

North Lanarkshire Council Report

Policy and Strategy Committee

Does this report require to be approved? Yes No

Ref LN/PH

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Glasgow City Region - Pan Lanarkshire Transport Corridor and Investment Zone Update

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Executive Summary

The North Lanarkshire (NL) City Deal Programme is an ambitious and transformative programme of infrastructure projects. The Programme is funded by the Glasgow City Region's City Deal, a Partnership between the UK and Scottish Government and the eight member authorities across the Region. With a focus on infrastructure, the £1.13 billion fund was set up to support the delivery of improved transport and connectivity and key development and regeneration sites. Alongside the physical delivery of infrastructure, is a focus for tackling unemployment and inequality. The £1.13 billion Fund aims to deliver 21 projects across the Region to enhance transport, public transport and unlock development sites for business and industry, housing and retail uses.

The NL City Deal Programme comprises 3 headline projects namely, the A8/M8 Corridor Access Improvement, Glenboig Link Road and the Pan Lanarkshire Transport Corridor. Collectively, they work together to create a significantly enhanced local and regional transport network for private and commercial vehicles, public transport and active travel. The Projects are also targeted on providing critical infrastructure to enable regeneration and investment at locally and nationally important development sites. The Programme will facilitate sites that have had significant barriers to being regenerated and generate follow on investment and importantly, substantive job creation in accessible locations.

This report focuses on the Pan Lanarkshire Transport Corridor, a strategic north south link between the M74 and the M80 and beyond. A strategic Link that alongside the M8/A8 corridor connects North Lanarkshire's communities and businesses across the local authority area and to the Glasgow City Region and Central Scotland.

The need for and the value of the Pan Lanarkshire Corridor is significant and plays a major part in the Plan for North Lanarkshire and Transforming Places Programme of Work, supporting new housing supply, Hub programme, town centre visions/action plans and business development/inward investment.

Recognising wider objectives to accelerate development within the Ravenscraig site linked to proposals for a new community hub, there may be an opportunity to review the City Deal Programme and consider re-profiling the delivery timescales of the Ravenscraig Access Infrastructure phases. This will be explored during the development of a Capital Bid under the forthcoming Strategic Capital Investment Programme review (2024/25-2028/29) which will be reported to the Policy and Strategy Committee in cycle 2 2024.

This report also provides members with an update on work currently underway on the development of the Glasgow City Region Investment Zone, following the announcement in October 2022 by the UK Government that there would be two Investment Zones in Scotland, in Glasgow City Region and North East Scotland, each benefiting from £80m funding package over 5 years, focusing on priority sectors to help boost productivity and growth and help address economic inequalities. In November 2023 it was announced that the timescale for the Investment Zone status would be extended to 10 years with the investment package increased to £160m.

Recommendations

It is recommended that the Policy and Strategy Committee:

- 1) Acknowledge the importance of the Strategic Pan Lanarkshire Transport Corridor within the North Lanarkshire City Deal Programme and its contribution to the Plan for North Lanarkshire.
- 2) Recognise the progress being made on the 3 individual sub projects that make up the Pan Lanarkshire Corridor.
- 3) Endorse the consideration of opportunities to reprofile the programme to bring forward development and economic benefits earlier within Ravenscraig, to be considered as part of a capital bid for the 2024/25 – 2028/29 Strategic Capital Investment Programme.
- 4) Acknowledge the work underway on the development of the Glasgow City Region Investment Zone.

The Plan for North Lanarkshire

Priority	Improve economic opportunities and outcomes
Ambition statement	(5) Grow and improve the sustainability and diversity of North Lanarkshire's economy
Programme of Work	Transforming Places

1. Background

- 1.1 The Glasgow City Region (GCR) City Deal is primarily a £1.13bn Infrastructure Fund agreement between the UK and Scottish Governments and the eight GCR Local Authorities, with the sole focus of creating additional economic growth at both a regional and local level. The Infrastructure Fund was established to improve the regional and local transport network, enable the regeneration of sites for economic use, unlock potential of under used and vacant land, support and connect local communities to key destinations and improve public transport and active travel provision.
- 1.2 The City Deal programme for North Lanarkshire comprises the following projects:
 - **A8/M8 Corridor Access Improvements**
 - Eurocentral Strategic Active Travel
 - Orchard Farm Roundabout
 - **Glenboig Link Road (complete)**
 - **Pan-Lanarkshire Orbital Transport Corridor**
 - East Airdrie Link Road
 - Ravenscraig Access Infrastructure
 - Motherwell Town Centre Transport Interchange (complete)

