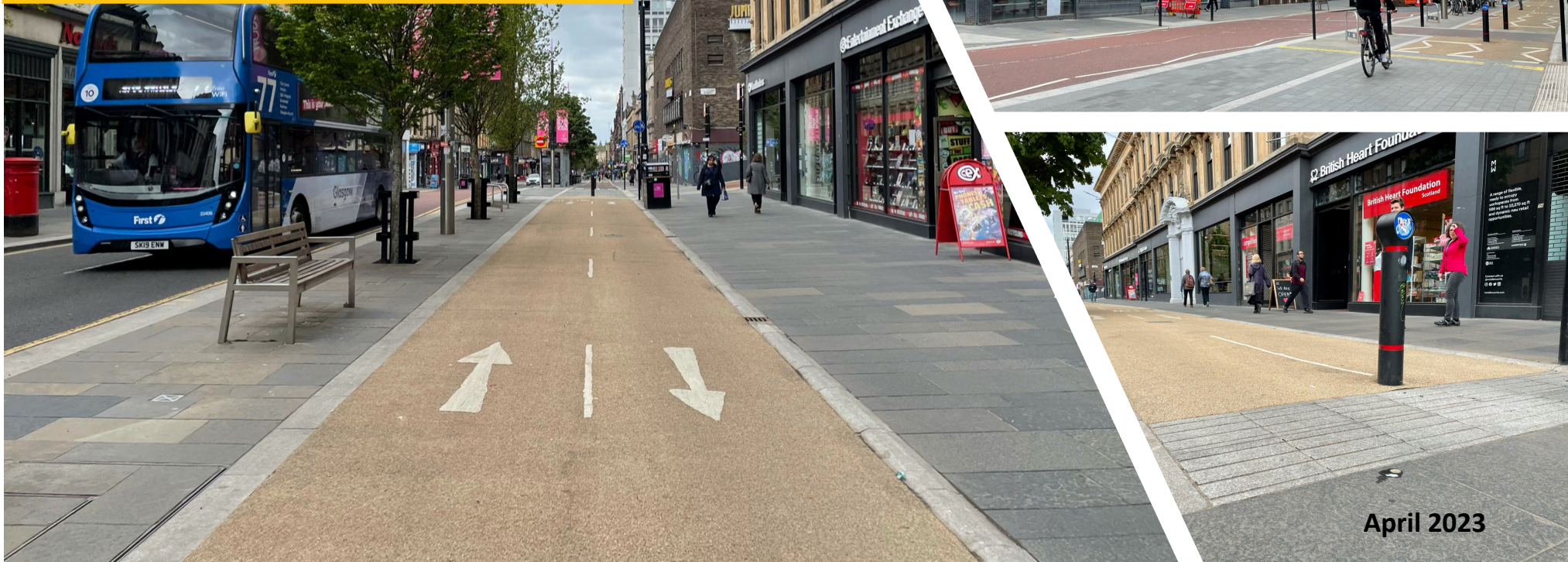


City Network Delivery Plan



April 2023

The City Network Delivery Plan is part of a suite of strategic documents which will create a modern, resilient and sustainable transport system for Glasgow, to help transform the city into a more inclusive, liveable and attractive place for residents, businesses and visitors:

- [Connectivity Commission 2019](#)
- [Public Conversation on Transport in Glasgow 2020](#)
- [Glasgow Transport Strategy 2022](#)
- [Active Travel Strategy 2022](#)
- [Liveable Neighbourhoods Plan 2022](#)
- [City Centre Transport Plan 2022](#)

The Active Travel Strategy set out the concept of the City Network to provide a high quality cycling network across Glasgow that provides safe, direct, and comfortable journeys. The City Network will be delivered alongside bus improvements as well as the Clyde Metro integrated transport project which was approved by Scottish Government in STPR2 (January 2023) and adopted by Scottish Government as part of National Development Project 6 in NPF4 (February 2023). The City Network requires careful design and prioritisation to best deliver desired outcomes for all sustainable transport modes

The previous Interim Delivery Plan for the City Network set out options for the look and feel of the City Network in different contexts. This covered options for layouts to promote positive interactions between people walking and cycling as well as options for different scales of protection, from light bolt down materials to embedded kerbs.

City Network—Introduction and Purpose

The City Network will be delivered alongside interventions identified through the Liveable Neighbourhoods engagement process to significantly improve the pedestrian environment across Glasgow. The network will also build on the success of the City Ways programme and link with the Avenues programme in the City Centre which will provide strategic coherence for active travel development.

The City Network was developed through an iterative process to link all neighbourhoods of Glasgow, tackle transport inequalities, and enable modal shift to support reducing car vehicle km's travelled across Glasgow.

While the City Network is a committed concept, at this stage, specific routings should be treated as indicative and may be subject to change at the detailed design phase. The Delivery Plan uses these indicative routings to determine the phasing of delivery areas of the City Network. Delivery areas will enable prioritised route delivery creating a functional city wide network quickly which delivers the best overall outcomes for connectivity as well as health and wellbeing.



Glasgow City Council have clear aspirations that the City Network will be well lit and routed through busier areas providing higher levels of passive supervision, so people feel as safe as possible using it at night and that it is inclusive of all populations including women, LGBTQ+ and ethnic minorities who are more affected by personal security issues. It must minimise conflicts between people moving around the city in different ways; that means that inclusive design will be embedded in the design of the City Network. Where necessary, space for the City Network will be reallocated from unsustainable transport modes, whilst taking a balanced approach to work with improving public transport and footways.

The aims of the City Network are:

Enable direct clear active 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, rivers, parks and old railways

Creation of a continuous, coherent network which offers direct journeys

Delivery of a functional network by 2030, building out from existing and planned infrastructure and learning delivery lessons from other cities and from experience in Glasgow (particularly the Spaces for People programme in 2020-21)

City Network—Network Development

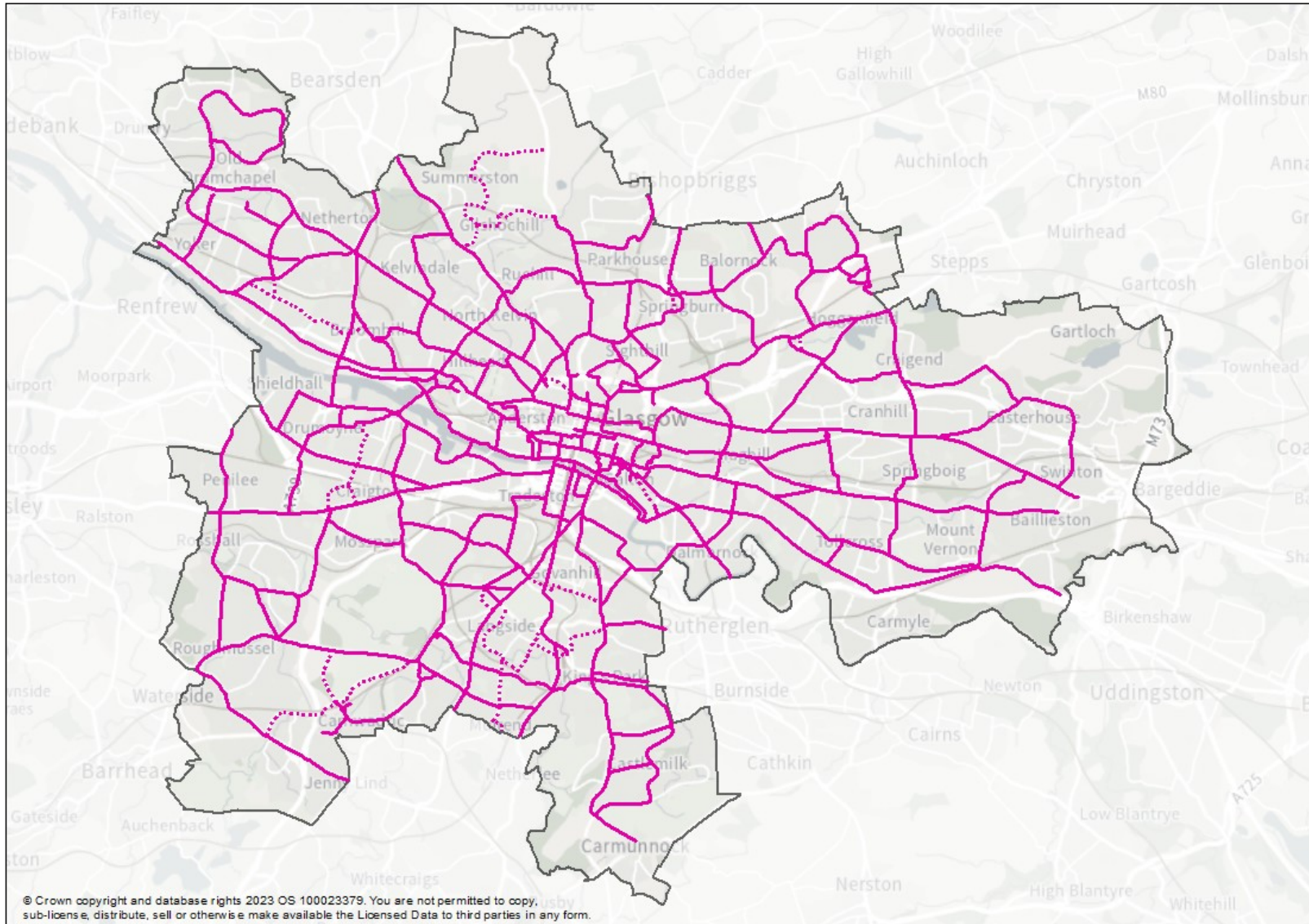
The City Network was originally presented in the Active Travel Strategy Consultation and describes the concept of a dense active travel network to be delivered over the next ten years. The City Network comprises of approximately 270km of routes on a wide variety of street contexts including busy bus corridors, bustling high streets, wide tree-lined boulevards, and space constrained closely built streets. Although the City Network spatial planning scales are for cycling, the delivery must improve the pedestrian environment alongside introducing cycle infrastructure.

