

Rail Projects and Technical Services
Rail

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TRANSPORT
SCOTLAND
Còmhaidhail Alba

[REDACTED]
[REDACTED]
ScotRail Alliance
3rd Floor
151 St Vincent Street
Glasgow
G2 5NW

Your ref:
N/A

Our ref:
N/A

Date:
8 February 2018

Reg 11 (2)

Dear [REDACTED]

RE: QUEEN STREET STATION – NORTH HANOVER STREET

Reg 11 (2)

I am writing further to the e-mail correspondence from [REDACTED] on 21 December 2017, a copy of which is attached for ease of reference, confirming the decision to proceed with an alternative proposal at the North Hanover Street car park site at Queen Street station,

Firstly, I would like to extend the gratitude of Transport Scotland to those Network Rail colleagues who were involved and assisted in the decision making process.

I am aware that Network Rail have since advised Balfour Beatty of the decision and instructed works in the site to cease pending a formal instruction from Transport Scotland. A draft Change Control was issued by Transport Scotland to Network Rail on 22 January 2018 to confirm the cessation of works in the site.

As indicated in the e-mail of 21 December 2017 Transport Scotland intend to fund the revised proposal through the existing Control Period 5 headroom and through the Control Period 6 settlement. In the current absence of formal governance processes underpinning those funding streams, and following discussion with both the sponsor and Programme Director responsible for the delivery of Queen Street, this letter is intended to assist Network Rail in obtaining internal authority. This authority being required to expend funds to de-construct the steelwork which has been erected under the original proposal and also to take forward the revised proposal. I understand that Network Rail are exploring opportunities for re-use of the material.

Transport Scotland will look to Network Rail to maximise the expenditure which can be incurred within the Control Period 5 headroom and would be happy to assist Network Rail in the process of identifying opportunities to achieve this.

Transport Scotland is currently in the process of putting in place a Steering Group for the delivery of the revised proposal. Whilst this will supplement the existing governance process involving Transport Scotland and Network Rail, the intent is to extend participation in the Steering Group to Glasgow City Council and Glasgow Chamber of Commerce given the



development will act as a catalyst to securing further third party investment in the area and delivering wider economic benefits for the city.

In terms of final clarity Transport Scotland can confirm that the revised proposal is not intended to be added to the Edinburgh Glasgow Improvement Programme and a separate project line should be formed. It is also the understanding of Transport Scotland that the decision to proceed with the alternative proposal will have no detrimental impact on the delivery of EGIP milestones for Key Output 3 (8 car platform extensions) for December 2019 and Key Output 4 (enhanced concourse and station frontage) for March 2020.

I trust that this letter is of assistance in the process of Network Rail obtaining internal approvals to proceed with works.

I am copying this letter to [REDACTED] and [REDACTED]

Your Sincerely

[REDACTED]

[REDACTED]

Reg 11(2)

[REDACTED]

From: [REDACTED]
Sent: 21 December 2017 09:55
To: [REDACTED]@networkrail.co.uk
Cc: [REDACTED]@networkrail.co.uk; [REDACTED]@networkrail.co.uk;
[REDACTED]@networkrail.co.uk; [REDACTED]@networkrail.co.uk; [REDACTED]
[REDACTED]@networkrail.co.uk; [REDACTED]
[REDACTED]@networkrail.co.uk; [REDACTED]
[REDACTED]@scotrail.co.uk; [REDACTED]@scotrail.co.uk; PS/Transport
Scotland; [REDACTED]
Subject: Queen Street - North Hanover Street

Importance: High
Follow Up Flag: Follow up
Flag Status: Completed

Good Morning [REDACTED]

Further to our communication yesterday I can now confirm that we have received confirmation from Ministers that they wish to proceed with the alternative proposal at North Hanover Street.

Transport Scotland appreciates that this raises some sensitivities for Network Rail, particularly around the current contract with Balfour Beatty for delivery of the current scheme in North Hanover Street. Transport Scotland would be happy to assist in any of the required dialogue with Balfour Beatty to close down that element of the contract.

There is also the not insignificant reputational risk around the presence of prominent structural steel work in the site which does not align with the alternative proposal and will therefore have to be dismantled at a point in time to allow the larger scheme to be delivered. Whilst this is regrettable we believe a positive line of communication around accelerating investment in the site can be developed. It should not be forgotten that the variation to deliver the current scheme was only ever intended to provide a temporary facility and the risk always remained that it would be abortive if/when a decision was taken to deliver the larger scheme. The positive line of communication will require buy in from all the relevant stakeholders who have been involved to date. Transport Scotland are in the process of developing a holding line in the event that any queries may arise over the festive period. We will share this with the relevant stakeholders, however, we recognise that early engagement in the new year will be required to set out the framework for moving forward with the alternative proposal.

