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<b>Report To:</b>	<b>Policy &amp; Resources Committee</b>	<b>Date:</b>	<b>17 November 2015</b>
<b>Report By:</b>	<b>Corporate Director Environment, Regeneration &amp; Resources</b>	<b>Report No:</b>	<b>RMcG/LP/157/15</b>
<b>Contact Officer:</b>	<b>Rona McGhee</b>	<b>Contact No:</b>	<b>01475 712113</b>
<b>Subject:</b>	<b>Update on RCGF Bids for Physical Regeneration Projects – Remit from Environment &amp; Regeneration Committee</b>		

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## **1.0 PURPOSE**

- 1.1 The purpose of this report is to request the Committee to consider a remit from the Environment & Regeneration Committee.

## **2.0 SUMMARY**

- 2.1 The Environment & Regeneration Committee on 29 October 2015 considered the attached report by the Corporate Director Environment, Regeneration & Resources providing the Committee with an update on the outcome of the Stage 1 Regeneration Capital Grant Fund (RCGF) Application process and proposing how projects are funded through the use of free reserves.
- 2.2 A copy of the report to the Environment & Regeneration Committee is attached as Appendix 1. This provides background and financial information.
- 2.3 The Environment & Regeneration Committee decided that the projects outlined in Section 5 of the report be approved and that consideration of allocating the use of £2.0m from free reserves be remitted to the next meeting of the Policy & Resources Committee.

## **3.0 RECOMMENDATION**

- 3.1 The Committee is asked to consider the remit from the Environment & Regeneration Committee.

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<b>Report To:</b>	<b>Environment and Regeneration Committee</b>	<b>Date:</b>	<b>29<sup>th</sup> October 2015</b>
<b>Report By:</b>	<b>Corporate Director Environment, Regeneration and Resources</b>	<b>Report No:</b>	<b>R037/15/AF</b>
<b>Contact Officer:</b>	<b>Aubrey Fawcett</b>	<b>Contact No:</b>	<b>Ext. 2762</b>
<b>Subject:</b>	<b>Update on RCGF Bids for Physical Regeneration Projects</b>		

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to provide members of the Committee with an update on the outcome of the Stage 1 Regeneration Capital Grant Fund (RCGF) Application process and propose how projects are funded through the use of free reserves.

## 2.0 SUMMARY

- 2.1 Members will be aware that the Policy and Resources Committee approved a range of proposals for the use of free reserves on 22<sup>nd</sup> September 2015 and agreed that the final consideration of the balance of proposals be left to the Budget setting meeting in February 2016.
- 2.2 As part of the above decision a total of £2,796,000 was allocated provisionally against 3 projects which were submitted for consideration as part of the Regeneration Capital Grant Fund Application Stage 1 process by Riverside Inverclyde. These included:
1. Refurbishment of King George VI Building (Listed) in King Street Port Glasgow - Bid for RCGF of £381,470
  2. Port Glasgow Lower Town Quarter – Bid for RCGF of £985,000
  3. Industrial Business Park Enabling Works at Site 10, Broomhill, Greenock - Bid for RCGF of £1,510,000
- 2.3 Riverside Inverclyde has now received confirmation from the Scottish Government Regeneration Division that the Port Glasgow Lower Town Quarter has been successful in getting through to the second stage and the other two projects were not asked to proceed any further.
- 2.4 The report proposes that free reserves are used to fund projects as follows:
- Port Glasgow Lower Town Quarter £500,000
  - Strategic Arterial Road Improvement: Bakers Brae Realignment £1,000,000
  - King George VI Building, Port Glasgow £500,000 with an additional allocation from the central property of £500,000
- This reduces the amount previously requested by £796,000.

## 3.0 RECOMMENDATION

- 3.1 That Committee approves the projects as outlined in Section 5 of the report and remits consideration of allocating the use of £2.0million from free reserves to the next Policy and Resources Committee.