The City Network has been developed to enable modal shift by providing people with high quality infrastructure that keeps them safe from vehicles and provides a smooth, direct, and comfortable journey. Key principles are as follows:

- Enable direct clear active journeys to everywhere in Glasgow for everyone in Glasgow (e.g., ages 8 to beyond 80)
- 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, rivers, parks, and old railways.

Crucially, it is important to recognise that active travel is not the only mode which Glasgow City Council are promoting with significant investment from both the Council and the Scottish Government in the bus network and commitments nationally to pursue development of the Clyde Metro. Clearly, space is a limited commodity and GCC are committed to delivering the City Network in partnership with other sustainable transport modes, recognising that there will be occasions where conflicts arise and decisions have to be made with regards specific priorities on key links.

The indicative City Network is presented overleaf.





In order to evaluate and prioritise development of the City Network, GCC has set out what we refer to as key priority principles. These principles have been used as a first stage assessment tool to ensure routes are evaluated using an evidenced based approach wherever possible.

Socially Just: ensure low-income areas of Glasgow are part of the growing network.

Network in Place: build on existing and Spaces for People routes to quickly deliver localised network which can be expanded upon.

Modal Shift: enable more people to choose active travel for everyday journeys.

Access: ensure routes provide access to destinations such as schools and medical centres.

Liveable Neighbourhoods: City Network Projects outlined and co-created as part of the Liveable Neighbourhoods process

In order to score on priority criteria, a series of data-sets were selected which could be quantified where applicable. Datasets were used to populate the scoring matrix

Socially Just: SIMD and deprivation statistics alongside observed pedestrian and cycle casualties

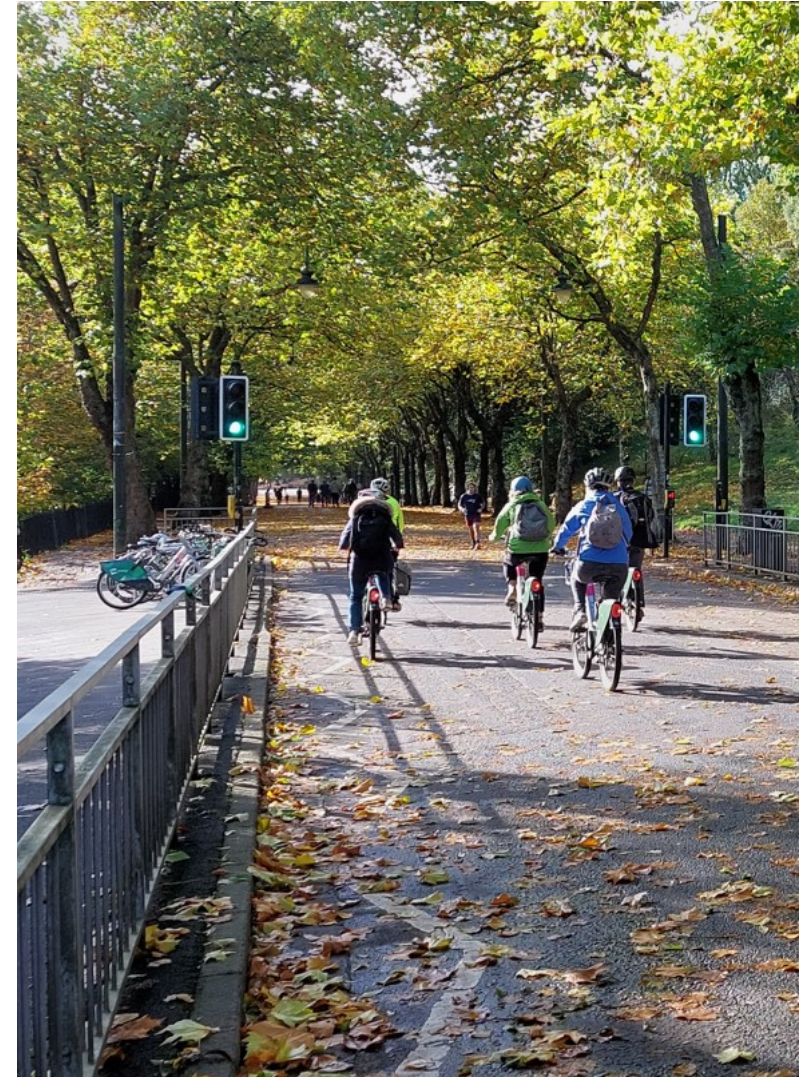
Network in Place: a qualitative assessment of existing cycle facilities to each route which is being assessed

Access: consideration was made of proximity to employment areas, health facilities, education, public transport interchanges, places of worship, Glasgow Life venues and other attractions such as parks

Modal Shift: Includes population catchment, levels of car ownership, propensity to cycle and travel to work data

Liveable neighbourhoods: whether individual routes and areas are defined as Liveable Neighbourhoods and if so, the delivery tranche

This scoring methodology highlighted which routes and areas deliver demonstrable improvements and as such, could be prioritised for delivery.



While the priority scoring matrix is a critical piece of phasing development it was recognised that an element of qualitative consideration would be required to ensure key experience and delivery factors were included within the scoring matrix. In order to do so, a series of workshops were arranged with GCC officers and departments to allow understanding of the following:

- **Deliverability:** factors that affect how quickly and easily a route could be practically delivered on the ground and any major site specific issues
- **Identified or granted funding:** projects from GCC workstreams that align with City Network which could produce added benefits if delivery was included in tandem
- **Dependencies:** which projects or City Network routes are dependant on another piece of infrastructure/specific funding to be delivered first.
- **Safeguarding:** which routes/spaces need to be safeguarded for vital future development

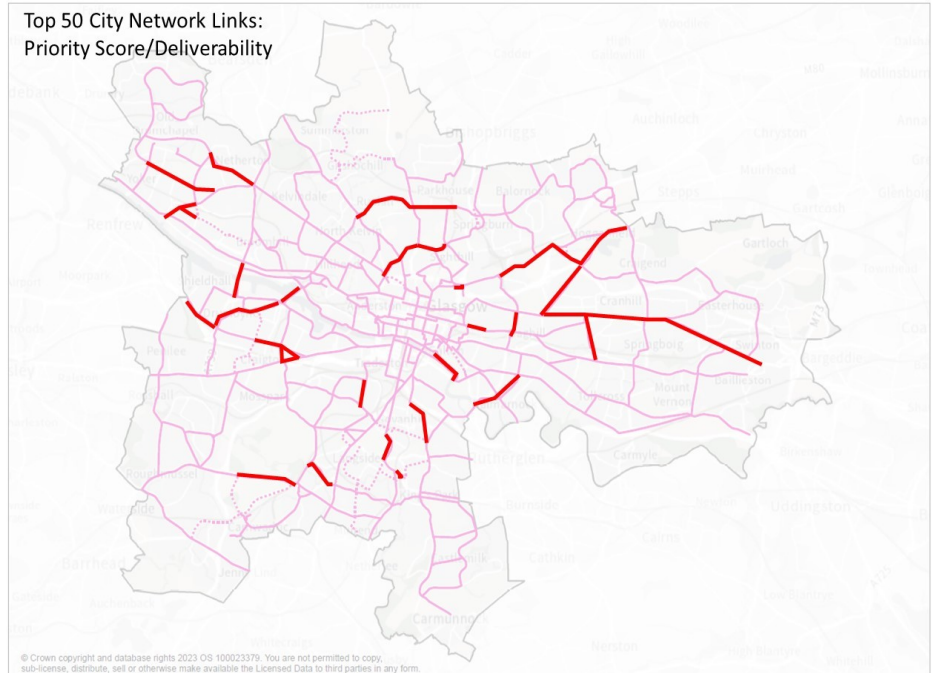
The following GCC service areas have participated within workshops ensuring the City Network when delivered will be fully cognisant and complementary to all ongoing delivery projects and policies:

- Transport Strategy
- Technical Services
- Planning
- City Deal and Liveable Neighbourhood workstreams
- Traffic, signals and Road Safety
- Maintenance
- Lighting
- Flood Risk



A wide variety of issues were uncovered during discussions, including but not limited to:

- Space constraints considering other modes, for example buses including existing bus infrastructure and planned interventions through the Glasgow City Region Bus Partnership.
- Interaction with strategic (motorway) network
- Complexities of Traffic Regulation Orders
- Major developments in the planning system
- Opportunity that Active Travel Infrastructure can if designed well alleviate flooding issues
- Alignment with City Deal developments
- Road safety and traffic calming considerations
- Maintenance and surfacing issues which should be considered before introducing segregated cycleways
- Wider projects with inter-dependencies and funding commitments



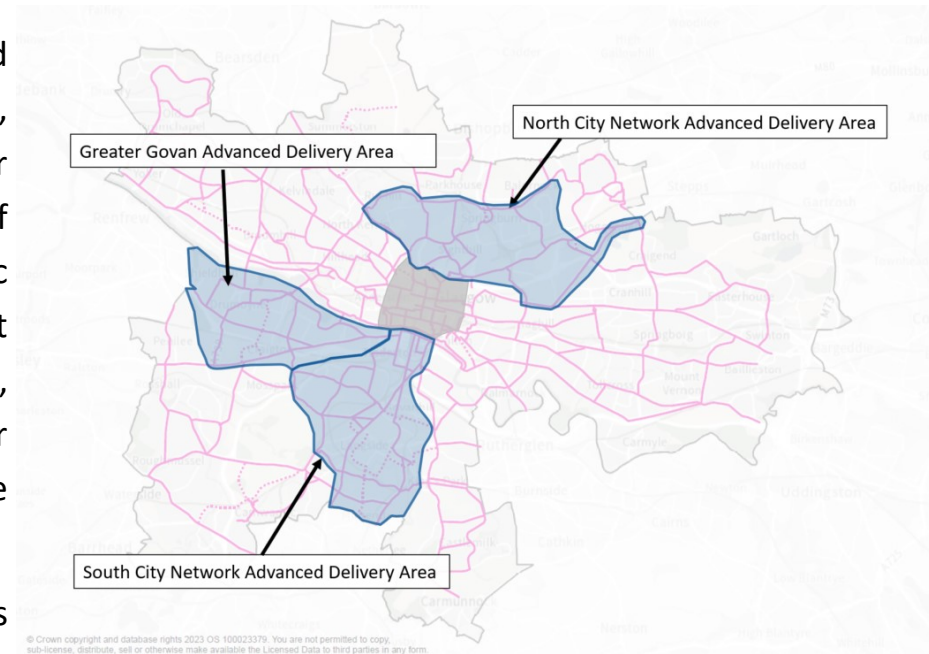
Issues raised during workshops were linked to relevant City Network routes. This method not only provided a documented evidence trail of known issues but also enabled a deliverability assessment to be made for each proposed link.

