



Glasgow City Council

City Administration Committee

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

Contact: George Gillespie Ext: 79106

**ACCEPTANCE OF FUNDING FOR LIVEABLE NEIGHBOURHOODS
PROGRAMME & CITY NETWORK**

Purpose of Report:

- To seek Committee approval for acceptance of Sustrans Places for Everyone funding

Recommendations:

- It is recommended that Committee approves the acceptance of £2,100,000 from Sustrans Places for Everyone Fund.
 - Glasgow City Network Delivery Route map – £590,000
 - Glasgow City Network Advanced Delivery Areas - £1,330,000
 - Yorkhill to Anderston Liveable Neighbourhood Stage 2 (concept design) - £180,000

Ward No(s): 10 & Citywide

Citywide: ✓

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

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1 Introduction

- 1.1. The purpose of this report is to seek approval for acceptance of £2.1m from the Sustrans 'Places for Everyone' grant funding for the continuation and further development of:
 - **Active Travel Strategy** - Glasgow City Network Delivery Route map – £590,000
 - **Active Travel Strategy** - Glasgow City Network Advanced Delivery Areas - £1,330,000
 - **Liveable Neighbourhoods** - Yorkhill to Anderston LN - Stage 2 (Concept design) - £180,000
- 1.2. The Liveable Neighbourhoods Programme (LN), alongside Glasgow's Active Travel Strategy 2022-2031, & Interim Delivery Plan for the City Network, was presented to the [Environment, Sustainability and Carbon Reduction City Policy Committee](#) on the 1st February 2022 and approved at the City Administration Committee (CAC) on the [24th February 2022](#). The CAC approved the acceptance of Sustrans Places for Everyone (PfE) funding to continue with Liveable Neighbourhoods Tranche 2 and 3 for Stages 0-2 to September 2024.
- 1.3. The continued development of the City Network & Liveable Neighbourhoods programme will make an important contribution to council priorities by providing the policy context that supports the development of transport and neighbourhood interventions that put Connectivity, People and Place as first choice.

2. Active Travel Strategy – City Network & Liveable Neighbourhoods

2.1 City Network

- 2.1.1 The Active Travel Strategy (ATS) 2022-2031 set out a step change for how people and goods move around Glasgow and in the design of our streets and public spaces. A suite of documents is being developed to support the ATS. These are:
 - Connectivity, People and Place: Delivery Plan for the City Network
 - Unlocking Change: Travel Behaviour Change Strategy
 - Thinking Differently: Sport and Recreational Cycling Strategy
- 2.1.2 The Interim Delivery Plan for the City Network described key learning from experience from Glasgow and other European cities, identified design and delivery principles, key design outlines, and provided a proposed way forward for delivery. The report can be accessed below:

[Interim Delivery Plan for the City Network](#)

- 2.1.3 The final Delivery Plan for the City Network will set out the sequential delivery of the City Network and other active travel infrastructure in Glasgow up to 2031.
- 2.1.4 Two funding bids were submitted to Sustrans PfE programme for the continued development of the City Network as follows.
- 2.1.4.1 **Glasgow City Network Delivery Route map** - This funding is to bring the whole Glasgow City Network through RIBA Stage 0 – Strategic Definition and RIBA Stage 1 - Preparation & Brief, excepting advanced parts of the network. *The outcome will enable Glasgow City Council to agree high level concepts that can be developed when funding allows.*
- 2.1.4.2 **Glasgow City Network Advanced Delivery Areas** – This funding is to produce RIBA Stage 2 – Concept Design for the Glasgow North and the Inner-South City networks, introducing high quality cycling networks alongside enhanced pedestrian infrastructure and public realm. It builds on the North Glasgow Strategic Development Framework, South Central Local Development Framework, Spaces for People, City Way infrastructure, and Liveable Neighbourhoods engagement work. The output of this work will be a RIBA Stage 2 report including drawings to allow the continued funding and development of the city network.
- 2.1.5 A funding application has been submitted for the Govan City Network for RIBA Stage 3 & 4 (Developing Design – Technical Design) which will develop the active travel network throughout Govan and the QUEH to the existing works of the City Deal funded Govan-Partick bridge, which is in RIBA Stage 5 - Construction, providing further connection of the City Network to the north of the Clyde.

2.2 Liveable Neighbourhoods

- 2.2.1 The Liveable Neighbourhoods Programme complements the City Council's Active Travel Strategy and City Network to create a step change for Glasgow in how people and goods move around our city, in the design of our streets and public spaces, and in encouraging active travel as people's first choice for transport.
- 2.2.2 The programme is a direct response to the 20-minute Neighbourhoods, the climate emergency (Climate Plan - Theme 3 'Well Connected and Thriving City') and the City Council's commitments to achieving 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.
- 2.2.3 The Council has recognised that a strategic approach to design and delivery is required to ensure those benefits extend to all areas of the city. The Liveable

