



**Glasgow City Council**

**City Administration Committee**

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

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### **City Network – Final Delivery Plan**

#### **Purpose of Report:**

- To present the City Network Final Delivery Plan for approval.

#### **Recommendations:**

It is recommended that the Committee approves the City Network – Final Delivery Plan, and notes that an annual update on progress will be made to the Environment and Liveable Neighbourhoods City Policy Committee.

Ward No(s):

Citywide: ✓

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

#### **PLEASE NOTE THE FOLLOWING:**

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## **1 Introduction**

- 1.1 The purpose of this paper is to present the City Network Final Delivery Plan for approval after the [Environment and Liveable Neighbourhoods City Policy Committee 26<sup>th</sup> April 2023](#) noted the report and agreed to recommend to the City Administration Committee for approval of the Plan.
- 1.2 A city wide cycling City Network has been developed which will link key areas of the city, encourage modal shift and play a role in reducing car vehicle kilometres across Glasgow. This is part of the Council's work to ensure that walking, wheeling and cycling become a first choice of transport where people feel safe and confident.
- 1.3 Delivery of the City Network will assist in developing a resilient future-ready and sustainable transport system for Glasgow. In turn this will help to transform the city into a more inclusive, liveable, and attractive place for residents, businesses, and visitors. Positive impacts will be made on health, wellbeing, and economic activity.

## **2 City Network – Final Delivery Plan – role and context**

- 2.1 The City Network responds to the current overarching [Glasgow Transport Strategy](#) to create a safe city-wide cycling network which will encourage more sustainable and active travel choices. The development of the City Network Final Delivery Plan responds to the following commitment within the Glasgow Transport Strategy Policy Framework: "Policy 16: Deliver a comprehensive city network for cycling as well as local cycling networks through Liveable Neighbourhoods workstreams. Aim to ensure infrastructure also supports non-standard cycles including adapted cycles where possible."
- 2.1 The City Network itself will be a key driver in achieving the City Council's commitments to net zero carbon, a minimum reduction of [30% of car kilometres travelled by 2030](#), and a commitment to achieve '[Vision Zero](#)' where no-one is killed or seriously injured on our roads, streets, cycle ways and footpaths.
- 2.2 The City Network forms a significant part of the Council's [Active Travel Strategy](#). The City Network effectively sits above all existing and new cycling workstreams in the city, as each combine as elements to complete the overarching City Network. It also links to the Council's ongoing Liveable Neighbourhoods workstream and associated local cycling networks.
- 2.3 The Final Delivery Plan has been prepared to determine the phasing of key sectors of the network which allows GCC officers to prioritise design and delivery across the city. The City Network Final Delivery plan is the overarching network document for GCC delivery teams as they programme their design and construction workloads. The Final Delivery Plan will also be used to direct funding applications.

### 3 Engagement

- 3.1 This work has been undertaken through collaboration and partnership, building on significant engagement and consultation to date, and developed by a multi-disciplinary & multi-team working group.
- 3.2 The City Network is a component of the overarching [Glasgow Transport Strategy](#), and the [Active Travel Strategy](#), which were subject to full public and stakeholder consultation in 2021. These strategic documents build on the previous major public engagement from 2020 on [Connecting Communities - A Public Conversation on Transport in Glasgow](#). The principles of the City Network have therefore undergone extensive consultation.
- 3.3 A Working Group was set up in Autumn 2022, to provide oversight and direction to the development of the Final Delivery Plan. This had representation from across NRS. Additional officers from multiple teams also fed into the discussions on the development of the Final Delivery Plan to ensure the work was as 'joined-up' and robust as possible.

### 4 Plan content

- 4.1 In 2022 GCC produced the City Network Interim Delivery Plan which set out how that City Network will be designed, developed and delivered rapidly over a 10 year period. The Interim Delivery Plan did not however specify specific areas for prioritisation or set out a phasing schedule.
- 4.2 This City Network Final Delivery Plan has been produced to build upon the Interim Delivery Plan and provide a transparent review of the process for network prioritisation. The Final Delivery Plan sets out the aims of the City Network, the prioritisation and scoring process, a clustering/area methodology and then presents a phasing plan for City Network Delivery which importantly will be used as a pipeline for GCC moving forward.
- 4.3 The phasing plan itself has been developed to consider route priority, deliverability issues, connections with key attractors and importantly, phasing to allow an expanding 'joined' up network. It has also considered:
  - **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 dependent on another piece of infrastructure/specific funding to be delivered first.
  - **Safeguarding:** which routes/spaces need to be safeguarded for vital future development