From this assessment a combined priority-deliverability score was calculated for each link within the priority matrix. The output score was then used as the first stage of considering phasing for the City Network.

Three areas of Glasgow were previously selected to go forward as advanced delivery areas for the City Network; Greater Govan, North, and South City Network as part of the Spaces for Everyone programme. These three areas build on a range of Glasgow City Council development projects and public participation such as the North Glasgow Strategic Development Framework, South Central Local Development Framework, Spaces for People, existing City Way, City Deal, and Spaces for People projects, as well as hosting early tranches of Liveable Neighbourhoods public engagement.

Greater Govan and North City Network advanced delivery areas hosted high scoring clusters of links produced during the quantitative prioritisation work. The presence of such high scoring clusters suggested benefits of developing these areas based on the “Network in Place” principle set out in the Interim Delivery Plan. All three areas host existing infrastructure with high cycling numbers, Spaces for People routes and other developing projects such as the Govan-Partick Bridge and Connecting Woodside; consistent with the “building on existing infrastructure and spaces for people” principle from the Interim Delivery Plan.

The North and South City Network were awarded funding through Sustrans *Places for Everyone*, to be taken up to preliminary design stage while Greater Govan was funded through to technical design. These three advanced delivery areas were assigned as phase 1 for the City Network.





Following allocation of phase 1, an iterative process was undertaken mapping each of the City Network routes by their ranked priority score. This has allowed a detailed phasing plan to be developed which considers route priority, deliverability issues, connections with key attractors and importantly, phasing to allow an expanding ‘joined’ up network.

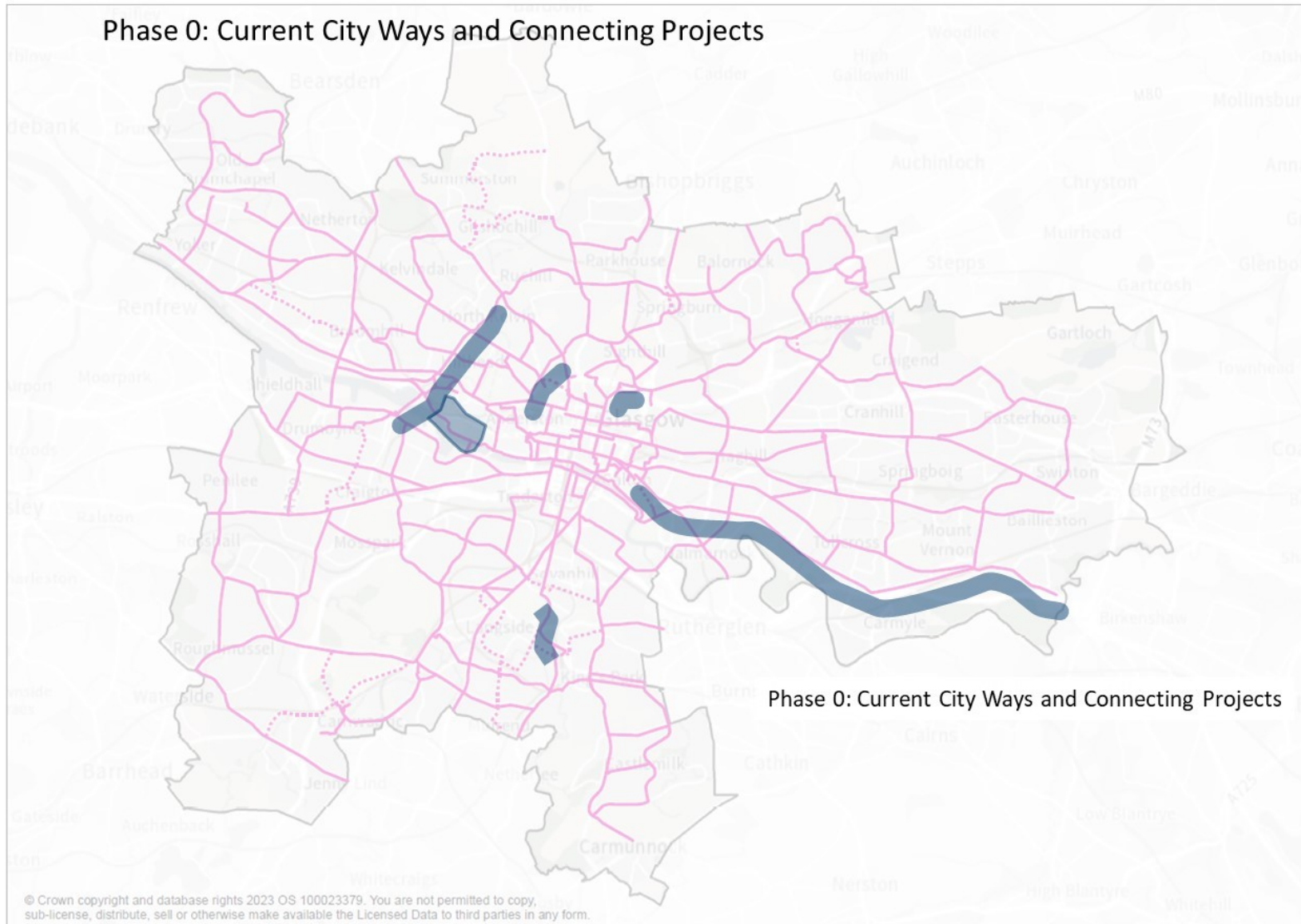
While clusters generally follow a pattern replicating the priority matrix, an element of professional judgement has been applied where appropriate to ensure areas continue to natural boundaries such as the River Clyde, the network is built up in a logically consistent manner routes and, where necessary, key links are added to join delivery areas.

City Ways

For avoidance of doubt, phase 0 refers to projects currently underway or recently completed. City Way and other projects which are already constructed are not included in the delivery phasing as this report is referring to development of the City Network. Delivery of the City Network will take cognisance and build on such existing infrastructure.

