

**To: Leadership Board**

**On: 21 February 2024**

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**Report by: Chief Executive and Director of Finance and Resources**

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**Heading: City Deal and TH.CARS2 Projects Update**

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## **1. Summary**

1.1 This report is to update the Board on the progress of Renfrewshire Council's Glasgow City Region City Deal and TH/CARS2 projects being undertaken by the Council's City Deal and Infrastructure Team.

1.2 Renfrewshire Council is delivering an ambitious regeneration agenda, focused on creating the infrastructure and business environment that will generate economic growth and jobs whilst promoting active travel and green opportunities ensuring that the area is a fairer, more inclusive place where all our people, communities, visitors and businesses thrive. As a partner in the Glasgow City Region City Deal, signed in 2014, Renfrewshire Council along with the Scottish Government, the UK Government and the other Member Authorities is tasked with growing the economy through the delivery of £1.13bn of infrastructure projects and supporting economic development activity.

Since the City Deal projects were approved in 2014, the scale of the economic shock we have since experienced from global events such as the pandemic and war in Ukraine has been unforeseeable. Renfrewshire continues to invest and build on the enabling infrastructure provided by the City Deal to deliver its ambitious Advanced Manufacturing Innovation District Scotland (AMIDS) and the Levelling Up funded AMIDS South project as completion of these projects are central to the recovery and inclusive growth of the Renfrewshire economy.

1.3 Alongside this investment in economic regeneration the Townscape Heritage Conservation Area Regeneration Scheme Project (TH/CARS2) in Paisley Town Centre has been ongoing.

This project aims to improve Paisley's historic core by improving the condition of Paisley's historic fabric (including building repairs, shopfront and streetscape improvements); providing opportunities for people to learn and develop skills

based on Paisley's heritage and delivering community engagement via heritage education, training and events.

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## **2. Recommendations**

2.1 The Leadership Board is asked to:

- i) Note the scale of ambition and progress of the City Deal projects as outlined in this paper.
  - ii) Approve EH&I officers participation in the collaborative work being taken forward described in section 3.9 and that a report seeking relevant approval to next steps including any proposal to move forward and advance arrangements to go to market with the concession model will be taken to the Infrastructure, Land and Environment Board.
  - iii) Note the completion of the TH.CARS2 project.
  - iv) Approve the allocation of the remaining contingency funds of up to £40,000 to the Building Repair project at 32 High Street (note this has been approved in principle by funders).
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## **3. Project Updates**

At the commencement of the City Deal programme in 2014, the Glasgow Airport Investment Area (GAIA) project and the Clyde Waterfront and Renfrew Riverside (CWRR) project were viewed as complementary. Whilst each project individually contributed to economic growth, it was accepted, that the combined social and economic outcomes from both would be greater than the sum of the two individual parts, and that the absolute maximum potential of AMIDS would be achieved with the construction of both GAIA and CWRR City Deal Projects. It was also recognised that the development opportunities provided by CWRR will gain increased investor attention as a result of AMIDS. Coupled with the significant investment in cultural venues in Paisley and the TH/CARS2 investment, these ambitious projects will transform our area and together lead to a new sense of Place, where people will want to live, work and play in Renfrewshire.

### **3.1 Glasgow Airport Investment Area Project**

The Glasgow Airport Investment Area project provides the enabling infrastructure for AMIDS. Construction was completed in October 2022 and the project is now in an extended (5 year) defects and maintenance period. The CD&I project team are working with external advisers and the Contractor, Wills to close out a number of construction defects and bring the contract to a financial close.

GAIA realigned a section of Abbotsinch Road between a point north of Arran Avenue and the existing A8 Inchinnan Road to the west of the existing Bascule Bridge.

This has created a new road called Netherton Avenue which has wide shared active travel footways and high-quality lighting and landscaping to ensure the vision for the manufacturing district is achieved. A new vehicular bridge (the

Barnwell Street Bridge) across the White Cart links the industrial and commercial sites at the bottom of Wright St including Westway Park with the realigned Abbotsinch Road and a new pedestrian and active travel bridge across the Black Cart which links to the cycling and walking improvements on Greenock Road (Inchinnan) land onwards to Inchinnan Business Park and beyond.