Turning to the alternative scheme, Network Rail have assisted the decision-making process by providing Transport Scotland both cost and programme information which has been incorporated into advice. Network Rail will be aware of the current headroom capacity in Control Period 5 with discussions on-going regarding opportunities to identify schemes which could utilise the headroom funds. Accordingly, we welcome the opportunity to work with you to identify urgently opportunities to accelerate as much of the revised scheme as possible by bringing elements within the ambit of Control Period 5 headroom funding.

[REDACTED]

As indicated above, Transport Scotland plan to set up meetings early in the new year involving all parties to agree how the larger development is moved forward and the benefits secured and communicated.

Regards

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[REDACTED]
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Tel - [REDACTED]
Mobile - [REDACTED]

Reg 11 (2)

[REDACTED]

From: [REDACTED]
Sent: 05 February 2018 14:54
To: Minister for Transport and the Islands
Cc: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
Subject: Queen Street - Minister teleconference with [REDACTED] (Glasgow Chamber of Commerce) - 6 February 2018
Importance: High

[REDACTED]

Please find attached briefing note in advance of the Ministers call with [REDACTED] tomorrow morning. You will note ANNEX D which is the draft press release with supportive quotes which was the subject of discussion between the Minister and [REDACTED] on Thursday last week.

We spoke and it was confirmed no official support was required – if there is any change to this please let me know.



EGIP - Queen
Street - North H...

Regards

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Tel - [REDACTED]
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MINISTERIAL ENGAGEMENT BRIEFING: Humza Yousaf

Engagement title	Teleconference with [REDACTED] (Glasgow Chamber of Commerce)	
Engagement timings	Time: 0900-0930 hours Date: Tuesday 6 th February 2018	
Organisation	Glasgow Chamber of Commerce	
Venue and full address	Teleconference Minister to call [REDACTED] on [REDACTED]	Post code:
Background/Purpose (including invitation history)	<p>This teleconference has been set up at the request of [REDACTED] (Glasgow Chamber of Commerce) for an update on the current status regarding taking forward a revised proposal at the North Hanover Street car park site of Queen Street station. The Minister has held previous meetings/teleconferences with [REDACTED] often joined by [REDACTED] of Land Securities (owner of Buchanan Galleries).</p> <p>The revised proposal for North Hanover Street centres around a significantly larger retail, food and beverage offering being provided but also a podium deck being delivered which would facilitate the provision of significant Grade A office accommodation housing up to 7,000 jobs.</p>	
Relevance to core script	Wealthier & Fairer – improved journey times and connections.	
Summary page (key issues, lines to take if pressed and issues to avoid)	ANNEX A	
Guest list or meeting attendees	[REDACTED] – Glasgow Chamber of Commerce	
Background	ANNEX B	
Supplementary information	ANNEX C - Timeline of engagement with Land Securities and decision making process ANNEX D – draft press release with supportive quotes ANNEX E – google map overlay of development zones for Land Securities.	
Official Support (including mobile number)	N/A	

Reg 11(2)

Copy List:	For Action	For Comments	For Information		
			Portfolio Interest	Constituent Interest	General Awareness
Cabinet Secretary for the Rural Economy and Connectivity			x		

[REDACTED]
Transport Scotland Directors
PS Transport Scotland
DG Economy
Press Transport Scotland
Communications Economy
Transport Scotland Media
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

} Reg 11 (2)

SUMMARY PAGE

Purpose of event:

This teleconference is arranged at the request of [REDACTED] who has been attempting to get time with the Minister since before Christmas. The background to the request is that [REDACTED] will be seeking an update on the alternative proposal for the North Hanover Street car park site at Queen Street station.

The Minister has had a number of previous calls with [REDACTED], often jointly with [REDACTED] for Land Securities regarding the alternative proposal which will see a significantly larger development with increased retail, food and beverage facilities as well as a podium deck upon which substantial Grade A office accommodation can be delivered (housing up to 7,000 jobs).