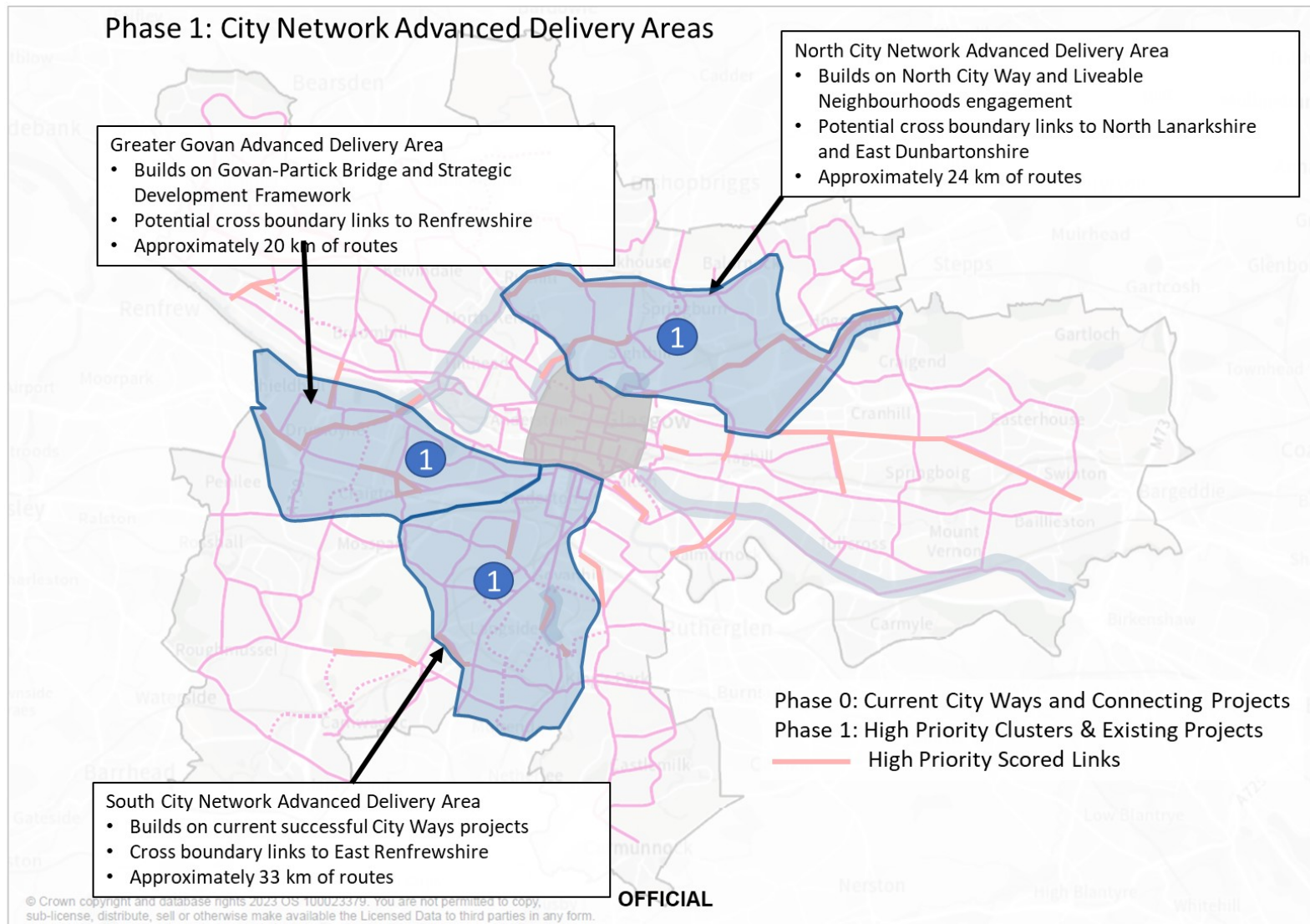


Phase 0: Current City Ways and Connecting Projects



Phase 0: Current City Ways and Connecting Projects

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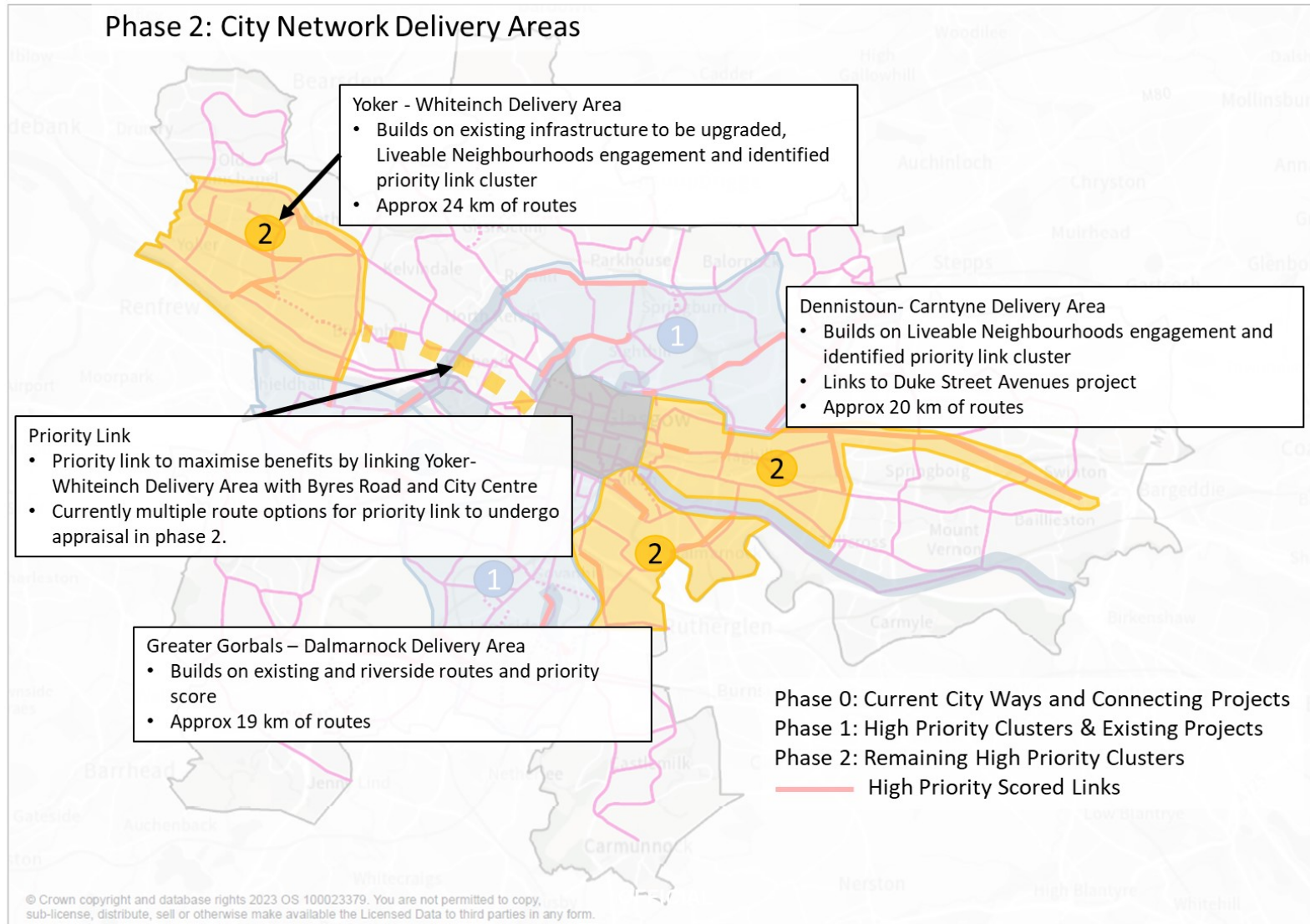


North City Network Phase 1 Delivery Area Routes	Length (approx.)	Current Delivery Status
Maryhill Rd @ Bilsland Drive – Garscube Rd @ Firhill Rd	1.0 km	Indicative Route, due to go through options appraisal and preliminary design
Bilsland Drive (full length)	1.8 km	Currently Spaces for People infrastructure which is currently under review for upgrade as part of permanence programme.
Hawthorn Street (Balmore Rd to Memel street)	1.3 km	Currently Spaces for People infrastructure which is currently under review for upgrade as part of permanence programme.
Hawthorn Street (Memel Street to Atlas Rd)	0.6 km	Indicative Route, due to go through options appraisal and preliminary design
Wallacewell Rd to include Northgate Rd. and Standburn Rd	2.7 km	Existing cycleways to be upgraded with targeted improvement of junctions for active travel
Broomfield Rd at Red Rd to Royston Rd	1.0 km	Indicative Route, due to go through options appraisal and preliminary design
Royston Rd (Siemens Street to Provanmill Road to Cumbernauld Rd to station Rd	4.3 km	Currently Spaces for People infrastructure which is currently under review for upgrade as part of permanence programme and covers Flourishing Molendinar project which has undergone concept design
Cumbernauld Road from Provanmill Rd to Alexandra Park Street	2.5 km	Indicative Route, due to go through options appraisal and preliminary design
Royston Rd - Baird Street to Royston Rd @ Siemens St.	2.0 km	Indicative Route, due to go through options appraisal and preliminary design
Royston Road from Provanmill Rd to Robroyston Rd	0.5 km	Indicative Route, due to go through options appraisal and preliminary design
Carlisle Street	1.0 km	Concept designs produced at part of past funding applications
Saracen street	1.0 km	Concept design produced for northern sections, due to go through options appraisal and preliminary design
Possil Road at Baird Brae to Keppochill Rd to Springburn Rd.	1.9 km	Junction at Craighall Rd to be developed with Sustrans street Project
Atlas Rd to Hawthorn St.	1.1 km	Indicative Route, due to go through options appraisal and preliminary design
Pinkston Rd (Royston Road to Keppochill Rd)	1.4 km	Indicative Route, due to go through options appraisal and preliminary design
Total	24.1 km	



South City Network Phase 1 Delivery Areas Routes	Length	Notes
South West City Way (SWCW) – West street to Scotland St to Shields Road to St Andrews Dr	1.7 km	Existing infrastructure to be reviewed for targeted improvement
SWCW St Andrews Drive	2.2 km	New Link Complete
South City Way- Clyde Street to Queens Park	2.5 km	Constructed Route
Queens Drive at Victoria Rd to Holmlee Rd	1.2 km	Technical Design underway by GCC – Designs for other projects to connect.
Nithsdale Road	3.1 km	Preliminary Design underway by GCC
A77 Corridor to Newlands Rd	5 km	Indicative Route, due to go through appraisal and preliminary design with Bus Partnership
GUSM74 (Devon Street, Kilbirnie Street, West street to SWCW) potential new route under M74	0.8 km	Glasgow Urban sports investigating diagonal link for skatepark and connection to West street Subway. Link to be reviewed and designed from Devon St, Kilbirnie Street and West street.
Riverford street from MacDougal Str to PS Rd.	0.4 km	Concept designs produced, to be reviewed and linked with wider network plans
Dumbreck Rd (from Nithsdale Rd) to TW/PS Rd.	3.0 km	Indicative Route, due to go through options appraisal and preliminary design, section from Pollok Park to Bellahouston Park undergoing Spaces for People permanence works.
Haggs Rd to Pollokshaws Rd at Christian street	1.1 km	Indicative Route, due to go through options appraisal and preliminary design
Riverford St from MacDougall St. to Newlands Rd	2.3 km	Indicative Route, due to go through options appraisal and preliminary design
Holmlea Rd – Clarkston Rd (from to Battlefield Rd to Brenfield Rd)	2.0 km	Indicative Route, due to go through options appraisal and preliminary design
Tantallon Rd from Langside Ave to Millbrae Rd to Harelaw Ave/Langside Dr. to Strathendrick Dr.	3.1 km	Indicative Cycle Street Route, due to go through options appraisal and preliminary design
Earlspark ave. to Kintore Rd and Sinclair Dr to Battlefield Rest	1.2 km	Indicative Cycle Street Route, due to go through options appraisal and preliminary design
Ledard Rd to Holmlea Rd, Cathcart Rd to Somerville Drive to Aikenhead Rd.	1.7 km	Indicative Cycle Street Route, due to go through options appraisal and preliminary design
Albert Rd to Langside Rd to Dixon Avenue to Aikenhead Rd.	1.2 km	Indicative Cycle Street Route, due to go through options appraisal and preliminary design
Minard Rd from Pollokshields Rd to Titwood rd	0.4 km	Indicative Route, due to go through options appraisal and preliminary design
Moss-side Rd (Kilmarnock Rd) to Dinmont Rd to Minard Rd.	0.5 km	Indicative Route, due to go through options appraisal and preliminary design
Total	33.4km	