This City Deal investment has been the catalyst for the location and delivery of the two anchor tenants, the National Manufacturing Institute Scotland and the UK Medicines Manufacturing Innovation Centre. Two new developments being planned and brought forward in the next couple of years – the Tech Terrace provided by our Joint Venture Development Partner which will provide much needed flexible space for small to medium university spin out organisations to expand and the new Oligionucleotide Manufacturing Innovation Centre (OMICE) which will be provided by CPi. In addition to these successes within Netherton Park there are noticeable private sector developments already emerging at Westway Park and the new Bidfoods development at the foot of Wright Street. This development of infrastructure was anticipated within the GAIA business case as a consequence of the significant increase in the connectivity and attractiveness of these sites, creating greater confidence for investment.

### **3.2 Clyde Waterfront Renfrew Riverside Project**

The Clyde Waterfront and Renfrew Riverside (CWRR) project consists of a new opening road bridge at Meadowside Street, Renfrew linked to a new road network which links to Dock Street on the north side of the River Clyde and a new road connecting the bridge to AMIDS. The road will run between Meadowside Street, and Argyll Avenue, Renfrew to link with Inchinnan Road. The roads and bridge include provision for walking and cycling and will enable improved public transport links. CWRR provides an alternative route around Renfrew Town centre (for traffic travelling from and to locations outwith the area) by delivering the North Renfrew Development Road. This has a consequential improvement in air quality and public transport reliability, within Renfrew town centre.

The main contractor, Graham Construction is progressing well with delivery of the project. Earthworks and road foundation courses are now in place for much of the North Renfrew Development Road, with the structures of the north and south bridge piers well advanced. Fabrication of the bridge structure is also well advanced and delivery of the two bridge spans is expected, by barge, in April and May of 2024 with construction due to be completed during 2024.

The economic outcomes from the project remain the most significant within the whole of the City Deal infrastructure programme, providing the opportunity and environment to attract an estimated £230million of private sector investment over 25 years into the project area.

Value for money checks on the project project a strong benefit to cost ratio of 10.2 for public sector spend and 3.1 for the combined public and private sector spend, following investment in development and business creation.

As an outcome of the CWRR Project, 1,440 permanent jobs and 950 temporary construction roles are projected to follow from the estimated £230million in private sector investment attracted to both sides of the Clyde.

Around 700 jobs already support the project construction. Included in these additional jobs resulting from construction of the CWRR project, there will be a minimum of 17 new entrant job opportunities and 25 work experience opportunities. Contractor Grahams have already employed 16 new entrants and 11 work experience personnel. Career awareness events and site visits have also been managed with clients from Invest in Renfrewshire employability team and schools. This project is also sustaining a significant number of existing jobs in the construction industry including 11 job opportunities for local experienced workers.

The Construction Contract for the CWRR project requires that subcontract and supplier opportunities over a value of £10,000 are advertised through the PCS Tender portal. This requirement ensures that as the large-scale project is broken into smaller work parcels, local companies and SME's have the opportunity to bid for packages of work. To date 21 works packages have been advertised, five awarded, three of which to companies within the City Region. This effort to attract local contractors and suppliers has seen the fabrication of a significant portion of the vessel layby berth (located at Rothesay Dock) at Westway in Renfrew.

Additionally, a commitment of a minimum of 12 days will be spent by the Contractor undertaking supply chain development, to encourage and coach, local organisations and SME's how to prepare to enable access to this and therefore other public sector work opportunities. Thus far five sessions of training have been held.

### **3.3 Airport Access Project/Clyde Metro**

The Airport Access project (AAP), a joint Glasgow City and Renfrewshire Council City Deal project, led by Renfrewshire was paused in April 2020 to allow a feasibility study to be undertaken on an alternative Clyde Metro solution, which would incorporate access to Glasgow Airport via a link from Paisley Gilmour Street Station. The City Region Cabinet agreed that the element of city deal funding already approved for the AAP (up to £14M was approved in December 2016) would be allocated as a contribution to the Clyde Metro feasibility costs.

In December 2022, the Scottish Government published the Strategic Transport Projects Review (STPR2) which included the Clyde Metro. This inclusion places the Clyde Metro Project as a key priority project by the Scottish Government for future investment i.e. a project of national significance.

The Chief Executive Group on 6 December 2023 agreed the reallocation of the remaining £12.155M of the business case stage funding previously approved by GCR Cabinet to Glasgow City Council to promote and accelerate business case development of Clyde Metro proposals towards key gateway decisions. Reporting and monitoring of this spend/activity will continue through GCR structures.

SPT were confirmed in Nov 2023 as the lead and procuring organisation for the Clyde Metro, working in partnership with Glasgow City Council and Transport Scotland to deliver the Case for Investment which will include a network of route options to improve connectivity to key sites across the region, including Glasgow Airport. The scope of the previous City Deal Airport Access Project has now been incorporated within the wider development of a Clyde Metro network and delivery phasing options.