- 1.3 The 3 headline Projects were reprogrammed as above to respond to need, generate wider outcomes for North Lanarkshire and to allow for the inclusion of the Ravenscraig road infrastructure, enabling the delivery of the regeneration of Ravenscraig. This critical reprofiling and revision of the Programme has allowed the investment to be focused around creating and building corridors of both strategic and local importance, to maximise investment, develop stimulus for development and be of a scale that provides the infrastructure to connect people to places, to employment, to services, to education and driving long term change.
- 1.4 It is considered essential that the NL City Deal Programme and the profiling of the 3 headline Projects and their sub projects remain under continuous review to ensure the programme can be delivered and responds to current need and opportunities and that the funding is used to maximise outcomes for North Lanarkshire.
- 1.5 The NL City Deal Projects are an essential part of the Transforming Places Programme of Work, not only providing enabling infrastructure to physically and digitally connect people and places but vitally unlocks development potential across North Lanarkshire. The scale of the investment brings significant direct economic benefits and importantly lasting outcomes. Alongside the infrastructure itself, the scope and scale of the projects is and will continue to create confidence in North Lanarkshire, attracting private sector investment.
- 1.6 The delivery of the Glasgow City Region Infrastructure programme supports the delivery of the wider GCR Regional Economic Strategy which identified three grand challenges that face the City Region: creating an inclusive economy; enhancing productivity, and addressing the climate emergency. A range of actions have been identified as part of the RES to help the city region address these challenges. In June 2023 Glasgow City Region was announced as one of two new Investment Zones in Scotland following a joint selection process by the UK and Scottish Governments. Each Investment Zone will now benefit from an overall funding envelope of up to £160m in targeted investment, tax reliefs and other incentives over a ten year period. The Investment Zone will therefore support delivery of the RES by helping drive growth and employment opportunities in priority sectors and boosting the Region's competitiveness.

2. Report

Pan Lanarkshire Transport Corridor

- 2.1.1 The Pan Lanarkshire Orbital Transport Corridor is the north/south strategic route from the M74 to the M80 and beyond. Between the M8/A8 corridor and the Pan Lanarkshire Corridor, North Lanarkshire will be the most connected area in Scotland. This Strategic Corridor will deliver the transport infrastructure needed to improve connectivity between centres of population and employment sites in North Lanarkshire and will address the current challenge of limited north/south transport connectivity through North Lanarkshire, a lack of capacity on existing road corridors to accommodate future growth and barriers to the regeneration of key sites, notably Ravenscraig.
- 2.1.2 The lack of targeted infrastructure and limitations on the strategic road network present a constraint on economic growth across the Pan Lanarkshire Corridor and a barrier to the accessibility of employment, training and education opportunities in North Lanarkshire and across the wider City Region. The scope of the Pan Lanarkshire Corridor includes the new access infrastructure required to unlock the economic

development potential of Ravenscraig and other stalled sites. Combined, these projects represent an investment of £215,696,493 in North Lanarkshire's infrastructure.

- 2.1.3 The Pan Lan Corridor is the largest of North Lanarkshire's City Deal Infrastructure Investment projects. As well as the direct north/south connectivity and infrastructure benefits of the project, it will also connect with other planned City Deal programme investment along the A8/M8 Corridor to create better linkages between key east/west and north/south transport corridors. Active travel connectivity across a large area encompassing Ravenscraig; the A723 corridor between Carfin and Holytown; Motherwell; Bellshill; Whifflet Corridor in Coatbridge; Holytown to Eurocentral and Newhouse; and the connections between the areas, will in particular be transformed. Local road network connectivity from the M74 at Motherwell, to the A8/M8 Corridor and A73 south of Cumbernauld will also be transformed.
- 2.1.4 The City Deal Programme is ambitious and represents a rare opportunity for full scale change for transport and connectivity within North Lanarkshire. The projects are large scale and complex and the development and delivery programmes require to be robust and accommodate statutory consent processes, partnership working, stakeholder and community engagement, land acquisition and construction challenges. The current timescales for the programme have been agreed and approved by the North Lanarkshire City Deal Board and the Glasgow City Region Cabinet.
- 2.1.5 There may be an opportunity for the Ravenscraig Access Infrastructure phases, in particular the upgrade to the A723, to be reprofiled and delivered later in the City Deal Programme. Subject to approvals by Committee and Glasgow City Region, this may allow City Deal Funding and the additional North Lanarkshire Council funding contributions to be used to facilitate enabling development within Ravenscraig and support acceleration of development within the Ravenscraig site. This would allow for the benefits of the City Deal Funding to be realised earlier and allow the council's contribution to be re-profiled over a longer period. The Ravenscraig Access phases would remain in the programme but would be delivered later than currently planned. It is proposed that this is considered as part of the City Deal Capital bid for the 2024/25-2028/29 Strategic Capital Investment Programme.

