
Report To:	Environment & Regeneration Committee	Date:	07 March 2019
Report By:	Corporate Director Environment, Regeneration & Resources	Report No:	ENV/019/19/SA
Contact Officer:	Scott Allan	Contact No:	01475 712764
Subject:	Glasgow City Deal – Inverkip (Scottish Power/Transport Scotland)		

1.0 PURPOSE

- 1.1 The purpose of this report is to update Members on the revised access arrangements and road improvements on the A78 in respect of the Inverkip former Power Station City Deal Project.

2.0 SUMMARY

- 2.1 At this Committee on 25 October 2018 a report was presented which advised the Committee that following progression of detailed designs into roads improvements on the A78, Transport Scotland as the trunk road authority supported a revised scheme which involved the installation of traffic signals at the north entrance to Inverkip on the A78 and the creation of a 3-arm roundabout on the A78 just north of Brue acre junction. It was reported that this situation had arisen despite Transport Scotland's involvement in the Planning Permission in Principle for the development of the former power station site and their agreement to a different solution.
- 2.2 The revised proposals as developed to feasibility study stage between Iberdrola and Transport Scotland remained within the funding envelope of £3.25 million available within City Deal.
- 2.3 The Committee in considering the revised roads improvements requested that the Leader of the Council along with the Leader of Minority Groups write to the Cabinet Secretary for Transport, Infrastructure & Connectivity seeking a meeting.
- 2.4 The Cabinet Secretary in his response referred to ongoing officer engagement but did not mention or accept the offer of a meeting.
- 2.5 It is the case however that more detailed design has been carried out on the option preferred by Transport Scotland and Iberdrola which confirms the deliverability of the scheme, the cost estimates and the wider benefits which can be derived. Significantly, the revised roads improvements formed part of the consultation into the Inverkip former Power Station site masterplan proposals as displayed on 21 January in Wemyss Bay and 23 January at Inverkip. These consultations were attended by over 370 people, many of whom discussed the roads improvements. The development team at the consultations perceived that public support was in favour of the current proposals.
- 2.6 Whilst the development of detailed improvements on the A78 are a matter for Transport Scotland and Iberdrola as the developer, Inverclyde Council requires to confirm within the final business case for City Deal that the roads improvements are supported. It is officers' advice that Inverclyde Council should support the current proposals for roads improvements and that this be taken forward to the tender stage thereby allowing the Council to submit a final business case to City Deal to draw down the full capital funding.

3.0 RECOMMENDATIONS

3.1 It is recommended that the Committee:

- Notes the position as now agreed between Transport Scotland and Iberdrola in respect of roads improvements in respect of the A78.
- Approves the revised design to enable the project to progress through detailed design, tender and thereafter inclusion in the final business case to be submitted to the City Deal Project Management Office.

Scott Allan
Corporate Director
Environment, Regeneration & Resources

4.0 BACKGROUND

- 4.1 Members will recall the report to this Committee on 25 October 2018 which advised of the revised designs being progressed by Iberdrola and Transport Scotland in respect of roads improvements at Inverkip. The key changes involved the previously proposed roundabout at Inverkip village being replaced with a traffic signal solution and the change in respect of Brueacre where formerly an extension was proposed to the northbound A78 on ramp, the revised proposal involves a roundabout.
- 4.2 At the Committee in October 2018, it was agreed that a letter be sent to the Cabinet Secretary for Transport, Infrastructure & Connectivity jointly signed by the Leader of the Council and the Leader of Minority Groups seeking a meeting. A response was received which advised of the ongoing officer input into this scheme but did not mention the meeting request.
- 4.3 Notwithstanding the input of the Minister, Iberdrola and Transport Scotland have progressed the designs as described in greater detail and a meeting of these parties and Inverclyde Council at a senior level took place on Monday 11 February 2019. At that meeting, the proposals were discussed in detail and it was confirmed that the traffic signal solution at Inverkip village offers the best performance in terms of traffic queues and journey times. In this respect, it performs significantly better than a roundabout solution. A significant benefit of the traffic signal solution is that right turns out of Kip Marina are accommodated safely. Through detailed design, the impact of the traffic signal solution scheme has been constrained such that for the length of the scheme the road width is only widened by approximately one lane.
- 4.4 At Brueacre, a roundabout on the A78 (which will include signal controls on the roundabout when the developments at Inverkip progress) is shown to operate satisfactorily and is deliverable.
- 4.5 Cost estimates including optimism bias demonstrates that the revised scheme fits within the funding available within City Deal.
- 4.6 Whilst the details of roads improvements on the A78 is a matter for discussion between Iberdrola and Transport Scotland as the trunk road authority, this Council requires to endorse the design as part of the City Deal business case process.
- 4.7 In terms of operational considerations, Council officers are satisfied that the current design is satisfactory in all respects and addresses safety concerns. Officers recognise the significant safety benefits of the signals at the entrance to Kip Marina in respect of right turning traffic.
- 4.8 A previous concern over the changing position between Transport Scotland and Scottish Power from a roundabout to traffic signals clearly raised concerns amongst local residents. Iberdrola have advised that through local public consultations in Inverkip and Wemyss Bay on the master plan for Inverkip Power Station site, that feedback from people who engaged was positive in respect of the roads improvements. The positive reactions were witnessed in 'one to one' discussions where the benefits of protected right turning at both Inverkip Village and Kip Marina were discussed.
- 4.9 Officers recommend that the Committee supports the revised designs such that they can be progressed through to tender stage and thereby facilitate submission of a Final Business Case. Submission of a Final Business Case will allow drawdown of the capital funding and ensure the Inverkip Power Station site progresses to development in line with the City Deal aspirations.

Alternative Options

- 4.10 At the meeting amongst Iberdrola, Transport Scotland and Inverclyde Council on 11 February 2019, the design team was asked to consider a couple of possible alternative layouts. The first involved positioning a roundabout at Inverkip Main Street similar to the original design but restricting the Kip Marina access to a left in left out. This would potentially facilitate the 2 lane exit from the roundabout southbound which cannot be delivered due to the proximity of the Kip Marina junction. This option is not deliverable within standards however. Guidance precludes

restricted left in left out junctions with single carriageway roads. Any arrangement like this would be likely to be abused especially during quiet traffic periods when motorists would potentially disobey signage. It is also the case that the diversion required to exit or enter Kip Marina would be lengthy in view of the distance between roundabouts. All parties agreed that this is not a viable option.

- 4.11 A further option was considered involving a diversion of the access into Kip Marina along the west side of the A78 to meet a roundabout at Main Street on the A78 similar to the original design. In this option, an access road at this location would require reconstruction of the pedestrian bridge. It would also involve crossing two water courses with consequent costs. The land is outwith the control of the developer and land acquisition in this case could not be guaranteed. For these reasons, all parties agreed that this option is not deliverable.

5.0 IMPLICATIONS

Finance

5.1

Financial Implications:

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
N/A					

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact £000	Virement From (If Applicable)	Other Comments
N/A					

Legal

- 5.2 There are no legal implications.

Human Resources

- 5.3 There are no human resources implications.

Equalities

- 5.4 Has an Equality Impact Assessment been carried out?

Yes See attached appendix

No This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy. Therefore, no Equality Impact Assessment is required.

Repopulation

- 5.5 Development of the Inverkip former Power Station site will contribute positively to repopulation in Inverclyde through the provision of new housing.

6.0 CONSULTATIONS

- 6.1 N/A.

7.0 CONCLUSIONS

- 7.1 N/A.

8.0 BACKGROUND PAPERS

- 8.1 N/A.