## 4.0 BACKGROUND

4.1.0 Riverside Inverclyde submitted three Regeneration Capital Grant Fund (RCGF) Applications as part of the first stage round in early July 2015. The applications were as follows:

4.1.1 Refurbishment of King George VI Building (Listed) in King Street Port Glasgow



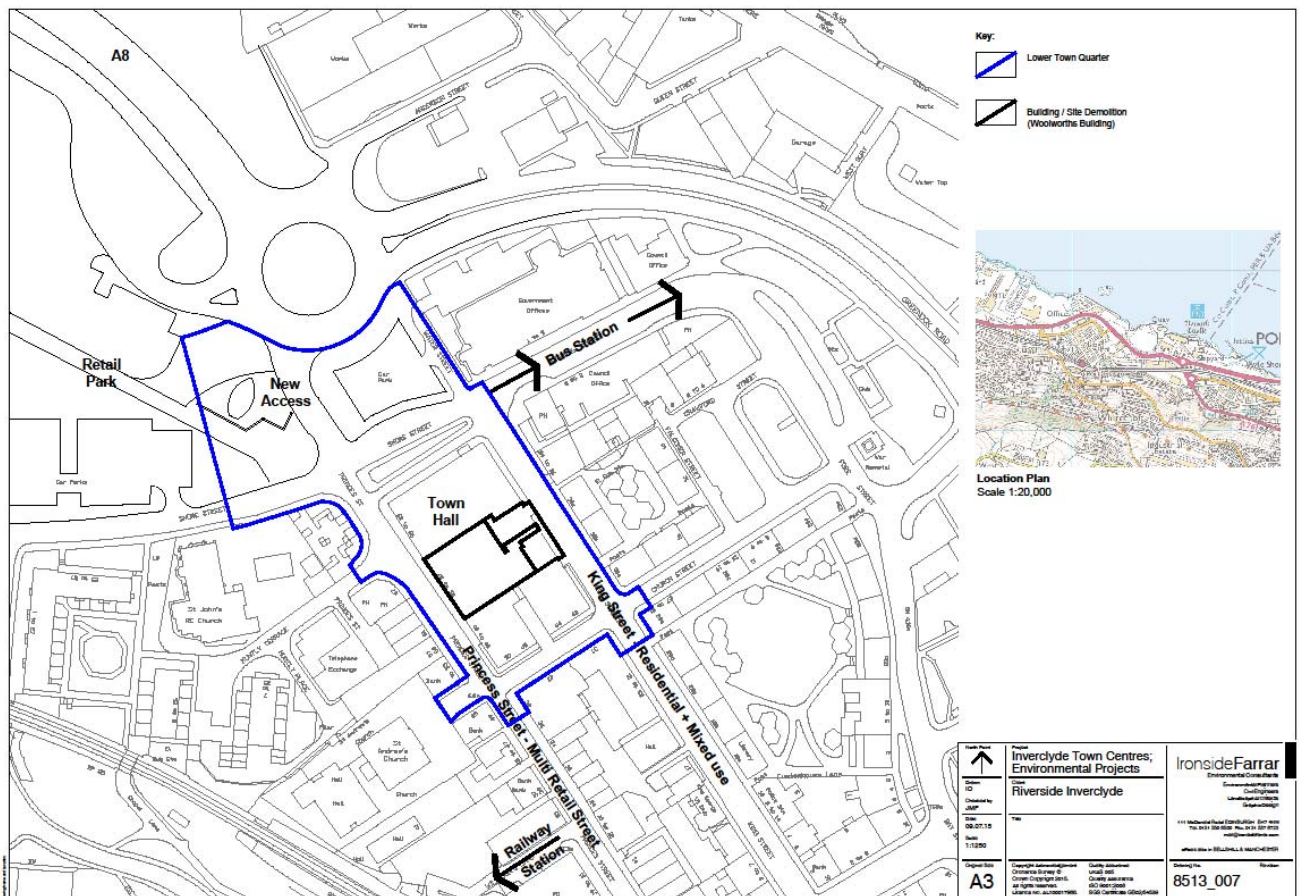
The proposal consisted of the redevelopment of the Old Town Hall as a specialist facility for older people and community use in the heart of the town.