- 4.4 While area clusters generally follow a pattern replicating the priority matrix, qualitative information and officer oversight has also been applied where appropriate to ensure areas continue to natural boundaries such as the River Clyde, areas are developed to provide continuous routes and where necessary, key links are added to join clusters.
- 4.5 The phasing plan is the key output of the Delivery Plan and sets five delivery phases in addition to routes which are currently under construction. Route kilometres have also been considered to ensure phases are not overloaded.



- 4.6 Additionally, the Delivery Plan notes identified areas where there are competing demands for road space allocation. The Delivery Plan advises that decisions will have to be made with regards to modal priority in key sections of routes. The Delivery Plan does not make final recommendations in all locations but rather notes that conflicts will be resolved through the design process and that

in constrained locations, decisions will require to be taken to prioritise transport modes.

- 4.7 Considering the above, some elements of the City Network should still be considered as indicative as routes may be subject to alteration and change through the design and local consultation processes the Council undertakes on new infrastructure.

## **5 Governance and way forward**

- 5.1 Following approval of the Final Delivery Plan, the Officer Working Group will continue to manage the delivery of the City Network.
- 5.2 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.
- 5.3 Secured funding will be used both internally to fund technical officers, externally via consultancy support where appropriate and importantly to deliver construction activities.
- 5.4 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.
- 5.5 An annual update will be made to the Environment and Liveable Neighbourhoods City Policy Committee on progress in developing the City Network in Glasgow.

## **6. Policy and Resource Implications**

### **Resource Implications:**

#### *Financial:*

The full costs of delivering the City Network Final Delivery Plan document have been met from Transport Scotland's Direct Award. Interventions will be subject to existing and future funding applications and allocations.

#### *Legal:*

The report raises no new legal issues.

*Personnel:* Internal and external resources and partners will be utilised in taking forward City Network delivery activities.

*Procurement:* The Liveable Neighbourhood and City Network and work to be developed through internal consultancy teams.

**Council Strategic Plan:** The projects supported by this funding in turn support the following Council Strategic Plan 2022 – 2027  
GRAND CHALLENGE THREE – Fight the climate emergency in a just transition to a net zero Glasgow  
MISSION 1: Deliver sustainable transport and travel aligned with the city region

- Via implementation of the Glasgow Transport Strategy Policy Framework, work to reduce car vehicle kilometres travelled in the city by at least 30 per cent by 2030.
- Continue to deliver on our commitment to a 20mph cityside speed limit and design streets that naturally reduce speeding. Explore ways to take stronger action on pavement and other illegal parking, and on idling vehicles.
- Deliver the city's Active Travel Strategy, working towards delivery of a comprehensive City Network of active travel infrastructure to support modal shift.

GRAND CHALLENGE THREE – Fight the climate emergency in a just transition to a net zero Glasgow  
MISSION 2: Become a net zero carbon city by 2030

- Deliver place-based interventions and key local regeneration projects.

**Equality and Socio-Economic Impacts:**

*Does the proposal support the Council's Equality Outcomes 2021-25? Please specify.* Yes, supportive of the stated outcomes, particularly outcomes 1,2, 6, 7-11, through the role of active travel investment supporting people to make sustainable, affordable & equitable travel choices in the city, the role of active travel in supporting physical and mental

health improvement, and the role of the TBCS to assist facilitate and influence choice of travel.

*What are the potential equality impacts as a result of this report?*

The work will be covered by the overarching EqIA for the Glasgow Transport Strategy. Individual EQIA screenings will be undertaken for the individual projects as appropriate.

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

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

### **Climate Impacts:**

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

The Plan will assist in promoting and supporting sustainable forms of transport. GCC Climate Plan Theme 3 – Well Connected and Thriving City.

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

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

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

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

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

### **Privacy and Data Protection Impacts:**

No data protection impacts identified.

## **7. Recommendations**

It is recommended that the Committee approves the City Network – Final Delivery Plan, and notes that an annual update on progress will be made to the Environment and Liveable Neighbourhoods City Policy Committee.