Motherwell Town Centre Transport Interchange

- 2.2.1 The Motherwell Town Centre Transport Interchange Project is completed and now operational. This project has been progressed in partnership with ScotRail, SPT, Transport Scotland and Network Rail. It involved the significant redevelopment and modernisation of Motherwell Rail Station, (funded by ScotRail, Transport Scotland and SPT) with improved passenger and staff facilities; expanded concourse and passenger waiting spaces; expanded station forecourt and substantial external building improvements. It also involved £3.8M City Deal programme investment on Muir Street in Motherwell town centre, to create new station access, taxi rank and blue badge parking arrangements; expanded bus stop capacity and public realm improvements.
- 2.2.2 Together, the project elements and investment have resulted in transformational change at Motherwell Rail Station and in Motherwell town centre, creating a landmark facility and gateway to Lanarkshire. The Partners coordinated the projects to deliver a fully accessible and fit for purpose public transport hub, allowing local communities to have joined up journeys using sustainable modes of transport across Motherwell, North Lanarkshire and the wider City Region. This expands the opportunities for business and leisure travel, increasing accessibility and encouraging low carbon travel as well as reducing local congestion and improving air quality. This supports the council's

vision for regeneration of Motherwell town centre and importantly, improves connectivity to job opportunities in North Lanarkshire and central Scotland.

- 2.2.3 Following on from the City Deal and partner investment, opportunities have been identified to invest in active travel routes to link Motherwell Rail Station and town centre to Ravenscraig, new housing sites and key destinations such as Strathclyde Country Park. Creating the wider active travel network is fundamental to connecting communities, supporting the town and community hub programme, enabling sustainable travel and contributing to improving health. This work is being progressed in conjunction with funding partners and the council's Infrastructure and Transportation Service.

Ravenscraig Access Infrastructure

- 2.3.1 The Ravenscraig Access Infrastructure (RAI) project forms part of the Pan Lanarkshire transport corridor and comprises three projects:

- a new road connection between Motherwell and Ravenscraig from Airbles Road, passing under the West Coast Main Line railway, and on to the Regional Sports Facility
- completing the dualling of Airbles Road between Airbles Farm Road and Hamilton Road and improving facilities pedestrians and cyclists
- upgrading the A723 for three kilometres from the New Craig Road junction at Ravenscraig to the M8 at Holytown to create a dual carriageway and shared footway/cycleway

The delivery of the works under these projects and the current programme for completion are summarised in the milestone table below.

- 2.3.2 The provision of the strategic road infrastructure proposed by the Project will remove an identified constraint to the regeneration of Ravenscraig enabling the transformation of one of the largest vacant and derelict land sites in central Scotland. It is acknowledged at a local, regional and national level that the economic and environmental benefits that will be realised by bringing 200ha of brownfield land back into productive use makes this City Deal Investment a priority. The Project will deliver on the City Deal objectives of improving transport connectivity, supporting regeneration of key brownfield sites; leveraging in private sector investment and creating sustainable economic growth.

- 2.3.3 Following the success of the completion of the West Coast Main Line railway crossing earlier this year and the ongoing delivery of the Motherwell to Ravenscraig connection, the project team have reviewed the programme for overall delivery of the Ravenscraig Infrastructure, and the associated demand on council capital funding. This presents an opportunity to consider how the council might best support the development and regeneration of the former steelworks at Ravenscraig where there are still significant challenges associated with remediation and servicing of future development sites. The review of future investment priorities for Ravenscraig needs to consider how best to support delivery of the wider ambition for the Ravenscraig site including enabling further investment in new housing and businesses alongside education and community infrastructure to help attract people to live, work and invest in Ravenscraig, sustain new communities and develop a sense of Place.

- 2.3.4 There is a potential opportunity to re-profile the phasing of the infrastructure works which would help release council funding earlier in the programme to potentially support development within Ravenscraig itself. While this would result in overall

completion of the infrastructure works being later than currently projected, the programme would still meet the need for which it is designed and deliver commitments made as part of the City Deal business case approvals, linked to infrastructure requirements as part of the Ravenscraig masterplan consent.