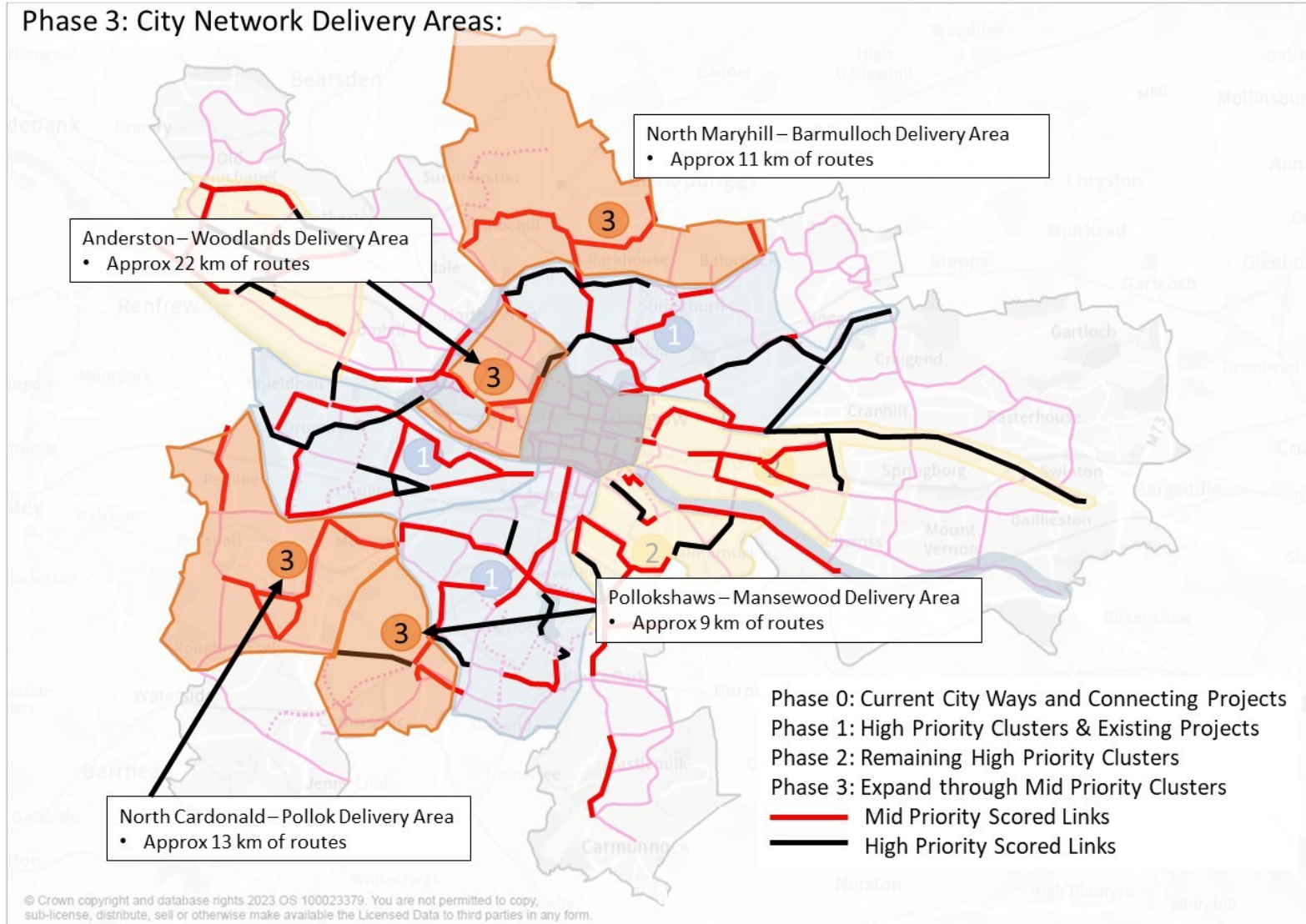
Greater Govan Phase 1 Delivery Area Routes	Length	Notes
Govan Road (Moss Road to Harvie street)	3.4 km	One feasibility concept design produced , due to go through options appraisal and preliminary design
Shieldhall Road/ Edminston Drive (From Renfrew Rd to Paisley Rd West)	3.6 km	One feasibility concept design produced , due to go through options appraisal and preliminary design
Paisley Road West (Berryknowes Rd to Paisley Rd at M8)	4.7 km	Indicative Route, due to go through options appraisal and preliminary design
Orkney St/ Broomloan Road (from Govan Road to Edminston Dr)	1.0 km	One feasibility concept design produced , due to go through options appraisal and preliminary design
Langlands Road (A739 to Elderpark street)	1.2 km	One feasibility concept design produced , due to go through options appraisal and preliminary design
Langlands Road- Burleigh Street (Elderpark Street to Water Row)	0.7 km	Range of different infrastructure in place to be reviewed in design process
Arklet Rd /Nimmo Drive/ Craigton Rd to Edminston Drive.	1.0 km	One feasibility concept design produced , due to go through options appraisal and preliminary design
A739 (Govan Road to Berryknowes Road)	1.5 km	One feasibility concept design produced , due to go through options appraisal and preliminary design
Berryknowes Road (to Paisley Road West)	0.9 km	One feasibility concept design produced , due to go through options appraisal and preliminary design
Dumbreck Road (Paisley Road West to Mosspark Boulevard)	1.0 km	Indicative Route, due to go through options appraisal and preliminary design
Craigton Road/Jura Street (from Shieldhall Road to Paisley Road West)	0.8 km	Indicative Route, due to go through options appraisal and preliminary design
Total	19.8 km	



Yoker - Whiteinch Phase 2 Delivery Area Routes (Wards 12,13)	Length	Current Delivery Status
Great Western Road	3.4 km	Section of Spaces for People potentially to be upgraded, wider route currently indicative due to go through route options appraisal as route shared with strategic bus corridor and then progress to preliminary design when funding allocated
Alderman Road	2.2 km	Advisory lane currently on indicative route, options appraisal and preliminary design when funding is allocated
Duntreath Avenue (from Kelson Street to Great Western Road)	0.7 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Kelso Street (from Dumbarton Road to Forth and Clyde Canal)	1.4 km	Advisory lane currently on indicative route, options appraisal and preliminary design when delivery area funding allocated
Lincoln Avenue and Queen Victoria Drive (from Danes Drive to Great Western Road)	1.8 km	Bolt down infrastructure to be assessed for upgrade when area goes forward to preliminary design
Archerhill Road (from Lincoln Avenue to Forth and Clyde Canal)	1.8 km	Currently bolt down infrastructure and shared space to be assessed for upgrade when area goes forward to preliminary design
Victoria Park Drive North and Danes Drive (from A739 to Kingsway)	2.1 km	Indicative Cycle Street route, options appraisal and preliminary design when delivery area funding allocated
Kingsway and Anniesland Road (from Dumbarton Road to Great Western Road)	2.5 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Dumbarton Road (from A739 to Mill Road)	4.1 km	Indicative Route, due to go through route options appraisal as route shared with strategic bus corridor and then progress to preliminary design when funding allocated
NCN7 (from South Street to Yoker)	3.5 km	Green Route and Shared Space
On street priority link to Byres Road and City Centre	4.0 km	Undetermined route to undergo options appraisal for an early delivery route that connects this delivery area with city centre and other early delivery projects.
Total	24.0 km	

Dennistoun - Carntyne Phase 2 Delivery Area (Wards 18,22)	Length	Current Delivery Status
Alexandra Parade (from Wishart Street to B763)	1.2 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Wishart Street (from Alexandra Parade to John Knox Street)	0.6 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Duke Street – Shettleston Road (from Bellgrove Street to Fernan Street)	3.1 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Gallowgate – Tollcross Road (from High Street to Muiryfauld Drive)	3.8 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Bain Street – Hunter Street (from London Road to Duke Street)	0.9 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Alexandra Park Street - Millerston Street (from Cumbernauld Road to Gallowgate)	0.6 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
The Clyde Gateway (from Gallowgate to London Road)	0.6 km	Constructed route, options to upgrade junctions
Carntyne Road (from Duke Street to Carntynehall Road)	1.4 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Westmuir Street (from Gallowgate to Shettleston Road)	0.8 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Carntynehall Road – Fernan Street (From Edinburgh Road to Shettleston Road)	1.2 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Edinburgh Road (from Cumbernauld Road to Main Street)	6.1 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Total	20.3 km	

Greater Gorbals - Dalmarnock Phase 2 Delivery Area Routes (Wards 7,8,9)	Length	Current Delivery Status
Glasgow Green Park Routes + NCN7 (from Saltmarket to Cuningar Loop)	5.4 km	Options to upgrade and improve accessibility
River Clyde South Walkway (from Crown Street to A730)	2.3 km	Options to upgrade and improve accessibility
A728 – A730 (from London Road to Pollokshaws Road)	4.3km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
A728 – Aikenhead Road (from A730 to Prospecthill Road)	2.1 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
A728 (from Rosebery Terrace to Aikenhead Road)	1.0 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Dalmarnock Road (from Dalmarnock Bridge to London Road)	1.7 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
James Street – A74 (from London Road to Adelphi Street)	0.8 km	Constructed route, options to upgrade
Links from London Road to Glasgow Green (Charlotte Street and Turnbull Street)	0.5 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Prospecthill Road (from Aikenhead Road to Edinbeg Avenue)	1.1 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Total	19.2 km	





