ruchazie to Easterhouse LN	Local Town Centres	The Link (Activate vacant and derelict land between Gartloch Road and Drumlochy Road)
Ruchazie to Easterhouse LN	Local Town Centres	Reimagine Ruchazie
Ruchazie to Easterhouse LN	Everyday Journeys	Croftcroighn to Cranhill Green Link
Ruchazie to Easterhouse LN	Streets for People	Glenraith Greenspace
Ruchazie to Easterhouse LN	Everyday Journeys	Craigend to Seven Lochs
Ruchazie to Easterhouse LN	Streets for People	Active and Resilient Streets at Craigend
Ruchazie to Easterhouse LN	Streets for People	Ruchazie to Easterhouse Green Corridor
Ruchazie to Easterhouse LN	Streets for People	Crossing Gartloch Road
Ruchazie to Easterhouse LN	Local Town Centres	Giving back to GESH

LN Area	Theme	Name of Proposal
Ruchazie to Easterhouse LN	Local Town Centres	Finding The Fort
Ruchazie to Easterhouse LN	Local Town Centres	Provanhall Cycle Hub
Ruchazie to Easterhouse LN	Local Town Centres	Easterhouse: Town Centre First
Ruchazie to Easterhouse LN	Active Travel	Wardie Road Active Travel
Ruchazie to Easterhouse LN	Streets for People	Safe and resilient streets for schools on Cairnbrook Road
Ruchazie to Easterhouse LN	Everyday Journeys	Linking Easterhouse North
Ruchazie to Easterhouse LN	Local Town Centres	Drumlanrig Avenue Community Hub
Ruchazie to Easterhouse LN	Everyday Journeys	Connecting to the country
Ruchazie to Easterhouse LN	Active Travel	Connecting Gartloch
Ruchazie to Easterhouse LN	Active Travel	Auchinlea to Blairtummock Active Travel
Ruchazie to Easterhouse LN	Local Town Centres	VDL Meanwhile Uses Strategy
Ruchazie to Easterhouse LN	Streets for People	Easterhouse Play
Ruchazie to Easterhouse LN	Streets for People	Connecting Provan Hall
Ruchazie to Easterhouse LN	Everyday Journeys	Dookit Trail
Cardonald to Mosspark LN	Streets for People	Active Resilient School Zone Penilee
Cardonald to Mosspark LN	Streets for People	Safer Quieter Streets Gifford Drive
Cardonald to Mosspark LN	Streets for People	North Cardonald Growing Spaces
Cardonald to Mosspark LN	Local Town Centres	Penilee Park
Cardonald to Mosspark LN	Streets for People	Play Penilee
Cardonald to Mosspark LN	Everyday Journeys	Improved accessibility to Hillington West railway station
Cardonald to Mosspark LN	Everyday Journeys	Improved accessibility to Hillington East railway station
Cardonald to Mosspark LN	Local Town Centres	Your Paisley Road West (Berryknowes Road Local Town Centre)

LN Area	Theme	Name of Proposal
Cardonald to Mosspark LN	Local Town Centres	Your Paisley Road West (Halfway and Cardonald)
Cardonald to Mosspark LN	Streets for People	Active and Resilient Streets Around Rosshall Academy and Connecting to NCN75
Cardonald to Mosspark LN	Streets for People	Better Rosshall Park
Cardonald to Mosspark LN	Everyday Journeys	Improved accessibility to Mosspark railway station
Cardonald to Mosspark LN	Streets for People	Active and Resilient Streets Angus Oval and Mosspark Drive Active and Resilient Streets Angus Oval and Mosspark Drive
Cardonald to Mosspark LN	Active Travel	Mosspark Boulevard Crossings and Mobility Hub
Cardonald to Mosspark LN	Streets for People	Active and Resilient School Zone Mosspark
Cardonald to Mosspark LN	Streets for People	Play Mosspark
Cardonald to Mosspark LN	Active Travel	Accessible and Inclusive Bellahouston Park
Cardonald to Mosspark LN	Streets for People	Active and Resilient School Zone Bellahouston Academy
Cardonald to Mosspark LN	Streets for People	Jura Street / Barfillan Drive Filtered Permeability
Cardonald to Mosspark LN	Everyday Journeys	Helen Street (Roundabout) Accessibility Improvements
Cardonald to Mosspark LN	Local Town Centres	Craigton Placemaking
Cardonald to Mosspark LN	Streets for People	Kelhead Green Corridor
Cardonald to Mosspark LN	Everyday Journeys	Improved accessibility to Cardonald railway station
Cardonald to Mosspark LN	Everyday Journeys	Under and Over (crossing the M8 and M77)