Lines to take

- **Scottish Ministers have confirmed support for the delivery of the alternative proposal at the North Hanover Street car park site at Queen Street station.**
- **Note that Glasgow Chamber of Commerce have been asked to feed in supportive quote on a draft press release regarding the alternative proposal. (copy of draft press release containing supportive quotes attached at ANNEX)**
- **Confirm that arrangements are currently being finalised between Transport Scotland and Network Rail to formalise the instruction to cease works and take forward the development of the alternative proposal.**
 - **For Ministers information only** – a draft change control has been issued to Network Rail to cease works (instruction was originally issued 21 December 2017 following confirmation of support for alternative proposal). A letter is also being drafted to Network Rail for the de-construction of the steelwork which has been erected and also to take forward the development of the alternative proposal. This is to assist Network Rail obtain internal approvals.
- **Confirm that Transport Scotland will be looking to extend an invitation to Glasgow Chamber of Commerce to sit on a Steering Group for the delivery of the alternative proposal.**
 - **For Ministers information only** – a Steering Group is being proposed involving Transport Scotland, Network Rail, ScotRail, Glasgow City Council, Glasgow Chamber of Commerce. [REDACTED] of Scottish Futures Trust has been approached with the offer of Chairing the Steering Group given his role in the process to date which has been well received by all parties.
- **Confirm that the wider economic benefits of proceeding with the alternative are recognised and that the alternative proposal will act as the catalyst for further third party investment in the area.**

Sensitivity

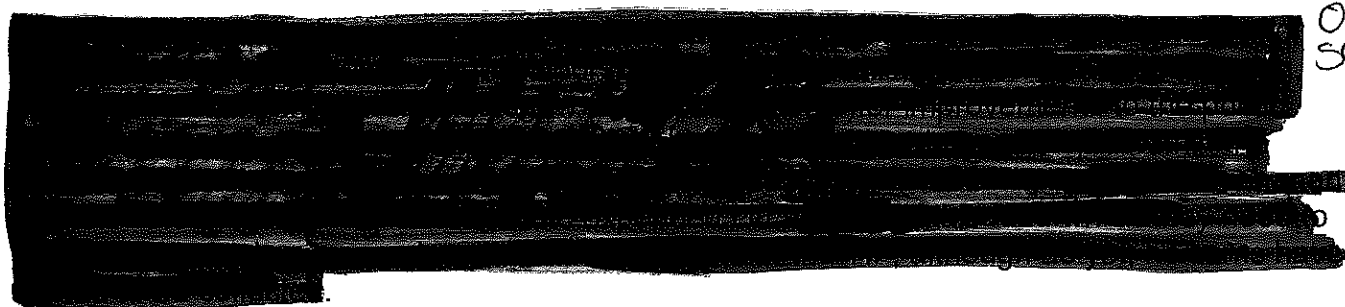
- Minister will be aware that there is a requirement for further work involving Finance colleagues and GCC regarding the shape of the TIF moving forward with a proposal to be requested from GCC.

Reg 11 (2)

BACKGROUND BRIEFING

In July 2012 a phased approach to the delivery of EGIP was announced. This was following a high level review commissioned through Jacobs in the light of affordability constraints.

The phased approach was based on four 8 car trains per hour against an original scheme based on six 6 car trains per hour. The extension of the platforms at Queen Street Station was deemed possible as a consequence of the proposed commercial arrangement between Network Rail and Land Securities to extend Buchanan Galleries.



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The plans to phase the delivery of EGIP and specifically the plans for the redevelopment of Queen Street station was the pre-cursor to extensive discussions involving Network Rail, Land Securities, Transport Scotland and Glasgow City Council with Ministerial engagement at points along the way. (please refer to ANNEX C for high level timeline).

The EGIP redevelopment of Queen Street which is predicated on the removal of the Millennium Hotel extension necessitated a TAWS Order to be prepared by Network Rail to obtain the necessary powers to acquire the required land.

Land Securities was an objector to the TAWS Order submitted by Network Rail, however, with continued dialogue with Network Rail it was possible to remove the objection in advance of the Public Inquiry.

Following the meeting with the Minister on 26 January 2017, and in light of perceived delays in the TAWS decision, Land Securities re-engaged with Transport Scotland and Network Rail to explore the potential for altering what was proposed to be delivered in North Hanover Street car park. The proposal is to alter what is being delivered at North Hanover Street to facilitate the construction of office accommodation which would house circa 7,000 jobs. The proposed returns from this investment would subsequently unlock funding through the TIF initiative to deliver the extension to the Buchanan Galleries.

Following the above a process of feasibility workshops was embarked upon involving Transport Scotland, Network Rail, ScotRail, Glasgow City Council and Land Securities which were facilitated by Tony Rose from Scottish Futures Trust.

These works looked at programme and cost of delivering the alternative proposal which were presented to Ministers in October 2017. At this time Ministers requested an assessment of the public investment case and risks to committing to the [REDACTED] cost. This was presented to Ministers in December which informed the decision to proceed from the Minister on 20 December 2017.