- 2.3.5 Following the confirmation that the council was unsuccessful in its bid to the UK Government's Levelling Up Fund for enabling works to support delivery of a new Community Hub and new council housing within Ravenscraig, it is anticipated that a bid will be made as part of the forthcoming review of the Strategic Capital Investment Programme 2024/25 – 2028/29 to help progress this project and support wider development of the Ravenscraig site. The council will of course continue to identify and seek opportunities for external support including from the Scottish and UK Governments.

East Airdrie Link Road

- 2.4.1 The East Airdrie Link Road (EALR) will provide a new strategic link between the M8 and south Cumbernauld. The Link Road and the existing A73 should be considered as a parallel transport corridor with routes that support private vehicles, public transport and active travel. The new Link Road will create a direct link north and south, generating journey time savings and additional capacity into the road network. It will improve the road conditions on the A73, freeing up road space for public transport and reduce congestion at key points including in Chapelhall, subsequently improving air quality management area. As part of the EALR investment, there will be an emphasis on active travel, building on the approved Active Travel Strategy, connecting local communities, and linking with existing sites and planned investment for housing, education and employment.
- 2.4.2 The proposed link road will also provide access to the New Monklands Hospital at Wester Moffat, Airdrie. The preferred route was amended and realigned accordingly to accommodate the proposed Hospital site following the selection of the Wester Moffat site. The Scottish Government approved The Monklands Replacement Project (MRP) Outline Business Case in July 2023 and subsequently, NHS Lanarkshire (NHS L) submitted a planning application to North Lanarkshire Council in early August 2023. The EALR is the primary and sole access to the replacement Hospital. The Hospital is reliant on the whole of the EALR being constructed and operational for it to open and be commissioned. NHS L have appointed Laing O'Rourke as their preferred contractor who will work alongside their design team to progress the detailed design and project to Final Business Case.
- 2.4.3 The EALR project team liaise with NHS L through regular technical meetings and risk workshops. A Project Interface Board has been established to ensure coordination, manage risk, secure efficiencies, and maximise benefits. There are, however, significant risks for both the EALR and MRP projects around ground conditions, technical consents, ecological constraints and land ownership. There are also challenges for both projects, concerning management of programme, physical overlap of works and construction access.
- 2.4.4 To secure approval to move forward with the EALR project and to release the next tranche of City Deal Funding, it is intended that an Outline Business Case (OBC) is submitted to the GCR Cabinet for approval in May 2024. The OBC is in development and requires to be submitted to the GCR Project Management Office for assessment in March 2024, following approval of the council's new 5 year capital programme. The OBC is based on the EALR being both critical to the Pan Lanarkshire Orbital Transport Corridor and the access to the Monklands Replacement Hospital.

Pan Lanarkshire Transport Corridor Key Milestones

2.5.1 A summary of the current key milestones for each of the phases of development of the East Airdrie Link Road and the Ravenscraig Access Infrastructure projects is given below. As highlighted above there is potential to review parts of the Ravenscraig infrastructure programme to enable release of funding to support enabling works and development of a Community hub and housing within the Ravenscraig site.

2.5.2 The dates represent a deliverable programme taking account of the complexities of the projects, the need for numerous statutory and technical consents, scale of land acquisition and interface with the Monklands Replacement Hospital.

East Airdrie Link Road	
Appointment of Consultant for DMRB Stage 3	January 2024
Outline Business Case approval	May 2024
Submission of planning application	December 2024
Detail Design, Land Assembly and Procurement of works	January 24 to June 27
Full Business Case Approval	June 2027
Further Detailed Design and consents	July 2027 – April 2028
Works commence	May 2028
Works complete	September 2030
Ravenscraig Access Infrastructure	
New connection between Motherwell and Ravenscraig	
Completion of West Coast Main Line railway crossing	Completed September 2023
Completion of land assembly	Completed October 2023
Completion of business relocation (car dealership)	End December 2023
Enabling works – utility diversions	Commence October 2023
Enabling works - site clearance and demolition	Commence March 2024
Enabling works – groundworks	Commence summer 2024
Main works commence	Early 2025
Phase complete	Summer 2026
Completing the dualling of Airbles Road	
Main works commence	Jan 25
Phase complete	March 26

Upgrading the A723 Ravenscraig to the M8	
Main works commence	Oct 24
Phase complete	Dec 26

Glasgow City Region Investment Zone (IZ)

2.6.1 It is intended that Investment Zones will support the expansion of key sectors and technologies to deliver significant growth and increase employment opportunities. The Government has identified the following five priority sectors to focus Investment Zones on:

- Digital and Tech
- Green Industries
- Life Sciences
- Advanced Manufacturing
- Creative Industries

The IZ must align with one of the priority sectors and proposals will need to evidence what strategies, funding, and infrastructure, is already in place and focus on how interventions will build on this to attract new investment and additional growth.

