

Glasgow and the Clyde Valley Strategic Development Planning Authority

**To: Glasgow and the Clyde Valley Strategic Development Planning Authority
Joint Committee**

On: 10th September 2018

**Report by
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Glasgow City Region Infrastructure and Assets Portfolio North Lanarkshire Council Pilot Study

1. Summary

- 1.1 The purpose of this report is to update the Joint Committee on the recent North Lanarkshire Council Pilot study undertaken as part of the work of the Glasgow City Region Infrastructure and Assets Portfolio led by East Renfrewshire Council.

2. Recommendations

- 2.1 It is recommended that the Joint Committee
- note the work undertaken on the North Lanarkshire infrastructure pilot study and the issues and learning points from the exercise; and,
 - note the next stages of taking this work forward and agree the continued role of Clydeplan in supporting the Infrastructure and Assets Portfolio.

Context

- 3.1 The Glasgow City Region Infrastructure Summit held in September 2017 resulted in a commitment by infrastructure providers and the city region Local Authorities to work together to achieve the ambition of aligning infrastructure investment thereby ensuring that the economic benefits of infrastructure investment are maximised. The focus of activities thus far has been in relation to the utilities.
- 3.2 At the summit, it was agreed that, through the Glasgow City Region Infrastructure and Assets portfolio an Operational Infrastructure Group (OIG) of infrastructure providers and local authorities would be established.
- 3.3 On the 16th March 2018 at OIG meeting it was agreed, in conjunction with the Infrastructure and Assets portfolio lead, to undertake a pilot study in North Lanarkshire Council (NLC), with a view to potentially scaling up to a city region wide focus. The NLC group would share data, where possible, and identify ways to improve the alignment of strategic infrastructure investment and delivery based around a pilot study utilising NLC development projects and infrastructure providers' inputs. Clydeplan would lead on the technical work, including addressing any confidentiality issues relating to data sharing.

4. NLC Pilot Study

4.1 The overall aim of the NLC pilot study, as agreed by the OIG, was to achieve greater visibility of strategic proposals, investments, and related processes. This would provide:

- greater clarity on where development is planned;
- increased certainty of when development will happen;
- a clearer understanding of the regulatory frameworks and the process of gaining necessary approval from relevant regulatory bodies;
- a wider understanding of the challenges emerging from the above; and,
- measures that will enable improved infrastructure alignment across the city region.

4.2 The pilot study was developed collaboratively with the support of NLC, Clydeplan and the other participants in the OIG, including the following infrastructure providers:

- Scottish Water;
- Scottish Power Energy Networks;
- Scottish Gas Networks (SGN);
- Openreach; and,
- Virgin Media.

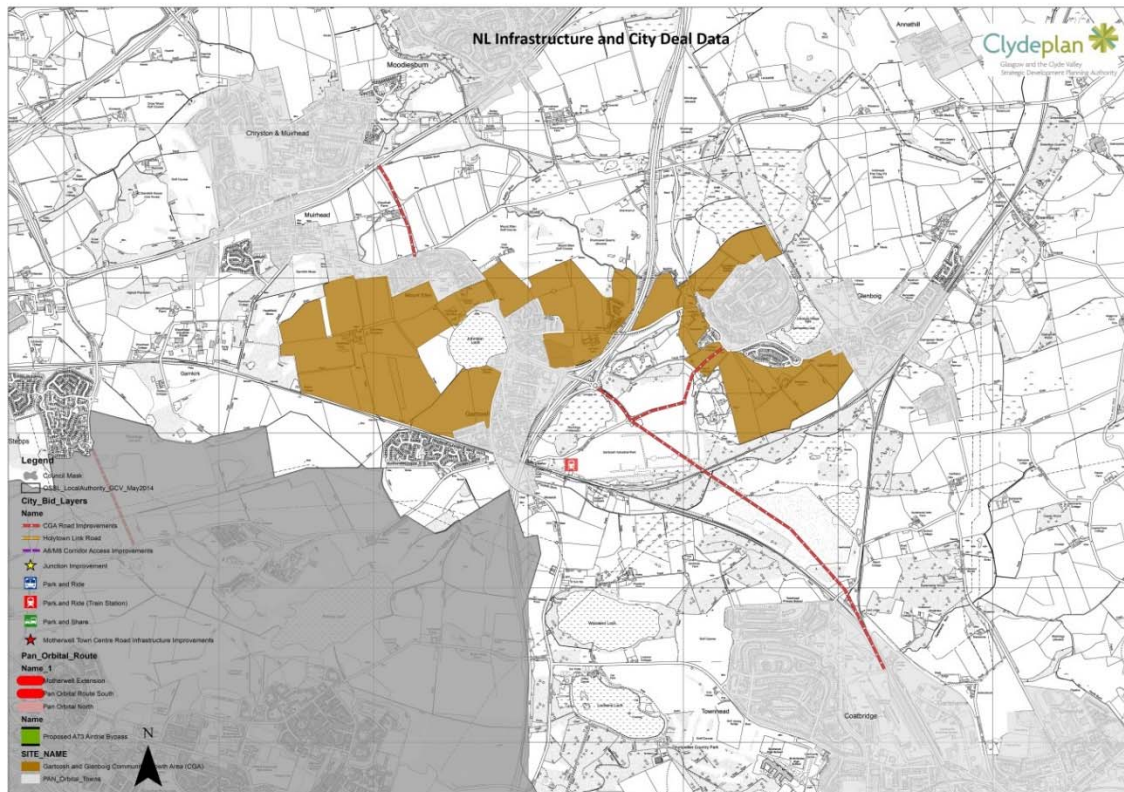
4.3 The objectives of the pilot study were to improve:

- the collective understanding of the existing infrastructure assets and related issues in the city region, impacting on:
 - Clydeplan SDP (July 2017) and any future regional spatial strategy;
 - Glasgow City Region City Deal projects;
 - Glasgow City Region Economic Strategy and Action Plan and;
 - the infrastructure providers' strategies, investment plans and regulatory requirements
- understanding of the future strategic priorities of infrastructure providers;
- co-ordination, including in relation to operational matters, between infrastructure providers at an early stage of their strategies and those others identified above.

4.4 These objectives have been developed, from the wider objectives set out in paragraph 5, to be pilot study specific and to allow a methodology to be developed and undertaken.

5. Gartcosh/Glenboig Community Growth Area

- 5.1 The Gartcosh/Glenboig Community Growth Area (CGA) located within North Lanarkshire Council was selected as a geographic focus for the pilot study.
- 5.2 The CGA is a long standing strategic housing release location with capacity to deliver approximately 3,000 houses. It is also part of North Lanarkshire Council's City Deal programme to provide infrastructure in support of the delivery of housing in this location.



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- 5.3 All participants in the process used the objectives to frame the discussion in relation to the pilot study area. The outputs sought from the pilot study were as follows:
- mapped land use data;
 - mapped assets data from infrastructure providers, where possible;
 - identification of infrastructure and delivery issues in relation to delivery of Gartcosh/Glenboig Community Growth area and associated City Deal project; and,
 - a commentary on how the approach to the pilot study could be scaled up to identify infrastructure issues at a city region level.

6. Methodology

- 6.1 Prior to the meetings taking place, Clydeplan had established contacts within the relevant organisations over an 18 month period. This has included an early data exchange process, in particular with SGN, building on the existing mapped Clydeplan outputs. Clydeplan's online land use data proved very useful in these discussions <https://bit.ly/2NQMCvr>.
- 6.2 At the initial meeting on 12th April 2018, North Lanarkshire Council (NLC) outlined their 3 City Deal projects:
- Glenboig/Gartcosh - link road to from Glenboig to support delivery of 3,000 houses;
 - A8 /M8 corridor - involves a number of city deal projects including a link from Eurocentral to the south and industrial area access; and,
 - Pan Lanarkshire Orbital route.
- 6.3 In addition, NLC identified their strategic development priorities identified in their Local Development Plan (LDP) including:
- development sites for 22,000 houses including strategic sites at South Cumbernauld and Ravenscraig;
 - 4,800 m² industrial land at key locations.
- 6.4 Each utility provider then outlined their likely investment strategies, issues and data holdings in the NLC area. These outputs included matters such as strategic and local issues in relation to waste water and water supply; some geographically specific issues; land ownership issues and operational and governance issues including in relation to the role of the regulators.
- 6.5 It was agreed at the meeting that all parties would provide Clydeplan a commentary on the Gartcosh/Glenboig development proposal.
- 6.6 Alongside the commentaries, it was agreed to give the infrastructure element a traffic light scoring from each of the provider's perspectives. This information generated a Red, Amber, Green (RAG) system alongside some explanation of the nature of existing constraints and over what time period a solution is likely:
- **Green** - minimal constraints and 'development ready' within 0-3 years;
 - **Amber** - significant constraints and 'development ready' within 3-7 years; and,
 - **Red** - major constraints and 7+ years required to address constraints.
- 6.7 At the second meeting of the Group on the 17th May 2018, the infrastructure providers discussed their commentaries and any additional information they felt was relevant to the pilot study.