Transport Scotland will provide an oversight role for the Clyde Metro Project. SPT aim to deliver the Case for Investment for the Clyde Metro vision within 2 years. Alongside this Glasgow City Council will lead on the supporting regional transformation aspects of the overall project network, including consideration of access to healthcare, housing, education and employment. Governance is currently being mapped out with Renfrewshire Council being invited, by SPT, to join the Clyde Metro Project Board.

Whilst our understanding remains that the first line for the Clyde Metro is likely to be the South Clyde Growth Corridor, ie linking Glasgow, QEUH, AMIDS and the Airport this decision will be taken by SPT/Transport Scotland following the Case for Investment.

### **3.4 City Deal Reprogramming**

Following discussions with the UK and Scottish Governments, at this stage it is likely that 50% of the remaining AAP funds (circa £64M) will be distributed across the member authorities to assist in meeting exceptional project costs and inflationary pressures that have emerged due to the prevailing economic conditions and volatility. Renfrewshire will receive a share of this, expected to be circa £8M for the CWRR project.

The remaining 50% (circa £64M) will be allocated to a new "Regional Project". The governments have indicated a preference for a single regional project of scale, however given the timescales it is perhaps more likely funds will be allocated to two or maybe three regional projects. Member authorities will be invited to submit an expression of interest if there they have a suitable project(s) for consideration. It is expected Expressions of Interest will be required to be submitted in May for evaluation and scoring by the PMO. Council officers are currently considering potential options in this regard and an update and required approvals will be provided at an appropriate future board.

### **3.5 UK Share Prosperity Fund**

The Shared Prosperity Fund (SPF) is part of the UK Government Levelling Up agenda. It provides £2.6 billion of funding for local investment by March 2025, with all areas of the UK receiving an allocation from the Fund via a funding formula rather than via a bidding process.

Renfrewshire Council have been awarded £6.3M for the first 3 year programme from 2022-25. There are 3 Core Fund priorities with both capital and revenue funding; Communities and Place; Supporting Local Business and People and Skills. £1.1M of the total award is specifically allocated to the

Multiply Programme to support greater numeracy skills for adults over 19 years of age.

The SPF will support the following levelling up objectives:

- Boost productivity, pay, jobs and living standards by growing the private sector, especially in those places where they are lagging,
- Spread opportunities and improve public services, especially in those places where they are weakest,
- Restore a sense of community, local pride and belonging, especially in those places where they have been lost,
- Empower local leaders and communities, especially in those places lacking local agency.

Good progress has been made across all the core programmes and the Multiply programme. Within Renfrewshire, an early start was achieved on most interventions once investment plans were approved. £1.15M has been claimed to date with most budgets now fully committed until the end of the year.

| Priority                    | Spend to date by Priority at end Dec 2023 | Forecast Spend at end FY (March 2024) |
|-----------------------------|---|---------------------------------------|
| Communities & Place         | £84,145.62                                | £574,248.00                           |
| Local Business              | £376,044.87                               | £579,959.00                           |
| People & Skills             | £504,676.20                               | £930,131.00                           |
| Multiply                    | £143,986.31                               | £268,264.00                           |
| Management & Administration | £44,353.90                                | £100,000.00                           |

The 2024-25 budget is the largest of the three years. Much of the additional budget will be allocated through grants for other organisations to deliver services. The grant commissioning process is already underway for delivery in 2024-25 and investment plans have been submitted to Glasgow City Region.

### 3.6 GCR Investment Zone

In June 2023, Glasgow City Region was announced as one of two new Investment Zones in Scotland following a joint selection process by the UK and Scottish Governments. The two Investment Zones, in Glasgow City Region and the Northeast, were each initially supported by an overall funding envelope of up to £80 million in targeted investment, tax reliefs and other incentives over five years. This was subsequently increased to £160m each over 10 years in the Chancellors Autumn Statement. Funds are based around the principle of flexibility, meaning that areas can tailor their bids for funding to suit local needs, whether this be utilising the investment to develop facilities through the creation of new infrastructure or tax incentives to encourage additional inward investment. These new Investment Zones aim to meet the specific standards and policy agenda set out in the National Strategy for Economic Transformation (NSET).