Total Project Cost  
RCGF requested

£1,395,300  
£ 381,470

The application did not progress to the second stage of the application process.

4.1.2 Port Glasgow Lower Town Quarter



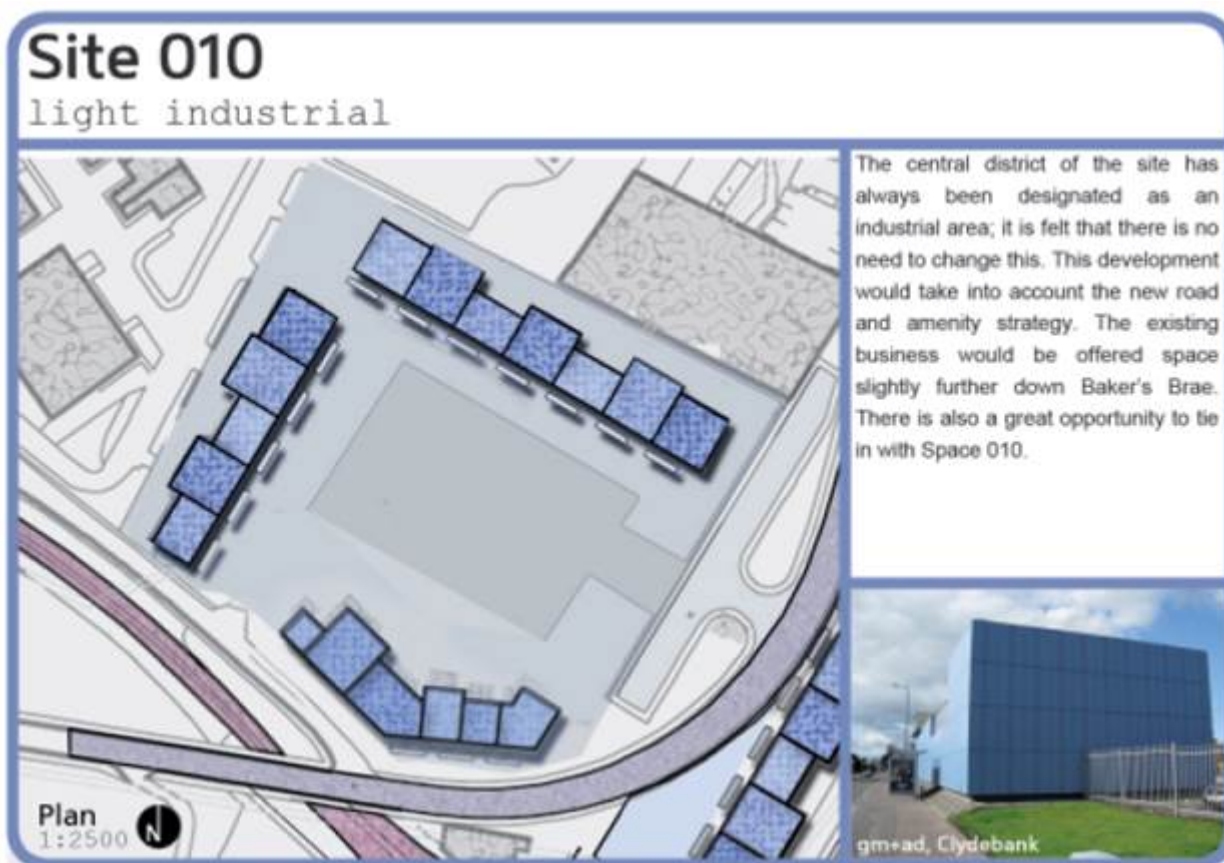
The Lower Town Quarter Project assists the re-structuring of Port Glasgow’s Town Centre through the acquisition, demolition and redevelopment of failed retail space to create a new civic quarter and focus on the Town Hall. The deliverables include:

- Acquisition and demolition of c12,000sq ft (1150m<sup>2</sup>) empty/redundant retail space
- Creation of new Lower ‘Port’ Quarter including new access and Town Square
- Refurbishment of ‘dead facades’ to add animation/enhanced surveillance
- Physical transformation of 3000sqm of redundant space / addressing ‘dereliction’
- Creation of new cross-connecting civic space – path/cycleway/safe connections
- Micro-pod retail mini units for enterprise and skills development

Total Project Cost	£2,459,116
RCGF requested	£ 985,000

The application has been progressed to the second stage of the application process. Submission is required by end of October with decision expected late November 2015.

4.1.3 Industrial Business Park Enabling Works at Site 10 and Baker’s Brae Road Realignment, Broomhill, Greenock



A ‘Proposed Vehicular Strategy Road Corner Improvement Project’ is one of the Greenock East-Central Masterplan’s key regeneration projects. The realignment will significantly improve traffic flows in the Mearns-Drumfrochar Road and unlock the development potential of the area. The road is a principal route in Greenock however investment and economic activity is limited by poor traffic flows, vacant and derelict buildings and overgrown wasteland. Ri aim to acquire a site adjacent to the core realignment area and prepare it for an Industrial Business Park. Demand exists for high quality small light industrial units to complement larger recently completed industrial units at Kelburn Business Park. Road realignment works will also facilitate planned investment in nearby public realm projects and contribute to planned housing developments with an estimated value of £20million.

Total Project Cost	£5,980,000
RCGF requested	£1,510,000

The application did not progress to the second stage of the application process.

- 4.2 As part of the detailed previous consideration of this project Members of the Environment and Regeneration Committee previously asked that an assessment/appraisal be undertaken to determine the benefits accruing from the implementation of the Baker's Brae Project and this be reported back to Committee for consideration. A copy of the executive summary is attached to this report.

The realignment offers:

- More flexibility in the potential to divert bus routes & reduce journey times;
- Potential reduction in rat running in Lynedoch Street & Regent Street;
- A reduction in queuing vehicles and standing traffic at peak periods which has benefits in reducing fuel consumption and air quality emissions;
- The potential to stimulate development opportunities;
- A significant reduction in journey times for movements by goods vehicles/commuters/residents;
- Provision of more comprehensive pedestrian crossing facilities;
- Reduction in the gradient of Baker Street to better accommodate cyclists & improve visibility;
- The opportunity to access the site identified as 010 in the Broomhill Masterplan & Local Development Plan for light industrial use, should the opportunity to purchase the site become available. It also opens out and makes the wider Drumfrochar Road more attractive to developers to come in and regenerate the area.

- 4.3 Members should note that the Bakers Brae Realignment is a strategic arterial road improvement and affords wider economic benefits for Inverclyde than just the immediate Drumfrochar Road area.

- 4.4 The Policy and Resources Committee agreed at its meeting on 22<sup>nd</sup> September 2015 the use of free reserves of £2,796,000 subject to successful RCGF bids for the Port Glasgow and Broomhill Projects.