Reg 10(5)(e)

TIMELINE OF ENGAGEMENT WITH LAND SECURITIES AND DECISION MAKING PROCESS

- **July 2012** – Minister announces phased approach to EGIP building on the opportunity presented by the proposed Buchanan Galleries redevelopment.
- **July 2012-July 2014** – engagement between Network Rail and Land Securities attempting to produce and integrated programme delivering all schemes to their aspired schedule. Land Securities escalated to Scottish Government seeking a dedicated access window from 1 April 2015 to 31 March 2016.
- **17 July 2014** – letter from Deputy First Minister to Land Securities confirming access afforded to the Buchanan Galleries development from 1 April 2015 to 31 March 2016.
- **March 2015** – confirmation that EGIP start on site until 9 April 2016 and Land Securities could have 3 weeks access from 20 March 2016 until 9 April 2016 (24 hour access with exception of any train movements to facilitate the Network Rail tunnel slab track renewal).
- **May 2015** – Land Securities advise that due to their contractors price works were being suspended whilst they negotiated with their contractor.
- **May 2015** – regular senior meetings involving Transport Scotland, Glasgow City Council, Land Securities and Network Rail looking at resolving some of the outstanding commercial issues between Land Securities and Network Rail.
- **June 2015** – Land Securities advise of a funding gap of [REDACTED] due to their contractors price. Subsequent discussions and review of prices reduced this to [REDACTED] which Glasgow City Council indicated they would bridge and would discuss with SG officials regarding amendments to TIF to cover this off. } Reg 10 (1) (e)
- **June 2015** – Network Rail advised Land Securities that there may be a potential to procure an additional 2 weeks blockade (prior to the Queen Street slab track renewal blockade – 2 weeks prior to 20 March 2016). This potential would have to be reviewed in line with the Network Rail contractor to ensure there were no detrimental impacts on the Network Rail renewals programme or EGIP Key Outputs.
- **June 2015** – Discussions between Network Rail and Land Securities looking at the merits of this proposed additional access. Network Rail, however, necessitate some access during this period to carry out enabling works for the Queen Street blockade during which some EGIP enabling works will also be carried out.
- **July 2015** – Land Securities advise that due to clashes between the respective programmes they intend to delay their investment in the Buchanan Galleries development until EGIP is progressed.
- **October 2015** – looking at options for delivering EGIP scheme whilst not precluding the delivery of Buchanan Galleries extension (potential for Network Rail to construct a podium deck which Land Securities could utilise to construct the car park for its development). Land Securities were involved in the options appraisal.
- **October 2015** – Minister provided clear instruction to progress the option which protected EGIP delivery dates and costs – Network Rail to provide retail and operational facilities in North Hanover Street.
- **10 November 2015** – letter from [REDACTED] to [REDACTED] advising of intent to deliver option which safeguards regulatory milestones in the absence of agreement on commercial principles between Network Rail and Land Securities. } Reg 11 (2)
- **11 November 2015** – teleconference involving Minister, [REDACTED] and [REDACTED] to discuss way forward.
- **November 2015 – December 2016** – Network Rail and Land Securities have continued to negotiate heads of terms particularly in relation to the South Cutting. Land Securities

continue to have an interest in the air rights to deliver the North Cutting. Network Rail continued dialogue in respect of the TAWS objection lodged by Land Securities.

- **26 January 2017** – Minister met with [REDACTED] and [REDACTED] who were seeking an update on the TAWS process and also wished to re-affirm commitment to investment in Glasgow.
- **February 2017** – Land Securities re-engaged with Transport Scotland and Network Rail to table an alternative proposed at North Hanover Street than was to be delivered by EGIP.
- **February 2017- May 2017** – workshops held involving Transport Scotland, Network Rail, Land Securities and ScotRail. These workshops were facilitated by [REDACTED], Scottish Futures Trust, to explore feasibility of Land Securities alternative proposal for North Hanover Street.
- **May 2017 – September 2017** – Land Securities have held discussions with Cabinet Secretary for Finance and the Constitution, Cabinet Secretary for Economy, Jobs and Fair Work. They have also sought this discussion with the Minister and have also been lobbying local MSPs ([REDACTED] MSP) to engage with the Minister directly.
- **11 October 2017** – Minister hosted meeting involving Transport Scotland, Network Rail, ScotRail, Glasgow City Council and Land Securities when information flowing from collaborative workshops on cost and programme was presented. The Minister before making a decision sought additional information around the public investment case for proceeding with the alternative proposal.
- **18 December 2017** – submission to Minister setting out the public investment case for proceeding with the alternative proposal.
- **20 December 2017** – Minister confirmed support for proceeding with the alternative proposal.

