Item 6

11th April 2023

Glasgow City Council

Ward 8 Area Partnership

Date: 11th April 2023

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Options for Neighbourhood Infrastructure Improvement Fund – Area Partnerships within Ward 8

Purpose of Report:

To provide committee with:

1. List of recommended options for Neighbourhood Infrastructure Improvement Fund - Area Partnerships £1m ward spend towards Neighbourhood Infrastructure asset improvements.

Recommendations:

It is recommended that committee note this report and advise of their preferred options for the additional Neighbourhood Infrastructure Improvement Fund - Area Partnerships £1m asset improvement fund for Ward 8 to allow for early action and delivery of projects.

Ward No(s): Citywide:

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

1. Introduction

1.1 Investing in Glasgow's Neighbourhood Infrastructure network is crucial as it supports economic development and brings important social benefits. It supports the environment, builds resilience, helps to protect Glasgow's most vulnerable citizens, and contributes to the City's vibrancy and sustainability.

1.2 The Area Partnership will have the opportunity to inform officers of what work they would like to be considered within their ward. Following the recent budget allocation for the Council, Neighbourhoods, Regeneration and Sustainability have been allocated an additional £23 million Neighbourhood Infrastructure Improvement Fund - Area Partnerships to invest in repairs and/or improvements to existing or new neighbourhood infrastructure assets. This equates to an additional £1m per ward across the City. It is intended that this £1m of investment is considered, consulted, and informed by local communities and stakeholders into how it should be spent.

1.3 This investment also has the opportunity to assist neighbourhoods in improving their environment and community through initiatives to mitigate littering, fly-tipping, and improvements to the general streetscene remit with improvements to areas not covered by regular green maintenance.

1.4 The investment will support key themes set out in the Council's Strategic Plan, Active Travel Strategies and Traffic and Road Safety Plans. It will support these strategies by maintaining and improving transport infrastructure throughout the City leading to a safer and securer transport network for all those travelling within the City. Improved road network condition will assist in the delivery of effective transportation services.

1.5 This Investment will also assist in promoting Glasgow as a Cycling City by delivering a road network suitable for all modes of active travel. It will bring health and well-being benefits to our residents and will contribute to Glasgow's aim of being one of the most sustainable Cities in Europe.

1.6 The strategy aims to provide the most cost-effective solutions by delivering the most appropriate and effective treatments to our neighbourhood infrastructure assets. This will include a mix of differing carriageway resurfacing options, solutions to address deterioration in our footways, street lighting, traffic signals, drainage infrastructure and street furniture as well as provide community led improvements to all open space.

1.7 Consideration of Glasgow's Liveable Neighbourhoods must be accounted for and this will enable areas to be accessible and healthy places that allow people, of all ages and abilities, out to play and socialise in their local area. Neighbourhoods should perform in such a way that maximises the social, economic, and environmental benefits of the area through interventions that improve localities and place and help to reduce the city's dependency on cars by making walking, cycling and public transport first choice. Our Neighbourhood Infrastructure investment strategy will also encompass the fundamental principles of the Council's Liveable Neighbourhoods ethos.

1.8 All suggested schemes will be assessed and placed on a ranked list and works are prioritised by assessing condition, risk, and community benefit. If the scheme is of particular importance to the community, any supplementary information on its community

benefit will assist to ensure that local knowledge will be used to improve outcomes for local people.

2. Local Engagement

2.1. Public consultation and engagement form the key element of the investment strategy, ensuring a significant proportion of the investment is informed by local communities and a variety of stakeholders including: -

- Elected Members
- Community Councils
- Resident Associations
- Housing Associations
- Public Transport Operators
- Police Scotland
- Scottish Fire and Rescue.

The Council has received and used feedback from these stakeholders to assist us in determining our priorities for 2022/23.

2.2. Recent investment strategies helped to improve the level of customer satisfaction, which is measured by an annual household survey. Although road condition with Glasgow roads has fallen slightly in the last 12 months, Glasgow City Council still remains one of the best performing Council's in Scotland in terms of road condition and continue to remain in the top quartile for performance in this area.

2.3. Data from a number of sources is also used in addition to the information received via public consultation to assist in determining which elements of neighbourhood infrastructure should be considered for improvement and/or maintenance. Sources include safety inspections, the Road Condition Index, public liability claims, bus & taxi surveys, inspections, and condition assessments.

2.4. Officers will work with local communities to build participation and engagement around where the additional Neighbourhood Infrastructure Improvement fund will target in terms of improving the condition of neighbourhood infrastructure assets in that area. This engagement will begin with the circulation of this report for the Area Partnerships to consider followed by presentations by officers at the Area Partnership. These presentations will detail works already programmed for the area termed 'Business as usual' and will provide guidance and clarity over proposals being made by the Area Partnerships for the additional funding. This will take the form of officers presenting our works packages for the ward covering: -

- Road resurfacing and patching
- Footway improvement
- Street Lighting investment
- Drainage repairs including gully cleaning
- Traffic Signal – upgrade of existing or new provisions such as puffin crossings
- Street Furniture improvements.