## 5.0 PROPOSALS

- 5.1 In light of the decision that the Port Glasgow Lower Town Quarter received consent to progress to the 2<sup>nd</sup> Stage of the RCGF process and the other two projects did not, the following is proposed based upon a reduction in the scope of the Broomhill and King George VI projects:

Project	Funding from ri	Proposed RCGF Funding	Inverclyde Council Funding	Funding requested from free reserves	Total Project Cost
Port Glasgow Lower Town Quarter	£974,000*	£985,000 (subject to 2 <sup>nd</sup> stage approval)	0	£500,000	£2,459,000
Strategic Arterial Road Improvement: Bakers Brae realignment <u>Reduced scheme</u> <ul style="list-style-type: none"> <li>○ Realigning Baker's Brae Corner</li> <li>○ Site Acquisitions around Bakers Brae Corner and along Drumfrochar Rd</li> <li>○ Utility diversions and environmental landscaping</li> <li>○ demolitions</li> </ul>	£2,000,000*	0	£110,000 (currently allocated)	£1,000,000	£3,110,000
King George VI Building (Listed) in King Street Port Glasgow	0	0	£500,000 (Property – General	£500,000	£1,000,000

<u>Reduced scheme to deal with essential repairs</u>			Capital Allocation)		
TOTAL	£2,974,000	£985,000	£610,000	£2,000,000	£6,569,000

\*Subject to ri Approval

- 5.2 It is therefore proposed that the proposed use of reserves approved by the Policy and Resources Committee at its meeting on 22<sup>nd</sup> September 2015, subject to successful RCGF Bids be reduced from £2,796,000 to £2,000,000 and this matter be referred to the November Policy & Resources Committee for consideration.
- 5.3 It is also proposed that the funding of £750,000 allocated to Riverside Inverclyde for the Broomhill area is included within ri's proposed allocation of £2m.

## 6.0 IMPLICATIONS

### Finance

#### 6.1 Financial Implications:

##### One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
Frees Reserves Property Capital	General Allocation	From 2016/17 2016/18	2,000 500		Subject to Policy & Resources approval

##### Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact £000	Virement From (if Applicable)	Other Comments
TBC					

### Legal

- 6.2 There are no legal implications arising from this report.

### Human Resources

- 6.3 There are no HR implications arising from this report.

### Equalities

- 6.4 There are no equalities implications arising from this report.

### Repopulation

- 6.5 These projects contribute to the ongoing regeneration of Inverclyde and therefore should assist in attracting people to live in the area.

## 7.0 CONSULTATIONS

- 7.1 Riverside Inverclyde has been consulted in the preparation of this report.

## 8.0 LIST OF BACKGROUND PAPERS

- 8.1 None.



# Baker Street, Greenock

## Realignment Appraisal





Capabilities on project:  
Transportation

## Executive Summary

### Introduction

AECOM have been commissioned by Inverclyde Council to appraise the feasibility of undertaking proposed improvement works to Baker Street, Greenock, which will include the realignment of carriageway at the brow of the hill in the vicinity of Dellingburn Street and to undertake associated improvements to the signalised junction at Baker Street and Ingleston Street. This will include the reconfiguring of stop lines, widening of corner radii and recalculating of signal timings.

### Integration with Existing Policy Objectives

The proposed scheme is well suited to fulfil a number of governmental policy objectives both on a national and a local Council level. From a national perspective, the scheme most notably satisfies all three strategic outcomes of the National Transport Strategy (2006) to *“improve journey times and connections,” “reduce emissions to tackle climate change”* and *“improve quality...of transport, to give people the choice of public transport.”* It is also well positioned deliver upon the strategic aims of Scottish Planning Policy (2014) as well as the Scottish Transport Appraisal Guidance (STAG) objectives of implementability, deliverability and public acceptability.

From a local policy perspective, the proposed scheme satisfies various existing policies within Inverclyde Council's Local Development Plan and the strategic outcomes contained within the Single Outcome Agreement (2014 – 2017); as is demonstrated within **Table 1** below.