2.6.2 Within GCR work is underway to identify and evaluate potential opportunities for the proposed IZ. To assist with this process the following objectives for the GCR Investment Zone have been agreed by the GCR Cabinet:

- i. Build on strengths of the Region's current and emerging cluster specialisms.
- ii. Grow new and existing R&D focused firms which are geared to take advantage of local academic expertise.
- iii. Create a significant number of mid to high skilled 'good' jobs.
- iv. Generate short and longer-term private sector investment in the Region's cluster specialisms – both through existing firms and wider supply chain development.
- v. Align with existing investment within the Region e.g., City Deal, Innovation Districts / Innovation Accelerator, UK Shared Prosperity Fund
- vi. Maximise the impacts through enhancing connections to existing clusters.
- vii. Facilitate the development / regeneration of under-developed land within the Region.
- viii. Extends the benefit to the whole Region including developing options for a IZ skills programme for local residents and a regional investment fund.

2.6.3 Member authorities have been engaging with private sector and academic institutions to identify potential proposals for the GCR Investment Zone, including potential sites and potential priority sectors where there is potential to grow and expand, and which meet the agreed objectives identified in 2.6.2. These proposals are currently being assessed and a short list will be developed for approval by the GCR Chief Executive's Group on 6 December for submission to the UK and Scottish Governments for consideration on 20 December. Potential opportunities within North Lanarkshire around Life Sciences, Advanced Manufacturing and Creative industries sectors have been put forward for consideration but it is anticipated that regardless of physical location of the IZ tax site there will be benefits and opportunities for all member authorities arising from the IZ status.

2.6.4 Further updates regarding progress with the GCR IZ will be reported to future Enterprise and Growth Committees.

3. Measures of success

3.1 The Programme and its sub projects have been developed to ensure that at a North Lanarkshire level, North Lanarkshire's residents and businesses will directly benefit through:

- creation of 2,000 new workplace jobs, representing a 1.6% uplift in the future jobs growth forecast for North Lanarkshire;
- a significant share of some 15,000 temporary construction jobs anticipated to be generated by the development of the Infrastructure Investment Fund projects – construction being a predominant local employment sector;
- estimated 9.2% of North Lanarkshire working age residents having heightened access to employment opportunities within the wider GCR area;
- additional tender opportunities as a result of GCR City Deal investment for North Lanarkshire Business and SME's;
- community benefits derived from all GCR City Deal contracts awarded over £50,000; and
- a proportionate share of the £2.2bn per annum Gross Value Added (GVA) increase in the GCR area over the lifetime of City Deal, equivalent to 4% uplift in the region.

3.2 The GCR Investment Zone will bring potential employment and training opportunities for residents of North Lanarkshire, as well as potential investment in infrastructure and/or skills development.

4. Supporting documentation

4.1 No supporting document presented.



**Pamela Humphries
Chief Officer (Place)**

5. Impacts

5.1 Public Sector Equality Duty and Fairer Scotland Duty

Does the report contain information that has an impact as a result of the Public Sector Equality Duty and/or Fairer Scotland Duty?

Yes No

If Yes, please provide a brief summary of the impact?

The City Deal Cabinet has agreed that Inclusive Growth is to be fully embedded within the GCR City Deal programme delivery and that it is also committed to supporting the delivery of the Fairer Scotland Action Plan. Future NLC subproject OBC/FBC development will be scrutinised to ensure it meets the duties of the Fairer Scotland Action Plan.

If Yes, has an assessment been carried out and published on the council's website? <https://www.northlanarkshire.gov.uk/your-community/equalities/equality-and-fairer-scotland-duty-impact-assessments>

Yes No

5.2 Financial impact

Does the report contain any financial impacts?

Yes No

If Yes, have all relevant financial impacts been discussed and agreed with Finance?

Yes No

If Yes, please provide a brief summary of the impact?

North Lanarkshire Council's core City Deal programme comprises:-

- A8/M8 Corridor Access Improvements £6.479m
- Glenboig Link Road (complete) £6.223m
- Pan-Lan Orbital Transport Corridor £215.696m

5.3 HR policy impact

Does the report contain any HR policy or procedure impacts?