This report seeks to gauge opinion of the Council's proposals for works within the ward and to receive proposals for work that the area wishes to see the additional £1m be spent upon. The team has provided some suggestions for spend in Section 3.5 to be considered by the area.

3. Suggested Projects for Neighbourhood Infrastructure Improvement Fund - Area Partnerships

3.1 Whilst it is recognised that engagement with communities does not follow any external timescale, it is understood, where possible, that the Neighbourhood Infrastructure Improvement Fund - Area Partnerships is spent and projects delivered from the beginning of the financial year 2022-2023 but that the Area Partnership considers that actual delivery of any proposed and agreed scheme may be delivered over a 2-year period.

3.2 Any scheme or project which is identified by an Area Partnership must still follow the engineering principles followed by the Council's maintenance teams, in terms of repairs or refurbishment of an asset or the Council's engineering teams when considering any new and additional asset to be introduced i.e. new street furniture, additional street lighting, introduction of traffic signal-controlled crossings.

3.3 As part of the Ward Partnership engagement, Council officers will provide some recommendations in relation to potential ideas or schemes that the Ward Partnership could consider for the £1m investment available. The form of ideas can consider any of the following: -

- Preventative measures for fly-tipping, concreate blocks and CCTV
- Public Realm improvements (benches etc)
- Improvements to council owned land that has no maintenance schedule
- Road safety measures/traffic calming
- Road resurfacing and patching
- Footway improvement
- Street Lighting investment
- Drainage repairs including gully cleaning
- Traffic Signal – upgrade of existing or new provisions such as puffin crossings

3.4 It must be noted that any potential investment idea that is considered must be able to be implemented on an area which is maintained at public expense or Council owned i.e. public open space, adopted roads or is in relation to a neighbourhood asset which is already maintained at public expense. This funding is not available to undertake work on private land.

3.5 Projects/Schemes to Consider: -

The following is the updated status of the suite of resurfacing projects presented to the Area Partnership to consider in June 2022.

Carriageway Resurfacing Schemes

Location	Extents	Potential Budget	Current Status
Abbotsford Place	Cavindish St to Devon St	£10,600	Works Completed
Bedford Street	South Portland Street to Eglinton Street	£28,000	Works Completed
Myrtle View	Aikenhead Rd to R8	£28,000	Works Completed

Rd			
Govanhill St	Batson St to Hickman St	£28,000	Works Completed
Ardbeg Street	Coplaw Street to Kingarth Street	£15,500	Works Completed
Daisy Street	Dixon Avenue to Allison Street	£28,000	Works Completed
Commercial Road	Old Rutherglen Road to Ballater Street	£46,675	Programmed for completion 2023/24
Crown Street	Ballater Street to Adelphi Street	£67,500	Programmed for completion 2023/24
Kingarth Street	Victoria Road to Pollokshaws Road	£63,000	Programmed for completion 2023/24
Calder Street	Hickman Street to nursery	£66,600	Programmed for completion 2023/24
Calder Street	Annette Street to Ascog Lane	£30,000	Programmed for completion 2023/24
Cathcart Road	Pollokshaws Road to Bus Depot	£75,000	Programmed for completion 2023/24
Langside Road	Allison St to Calder St	£75,600	Programmed for completion 2023/24
Butterbiggins Road	Full Length (Note: works cannot be undertaken until adjacent development is complete)	£180,250	To be considered for RIIF spend
Cumberland Street	Queen Elizabeth Gardens to No.466	£54,250	To be considered for RIIF spend
Commercial Road	North of junction with Ballater Street	£8,400	To be considered for RIIF spend
Allison Street	At Cathcart Road	£24,500	To be considered for RIIF spend
Prince Edward Street	At Craigie Street	£10,500	To be considered for RIIF spend
Victoria Road	Across the pedestrian crossing at Dixon Avenue	£9,100	To be considered for RIIF spend
Shawfield Drive	Northbound from the pedestrian crossing at Shawfield Road – lighting column EBC432	£16,275	To be considered for RIIF spend

Hutchesontown Court	Full Length (excluding parking bays)	£11,040	To be considered for RIIF spend
Annette Street	Dixon Avenue to Allison Street	£28,750	To be considered for RIIF spend
Warren Street	Full length	£30,360	To be considered for RIIF spend
Footway Resurfacing			
Location	**Extents**	**Potential Budget**	**Current Status**
Braehead Street	from R1 to R3 south footway	£5,040	To be considered for RIIF spend
Calder Street	Annette Street to Riccarton Street (north footway)	£73,500	To be considered for RIIF spend
Calder Street	Annette Street to Riccarton Street (south footway)	£80,500	To be considered for RIIF spend
Kingarth Street	Pollokshaws Road to Victoria Road (north footway)	£15,400	To be considered for RIIF spend
Kingarth Street	Pollokshaws Road to Victoria Road (south footway)	£19,250	To be considered for RIIF spend
Eskdale Street	Full length (east footway)	£8,400	To be considered for RIIF spend
Eskdale Street	Full length (west footway)	£9,100	To be considered for RIIF spend
Dixon Avenue	Langside Road to Cathcart Road (north footway)	£29,400	To be considered for RIIF spend
Dixon Avenue	Langside Road to Cathcart Road (south footway)	£37,100	To be considered for RIIF spend
Garturk Street	Dixon Ave to Calder Street (east footway)	£10,150	To be considered for RIIF spend
Garturk Street	Dixon Ave to Calder Street (west footway)	£10,500	To be considered for RIIF spend
Langside Road	Calder Street to Kingarth Street	£10,850	To be considered for RIIF spend