Table 1: Relevance of proposed scheme to Inverclyde Council's Strategic Outcomes	
Strategic Outcome	Relevance to Baker Street Proposals
Inverclyde's Population is stable with a good balance of socio-economic groups	The Baker Street proposals have the potential to stimulate development opportunities, including aspirations by River Clyde Homes within the Greenock area.
The area's economic regeneration is secured, economic activity in Inverclyde is increased, and skills development enables both those in work and those furthest from the labour market to realise their full potential	The Baker Street proposals offer the opportunity to significantly reduce journey times within Greenock for, particularly movements by goods vehicles, increasing economic activity. A reduction in journey time for commuter trips also improves the accessibility of the labour market for Inverclyde residents.
The health of local people is improved, combating health inequality and promoting healthy lifestyles	The scheme offers a number of benefits for active travel users; including the provision of more comprehensive pedestrian crossing facilities that better serve desire lines and a reduction in the gradient of Baker Street to better accommodate cyclists and to improve visibility.
All children, citizens and communities in Inverclyde plan an active role in nurturing the environment to make the area a sustainable and desirable place to live and visit.	A reduction in queuing vehicles and standing traffic on Baker Streets has benefits in reducing fuel consumption and associated air quality emissions. The realignment of the corner also offers further benefits in terms of reducing bus journey times; which has the potential to encourage modal shift.
N.B. Strategic outcomes that are not relevant to the Baker Street proposals have been omitted.	

The potential of the scheme to unlock the development potential of the Inverclyde LDP (2014) opportunity site ECN1 (b) for a business park also aligns with the aims of the regeneration body Riverside Inverclyde.



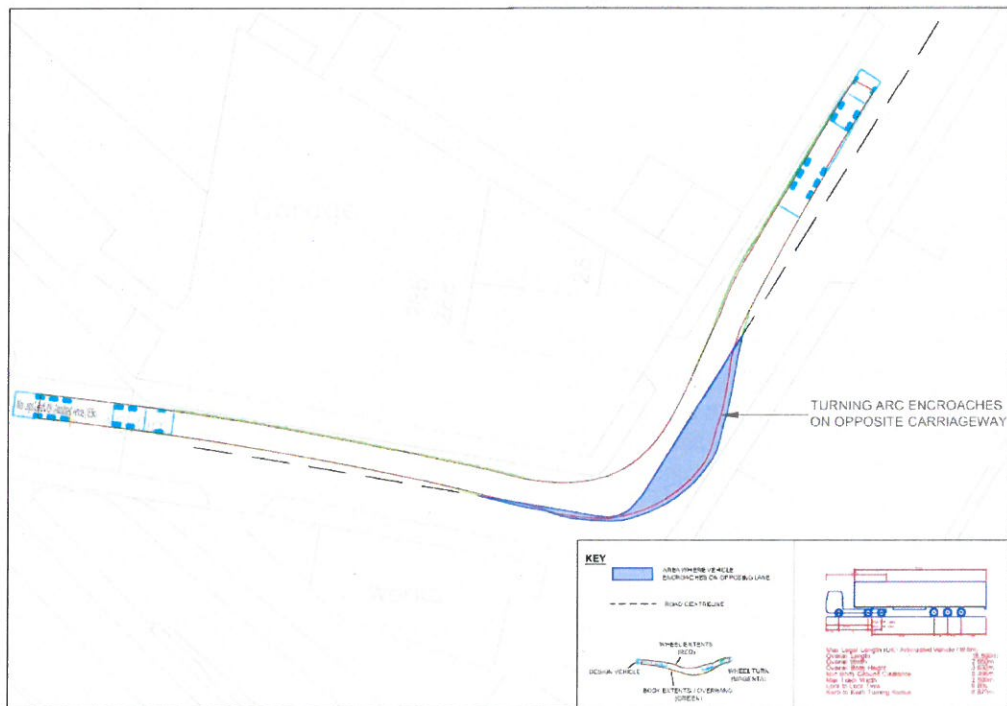
Capabilities on project:  
Transportation

**Appraisal of Proposed Geometric Improvements**

The proposed scheme partially addresses a number of existing technical geometric issues that are experienced within the current alignment. As is demonstrated within **Table 2** below, the scheme offers improvements in forward visibility, horizontal geometry and a reduction in the vertical gradient from 12.5% to a maximum of 9.5%, however, it should be noted that this would still necessitate a departure from standard from DMRB 9/93.