Reg 11 (2) .

Alternative plans at Queen Street Station made public

New development set to deliver increased economic benefits

A revised plan at one of Glasgow's key rail stations is set to yield significant economic and business opportunity for the city.

Working in partnership with various stakeholders, Scottish Ministers have decided to progress a greatly enhanced development at the North Hanover Street car park site of Queen Street Station at an investment cost of around £80 million.

The new plans being taken forward include extensive retail, food and beverage opportunities, and will also deliver a development deck upon which further private sector investment can be taken forward.

Humza Yousaf, Minister for Transport and the Islands said:

"The new proposal will help deliver a 21st century station acting as a catalyst for further private sector investment. Alongside the redevelopment of Queen Street station being delivered as part of the Edinburgh Glasgow Improvement Programme (EGIP) this will see a significant improvement to the overall passenger experience and deliver significant economic benefits to the city."

Alex Hynes, ScotRail Alliance managing director, said:

"We look forward to working with the Scottish Government, and other commercial partners, on this ambitious vision for Queen Street. We're building the best railway Scotland has ever had and these plans will deliver an exciting new development for our customers and the people of Glasgow.

"The station is currently being transformed to allow new longer, faster and greener electric trains to run on our railway and the plans announced today will help to ensure Queen Street continues to play a central role in the social and economic life of the city."

Councillor Susan Aitken, Leader of Glasgow City Council, said:

"The revised plans for Queen Street Station will deliver far greater local economic benefit, securing the full potential of the site and will provide significant employment opportunities once the development deck has been fully delivered. The redevelopment will both give the station a retail offer befitting one of Scotland's busiest transport hubs and provide a striking entry into the city for travellers coming to Glasgow."

Stuart Patrick, Chief Executive, Glasgow Chamber of Commerce, said:

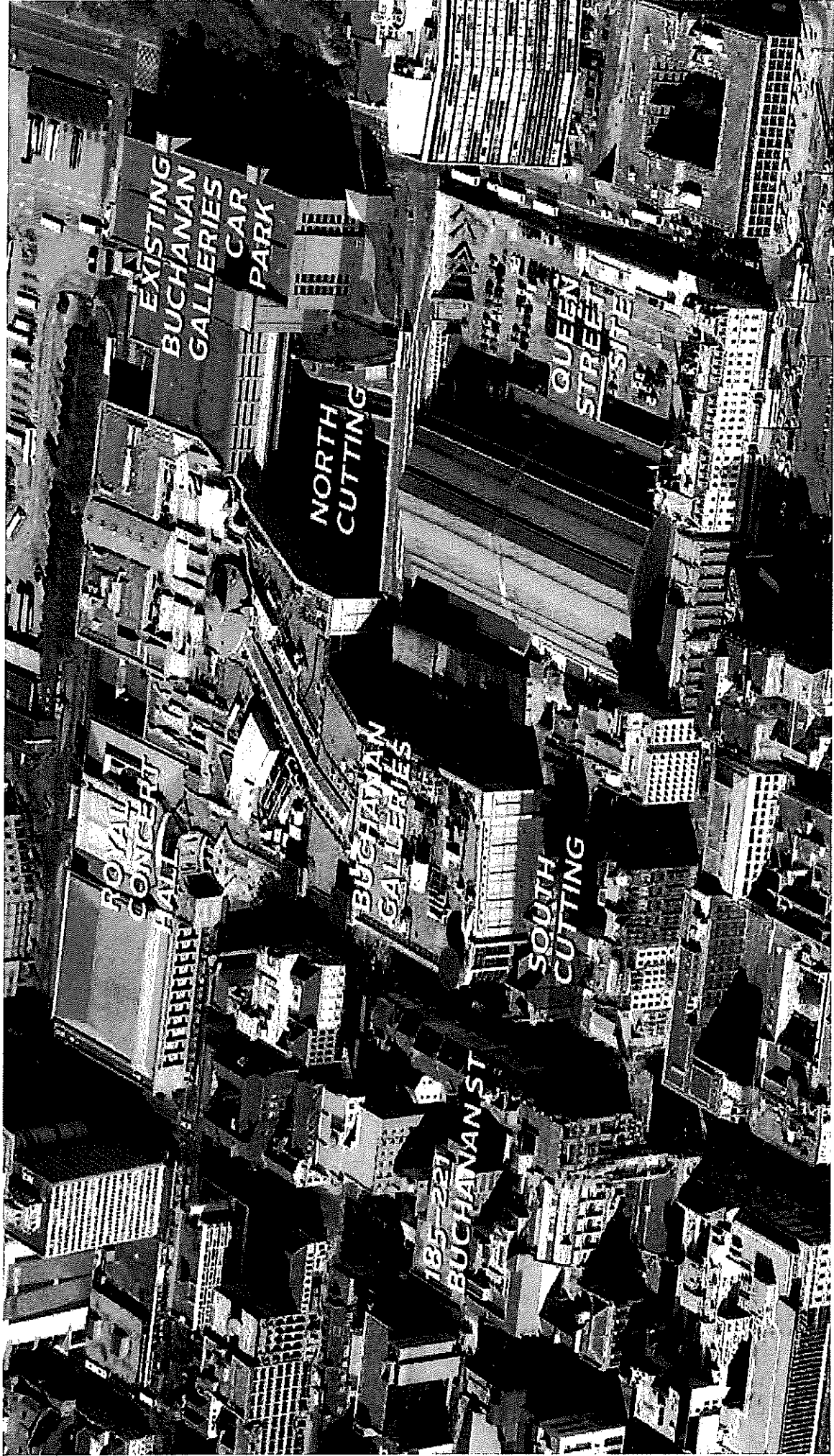
"We warmly welcome the Minister's decision to progress the more ambitious scheme at Queen Street Station. The enhanced retail and leisure offer will improve the passenger experience, and provide more job creation opportunities for the city centre. It's accepted that Glasgow requires more Grade A offices, and the development deck will provide a desirable location for such investment in the heart of the city."

