



Item 3

21st August 2019

Glasgow Community Planning Partnership

Calton Area Partnership

Report by Executive Director of Neighbourhoods and Sustainability

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ROADS INVESTMENT STRATEGY 2019/20

Purpose of Report

To present the 2019/20 Citywide Road Assets Investment Strategy and Programmes.

The list of roads and footway resurfacing schemes identified in the initial tranche for Ward 9 is also presented in the appendix of this report.

Recommendations

It is recommended that the Area Partnership

- (1) notes
 - (a) the content of the report; and
 - (b) the 1st tranche of the carriageways and footways to be resurfaced in the current financial year within Ward 9 as detailed in the appendix; and
- (2) provides feedback with suggested carriageway and footway resurfacing schemes to be assessed for potential inclusion within a 2nd tranche resurfacing programme.

1. Introduction

- 1.1 This report presents the 2019/20 Roads & Footways Investment Strategy and details the impact and key benefits that this strategy will deliver.
- 1.2 Investing in Glasgow's road 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.
- 1.3 The strategy is developed by using data from customer reports, surveys and condition data to determine the roads and footways selected for repair and what will be achievable with the level of funding available.
- 1.4 The investment will support key strategic 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. 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. Finally, this investment will deliver improved road network condition in areas where it will have positive impact for our vulnerable users and improve the lives for all Glasgow's citizens.
- 1.5 The strategy aims to provide optimal value by delivering the most cost effective treatments. A mix of thin surfacing (preventive) and resurfacing (corrective) treatments is used to address varying degrees of deterioration. Early intervention (thin surface treatments) delays the requirement for full reconstruction or resurfacing and offers whole life value and a more environmentally friendly solutions.
- 1.6 There is an opportunity going forward for a potential second tranche to be informed through Area Partnerships and further community engagement forums, ensuring that a significant proportion of the investment is informed by local communities and stakeholders. 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 helps to ensure that local knowledge is used to improve outcomes for local people.

2. Public Consultation and Engagement

- 2.1 Public consultation and engagement forms 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

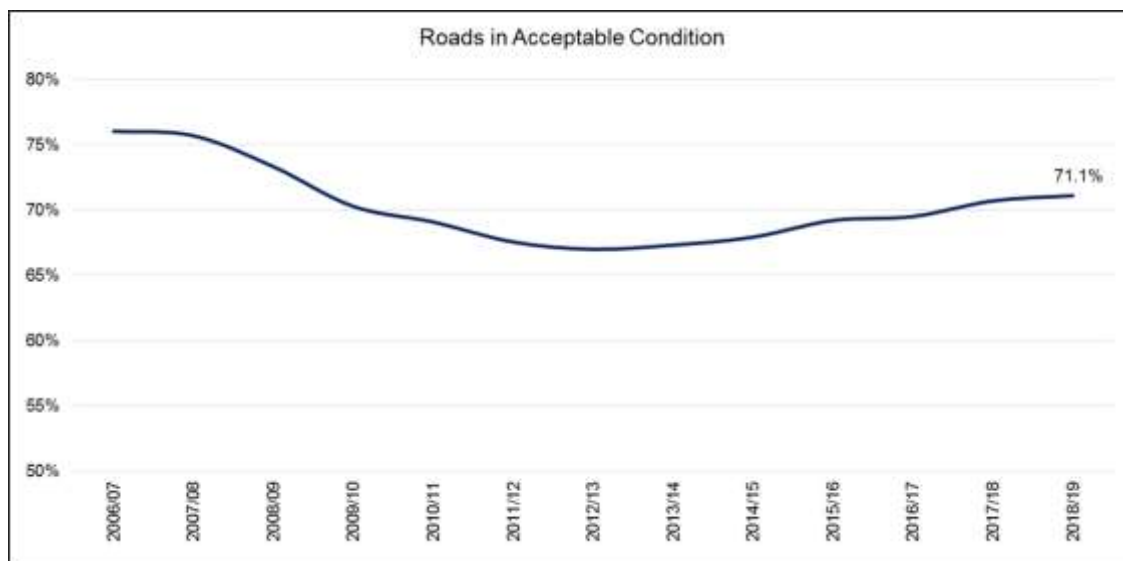
- Resident Associations
- Housing Associations
- Public Transport Operators
- Police Scotland
- Scottish Fire and Rescue

2.2 Public reports for 2018/19 show that 94% of public concerns are in relation to carriageway condition; 6% relate to footways. Main roads attract over three times as many customer complaints as local roads.