Yes No

If Yes, have all relevant HR impacts been discussed and agreed with People Resources?

Yes No

If Yes, please provide a brief summary of the impact?

5.4 Legal impact

Does the report contain any legal impacts (such as general legal matters, statutory considerations (including employment law considerations), or new legislation)?

Yes No

If Yes, have all relevant legal impacts been discussed and agreed with Legal and Democratic?

Yes No

If Yes, please provide a brief summary of the impact?

The City Deal Team work closely with Legal Services on all sub projects focusing on land acquisition and CPO, procurement and contract preparation and management, funding agreements and any other related matters.

<p>5.5</p>	<p>Data protection impact Does the report / project / practice contain or involve the processing of personal data? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, is the processing of this personal data likely to result in a high risk to the data subject? Yes <input type="checkbox"/> No <input type="checkbox"/> If Yes, has a Data Protection Impact Assessment (DPIA) been carried out and e-mailed to dataprotection@northlan.gov.uk Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p>5.6</p>	<p>Technology / Digital impact Does the report contain information that has an impact on either technology, digital transformation, service redesign / business change processes, data management, or connectivity / broadband / Wi-Fi? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, please provide a brief summary of the impact? Where the impact identifies a requirement for significant technology change, has an assessment been carried out (or is scheduled to be carried out) by the Enterprise Architecture Governance Group (EAGG)? Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p>5.7</p>	<p>Environmental / Carbon impact Does the report / project / practice contain information that has an impact on any environmental or carbon matters? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> If Yes, please provide a brief summary of the impact? All infrastructure projects developed by the council as part of the GCR City Deal will be subject to relevant environmental and sustainability appraisal and as part of the design process and subsequent planning application approvals and procurement. Furthermore, to adhere with HM Treasury Greenbook best practice, each iteration of project business case seeking GCR City Deal funding will include a review of the sustainability considerations, this will include carbon management, involving categorisation, assessment and mitigation.</p>
<p>5.8</p>	<p>Communications impact Does the report contain any information that has an impact on the council's communications activities? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> If Yes, please provide a brief summary of the impact? The City Deal programme and the delivery of the projects will continue to be promoted through Corporate Communications and the Glasgow City Region's Communications team. Specific to Muir Street Improvements, a joint communications group with Scotrail, Transport Scotland and North Lanarkshire Council has been set up to coordinate communication and promote the Motherwell Station redevelopment and the City Deal Muir Street improvements. In terms of East Airdrie Link Road, a joint communication plan will be developed with NHS Lanarkshire and North Lanarkshire Council to coordinate communication, stakeholder engagement and promote the projects as they develop.</p>

5.9 Risk impact

Is there a risk impact?

Yes No

If Yes, please provide a brief summary of the key risks and potential impacts, highlighting where the risk(s) are assessed and recorded (e.g. Corporate or Service or Project Risk Registers), and how they are managed?

A key risk for the City Deal Programme is the current global economic climate and its short and long term impacts on the delivery of the city deal projects. This risk is becoming a live issue for the Programme and will be assessed and recorded within the City Deal Issues Register. This is not unique to City Deal and the approach to this risk and issue management will be carried out in conjunction with Finance and the Glasgow City Region Project Management Office.

Risk management of North Lanarkshire's City Deal activity is incorporated within the council's City Deal programme risk register which is reviewed by the City Deal Manager and reported to the council's City Deal Board. The City Deal risks are also integrated in the Planning and Regeneration Service Risk Register. Each City Deal sub project has a detail risk register and is managed by the Project Manager.

5.10 Armed Forces Covenant Duty

Does the report require to take due regard of the Armed Forces Covenant Duty (i.e. does it relate to healthcare, housing, or education services for in-Service or ex-Service personnel, or their families, or widow(er)s)?

Yes No

If Yes, please provide a brief summary of the provision which has been made to ensure there has been appropriate consideration of the particular needs of the Armed Forces community to make sure that they do not face disadvantage compared to other citizens in the provision of public services.

5.11 Children's rights and wellbeing impact

Does the report contain any information regarding any council activity, service delivery, policy, or plan that has an impact on children and young people up to the age of 18, or on a specific group of these?

Yes No

If Yes, please provide a brief summary of the impact and the provision that has been made to ensure there has been appropriate consideration of the relevant Articles from the United Nations Convention on the Rights of the Child (UNCRC).

If Yes, has a Children's Rights and Wellbeing Impact Assessment (CRWIA) been carried out?

Yes No