The new development will provide around 3,800 square metres for such facilities, in comparison to the 500 square metres (approx) which would have been provided by the partially constructed project. The layout of the retail, food and beverage outlets will be largely in accordance with previously consented plans.

Projected rental income from the revised plan sees a potential increase from circa £370k with the original proposal per annum to £2.2 million - £2.7 million per annum. The alternative development is pivotal to continued investment around Queen Street station and securing economic benefits to the city making Glasgow a more attractive place to visit and do business.

Works continue on redeveloping the main station building as part of the Edinburgh Glasgow Improvement Programme (EGIP) with the recent commencement of the main demolition works of Consort House which is needed to make space for the new Queen Street station frontage.

The revised plan, whilst not part of EGIP, will have no detrimental impact on the delivery of the EGIP key milestones.



[REDACTED]
From: [REDACTED]
Sent: 30 January 2018 16:21
To: [REDACTED]
Subject:

FW: Edinburgh Glasgow Improvement Programme (EGIP) - Queen Street - alternative proposal for North Hanover Street - 6 October 2017

[REDACTED]
[REDACTED]
Rail Directorate
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58 Port Dundas Road
Glasgow
G4 0HF

Tel - [REDACTED]
Mobile - [REDACTED]

From: [REDACTED] **On Behalf Of** Cabinet Secretary for Finance and the Constitution
Sent: 23 October 2017 12:49
To: [REDACTED]
Subject: RE: Edinburgh Glasgow Improvement Programme (EGIP) - Queen Street - alternative proposal for North Hanover Street - 6 October 2017

[REDACTED]
Thanks for sending on. The Cab sec has noted.

[REDACTED]
Private Secretary to Derek Mackay MSP, Cabinet Secretary for Finance and the Constitution
The Scottish Government
St Andrew's House | Regent Road | Edinburgh | EH1 3DG | T: [REDACTED] | M: [REDACTED]

From: [REDACTED]
Sent: 06 October 2017 14:39
To: Cabinet Secretary for Economy, Jobs and Fair Work; Cabinet Secretary for Finance and the Constitution
Subject: FW: Edinburgh Glasgow Improvement Programme (EGIP) - Queen Street - alternative proposal for North Hanover Street - 6 October 2017

Private Offices – both Mr Mackay and Mr Brown may wish to be aware given the linkages with the Glasgow Tax Incremental Finance scheme.

Regards
[REDACTED]

Reg 1 11 (2)

From: [REDACTED]
Sent: 06 October 2017 12:44
To: Transport Scotland Ministerial Submissions List
Cc: [REDACTED] Press Transport Scotland; [REDACTED]
[REDACTED]
Subject: Edinburgh Glasgow Improvement Programme (EGIP) - Queen Street - alternative proposal for North Hanover Street - 6 October 2017

Minister

Copy: as e-mail

Please find attached a submission regarding the alternative proposal for North Hanover Street as part of the Queen Street redevelopment. The information contained within addressing a request generated at the meeting you chaired on 9 August 2017 with Glasgow City Council, Network Rail, and Land Securities.

