



Glasgow City Council

Executive Committee

Report by Councillor George Redmond, Executive Member for Jobs, Business

Item 2

21st January 2016

Contact: Richard Brown Ext: 287 6000

East End Regeneration Route : Phase 3

Purpose of Report:

To seek approval to progress development of the East End Regeneration Route Phase 3 to pre tender readiness stage.

Recommendations:

It is recommended that Committee:

1. note the content of the report;
2. approves the preparation of East End Regeneration Route Phase 3 to pre-tender readiness stage (including an economic analysis);
3. approves the release of £250k from the current East End Regeneration Route Phase 2 project surplus funds to carry out pre tender readiness work (including an economic analysis);
4. instructs the Executive Director of Land and Environmental Services to submit a refreshed planning application and Road Orders for Phase III; and
5. instructs the Executive Director of Development and Regeneration Services and Executive Director of Land and Environmental Services to bring a report back to the Executive Committee outlining the outcomes of the work carried out to take the project to pre tender readiness (including an economic analysis) and prior to entering into a tender process.

Ward No(s):

Citywide: ✓

Local member(s) advised: Yes No

consulted: Yes No

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1. Introduction

The East End Regeneration Route Phase 3 is the final link required to complete the 4 lane route linking the M74 to the M8/M80 through the east end of Glasgow. This report provides information on work done to date on the route, work required to complete the project and a recommendation to take the project to pre tender readiness stage.

2. Construction to Date

Phase 1 is in the Oatlands area and was built and opened in 2007 as part of the development of new housing by Bett Homes and was officially re-named as New Rutherglen Road.

Phase 1A opened in 2010 and runs from Polmadie Road, adjacent to Junction 1a of the M74 to Shawfield Stadium, Scotland's largest venue for greyhound racing.

Phase 2 is the longest section of the road. Work began in January 2010 and was completed and opened in April 2012. It crosses the Clyde at the existing Rutherglen Bridge, and on through Dalmarnock passing the Emirates Sports Arena and Celtic Park. Phase 2 connects with the existing Parkhead Bypass.

3. Current Status of Proposed East End Regeneration Route Phase 3

The following milestones have already been met:-

- (a) Compulsory Land Purchase completed.
- (b) Public Local Inquiry consent granted (by Scottish Executive).
- (c) Roads Orders promoted (but given elapsed time will need to be re done).
- (d) Environmental Statement exists for full scheme.
- (e) Phase 3 document preparation approximately 70% completed.
- (f) Advance allotment relocation completed (£400,000).

4. Detail of Proposed East End Regeneration Route Phase 3

The East End Regeneration Route (Phase 3) is a 1.4km, 4-Lane carriageway distributor road, with 4 junctions and a major structural content.

Proposed Principal Works:-

The Route:-

Crosses the Queen Street/Airdrie railway line north of Biggar Street, to connect with the former Riddrie railway line at Duke Street/Todd Street. It then extends north under Edinburgh Road and Cumbernauld Road, to connect with Provan Road south of the M8/M80.

Structures:-

There will be a major 8-span viaduct at Duke Street/Carntyne Road (crossing the Queen Street/Airdrie railway line) and two “on line” replacement bridges, one at Edinburgh Road and one at Cumbernauld Road. There will also be six major lengths of retaining walls required at various locations along the route.

Junctions and local connectivity:-

There will be 4 junctions on the route, to connect with the existing road network. These will be located at Biggar Street, Carntyne Road, Edinburgh Road and Provan Road.

See the two attached scheme “General Arrangement” drawings.

Landscaping and Environmental Issues:-

It is a requirement of the scheme Environmental Statement, that extensive amenity planting and landscaping (for use by the local community) will be provided both adjacent to and underneath the viaduct structure. In addition, a new pedestrian access from Todd St to Carntyne Road will be provided at this same location, together with additional footpath links between the Forge Retail Park and the existing local housing.

Further, in order to ensure the “environmental requirements” of the Environmental Statement are fully met, a comprehensive “Design Guide and Aesthetic Review” will be provided to all tendering contractors – i.e. to ensure a suitable high quality finish is achieved in all the major scheme structures.

5. Economic Benefits/Funding Availability

Once completed, the full EERR will run from the M74 Completion in the south at Polmadie to the M8/M80 in the north at Provan and thus create a “motorway to motorway connection” through the east end of Glasgow.