Niddrie Road	Price Edward Street to Joint near No103 (east footway)	£5,250	To be considered for RIIF spend
Govanhill Street	To Hairmyre Street	£17,150	To be considered for RIIF spend

Drainage Suggestions			
26	Albert Road	at dead-end Holyrood Secondary School	£60,000
27	Langside Road	at Calder Street	
28	Turriff Street	outside No.12	
29	The Boulevard	Drainage repairs	
30	Caledonia Road	Drainage repairs	
31	Carlton Place	Drainage repairs	
32	Various Locations	Drainage repairs	
Miscellaneous Suggestions			
33	Various Locations	refresh all lining restricted parking zones	£20,000
34	Queens Park North Play area	Upgrade Play Area	TBC
35	Cavendish Street Playground	Upgrade Play Area	TBC
Street Lighting Suggestions			
36	Myrtle Park (Full Length) Albert Road (Victoria Rd - Cathcart Rd) Agnew Lane (Full Length) Langside Road (Dixon Avenue - Queens Dr) Queen Mary Avenue (Full Length) Queens Drive Lane (Full Length) Queens Park Avenue (Full Length) Kingsley Avenue (Full Length)	Replacement and upgrade of street lighting	£317,000

	Crosshill Avenue (Full Length) Queens Drive (Cathcart Rd-Langside Rd)		
37	Queens Drive (Victoria Rd - Pollokshaws Rd) Maybank Street (Full Length) Albert Avenue (Full Length) Maybank Lane (Victoria Rd - Albert Ave) Balvicar Drive (Full Length) Balvicar Street (Full Length) Niddrie Square (Full Length) Niddrie Road (Full Length) Torrisdale Street (Full Length)	Replacement and upgrade of street lighting	£187,000
38	Locations to be determined	Provision of redeployable CCTV for fly tipping purposes Provision of fixed location CCTV for fly tipping purposes	£2K – £4K £26K – 36K

4 Next steps and timescales

4.1 June 2022 – Area Partnership to provide details of schemes covering all road assets to be considered for the additional £1m investment.

4.2 July 2022 – Area Partnership schemes to be assessed against existing scheme identification criteria, costed and feedback provided to AP about suitability and whether it can be delivered. At this point, the AP will be informed if the scheme will be successful or not for delivery in the time period of investment. Schemes will be prioritised to provide information as to when they would be indicatively delivered.

4.3 September 2022 to March 2023 – Information and updates will be provided to APs regarding programmes and expected completion dates. Updates with regards to progress both locally and City wide will be provided to APs on a regular basis with frequency to be agreed.

5 Recommendations

5.1 It is recommended that committee note this report and advise of their preferred options for the additional Neighbourhood Infrastructure Improvement Fund - Area Partnerships £1m road asset improvement fund for Ward 8 to allow for early action and delivery of projects as detailed in Section 10 of this report.

6 Policy and Resource Implications

Resource Implications:

Financial: This paper outlines options for how capital investment identified as part of the 2022/23 budget process by Glasgow City Council can be allocated within Ward 8

Legal: None

Personnel: None

Procurement: Early Actions will be procured via Council Maintenance Teams and existing GCC frameworks.

Council Strategic Plan: Investment in road infrastructure supports economic growth, supports the delivery of a vibrant and sustainable low carbon city and improves accessibility for the city's most vulnerable people. This report is aligned to CSP priority numbers 54 and 66.

Equality and Socio-Economic Impacts:	
Does the proposal support the Council's Equality Outcomes 2021-25? Please specify.	Generally supportive.
What are the undertaken. potential equality impacts as a result of this report?	An EQIA screening has been
Please highlight if the policy/proposal will help address socioeconomic disadvantage.	The preferred investment options presented within the report are expected to have a positive impact, particularly on those with physical disability and sensory impairment.
Climate Impacts: *Does the proposal support any Climate Plan actions? Please specify:*	The proposal supports the Climate Plan through the improvement of infrastructure for walking and cycling. Under Theme 3 of the plan, the proposal will support decarbonization of transport systems by helping to improve infrastructure for walking, cycling, wheeling and reducing the
What are the potential climate impacts as a result of this proposal?	The impacts of this proposal will have a positive impact in assisting the Council in addressing climate issues.
Will the proposal contribute to Glasgow's net zero carbon target?	Yes the proposal will contribute to Glasgow's net zero carbon target.
Privacy and Data Protection Impacts:	None