In January 2024 an open call was launched for project funding bids from eligible businesses/organisations. To be eligible to bid for funding, projects must fall within three key sectors: Life Sciences; Advanced Manufacturing and Precision Engineering; and Digital and Enabling Technologies. The Council is currently working alongside its AMIDS delivery partner and Strathclyde University to submit a comprehensive, evidence-based submission for the Netherton Campus site which will support the ambition to create Scotland's main centre for advanced manufacturing. In addition, officers are meeting with Renfrewshire businesses wishing to submit applications to discuss what support we can offer. The deadline for applications is 31 March 2024 and a further update on the results of this process will be provided later this year.

### **3.7 Clyde Mission**

The Clyde Mission is a regeneration programme supported by the Scottish Government which seeks to unlock the potential of the River Clyde to support sustainable and inclusive economic growth in the West of Scotland. Initially launched by the Scottish Government in 2020, it has supported 13 different projects within the Clyde Mission footprint at a cost of £13.6 million. This includes funding to support the Paisley to Renfrew walking and cycling route in Renfrewshire. Responsibility for the programme has now been transferred to the Glasgow City Region, with additional funding from the Scottish Government. In total over £40m has now been allocated to support the programme. New funding will provide Glasgow City Region and Argyll & Bute Council with an investment over three years (2023-26) for the development of a masterplan which will set out plans for stimulating growth of a sustainable, wellbeing economy in the Clyde Mission area and wider city region. Updates on the masterplan development and the Programme as a whole will be provided on a rolling basis.

### **3.8 Regional Economic Strategy**

The Glasgow City Region launched the Regional Economic Strategy (RES) in December 2021. It was developed in partnership with the Region's eight local authorities, government partners and agencies. Its overall aim is for the Glasgow City Region to have the most innovative, inclusive and resilient economy in the UK by 2030. Key issues covered include the climate emergency and the drive to net zero along with several other challenges such as COVID-19, Brexit, AI and demographic shifts. An Action Plan for the Strategy was agreed in August 2022 and it sets out the high-level actions which will support the Region's key economic challenges and ambitions. Eight portfolios have been set up to support the delivery of the Economic Strategy, including Enterprise, which is led by Renfrewshire Council. Going forward the Council will continue to try and support the delivery of the plan to achieve the goal of becoming an innovative economy through the development of key priority areas such as the Advanced Manufacturing Innovation District Scotland.

### **3.9 Electric Vehicle Charging Infrastructure**

Officers from Renfrewshire have been working with the Glasgow City Region local authorities to explore opportunities that can be offered through a collaborative approach to establish an EV strategy and expansion plan to meet the exponential growth that is anticipated for publicly accessible electric vehicle

charging demand across the region in the years ahead. The city region authorities produced an indicative expansion plan in February 2023 which allowed an estimated scale of future demand to be established for each local authority area to inform this collaborative work. The City Region has agreed that officers will continue to progress this collaborative work to explore further the business case for delivering future expansion collaboratively as a region. Officers from Environment and Infrastructure continue to work with the other City Region authorities with a view to taking a regional approach to the next phase roll out of electric charging infrastructure. This will involve engagement with the private sector to decide on the most appropriate model for taking this issue forward across the region.

This work will explore the different models potentially available, including the option for a mixed public/private concession model which would limit the risks to the city region councils, deliver a scheme which would require minimal investment from the member councils, provide influence over charging locations to ensure equity of access across the region (including to areas that may not necessarily provide strong commercial opportunities) and potentially secure a revenue return which could be reinvested in the charging network. The Glasgow City Region PMO is leading this on behalf of the Councils and has arranged workshops with each of the authorities to identify local needs that would need to be addressed through any future procurement process.

An update will be brought to a future Board detailing the proposals on a potential way forward. Proposals will also be presented to the City Region Cabinet with individual Councils considering proposals and appropriate approvals through their own internal governance processes.

### **3.10 Housing Retrofit**

The Housing Retrofit section of the Glasgow City Deal, is exploring the opportunities a collaborative approach may offer to help member authorities to meet the wide scale retrofit of domestic properties that are and will emerge from housing investment programmes and the investment needs to help deliver net zero carbon and meet fuel poverty targets. The collaborative work to date has focused on identifying the challenges and possible solutions within the key area, reviewing key standards and assessing government policies. This has identified common challenges are around mixed tenure, financing & funding and skills development of contractors to deliver such a large-scale project. In addition, the varied approaches Local Authorities and Housing Association are currently adopting to tackle housing investment, current area-based schemes, differing retrofit standards and tackling fuel poverty has been identified as a key challenge.