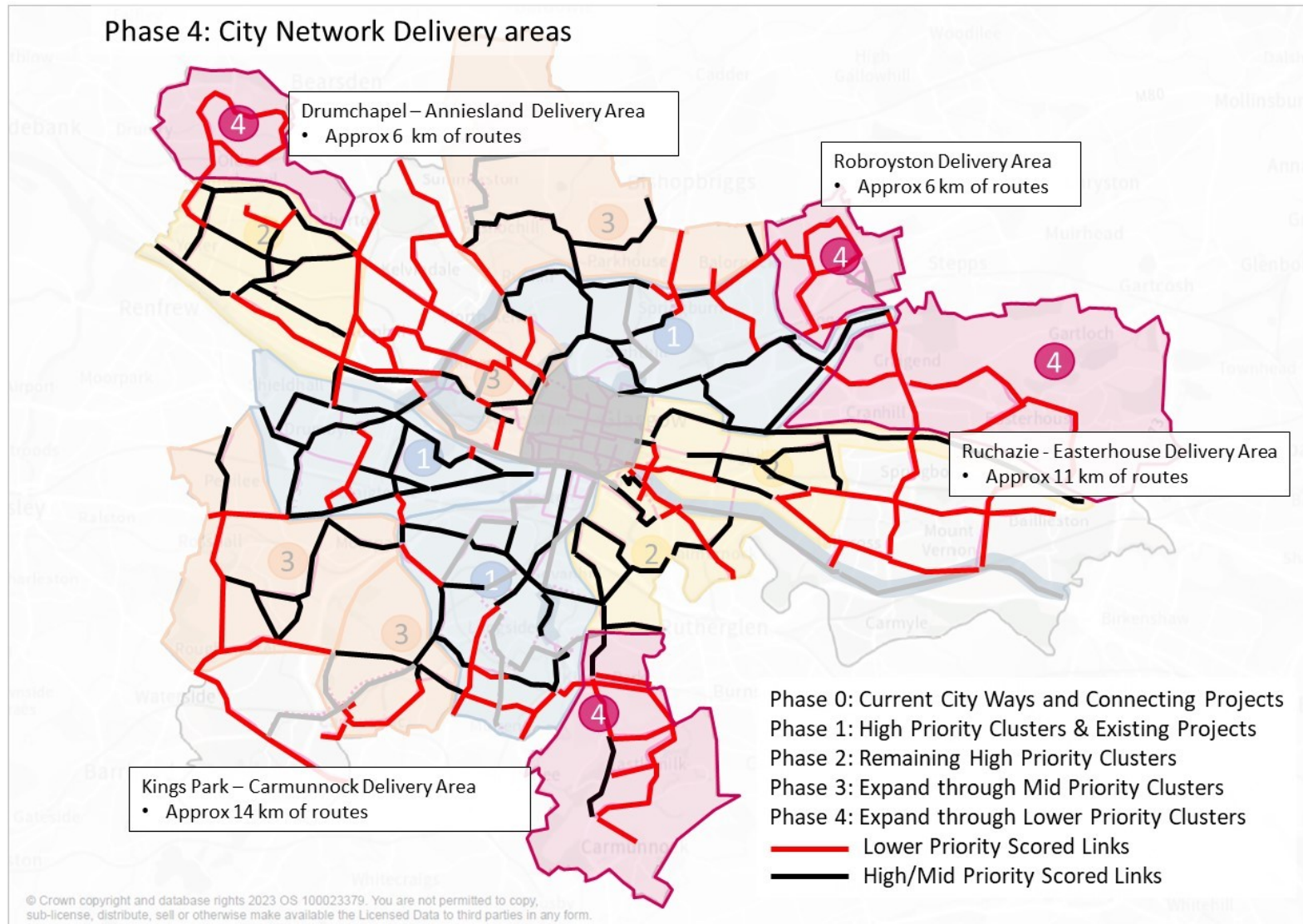
Anderston - Woodlands Phase 3 Delivery Area Routes (Wards 10,11)	Length (approx.)	Current Delivery Status
Clyde Pathway North	2.7 km	Constructed, options for targeted upgrade
West City Way	1.8 km	Constructed, options for targeted upgrade
Sauchiehall Street – Dumbarton Road (from M8 to Byres Road)	1.9 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Argyle Street (from Elderslie Street to Kelvingrove Street)	0.7 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Finnieston Street (from Squinty Bridge to Argyle Street)	0.6 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Kelvinway (from Sauchiehall Street to University Avenue)	0.6 km	Constructed, options for targeted upgrade
Yorkhill Routes	1.7 km	Routes currently in various stages of development
Beith Street (from Dumbarton Road to Hayburn Street)	0.6 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Woodlands Road – Gibson Street – University Avenue (from M8 to Byres Road)	1.9 km	Route currently in various stages of development due to past projects
Great Western Road	1.6 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Park Road – Woodlands Road (From Great Western Road to Woodlands Road)	0.3 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Napierhall Street – Maryhill Road (from Great Western Road to Garscube Road)	0.8 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Total	21.9 km	

Pollokshaws - Mansewood Phase 3 Delivery Area Routes (Ward 2)	Length	Current Delivery Status
Nether Auldhouse Road – Barrhead Road (from Kilmarnock Road to Boydstone Road)	2.6 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Pollokshaws Road to Thornliebank Road (from Christian Street to Boydstone Road)	2.1 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Boydstone Road (from Thornliebank Road to Barrhead Road)	2.2 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Kennishead Avenue	0.3 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Hopeman Street (from Boydstone Road to Kyleakin Road)	0.6 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Kennishead Road (from Boydstone Road to Barrhead Road)	1.6 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Total	9.4 km	

North Maryhill – Barmulloch Phase 3 Delivery Area	Length	Current Delivery Status
Maryhill Road (from Bilisland Drive to Sandbank Street)	1.2 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Balmore Road (from Hawthorn Street to Skirsa Street)	1.4 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Sandbank St – Skirsa Street – Blackhill Road Network	3.5 km	Indicative Cycle Street Route, due to go through options appraisal and preliminary design
Ashgill Road (from Balmore Road to Scaraway Street)	2.3 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Balgrayhill Road	1.2 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Broomfield Road (from Wallacewell Road to New Stobhill Hospital)	0.5 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Northgate Road (from Wallacewell Road to Auchinairn Road)	0.6 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Total	10.7 km	



North Cardonald - Pollok Phase 3 Delivery Area Routes (Wards 3,4,6)	Length	Current Delivery Status
Barrhead Road (from Boydstone Road to Crookston Road)	2.3 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
A736 (from Barrhead Road to Ainslie Road)	4.4 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Brockburn Road (from Barrhead Road to Crookston Road)	1.7 km	Currently Spaces for People infrastructure which is currently under review for upgrade as part of permanence programme
Braidcraft Road (from Barrhead Road to Brockburn Road)	1.7 km	Currently partly Spaces for People infrastructure which is currently under review for upgrade as part of permanence programme
Corkerhill Road (from Braidcraft Road to Paisley Road West)	1.8 km	Currently partly Spaces for People infrastructure which is currently under review for upgrade as part of permanence programme
Paisley Road West (Berryknowes Road to Ralston Drive)	1.5 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Total	13.4 km	