2.3 Data from a number of sources is also used in addition to the information received via public consultation to assist in determining the roads and footways that should be considered for maintenance treatment. Sources include: safety inspections, the Road Condition Index, public liability claims, bus & taxi surveys, inspections and condition assessments.

3. Carriageway Programmes

3.1 Since 2013 the condition of our roads has steadily improved. The latest condition data indicates that 71.1% of our roads are in an acceptable condition. This compares favourably with the latest available Scottish average of 63.3% of roads in acceptable condition.



3.2 However, the strategic network remains vulnerable to structural deterioration with approximately 77km of our main roads categorised as being in poor condition. Customer engagement shows that residents also remain concerned with the condition of neighbourhood roads; this is substantiated by condition surveys that show 63km of neighbourhood roads are in need of attention. £10.7m (Capital and Revenue) funding will be invested to maintain Glasgow's carriageways with the key aims of this investment to be:

- Controlling the ongoing pothole issue, reducing the number of potholes reported to the Council from our customers

- Permanently repairing the highly trafficked main roads that impact a large number of our residents.
- Improving neighbourhood roads
- Delivering a programme of first time permanent patching repairs as part of the Council's new road safety inspection and repair policy.

3.3 The resurfacing schemes identified as part of the investment strategy will aim to reduce the impact and continuing pressure on our carriageways, due to extreme weather events, utility activity and increased traffic use. The strategy will assist the Council priorities to bring roads to a good standard of repair and to permanently repair and resurface defects first time.

4. Footway Programme

4.1 Current footway condition data indicates that that 1.5% of our footways exhibit major or structural deterioration and 15.1% exhibit minor deterioration such as cracking and oxidisation.

4.2 Over the last few years there has been significant investment targeted to deliver significant improvements to the highly pedestrianised major footways throughout Glasgow, improving the overall condition and enhancing the aesthetics of these areas. These works improved the walking environment with the installation of dropped kerbs and repairs to tactile paving, resulting in fewer third party claims. However, our customers remain concerned about the condition of their local footways in need of attention. This year's investment will be focused on improving neighbourhood footways.

4.3 This will have a significant impact on Glasgow's most vulnerable users, providing safer walking surfaces which will encourage more active travel within local neighbourhoods. Through enhancing the walking environment in local footways we will assist in improving the health and wellbeing of Glasgow's citizens.

5. First Time Permanent Repairs

5.1 The Council recently approved a new policy for road safety inspection and repair. This policy was developed to ensure compliance with the recommendations of 'The Well Managed Highway Infrastructure – A Code of Practice 2016', implementing a 'risk based approach' to the management of all aspects of the road network which includes inspection and repair.

5.2 It is anticipated that the delivery of the risk based approach and the first time permanent repair patching strategy will:

- Ensure compliance with statutory requirements and the new national Code of Practice
- Increase best value by reducing the number of defects allocated to the incorrect category/priority and potentially increase the number of permanent repairs
- Improve the condition of the road network by undertaking permanent solutions

- Improve public perception of quality of repairs
- Ensure better allocation of finances, investing in longer term permanent solutions rather than repetitive, ineffective and short term temporary repairs
- Reduce the Council's carbon footprint through the reduction in waste caused by undertaking repetitive temporary repairs
- Mitigate the Council's exposure to risk and enable a robust defence to claims of loss

6. Risks

- 6.1 The main risk to the delivery of our Roads Investment Strategy is periods of prolonged severe weather. To ensure that our road network is prepared for the impact of a severe winter the majority of major resurfacing works are targeted to be carried out in the months of summer and autumn.

7. Recommendations

- 7.1 It is recommended that the Area Partnership

(1) notes

(a) the content of the report; and

(b) the 1st tranche of the carriageways and footways to be resurfaced in the current financial year within Ward 9 as detailed in the appendix; and

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Ward 9 Resurfacing Schemes – 1st Tranche

Carriageway Overlay Schemes

STREET NAME	EXTENTS
Whitevale Street	Duke Street to Number 54
Brook Street	from London Road to Broad Street
Barrowfield Street	Avenue Street to Fielden Street
Brookside Street	Full Length
Avenue Street	Fordneuk Street to Brookside Street

Carriageway Thin Surfacing Schemes

STREET NAME	EXTENTS
Fielden Street	London Road to Crownpoint Road

Footway Inlay Resurfacing Schemes

STREET NAME	EXTENTS
Broad Street	Orr Street to Fordneuk Street (both sides)
Dalriada Street	Full Length