7. Outputs of the Case Study

7.1 The key outputs were as follows:

- established lead contacts within the participating organisations;
- exchanged data, including mapped data, relevant to a specific location along with face to face meetings to discuss the specific development proposals greatly improved the process;
- exchanged knowledge and intelligence relevant to infrastructure at a specific location;
- identified specific issues relevant to the site for example in relation, to road, rail and river crossings; flood risks; land ownership issues; exclusion zones around requirements for gas district governors and electrical sub stations;
- used the RAG scoring approach issues that were potentially a problem could be readily identified. What proved most useful however was the commentary which indicates how issues may be resolved;
- established a dialogue between the infrastructure providers and the Local Authority to develop a better collective understanding of the issues and challenges, not just for this particular development but for the wider delivery of infrastructure;
- improved understanding of the development proposal and the issues each faced with regards to their own investment priorities and the connections between the other providers investment strategies; and,
- the Clydeplan online mapping housing and industry land supplies was considered useful by the infrastructure providers¹

8. Learning points/ Issues to consider from pilot study

8.1 There were a number of learning points and issues to consider if it is decided that this type of approach is to be scaled up to a city region level, these included:

- acknowledging that whilst data and mapping are an important component, the more important element is the knowledge, intelligence and interpretation of that information;
- the use of a map and a specific location within a working group forum (i.e. face to face discussions), worked well in revealing the geographically specific issues and opportunities;
- the advantages of joint working between providers and a better understanding of the type and scale of development proposals and the issues each provider faced with regards to their own investment priorities;
- the benefits of establishing contacts between the infrastructure providers and the Local Authorities²;
- potential improved co-ordination, in relation to operational matters, at an early stage of the formation of all strategies identified above in paragraph 9;

¹ <https://ren.maps.arcgis.com/apps/webappviewer/index.html?id=ba679da637d34c87a452eab9c0d4b607>

- the potential to incorporate improvements to open spaces and access within infrastructure provisioning and potential for better coordination of development and infrastructure within master planning and delivery; and,
- from a Local Authority perspective, it was felt that there is a requirement to better understand the infrastructure providers regulatory frameworks as this has a fundamental impact on how each provider undertakes their own particular operations.

8.2 Some issues for consideration, namely;

- the time and resources required across all infrastructure providers and respective Local Authorities if this was to be scaled up across the city region would be significant. Therefore consideration is required as to how this could be managed and supported;
- should any future work focus on strategic development proposals or include the wider infrastructure activities, as identified by the infrastructure providers through their respective investment strategies, of each Local Authority in the city region? It was noted early in the discussions that a high level of utility activity may not be driven by growth and development, so to gain a fuller picture around opportunity for coordination, it may be appropriate to consider from a wider perspective;
- the challenges of data mapping were prominent in the process. This ranged from data format, analysis and commercial confidentiality issues;
- the methodology adopted from this case study utilised a RAG approach. It was felt that this did not allow for the nuances of delivery to be fully explained. The issue of timescales was felt to be a more appropriate gauge for the 'readiness' of each provider. This is an area that would require further development if this process were to be scaled up to a city region level;
- the potential inclusion of Network Rail, Transport Scotland, local authority roads departments and Homes for Scotland in future discussions;
- this case study focussed on the utilities perspective of infrastructure. So there would need to be greater consideration around how infrastructure at a city region level is defined as that would have a direct impact on potential participants;
- given the nature of the case study there were, at points, issues of commercial confidentiality raised by participants. This is an area that would require further development if this process were to be scaled up to a city region level;
- improve understanding of the resilience of existing infrastructure to climate change impacts - potential role for Climate Ready Clyde and Glasgow Clyde Valley Green Network in future discussions;
- the process could be used to help better co-ordinate public sector led large scale development/infrastructure/ regeneration initiatives across the city region.

9 Next steps

9.1 The outcomes of the pilot study were reported to the Infrastructure Portfolio Group chaired by East Renfrewshire Council at its meeting held on 3rd August. The group reflected on the learning outcomes, issues identified and recommended that a second case study of an existing urban area be developed to complement the NLC case study. This was agreed at the second Glasgow City Region Infrastructure Summit which was held on 24th August 2018.

9.2 From a Clydeplan perspective, there is a desire to continue this type of joint working in respect of the following in support of the delivery of SDP, NPF and Glasgow City Region agendas:

- the Community Growth Areas (CGAs) (one of which is Gartcosh/Glenboig);
- the National Developments identified at:
 - Ravenscraig;
 - Metropolitan Glasgow Strategic Drainage Partnership and;
 - Strategic Airport Enhancements;
- to support the consideration of regional infrastructure for NPF 4;
- to develop an overview of infrastructure issues at the Glasgow City Region scale.