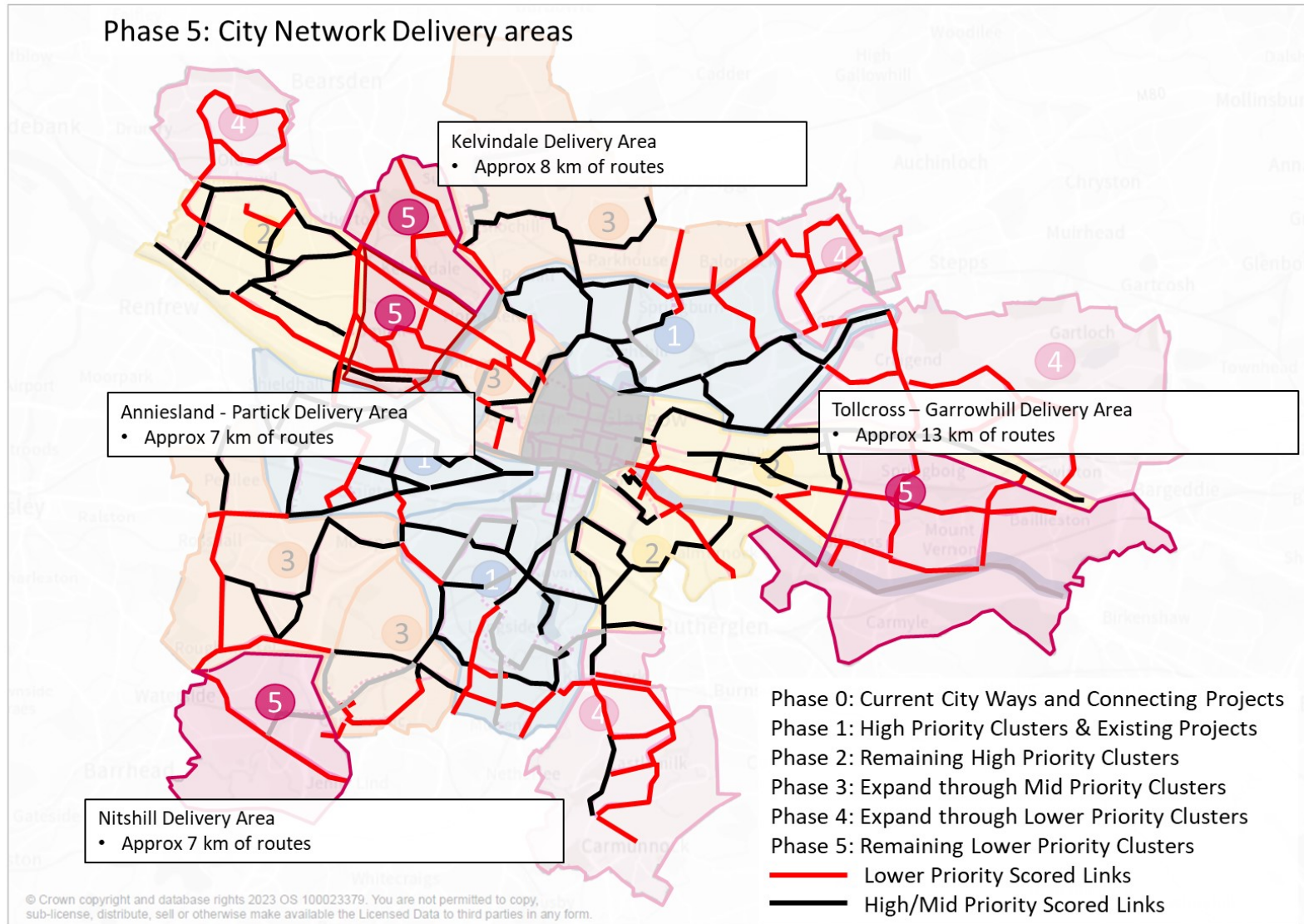


Ruchazie -Easterhouse Phase 4 Delivery Area Routes (Ward 21)	Length	Current Delivery Status
Gartloch Road (from Cumbernauld Road to Avenue End Road)	1.6 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Avenue End Road – Stepps Road (from Cumbernauld Road to Edinburgh Road)	2.5 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Gartloch Road (from Avenue End Road to Auchinlea Road)	1.6 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Auchinlea Road (from Gartloch Road to Westerhouse Road)	1.0 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Bartiebeath Road – Westerhouse Road (from Edinburgh Road to Auchinlea Road)	1.6 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Westerhouse Road – Easterhouse Road (from Auchinlea Road to Edinburgh Road)	2.6 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Total	10.9 km	

Robroyston Phase 4 Delivery Area Routes (Ward 17)	Length	Current Delivery Status
Standburn Road – Robroyston Road (from Royston Road to Wallacewell Road)	2.3 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Robroyston Road – Lumloch Road – Auchinleck Road (from B765 to M80 path)	2.0 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Monument Drive (from Loudon Hill Road to Saugh Avenue)	0.5 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Robroyston Station Access	1.5 km	Delivered as part of station upgrades
Total	5.7 km	

King's Park – Carmunnock Phase 4 Delivery Area Routes (Wards 1,7)	Length	Current Delivery Status
Aikenhead Road – Carmunock Road (from Prospecthill Road to Windlaw Road)	4.8 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
King's Park Avenue (from Aikenhead Road to Castlemilk Road)	1.1 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
B762 (from Catchcart Road to Aikenhead Road)	0.8 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Menock Road – Castlemilk Road (from Aikenhead Road to Croftfoot Road)	1.9 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Castlemilk Drive (from Menock Road to Arden Craig Road)	1.9 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Croftfoot Road (from Carmunock Road to Castlemilk Drive)	1.2 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Dourgrie Road (From Carmunock Road to Castlemilk Drive)	0.9 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Arden Craig Road (from Carmuncok Road to Castlemilk Drive)	1.1 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Total	13.7 km	

Drumchapel – Anniesland Phase 4 Delivery Area Routes	Length	Current Delivery Status
Duntreath Avenue (from Great Western Road to Garscadden Road)	0.9 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Kinfaus Drive (from Duntreath Avenue to Drumchapel Road)	3.2 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Drumhcapel Road – Garscadden Road (from Deuntreath Avenue to Canniesburn Road)	1.6 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Total	5.7 km	



Kelvindale Phase 5 Delivery Area Routes (Wards 15,23)	Length	Current Delivery Status
Great Western Road (from Byres Road to Anniesland Cross)	2.7 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Bearsden Road (from Anniesland Cross to Bearsden Road)	1.2 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Cleveden Road to Cowal Road (from Great Western Road to Maryhill Road)	2.0 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Maryhill Road (from Cowal Road to River Kelvin)	1.8 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Total	5.7 km	

Tollcross – Garrowhill Phase 5 Delivery Area	Length	Current Delivery Status
A89 (from Fernan Street to Church Street)	4.1 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Tollcross Road – Hamilton Road (from Braidfault Street to A74)	2.7 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Braidfaul Street (from London Road to Tollcross Road)	0.6 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Springboig Road to Hallhill Road (from Edinburgh Road to Shettleston Road)	1.5 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Killin Street – Carmyle Avenue (Shettleston Road to London Road)	1.7 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Mount Vernon Avenue (from Hamilton Road to Baillieston Road)	1.1 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Barrachnie Road (from Baillieston Road to Edinburgh Road)	1.1 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Total	12.8 km	

Anniesland – Partick Phase 5 Delivery Area	Length	Current Delivery Status
Dumbarton Road (from Byres Road to A739)	1.9 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Crow Road (from Dumbarton Road to A739)	1.4 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Clarence Drive (from Hyndland Road to Crow Road)	0.9 km	Currently Spaces for People infrastructure which is currently under review for upgrade as part of permanence programme
Highburgh Road – Hyndland Road (from Byres Road to Great Western Road)	1.5 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Clyde Pathway (from River Kelvin to Clyde Tunnel)	1.6 km	Constructed, options for targeted upgrade
Total	7.3 km	

Nitshill Phase 5 Delivery Area Routes (Wards 2,3)	Length	Current Delivery Status
Nitshill Road (Barrhead Road to Spiersbridge Road)	3.7 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Kennishead Road (from Nitshill Road to Boydstone Road)	3.4 km	Indicative route, options appraisal and preliminary design when delivery area funding allocated
Total	7.1 km	

City Network— Phasing and km to be developed

Phase 0
12.6 km

- East City Way - 5.2km
- Connecting Battlefield – 1.3km
- Connecting Woodside – 2km
- Connecting Yorkhill/Kelvingrove – 1km
- City Deal: Byres Road/Sighthill – 2.1km
- Flourishing Molendinar – 2km

Phase 1
77 km

- North City – 24km
- South City – 33km
- Greater Govan – 20km

Phase 2
63 km

- Yoker – Whiteinch – 24km
- Dennistoun – Carntyne – 20km
- Greater Gorbals – Dalmarnock 19km

Phase 3
55 km

- North Maryhill - Barmulloch– 11km
- Anderston - Woodlands– 22km
- Pollokshaws - Mansewood – 9km
- North Cardonald - Pollok– 13km

Phase 4
37 km

- Drumchapel – Anniesland – 6km
- Robroyston – 6km
- Ruchazie – Easterhouse 11km
- Kings Park – Carmunock – 14km

Phase 5
35 km

- Kelvindale – 8km
- Anniesland – Partick – 7km
- Tollcross - Garrowhill – 13km
- Nitshill – 7km

