
Report To:	Environment & Regeneration Committee	Date:	2 May 2019
Report By:	Corporate Director Environment, Regeneration & Resources	Report No:	E+R/19/05/06/SA/SJ
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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 Brueacre 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 initially did not respond to the offer of a meeting but subsequently a meeting has been agreed for Wednesday 8 May 2019.
- 2.5 It is the case however that more detailed design has been carried out on the option preferred by Transport Scotland and Scottish Power/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 is a matter for Transport Scotland and Scottish Power/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.

2.7 Whilst a meeting with the Cabinet Secretary remains scheduled for Wednesday 8 May 2019, to be attended by both the Leader and Leader of the Minority Groups, it is considered that the technical solutions have reached their conclusions and Transport Scotland is fully aligned with the current transport proposals. In view of the compelling evidence presented by Scottish Power's transport consultant regarding the traffic performance of the preferred solution and the benefits it will bring to road safety, it is considered that the meeting with the Cabinet Secretary will no longer be concerned with the specific details of road improvements associated with the Inverkip City Deal project.

3.0 RECOMMENDATIONS

3.1 It is recommended that the Committee:

- Notes the position as now agreed between Transport Scotland and Scottish Power/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 Scottish Power/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 meeting was subsequently arranged for Wednesday 8 May 2019.
- 4.3 Notwithstanding the input of the Minister, Scottish Power/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 detail of roads improvements on the A78 is a matter for discussion between Scottish Power/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. Scottish Power/Iberdrola have advised that through local public consultations in Inverkip and Wemyss Bay on the masterplan 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. Whilst a number of consultees indicated that their preference was for a roundabout, all welcomed a solution which addresses the current road safety issues.
- 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 In light of the Members' concerns regarding the revised roads layout a number of options have been further considered and are set out below including a SWOT analysis for each option. As a result of comments from both Transport Scotland and Scottish Power/Iberdrola regarding the substandard nature of the Brueacre on ramps, all of the options assume a signalised

roundabout to the north of the existing Brueacre junction, which would be accessed through the development site from Spey Road, with the northbound on ramp subsequently closed to all traffic.

Option 1

Traffic light solution at Main Street, Inverkip, with signalised roundabout on A78 at Inverkip Power Station site. (Preferred option)

<p>Strengths</p> <ul style="list-style-type: none"> • Support from Transport Scotland • Can be delivered within cost envelope • Addresses traffic safety issues at multiple locations • Affords full functionality at all junctions • No further land requirements • Reduced queuing 	<p>Weaknesses</p> <ul style="list-style-type: none"> • Perceived slower transport solution • Does not deliver perceived community expectation
<p>Opportunities</p> <ul style="list-style-type: none"> • Allows the development of the City Deal Project and unlocks c £100m private sector investment 	<p>Threats</p> <ul style="list-style-type: none"> • Potential lack of public support

Option 2

Roundabout at Main Street, Inverkip, with new link road to Marina with pedestrian bridge ramp re-alignment. New signalised roundabout on A78 at Inverkip Power Station site.

<p>Strengths</p> <ul style="list-style-type: none"> • Meets perceived public expectation 	<p>Weaknesses</p> <ul style="list-style-type: none"> • Not supported by Transport Scotland • Increased costs • Increased land acquisition • Unacceptable queue lengths
<p>Opportunities</p> <ul style="list-style-type: none"> • None 	<p>Threats</p> <ul style="list-style-type: none"> • Project failure due to not being able to satisfy Transport Scotland • Land acquisition not being supported • Impact on environment • Timescale • Lack of public support

Option 3

New roundabouts at either end of the Main Street, Inverkip, and right turn prohibition at Habourside. New signalised roundabout on A78 at Inverkip Power Station site.

<p>Strengths</p> <ul style="list-style-type: none"> • Meets perceived public expectation 	<p>Weaknesses</p> <ul style="list-style-type: none"> • Not supported by Transport Scotland • Increased costs • Increased land acquisition • Insufficient space for southern main
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	<ul style="list-style-type: none"> street roundabout for offset configuration Limit traffic movement at harbourside including oversized loads
Opportunities <ul style="list-style-type: none"> None 	Threats <ul style="list-style-type: none"> Project failure due to not being able to satisfy Transport Scotland Land acquisition not being supported timescale

Option 4

New roundabout at Main Street, Inverkip, right turn prohibition at Harbourside and new signalised roundabout on A78 at Inverkip Power Station site.

Strengths <ul style="list-style-type: none"> Meets perceived public expectation 	Weaknesses <ul style="list-style-type: none"> Not supported by Transport Scotland Limit traffic movement at harbourside including oversized loads
Opportunities <ul style="list-style-type: none"> None 	Threats <ul style="list-style-type: none"> Project failure due to not being able to satisfy Transport Scotland

Option 5

Extend Main Street to east, new roundabout on A78, with link to Bankfoot Cottages, existing entrance at Bankfoot Cottages closed and new signalised roundabout on A78 at Inverkip Power Station site.

Strengths <ul style="list-style-type: none"> Meets perceived public expectation 	Weaknesses <ul style="list-style-type: none"> Not supported by Transport Scotland Increased costs Increased land acquisition Insufficient space for northern main street extension for offset configuration Timescale Impact on Inverkip Community Centre Impact on Bowling Club
Opportunities <ul style="list-style-type: none"> None 	Threats <ul style="list-style-type: none"> Project failure due to not being able to satisfy Transport Scotland Land acquisition not being supported Impact on environment Timescale

In conclusion, the preferred option (Option 1) as recommended in this report offers the best technical solution, is deliverable within the financial allocation and is fully supported by Transport Scotland.

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.