This key transport link, once completed, will:-

- Further boost the regeneration of the East End of the City and hence assist both local economic growth and the creation of jobs.
- Assist in the creation of future housing development.
- Address areas which are currently of poor environmental quality.
- Bring back to use, areas of derelict and vacant land.
- Reduce the volume of traffic on local streets, in order to potentially allow the promotion of both traffic calming measures and sustainable transport initiatives.
- Improve noise and air quality.

In order to ensure that the full scale of economic benefits are properly captured it is recommended that an independent exercise is commissioned to capture the economic benefits associated with the project including jobs

during construction and on completion as well as any wider economic development opportunities created by better accessibility and faster journey times.

The Economic Analysis should also contain a value for money exercise to ensure the costs of the road are outweighed by the Economic Return delivered.

6. Potential Funding

Whilst this report focuses on taking forward the design and economic modelling for the EERR it is also considered appropriate to examine any possible funding opportunities for the construction of the road.

Possible sources include Scottish Government Regeneration Capital Grant Fund, Shovel Ready Funding or Council Capital Funding. These and other potential funding options will be fully explored and assessed as part of this work.

7. Existing Public and Private Services

A number of public utility companies have existing services that will be affected by the scheme and diversionary or protection works may be required. There may also be a requirement to undertake diversionary or protection works to certain private services.

8. Traffic Management

The construction of the Works will have a major impact on a number of existing local roads. For example, both “on route” bridges which require to be replaced are located on major arterial routes within the City (Edinburgh Road and Cumbernauld Road). In addition, various neighbouring routes will be used as temporary diversions for significant periods (it will be essential therefore to minimise delays to traffic on affected roads at all stages during construction).

9. Cost and Duration of the works

The current estimated cost for the construction of the route (engineering only) is circa £60m excluding VAT (July 2015). This estimate would need to be reviewed again prior to tender issue and should be carried out as part of the work recommended by this report.

The construction period for these works is estimated at 2 years.

10. Timing

The early key milestones prior to tender award include the following:

- timely submission of the planning application (by LES)
- finalise document preparation and refresh cost estimates

- conclude economic analysis
- re-promote existing Road Orders and
- update and respond to NRSWA notices

Taking a realistic view on the completion of the above milestones (with some progressed in parallel) subject to funding and all necessary approvals site start could be achieved by 2018.

Prior to entering into a tender process it would be necessary to review the outcomes of the refreshed planning application/road orders/project budget and economic analysis. It is therefore the recommendation of this report that the project is taken to pre tender readiness with a pause point at this stage and a report being brought back to the Executive Committee outlining the outcomes of this work prior to seeking final approval to progress to tender.

11. Policy and Resource Implications

Resource Implications:

<i>Financial:</i>	Costs associated with taking project to tender readiness will be met by EERR Phase 2 surplus funds.
<i>Legal:</i>	Legal Services will provide support and advice
<i>Personnel:</i>	Personnel implications will be subject to the Council's workforce planning policy.
<i>Procurement:</i>	All work in the pre tender preparation phase will be carried out using internal resources therefore no procurement of services is required.

Council Strategic Plan:

Equality Impacts:	N/A
<i>EQIA carried out:</i>	No
<i>Outcome:</i>	(no significant impact, positive impact or negative impact)

Sustainability Impacts:

<i>Environmental:</i>	The project will be taken forward within the context of the City Plan Strategic Environmental Assessment (SEA) and the project Environmental Statement.
<i>Social:</i>	This project will enable the Councils continued commitments through the City plan to be

achieved. Community benefits will be provided through the procurement strategy.

Economic:

This key transport link, once completed will further boost the regeneration of the East End of the City and hence assist both local economic growth and the creation of jobs. A full economic analysis will be undertaken as part of this work.

12. Recommendations

It is recommended that Committee:

1. note the content of the report;
2. approves the preparation of East End Regeneration Route Phase 3 to pre-tender readiness stage (including an economic analysis).
3. approves the release of £250k from the current East End Regeneration Route Phase 2 project surplus funds to carry out pre-tender readiness work (including an economic analysis).
4. instructs the Executive Director of Land and Environmental Services to submit a refreshed planning application and Road Orders for Phase III.
5. instructs the Executive Director of Development and Regeneration Services and Executive Director of Land and Environmental Services to bring a report back to the Executive Committee outlining the outcomes of the work carried out to take the project to pre-tender readiness (including an economic analysis) and prior to entering into a tender process.