**Item 6**

**17th June 2022**

**Glasgow City Council**

**Report by George Gillespie, Neighbourhoods Regeneration and Sustainability**

**Contact: Andy Mollon Ext: 0141 287 9462**

# Options for Neighbourhood Infrastructure Improvement Fund – Area Partnerships within Ward 5

**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 5 to allow for early action and delivery of projects.

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| 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 | Tradeston St / Nelson St | Upgrade traffic signal equipment (incl. equipment for visually impaired) and install tactile. New controller required. | £200,000 |

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| 2 | Tradeston St / Wallace St | Upgrade traffic signal equipment (incl. equipment for visually impaired) and install tactile. New controller required. | £200,000 |
| 3 | Paisley Rd West / Dumbreck Rd / Broomloan Rd | Upgrade traffic signal equipment (incl. equipment for visually impaired) and install tactile. New controller required. | £200,000 |
| **Carriageway Suggestions** | | | |
| 4 | Bogmoor Road | Renfrew Road to Depot exit | £96,000.00 |
| 5 | Toll Lane | Full Length | £6,000.00 |
| 6 | Bogmoor Place | Full Length | £84,000.00 |
| 7 | St Kenneth Drive | Cara Drive to Skipness Drive | £66,000.00 |
| 8 | Copland Road | Brighton Pl to Summertown Rd | £45,000.00 |
| 9 | Brighton Place | Full Length | £34,500.00 |
| 10 | Clynder Street | Full Length | £87,000.00 |
| 11 | Skipness Drive | Drive Road to R18 | £78,000.00 |
| 12 | Meldon Place | Full Length | £16,500.00 |
| 13 | Mallaig Road | Munlochy Road to Melvick Place | £45,000.00 |
| 14 | Birkmyre Road | Full Length | £48,000.00 |
| 15 | Shieldburn Road | Full Length | £34,000.00 |
| 16 | Craigton Drive | From Craigton Rd to no 30 | £11,000.00 |
| 17 | Commerce Street | Nelson Street to Kingston Street | £10,500 |
| 18 | Govan Road | Brechin Bar to Govan Arms | £27,000 |
| 19 | Shieldhall Road | Outside Greggs | £18,900 |
| 20 | Paisley Road West | McLean Street to No 250 | £16,500 |
| 21 | Malaig Place | Full Length | TBC |
| 22 | Malaig Road | Full Length | TBC |

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|---|---|---|---|
| 23 | Ibrox Terrace | Full Length | TBC |
| **Footway Suggestions** | | | |
| 24 | Commerce Street | Nelson Street to Kingston Street | £10,500.00 |
| 25 | Govan Road | Brechin Bar to Govan Arms | £27,000.00 |
| 26 | Shieldhall Road | Outside Greggs | £18,900.00 |
| 27 | Paisley Road West | McLean Street to No 250 | £16,500.00 |
| 28 | Mountgarry Path | Footway @ No 9 | TBC |
| 29 | Mavisbank Gardens | Full length | TBC |
| 30 | Craigton Roads | Full length | TBC |
| 31 | Garmouth St | Full length | TBC |
| 32 | Garmouth Gds | Full length | TBC |
| 33 | Garmouth Place | Full length | TBC |
| 34 | Elder St - At Crossloan Rd | Full length | TBC |
| 35 | Crossloan Road | Full length | TBC |
| 36 | Uist St | Full length | TBC |
| **Street Lighting Suggestions** | | | |
| 37 | Cowden Street (Full Length) | Cowden Street (Full Length) | £75,000 |
| | Langcroft Terrace (Full Length) | Langcroft Terrace (Full Length) | |
| | Langcroft Road (No.12 - Shieldhall Rd) | Langcroft Road (No.12 - Shieldhall Rd) | |
| | Langcroft Place (Full Length) | Langcroft Place (Full Length) | |
| | Shieldhall Rd Service Rd (384-424) | Shieldhall Rd Service Rd (384-424) | |
| 38 | Beech Avenue (Full Length) | Beech Avenue (Full Length) | |
| | Clifford St (Beech Ave- N Gower St) | Clifford St (Beech Ave- N Gower St) | |

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|---|---|---|---|
| | Carillon Road (Full Length) | Carillon Road (Full Length) | £177,000 |
| | Kirkwood Street (Full Length) | Kirkwood Street (Full Length) | |
| | North Gower Street (Full Length) | North Gower Street (Full Length) | |
| | Percy Street (Full Length) | Percy Street (Full Length) | |
| | Clifford Place (Full Length) | Clifford Place (Full Length) | |
| | Langshot Street (Full Length) | Langshot Street (Full Length) | |
| | Edwin Street (Full Length) | Edwin Street (Full Length) | |
| **Miscellaneous Suggestions** | | | |
| 39 | Drainage Repairs | Various Locations | £60,000 |
| 41 | Dropped Kerbs | Various Locations | £20,000 |
| 42 | New/Replace Bollards | Various Locations | £20,000 |
| 43 | Road marking refresh | Various Locations | £20,000 |
| 44 | Mavisbank Gardens | Refresh ’20 MPH’ | £2,000 |
| 45 | Locations to be determined | Provision of redeployable CCTV for fly tipping purposes<br><br>Provision of fixed location CCTV for fly tipping purposes | £2K – £4K<br><br>£26K – 36K |
| 46 | Commerce St/King George V Bridge | Provision of fixed location CCTV | £45,000 |

## 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 5

*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:**

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| *Does the proposal support the Council's Equality Outcomes 2021-25? Please specify.* | Generally supportive. |
| *What are the potential equality impacts as a result of this report?* | An EQIA screening has been undertaken. |

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| *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 |