A baseline survey is being agreed by the group for each Authority to complete, which will outline how each Authority is currently setup to deliver housing investment, area-based schemes and if they have a defined retrofit standard. At present, Renfrewshire Council is not set up to deliver a wide scale multi tenure retrofit programme.

Renfrewshire Council currently has a contract in place to produce housing retrofit designs to a particular high standard. This is for our housing stock and for owners within mixed tenure that the Council still has an interest in. Owners



are offered area-based scheme (ABS) funding and some private sector housing grant, to assist them to fund their participation in a scheme. The current eight Housing Regeneration areas will operate with enhanced grants to encourage uptake. Recently owners where the Council has no interest have been offered ABS, concentrating in areas where the Council has carried retrofit works in the past. EESSH2 has recently been replaced with the Social Housing Net Zero Standard (SHNZS), which is currently in consultation and the current retrofit standard meets the proposed SHNZS. It is noted that owner occupiers and private landlords will have a lower standard to achieve and different backstop dates. This mix of standards undoubtedly creates challenges trying to retrofit mixed tenure blocks, of which there is a high proportion within Renfrewshire. The outcome from the Green Heat Finance Task Force is awaited, which is advising methods to attract private finance for owners to support participation in retrofit schemes and legislation from the Scottish Government on improvement to communal repairs and whole buildings assessment is also awaited and which may present additional considerations.

#### **4. Paisley Townscape Heritage and Conservation Area Regeneration Scheme 2**

The TH.CARS2 project is funded by National Lottery Heritage Fund, (£1,882,000), Historic Environment Scotland (£998,554), and through approved service budgets for the delivery of the Paisley Town Centre Heritage Asset Strategy (£1,218,706). The scheme is now drawing to a close with final scheme completion expected 31 March 2024. The delivery of TH.CARS2 has successfully improved the historic fabric of Paisley Town Centre as well as providing opportunities for local people to take part in heritage education, training and events.

Building Repair grants of £1.56m have been awarded to ten external Building Repair projects with owners' contributions totalling over £1m, and owners further investing in interiors of properties in some projects. Building Repair projects supported through TH.CARS2 include 2-3 County Place, (now converted to flats funded by the owner), 20 New St (Vienna's), 41 High St (Right Way Credit Union), Sma Shot Cottages, 10 Shuttle St, 9 Gilmour St (Walker Laird offices), 5 George Place (The Paisley Trophy Centre), 18 Georges Gate and 28 High St. Grant supported works to properties have significantly improved the condition and appearance of these properties and helped to secure their long-term futures.

The final Building Repair Project to complete on site will be the former Liberal Club at 32 High St. Completion of the project has been delayed by additional works discovered on site, with the building in a much poorer condition than original surveys had indicated, in particular significant rot works, with resultant increased costs in the region of £200,000. The project has received a TH.CARS2 grant of £600,000 split between the upper floor and shop owners, and additional support through the Place Based Investment Fund. It is proposed to increase the TH.CARS2 grant by up to £40,000, subject to funders approval, using remaining contingency within the existing TH.CARS2 budget. The external works to 32 High St are now expected to complete in May 2024 but TH.CARS2 funded works will complete by end of February 2024 allowing TH.CARS2 to conclude. Following completion of the external works at 32 High St, the owners will carry out works to the interior. The owners have decided not

to proceed with converting the building into residential units. Interest has been shown in the property for let which would allow the building to retain its existing rooms and features. The external works project at 32 High St, has enabled very urgent and essential repairs significantly improving the condition and appearance of the property and securing the long- term future of this important building for the town centre.

In addition to Building Repair projects, TH.CARS2 shopfront improvement grants of a total value of £400,000 have been awarded to ten shopfronts in Paisley Town Centre. Shopfronts which have been improved include recently completed projects at 18A and B High Street, (owners negotiation with tenants in progress) 63 High St (Nomads), 67 High St (Houston Kilts), 30 A and 30 B High St (Sinclair's of Paisley and Paisley Gift Cart), 36 High Street (Shelter), 44 High St (Uptown Barbers), 61 High St (Print and Copy It) 41 High St (Right Way Credit Union).

Small Grants of a total of over £58,000 have been awarded to twelve property owners in the TH.CARS2 area, mainly for repairs to traditional sash and case windows but also to support restoration of architectural details including replacement of decorative railings.

