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Glasgow City Council

City Administration Committee

Item 8

22nd June 2022

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

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**SUSTAINABLE / ACTIVE TRANSPORT
CAPITAL PROGRAMME 2022/23 – FUNDING FOR GLASGOW**

Purpose of Report:

To seek Committee approval for the acceptance of Strathclyde Partnership for Transport (SPT), Smarter Choices Smarter Places (SCSP), Cycling, Walking & Safer Routes (CWSR), Sustrans and Transport Scotland (TS) grant funding for the delivery of a range of sustainable transport projects and initiatives.

Recommendations:

It is recommended that Committee approves the acceptance of £12,848,000 in external funding for sustainable transport projects within Glasgow.

Ward No(s):

Citywide: ✓

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

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1.0 Background

- 1.1 Each year the Council receives grants from several government schemes ring-fenced to promote sustainable/active transport such as walking, cycling and public transport. Transport Scotland directly award both the Cycling, Walking & Safer Routes and the Direct Resource Grant to the Local Authority. However, SPT, Smarter Choices, Smarter Places (SCSP) and Sustrans funding is via a competitive bid process.

2.0 Successful Funding

- 2.1 This year Glasgow City Council has been successful in obtaining the following funding:

SPT	£1,510,000
Cycling, Walking & Safer Routes (CWSR)	£4,070,000
Paths for All: Smarter Choices, Smarter Places (SCSP)	£553,000
Sustrans.	£6,600,000
Transport Scotland Direct Resource	£115,000
	£12,848,000

- 2.2 The grants are a combination of annual awards and multi-year funding agreements and follow on from awards granted in 2021/22. Conditions of the grants note completion dates of:

- SPT, CWSR and TS Direct Resource stipulate that projects are delivered by 31st March 2023.
- SCSP require works be completed by 31st May 2023.
- Sustrans funding is linked to a multi-year project plan which has a completion date of 31st October 2025.

3.0 Projects

- 3.1 Funding secured via CWSR/Sustrans/TS Direct Resource will be used on projects which will expand and enhance the city's active travel infrastructure. Delivery of these projects will tie in with the aspirations of the Council's Active Travel Strategy (ATS) and build upon the now superseded Strategic Plan for Cycling.
- 3.2 These projects directly contribute to the overarching themes within the ATS by ensuring that Connectivity, People and Place, Unlocking Change and Thinking Differently are at the core of what these active travel projects will deliver upon. These projects will rebalance our streets to enable increased opportunities for walking, wheeling and cycling whilst also encouraging, motivating and supporting change through:

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- Increasing the provision of safe walking and cycle routes;
- Delivering area-wide improvements in some parts of the City;
- Improving permeability to encourage active travel;
- Providing widened and improvement of footways;
- Creating high quality public spaces;
- Ensure support to communities and key partners to enable behaviour change.

3.3 Specifically, the funding will deliver a range of projects, including:

- Permanence of the City's "Spaces for People" infrastructure as approved at CAC in September 2021;
- Yorkhill and Kelvingrove Cycling Village project;
- Progression of the Battlefield Street Design project (now known as Connecting Battlefield).
- Supporting and promoting a range of behaviour change campaigns and initiatives across the city.

3.4 This funding is a critical contribution towards the Council's commitment to prioritise sustainable transport across the city and will enable the Council to deliver on its commitments within the ATS to build high quality, inclusive active travel infrastructure.

3.5 These projects also contribute towards the Glasgow Transport Strategy, and specifically the goal that Transport contributes to a successful and just transition to a net-zero carbon, clean and sustainable city. Individual projects such as the Battlefield and Yorkhill projects have direct cross over with the City's Livable Neighbourhoods Plan and would see early delivery of many of the principles within the plan.

3.6 Funding secured via SPT will be used on a variety of projects to enhance the City's bus infrastructure provision in line with the City Council's public transport aspirations. This includes, but is not limited to, progression of further improvement works in Renfield Street and the development of design options for Hope Street which will allow the City Council to bid for construction funding in the next financial year.

3.7 Additional monies within this fund have been ringfenced for the improvements of a number of individual bus stops, including the installation of High Access Kerbs and upgraded waiting facilities where possible. It should be noted that SPT funded schemes are selected following feedback from bus operators, engagement with SPT and members of the public.

3.8 Through the development of projects such as Renfield St and Hope Street together with localised improvements such as the installation of High Access Kerbs at neighbourhood locations this ensures that the City Council is working towards its stated objectives of:

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- A more sustainable, integrated transport networks across the city.
- Less congestion on our transport network.
- A low carbon footprint as a council and as a city.

Specifically, the Hope St and Renfield St projects support the Glasgow City Council City Centre Transformation Strategy, ensuring a Successful & Vibrant City Centre and providing opportunities to operate as a Carbon Neutral City.

- 3.9 SCSP funding is managed by 'Paths for All' on behalf of the Scottish Government. This fund aims to encourage people to make more journeys by foot, bicycle and public transport and reduce car dependency. This fund will deliver a range of activities and advertising campaigns in support of behaviour change across Glasgow.
- 3.10 These activities will include discounted/gifted memberships to the City's cycle hire scheme and car club scheme to encourage uptake, as well as more targeted offerings to disadvantaged demographics. This critical workstream supports the Glasgow Cycling Charity Network who delivery training and access to cycle facilitates throughout the city. It enables Officers to work with communities and support them in making sustainable transport choices. Delivery of these services and funding is key to the City's Transport Strategy, with behaviour change being a key theme of the strategy.

4.0 Policy and Resource Implications

Resource Implications:

Financial:	This will provide additional funding of £12,848,000.
Legal:	GCC Legal Services to conduct due diligence.
Personnel:	No direct personnel issues
Procurement:	Works will be procured according to Standing Orders

Equality and Socio-Economic Impacts:

Does the proposal support the Council's Equality Outcomes 2021-25? Please Specify.	This proposal supports the outcomes though Outcome 2 - Disabled people, black and minority ethnic people and older people have an improved experience in accessing services that meet their
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needs through more regular and systematic involvement in design of service delivery across the Council Family.

Outcome 6 - The importance of tackling social isolation and loneliness is recognised and prioritised through our work with partners

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

Positive impact.

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

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

Climate Impacts:

Does the proposal support any Climate Plan actions?. Please specify.

The proposal supports the Climate Plan through actions:
No 51 – “Deliver a comprehensive active travel network, incorporating the Spaces for People measures and enabling 20 minute neighborhoods through the livable neighborhoods plan.

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

Encouragement of cycling and/or walking for daily utility journeys.

The projects will improve Glasgow’s urban environment and connectivity, thus leading to an increase in sustainable travel methods and a reduced carbon footprint.

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

Increased use of active and sustainable transport modes will contribute to net zero.

Privacy and Data Protection impacts:

No Data Protection Impacts are identified.

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5.0 Recommendations

It is recommended that Committee approves the acceptance of £12,848,000 in external funding for sustainable / active transport projects within Glasgow.