Neighbourhoods Programme provides an opportunity for such a framework to be developed. The approach for Glasgow is based on implementation at the scale of large urban neighbourhood areas. The process is led with public participation assisting to identify a series of thematic interventions in their local communities, whilst also delivering on the necessary city scale interventions required. This is detailed in the [LN Storymap](#) and [LN Toolkit](#) with further information available from www.glasgow.gov.uk/liveableneighbourhoods and past ESCR Committee papers:

- [8th June 2021](#) Information on LN
- [1st February 2022](#) LN update - Tranche 1, stage 1 reports for Ruchill to Cowlares LN, Langside to Cowlares LN and LN Strategic Business Case
- [23rd August 2022](#) LN update – Tranche 1 stage reports for Dennistoun to Cranhill LN, Govan to Kingston LN and Yorkhill to Anderston LN

2.2.4 Yorkhill to Anderston LN [Stage 1 \(Strategic Review\) report](#) was developed as an additional Tranche 1 Study area and presented to ESCR committee on the 23rd August which noted that Stage 2 for this LN area was unfunded.

2.2.5 The award of this funding will now allow a number of projects (3-5) from the Stage 1 report long list to be selected and taken forward to RIBA Stage 2 concept design.

2.2.6 Projects will be selected using a scoring matrix and through discussion with key internal stakeholders and local ward councillors. This matrix considers a multitude of environmental, social, and economic factors such as potential for carbon reduction, capacity for modal shift, opportunities for the local economy and deliverability of the projects.

2.2.7 Projects that are taken forward as part of Liveable Neighbourhoods will undergo concept design and be presented at further engagement sessions for collaboration between community, stakeholders, and the council.

3. Funding

3.1. Sustrans Places for Everyone (PfE)

3.1.1 On the 18th of November 2022 Sustrans announced the outcome for funding applications with Glasgow City Council successful in being awarded funds to progress work on the Glasgow City Network Delivery Route map, the City Network Advanced Delivery areas and Yorkhill to Anderston LN Stage 2. This work activity is 100% funded by PfE.

3.1.2 The total amount awarded is £2,100,000, with the breakdown of years as:

Project	Total Award	2022/23 Award	2023/24 Award	2024/25 Award
Glasgow City Network Delivery Route map (RIBA stage 1)	£590,000		£490,000	£100,000
Glasgow City Network Advanced Delivery Areas (RIBA stage 2)	£1,330,000		£1,330,000	
Yorkhill to Anderston LN - RIBA Stage 2	£180,000	£40,000	£140,000	
Total	£2,100,000	£40,000	£1,960,000	£100,000

3.1.3 The funding will allow for:

- To take forward the Strategic Prioritisation of the City Network, Identifying preferred route options and interventions.
- Continued funding for staff resource time to September 2024.
- To advance the delivery of Concept Designs for the North City Network and Inner South City Network.
- Continued work on the Yorkhill to Anderston LN RIBA Stage 1 to Stage 2

3.1.4 Concept designs will be consulted on to develop clear project proposals that can be taken forward through further funding applications when opportunities arise.

3.1.5 The Sustrans PfE funding stream of RIBA Stage 0-2 was also successful in being awarded £450,000 funding for the City Centre Transport Plan workstreams of a People First Zone and Accessibility Audit. This was approved at the [City Administration committee on the 1st December 2022](#).

4. Policy and Resource Implications

Resource Implications:

Financial: The full costs of delivering Tranche 1, 2 & 3 RIBA stage 0-2 activity is being met from the Connecting Communities funding from Sustrans to be spent by September 2024. The full costs of delivering Stage 0-2 for the City Network Delivery Route map and Advanced Delivery areas are being met by Sustrans Places for Everyone funding to be spent by September 2024.

Legal: The report raises no new legal issues.

Personnel: The funding supports staffing resources within GCC. The LN, ATS and City Network activity is being produced through temporary staff resources. Internal and external resources will also be utilised in taking forward this new activity.

Procurement: City Network work to be developed through internal consultancy and external consultants procured through Scotland Excel framework. LN activity will be undertaken by 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 sustainable urban drainage and promote nature-based solutions to manage flooding and pollution.

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

GRAND CHALLENGE FOUR – Enable staff to deliver essential services in a sustainable, innovative, and efficient way for our communities

MISSION 1: Create safe, clean and thriving neighbourhoods

- Develop, secure funding for and implement local infrastructure changes in line with a Liveable Neighbourhoods approach for every single community by 2030 so that our local streets are safe and pleasant for everyone to walk, wheel, cycle, play and spend time in.

Equality and Socio-Economic Impacts:

Does the proposal support the Council's Equality Outcomes 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 Liveable Neighbourhoods in enhancing quality places for all.

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 projects funded by these grants will enhance existing and create new conditions for promoting and supporting sustainable forms of transport. GCC Climate Plan Theme 3 – Well Connected and Thriving City.

Improving Infrastructure for walking, cycling and remote working.

A Liveable Neighbourhoods Plan, looking to implement 20 minutes neighbourhoods in the city and embed sustainable practices throughout.

Active Travel Strategy setting the ambition and workplan that will also deliver on the city and neighbourhood networks.

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.

5. Recommendations

It is recommended that Committee approves the acceptance of **£2,100,000** from Sustrans Places for Everyone Fund.

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