Item 5

17th June 2022

Glasgow Community Planning Partnership

Canal Area Partnership

Report by George Gillespie, Neighbourhoods Regeneration and Sustainability

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Options for Neighbourhood Infrastructure Improvement Fund – Area Partnerships within Ward 16

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 16 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 are a suite of projects for Area Partnership to consider. It should be noted that projects should be delivered by March 2024.
Chosen projects should total: **£1m**

Option Number	Location	Proposal	Potential Budget
1	Hawthorn St / Finlas St / Walnut Rd	Upgrade traffic signal equipment (incl. equipment for visually impaired) and install tactile. New controller required.	£150,000

Carriageway Suggestions			
2	Nth Park Street	Firhill Road to Maryhill Road	£66,000
3	Saracen Street	Possil Road to Killearn Street	£115,440
4	Glentanar Road	Birsay Road to roundabout	£60,000
5	Shuna Street	Curzon Street to No 196	£39,000
6	Bardowie Street	from Sarasen Street to Denmark Street	£27,000
7	Ashfield Street	Hawthorn Street to Railway bridge	£35,000
8	Vaila Street	from Skirsa Street to Square including Skirsa Place	£32,940
9	Finlas Street	from Hawthorn Street to Torr Street	£25,560
10	Everard Quadrant	full length	£11,400
11	Dawson Road	Possil road to junction	£9,000
12	Dawson Road	Craihall Road to cobbles	£7,500
13	Castlebay street	from Liddesdale road to No 110	£61,875
14	Bernaray Street	from Ashgill road to No 80	£36,000
15	Ashgill road	at Ornsay Street	£22,560
16	Westray Street	from Bernaray Street to Westray Place	£37,500
17	Mayfield Street	from Bilsland Drive to No43	£23,400
18	Boclair Road	Dobbies to Boundary	£90,000
Footway Suggestions			
19	Crowhill Street	Ashgill road to Broadholm Street	£28,000
20	Kippen Street	Ashgill Road to Broadholm Street	£49,000

21	Castlebay Street	Liddesdale Road to Shieldaig	£70,000
22	Westercommon Road	from Ellesmere St to	£30,100
23	Liddesdale Road	Birsay Road to School	£35,000
24	Cathay Street	Rassay St to School	£24,500
25	Ronaldsay Pass	Remote path from Scalpay St to Ronaldsay St	£8,120
26	Firhill Road	outside Stadium	£22,500
27	Ellesmere Street	No 318 to Westercommon Road	£21,000
28	Bardowie Street	Ashfield Street to Saracen st one side South	£19,600
29	Shapinsay Street	Scaraway St to Egilsay St one side	£15,400
30	Broadholm St	Buckly St to Ashfield St one side	£38,150
31	Rassay Street	Scaraway St to shops	£19,600
32	Mingulay St	Ronaldsay St to Ashgill Road	£56,000
33	Ornsay St	Ronaldsay St to Ashgill Road	£22,400
34	Aukland St	Hobart St to Stonyhurst St one side	£21,000
Street Lighting Suggestions			
35	Bardowie St (Ardoch-Ellesmere)	Renew street lighting columns and new LED lanterns	£144,000
36	Ellesmere St	Renew street lighting columns and new LED lanterns	
37	Mid Wharf St	Renew street lighting columns and new LED lanterns	£55,000
38	Payne St	Renew street lighting columns and new LED lanterns	
39	Townsend St	Renew street lighting columns and new LED lanterns	

Miscellaneous Suggestions			
40	Various Locations	Drainage repairs	£56,000
41	Various Locations	Road marking refresh	£20,000
42	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.

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 16

Legal: None

Personnel: None

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

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