TH.CARS2 has also delivered Public Realm Improvements at George Place, Weighhouse Close and the High Street pavements opposite the museum (with additional support from the Place Based Investment Fund and Environment and Infrastructure budgets). Resurfacing and lighting improvements at George Place have enhanced the townscape and the setting for TH.CARS2 grant projects in the vicinity. Resurfacing works have also improved the public realm at the junction of Weighhouse Close and the High Street. Works to resurface the High St pavements have also now successfully completed. This was a complex project involving structural works to basements below the pavements but now completed with the townscape opposite the museum significantly improved.

The HETE Activity Plan has concluded and has delivered a successful programme of community engagement. Activity valued at over £550,000 has been delivered including £347,000 of TH.CARS2 grant and £205,000 of contributions from other sources such as in-kind support and volunteer support.

A wide range of activities have been delivered in association with local community groups and stakeholders, with a focus on engaging young people and harder to reach groups. Effective partnership working has been key to the plan's success, with over 100 local and national organisations involved. The HETE Activity Plan delivered 42 activities across 3 themes: Fabrication, Social Fabric and Built Fabric.

TH.CARS2 will conclude with final reports submitted to the funders NLHF and HES including a detailed Evaluation report. Completion of the project will also involve archiving records of building repair and HETE projects and also to allow continued access to resources created through the HETE activity plan.

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## Implications of the Report

1. **Financial** – The financial implications arising from the Council's participation in City Deal are set out in detail in item 3 Financial Sustainability and General Fund Financial Outlook section 7.7 and 7.8 of the report approved by Council on 30<sup>th</sup> June 2022. A The increased funding requirement can be accommodated within the existing revenue provision that has already been built into the Council's financial plans. In total £45M City Deal prudential borrowing and £4M from ringfenced provision.
2. **HR & Organisational Development** – None.
3. **Community/Council Planning** –
  - *Our Renfrewshire is thriving* – These projects will link our communities and facilitate new development opportunities and business growth with both projects improving skills development, educational and health opportunities for people within the local communities as well as aiding employees to access these major existing and new employment centres. The projects align with and aid the outcomes of the Renfrewshire Economic Strategy 2020 -2030 and the Renfrewshire Economic Recovery Plan
  - *Our Renfrewshire is well* - The new safer walking and cycling infrastructure incorporated within these projects, will help encourage active travel by children and young people, as well as adults.
  - *Reshaping our place, our economy and our future* – These infrastructure projects provide connectivity and access to new and existing jobs for people in our communities. During the project construction period hundreds of new jobs have been created and as a result of new business creation it is estimated that thousands of additional new permanent jobs will be created. NMIS and MMIC are already up and running as a direct consequence of this enabling infrastructure. The combined projects investment in linking active travel infrastructure and education and will provide connectivity and access to new and existing jobs for people in our communities.
  - *Tackling inequality, ensuring opportunities for all* – CWRR provides access to development opportunities along Meadowside Street, increases the potential to reinvigorate Blythswood Retail Park and improves access for the communities on both sides of the River Clyde to facilities and employers on the other side such as the Queen Elizabeth University Hospital; NHS Golden Jubilee; West College Scotland's Clydebank campus and Yoker train station. The project also increases the employee catchment area for businesses planning to locate at AMIDS, while improving links to suppliers and customers.
  - *Creating a sustainable Renfrewshire for all to enjoy* - The completed infrastructure includes segregated provision for walking and cycling and will also enable improved public transport links CWRR opens up development opportunities, which through the LDP will be managed as sustainable linked communities.

- *Working together to improve outcomes* - Officers are working closely with local communities, neighbouring councils, private sector organisations, Scottish Government, Scottish Enterprise, and other partners to ensure the maximisation of positive outcomes from the projects noted within this report.
4. **Legal** – None.
  5. **Property/Assets** – Completed assets will require to be maintained and operated by the Council.
  6. **Information Technology** – None.
  7. **Equality & Human Rights** -
    - (a) The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report because it is for noting only. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.
  8. **Health & Safety** – None.
  9. **Procurement** – All contracts are tendered in accordance with Council procurement procedures and where relevant taken to FRCS Board for approval.
  10. **Risk** – Project specific and Programme level risk registers have been established for all projects. These are kept under regular review and reported to the Council's internal City Deal and Infrastructure Programme Board.
  11. **Privacy Impact** - None
  12. **COSLA Policy Position** – Not applicable.
  13. **Climate Risk** – the project will provide sustainable active travel routes and encourage sustainable neighbourhoods and transport links including provision of blue green infrastructure.

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### List of Background Papers

None.

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*BW*  
*February 2024*

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