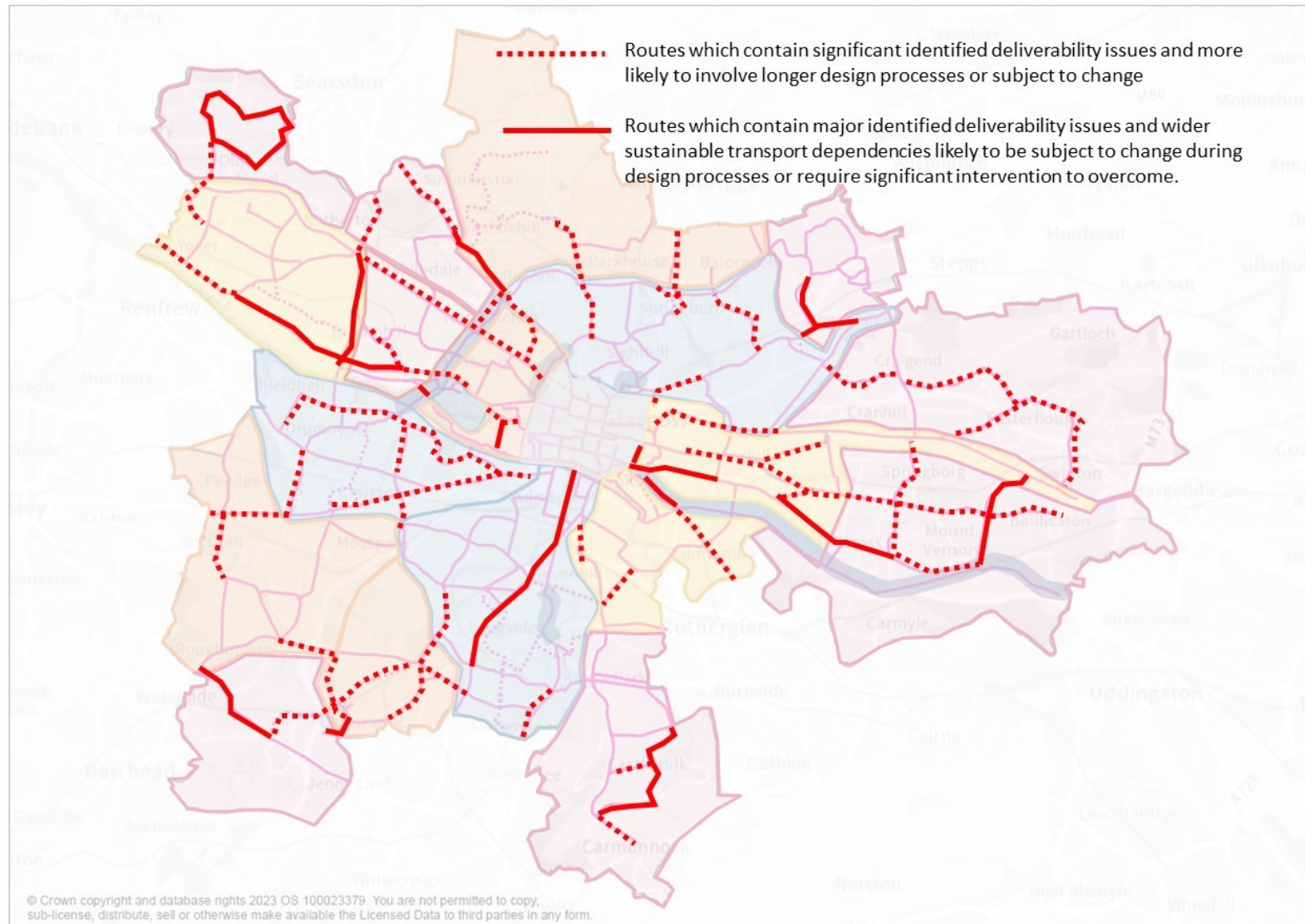




While the principles and general routing of the City Network have been established, it is important to note that a significant element of design work and decision making remains. As Scotland's most populated city, space is inevitably constrained on parts of the road network and there are often competing demands for that space from different modes of travel, and place making. It is important to recognise that existing infrastructure and space constraints in selected locations will often mean that a universal solution is impossible and designers will have to take specific cognisance of the local environment. This is not limited to the question of road space, but other factors will require to be considered such as known accident and safety locations, public transport arteries and the need to provide kerbside servicing e.g., for service and loading bays and or where appropriate, parking.

Glasgow City Council have developed the Streetspace Allocation Framework (SAF) which is used to provide a consistent approach to evaluating streets based on their movement and place function, and identifying areas of space constraint, based on available data including the known current and planned transport infrastructure and development. This is a dynamic tool and aims to support decision making by informing officers of specific spatial constraints on areas of road.

By following the principles of the SAF and through discussions with the various GCC teams as part of this project, it has been possible to consider the indicative City Network and identify routes which may have deliverability issues and may have to be amended or subject to significant design alterations. These routes have been presented overleaf. It is important to note that deliverability issues do not provide the solution but rather serve to flag to designers and decision makers where choices will have to be made. These decisions could be relatively minor such as a redesign of a small junction to mitigate a safety issue or could involve considering the wider network importance of competing modes on specific links. Ultimately each delivery area will be engaged on, consulted on and subject to feasibility and design.





Risk management is a critical programme planning and management process which has been fully incorporated within Glasgow City Councils project management toolkit. As projects develop in size and scale, successful delivery will rely upon a robust approach to risk, particularly for an undertaking as ambitious as the proposed City Network.

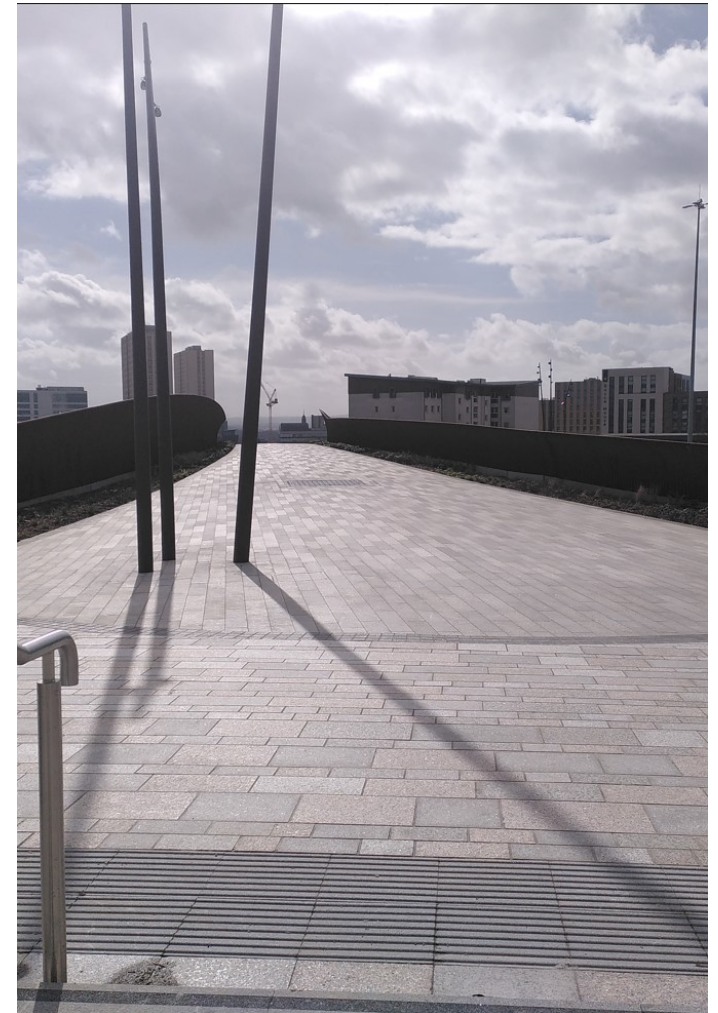
To comply with accepted Council processes a risk register has been developed to help identify, evaluate, monitor and mitigate risks as and when they occur throughout the process. For an overarching project such as the City Network, risks can relate to a number of categories including, economic, construction risks and staffing risks. Some of the key risks are presented below – this list is not exhaustive but instead serves to illustrate risks and challenges associated with the City Network.

Public	Public acceptability of necessary roadspace and kerbspace reallocation
Financial	Lack of funding, including lack of match funding to lever external funding sources
Public	Delays from consultation requirements and consultation fatigue within communities
Statutory	Delays intrinsic to the TRO process
Procurement	Delays in procurement
Resources	Lack of staff resources to manage funding, procurement and delivery
Materials	Material and utilities cost fluctuations and scarcity

While it is imperative to understand risks, it is also important to recognise the significant opportunities that are presented to Glasgow City Council while developing and delivering the City Network. There are numerous programmes that have successfully contributed to Glasgow's recent cycle infrastructure such as City Deal and Sustrans Places for Everyone. Future increases to national budgets for active travel, already announced, will support accelerated delivery. Of major significance is the opportunity to contribute to Glasgow City Council's commitment to cut vehicle km's travelled by 30%. Providing the City Network will serve to encourage modal shift towards cycling which will also reduce harmful tailpipe emissions, ensuring the city is a more pleasant place to live and work.

Similarly, as and when new developments are granted planning consent, GCC officers have to be in a position to ensure the City Network is constructed in parallel supporting these developments. It is vital that cycling opportunities are provided as developments come online, rather than allowing travel habits become ingrained.

While a phasing plan has been developed for the City Network, this has to be regarded as indicative. It is critically important that delivery is flexible and reactive to take advantage of any development and funding opportunities which may emerge. As such, phasing proposals will be regularly reviewed.



To deliver the City Network by 2031 in accordance with Glasgow’s Climate Plan, requires significant investment. This investment will require to be significantly increased from current levels to allow a corresponding increase in Glasgow City Council’s delivery capacity as well as the contractor workforce. It has been estimated that each delivery phase will require the following stages:

- Preliminary design—1 year
- Technical design—2 years
- Delivery—Up to 5 years



Glasgow City Council is committed to the realisation of the City Network. To ensure deliverability of the City Network is maximised, key departments across NRS have worked collaboratively in the development of this document and will continue to do so throughout delivery. Following approval of the Final Delivery Plan, the Officer Working Group will continue to manage the delivery of the City Network.

GCC have a history of successful applications to various funding sources which have been used to develop existing Active Travel infrastructure. GCC officers will continue to work with partners to secure funding and resources which will be used to roll out development of the City Network based upon the phasing presented within the Final Delivery Plan. The pipeline will be used to inform the applications for future funding.

Secured funding will be used both internally to fund technical officers, externally via consultancy support where appropriate and importantly to deliver construction activities.

The Final Delivery Plan also acknowledges that opportunities can arise to accelerate delivery in certain sections e.g. a development opportunity or a one-off funding opportunity. Officers will continue to apply a resilient and flexible approach with the ultimate aim of delivering the City Network as efficiently and timely as possible.

An annual update will be made to Committee on progress in developing the City Network in Glasgow .

Deliverability of the projects within this document will broadly be aligned to the RIBA Project Stages model which is now recognised nationwide as the standard project management model for active travel projects.

The RIBA Project Stages model within a Glasgow City Council context will be applied as follows:

- Stages 0-2 (Strategic Definition/Preparation & Brief/Concept Design) NRS will develop initial business cases, and in collaboration with key Council departments, will appoint external consultants to develop the project concept.
- Stage 3-4 (Developed Design/Technical Design) NRS Technical Services will undertake this work either in-house or, where suitable, by appointing external consultants. NRS Technical Services will work closely with internal colleagues, key stakeholders (internal and external) and the community to ensure that the vision for each route is realised. NRS Technical Services will manage the procurement and appointment of contractors to deliver each project.
- Stage 5-7 (Construction/Handover & Close Out/In Use): NRS Technical Services will manage contractors on site, ensuring that the new asset is successfully brought into use and handed over and adopted by maintenance colleagues.