A follow up meeting with all parties is scheduled for Wednesday 11 October.

<< File: EGIP - Queen Street - North Hanover Street - alternative proposal - minute to Minister - FINAL - 6 October 2017.docx >>

Regards

[REDACTED]
[REDACTED]
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Tel - [REDACTED]
Mobile - [REDACTED]

Reg 11(2)

Reg 11 (2)

From: [REDACTED]
Transport Scotland
Rail Directorate
6 October 2017

Minister for Transport and the Islands

QUEEN STREET STATION: NORTH HANOVER STREET ALTERNATIVE PROPOSAL

Purpose

1. To provide the Minister with additional information, as requested, following the submission on 29 June 2017 and meeting on 9 August 2017 regarding the alternative proposal for North Hanover Street at Queen Street station and the interface with the Glasgow Tax Incremental Financing (GTIF) scheme.

Priority

2. **Urgent.** A further meeting is scheduled for 11 October 2017 with all parties that attended the meeting on 9 August. If the Minister is minded to make a decision in advance of this meeting, the meeting could be best used to focus on the practicality of moving things forward.

Background

3. An original submission was made to the Minister and relevant Cabinet Secretaries on 29 June 2017 outlining an alternative proposal for North Hanover Street which had arisen as a consequence of perceived delays within the Transport and Works (Scotland) order process. The alternative proposal comprises provision of significantly more retail units and a development site where provision of Grade A office accommodation could be sited housing around 7,000 jobs. The proposed returns from this investment would subsequently unlock funding through the GTIF initiative to deliver the extension to the Buchanan Galleries.

4. Following the submission the Minister convened a meeting with Network Rail, Glasgow City Council, Land Securities and Transport Scotland on 9 August 2017. The meeting culminated in a request from the Minister for a further paper covering the following:

- **Programme** – a milestone programme assessing the impact on EGIP Key Output deliverables and the provision of passenger benefits.
- **Cost** – a definitive assessment of the funding gap to deliver the alternative proposal which covers all potential costs.
- **Funding options** – detail around potential funding options to address the funding gap.

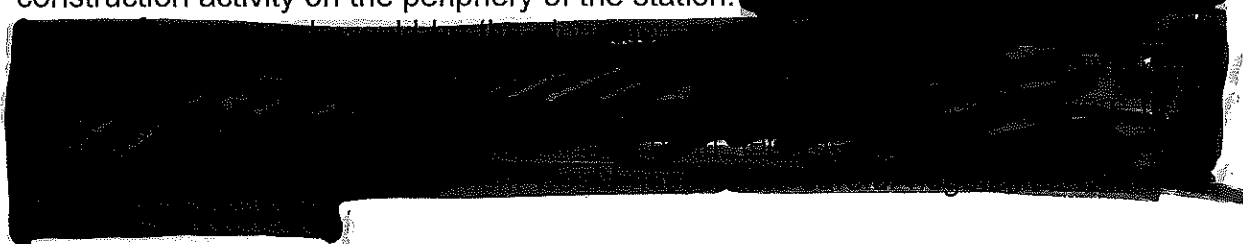
Programme

5. The Network Rail project team have carried out a review of the programme to deliver the podium deck solution in North Hanover Street. A milestone summary of the outputs of this review is included in the table below

Scheme	Programme Milestone	Forecast
Alternative NHS proposal	Design GRIP2 to GRIP5(including procurement)	December 2017 – March 2020
EGIP	EGIP Main Works Start On Site	August 2017
EGIP	Operational Staff Accommodation Building Complete	May 2018
EGIP	Platform 1: 4-car Platform Extension Works Complete	July 2018 (target May 2018)
EGIP	EGIP KO3 Milestone (8 car platform extensions)	December 2019
EGIP	EGIP KO4 Milestone (Station redevelopment complete)	March 2020
Alternative NHS proposal	Temporary Staff Accommodation	October 2017 - July 2023
Alternative NHS proposal	Deck available for commencement of works above	July 2023
Alternative NHS proposal	Retail below podium deck complete	May 2024

6. The review by Network Rail has identified that **there would be no impact on the delivery of EGIP Key Outputs as a consequence of adopting the alternative proposal.** The delivery of 8 car platform extensions (KO3) can still be delivered for December 2019 with the concourse and station frontage able to be completed for March 2020 (KO4) as currently planned.

