

**City Deal Infrastructure Investment Programme - Revision 10 programme approved - Instruction to officers.**

**5** Councillor Aitken, Leader of the Council and City Convener for City and City Region Economy and Just Transition, presented a report regarding an update on the City Deal Infrastructure Investment Programme, advising

- (1) that the Council was delivering a £385.91m Infrastructure Investment Programme, funded through the Glasgow City Region: City Deal and the programme was made up of 5 separate but interconnected sub-programmes that were being delivered across the city, as detailed in the report;
- (2) of the challenges impacting the construction sector and City Deal Infrastructure Investment Programme, as detailed in the report, and that progress was being achieved at a higher cost than originally anticipated which impacted on the capacity to deliver the remainder of the programme within the original budget allocation;
- (3) that officers had carried out work to re-appraise and re-prioritise the City Deal Infrastructure Investment Programme, based on the parameters of affordability and deliverability, as detailed in the report;
- (4) that as part of the exercise to produce an updated programme (Revision 10), the Glasgow City Region Cabinet had invited its member authorities to request additional Infrastructure Grant Funds for existing City Deal projects to deal with inflationary pressures and each member authority had been provisionally allocated additional funding based on a percentage split of £64m funding previously profiled for the delivery of the Glasgow Airport Access project;
- (5) that Glasgow had been given an additional provisional allocation of up to £25m from the Infrastructure Grant Funds, however this could only be used to address inflationary pressures that had impacted on the City Deal Infrastructure Investment Programme and following assessment by officers of the 5 City Deal Infrastructure sub-programmes, it had been determined that Canal and North Gateway, Clyde Waterfront and West End Innovation Quarter and Enabling Infrastructure: Integrated Public Realm City Centre Avenues projects had incurred the greatest impact from inflationary driven pressures since the onset of the Pandemic;
- (6) of the level of additional funding that had been identified through this process were assumed within the Revision 10 Programme tables, as detailed in Appendices 1 to 5 to the report which also included additional commentary on the Revision 10 position for each of the 5 sub-programmes; and
- (7) that to ensure that the City Deal Infrastructure Investment Programme could continue to be progressed and contained within the limits of the approved City Deal grant funding allocation, it was proposed that the sub-programmes, as detailed in Appendix 6 to the report be deferred and although these projects would not be supported through City Deal grant funding, officers would

continue to explore alternative funding opportunities for development and delivery.

After consideration, the committee

- (a) approved the Revision 10 Programme, inclusive of the additional Infrastructure Grant Funds identified for inflationary pressures, as detailed in Appendices 1 to 5, subject to final approval by Glasgow City Region Cabinet;
- (b) instructed officers to continue to support the development and delivery of the deferred sub-projects, as detailed in Appendix 6 by exploring alternative funding sources;
- (c) noted
  - (i) the additional allocations to deal with inflationary pressures that had been identified for Canal and North Gateway, Clyde Waterfront and West End Innovation Quarter and Enabling Infrastructure: Integrated Public Realm City Centre Avenues projects; and
  - (ii) with disappointment the proposals to defer several sub-projects which would support sustainable travel whilst other projects across the City Region were expected to increase capacity for private car travel through road widening, dualling and new road building, which was inconsistent with national and regional transport policy to deliver a 20% reduction in car km; and
- (d) agreed to write to the Chair asking that the matter at (c)(ii) be tabled at a meeting of the Glasgow City Region Cabinet with a proposal that demand reduction and sustainable transport were priorities for any successor infrastructure programme and that as part of the Gateway 3 review there was a specific focus on transport projects and their alignment with national and regional transport policy and with overarching climate objectives.