Table 2: Design Proposals Road Measurements		
Description	Existing Provision	Proposed Provision
Horizontal Geometry	5m Radius	100m - 3 Step Relaxation
Through Visibility	Minimum of approximately 20m Downhill and 30m uphill	90m – Desirable Minimum can be achieved.
Vertical Gradient	Over 9 % for 100m reaching a maximum of 12.5%	Over 9% for 150m reaching a maximum of 9.5%

The proposed alignment would also alleviate the problem whereby HGVs and buses are forced to give way to oncoming traffic and move into the opposite carriageway to negotiate the bend between Baker Street and Drumfrochar Road; as is demonstrated within the below **Figure 1** and **Figure 2**. Further improvements in relation to HGV and bus movement are also offered at the junction between Baker Street and Ingleston Street.



**Figure 1: HGV Swept Path Analysis of existing corner between Drumfrochar Road and Baker Street**

Capabilities on project:  
Transportation

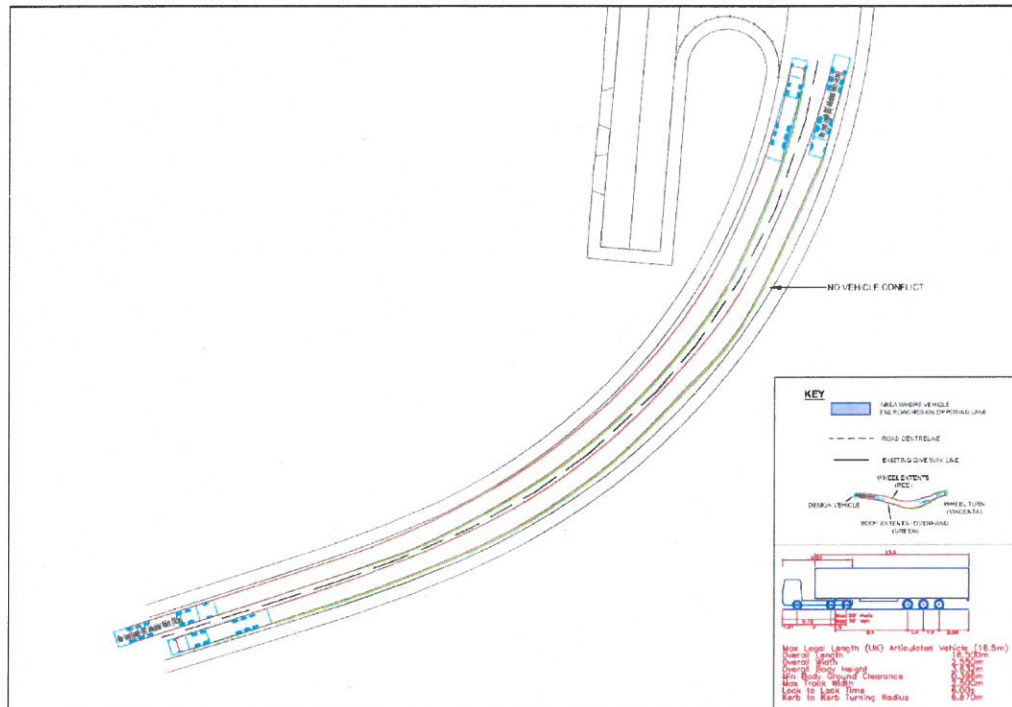


Figure 2: HGV Swept Path Analysis of proposed corner between Drumfrochar Road and Baker Street

With cognisance to 'Cycling by Design' (2010) and 'DDA Good Practice Guide for Roads' (2009), the proposed scheme also has a series of benefits for non-motorised users in terms of upgrading the existing signals to incorporate toucan facilities, pedestrian detectors and near-side signals, DDA compliant tactile paving and dropped kerbs. Further benefits are also offered by the proposed compact nature of the junction as well as the reduction in vertical gradient on Baker Street, however, it should be noted that this remains out with DDA guidelines.

The geometric improvements offer a number of wider benefits in terms of allowing the opportunity to reroute the C&M Coaches Number 31 and the Gillen Coaches 330 and 331 bus services which currently using Lynedoch Street and Regent Street with the aim of reducing overall bus journey times. The scheme also offers the potential to catalyse the industrial development opportunity site identified within the Inverclyde Local Development Plan within the land bordered to the southeast by the bend from Baker Street to Drumfrochar Road. In terms of road safety, there was limited evidence of the scheme's potential to reduce accidents and a future Stage 2 Road Safety Audit would be necessary to further determine its merits.

#### Traffic Modelling and PEARS Results

Automated Traffic Count (ATC) data, supplemented by a site visit check count and combined with traffic signal data supplied by Inverclyde Council has enabled the creation of both a LinSig and an S-Paramics microsimulation model to determine the extent to which the proposed scheme reduces congestion and improves resultant journey times.

The results from the LinSig model suggested that the proposed scheme combined with an optimisation of the signal timings would substantially improve the capacity of the junction, reducing the maximum degree of saturation on any one approach from 149.7% to 65.7%. The S-Paramics model reported similar results and significantly reduced the maximum number of queuing

Capabilities on project:  
Transportation

vehicles on Baker Street. The results from the S-Paramics model have been inputted into the Transport Scotland software Program for the Economic Assessment of Road Schemes (PEARS). As is demonstrated within **Table 3** below, the result from the PEARS has reported a highly positive cost-benefit ratio of 7.19.

<b>Table 3: PEARS Economic Assessment Summary</b>	
<b>Scheme Costs</b>	
Capital Costs (Undiscounted)*	£ 2.16
Capital Costs (Discounted)*	£ 1.85
Central Government Contribution	£ -
Local Government Contribution	£ 1.85
<b>Highway Benefits</b>	
Greenhouse Gas Emissions	£ 0.03
Non Business User Benefits: Commuting	£ 2.17
Non Business User Benefits: Other	£ 5.08
Business User and Provider Benefits	£ 6.40
Wider Public Finance (indirect tax revenue)	£ -0.38
Total	<b>£ 13.30</b>
<b>Total NPV</b>	<b>£ 11.45</b>
<b>Indicative BCR</b>	<b>7.19</b>
*discounted rates in PEARS use the present value year of 2010 which are taken from HM Treasury's Green Book 'Appraisal and Evaluation in Central Government.' <sup>1</sup>	

### Conclusions

The proposed realignment scheme is consummate with national, regional and local Inverclyde Council policies and fulfils many STAG objectives as well as those of Riverside Inverclyde and River Clyde Homes. The proposal allows improvements to forward visibility, horizontal geometry and vertical gradient and alleviates the existing issue whereby HGVs and buses have difficulty negotiating the corner between Baker Street and Drumfrochar Road. This has a number of wider benefits in terms of allowing for the diversion of bus routes and a potential reduction in rat running on Lynedoch Street and Regent Street.

The scheme also offers the potential to reduce queuing during the peak periods at the junction between Baker Street and Drumfrochar Road; which results in a highly positive BCR ratio of 7.19 from PEARS in terms of journey time savings. Nevertheless, in order to undertake an actual STAG appraisal it should be noted that a number of options should be considered, including a 'do minimum' option which would have tested the impact of minor alterations to the signal timings and the addition of further signal stages. As such, the design solution results', which encompassed both physical lane improvements as well as signal timings reconfiguration, may exaggerate the benefits of the scheme.

<sup>1</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/220541/green\\_book\\_complete.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/220541/green_book_complete.pdf)