7. From a passenger perspective the only impact of the alternative proposal would be a delay to the provision of retail facilities and obviously the prolonged construction activity on the periphery of the station.



8. If the alternative proposal is progressed we will collectively explore opportunities to accelerate the delivery programme, including:

Planning – Network Rail considered that the proposed change would necessitate seeking renewed planning consent. Glasgow City Council have confirmed that the existing outline consents provided to Land Securities would be sufficient for the change of use.

Design – due to the change of use above the podium level Network Rail have suggested this would necessitate a redesign due to the differential load bearing and that design would have to recommence from GRIP 2.

Construction methodology – the programme has been developed by the Network Rail team. Efficiencies in construction phasing may be identified by a construction contractor.

9. As confirmed above the project team have delivered, as remitted, a high level outline programme. Accelerated delivery may be possible with the incentive of commercial return driven by earlier revenue from retail outlets and the sale of air rights above the podium level. Acceleration of the programme may alleviate concerns raised by Land Securities that the current estimated delivery date does not align with its planned investment in the North Cutting. This investment a contributory factor to the success of the Glasgow TIF scheme as outlined in paragraphs 18-20 below.

Cost

10. The table below sets out the Network Rail cost estimate for the original 2015 (multi storey car park) scheme which has been updated and the cost estimate for the alternative proposal to deliver to podium level which was discussed at the meeting of 9 August 2017.

	Land Securities 2015 Car Park Scheme with NR revisions	Category A Office accommodation – August 2017
Description	Cost Estimate £m	Cost Estimate £m
Podium Building		
Construction with Prelims and Design	██████████	██████████
Risk Allowance P80	██████████	██████████
Inflation from 4Q2015 to mid-point construction 1Q2023	██████████	██████████
<i>Sub-Total Podium Building</i>	██████████	██████████
Associated/Additional Costs		
ScotRail Temporary Accommodation/Parking	██████████	██████████
Temp retail & passenger Facilities	██████████	██████████
Design / Procurement new development above podium level	██████████	██████████
Structural works to train shed roof	██████████	██████████
Total Estimated Scheme Costs	██████████	██████████

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11. The key areas of increase from the June 2017 submission are the inclusion of inflation to mid-point of construction and the structural works to the train shed roof.

12. Similar to their programme assessment Network Rail have produced a conservative estimate. If the alternative proposal is progressed we will collectively explore opportunities to reduce the cost estimate of ██████████

Reg 10 (5)(e)

Funding Options

13. It was confirmed at the meeting of 9 August 2017 that funding through Control Period 6 was an option that could be considered alongside other rail priorities and the available funding.

14. As you will be aware discussions continue with HM Treasury regarding the funding settlement for Control Period 6.

15. Initial discussions have been held with Network Rail to discuss the funding mechanism and options for repayment. If the alternative proposal is progressed further meetings will be convened with Network Rail to formalise the inclusion for delivery within Control Period 6 and the commercial agreements which underpin the funding and repayment proposal.

16. Also at the meeting Glasgow City Council offered assistance to fund any shortfall in development costs up to the commencement of Control Period 6.

17. Whilst this offer is welcome there is currently available capacity within the Control Period 5 headroom figures and a single source of funding would be preferable as it removes risk and frictional costs associated with having to deal with multiple funders..

Alternative proposal and relationship with Glasgow TIF



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request

19. Following the deferral of the Land Securities investment in July 2015 the proposition changed whereby the existing Buchanan Galleries car park is to remain in situ. This leaves the North Hanover Street car park site as the only viable option within the Glasgow TIF red line boundary, and the alternative proposal of retail development below podium deck and office accommodation above deemed to generate appropriate levels of NDR to support the continuity of the Glasgow TIF project.





outwith
scope of
request

Recommendations

21. The Minister is invited to:

- **Confirm** if he wishes to progress with the alternative proposal for North Hanover Street;
- **Note** if he is minded to progress the alternative proposal the intent for collaborative working to identify efficiencies in both programme and cost;
- **Note** if he is minded to progress the alternative proposal the intent to instruct Network Rail to immediately cease non-essential (for EGIP) works currently underway in North Hanover Street;
- **Note** if he is minded to progress the alternative proposal the intent for further dialogue with Network Rail regarding funding through Control Period 6 subject to conclusion of discussions with HM Treasury on funding settlement.


Rail Major Projects
Ext 
6 October 2017

Reg 11 (2)

[REDACTED]

From: Minister for Transport and the Islands
Sent: 04 January 2018 19:47
To: [REDACTED]
Cc: First Minister; Cabinet Secretary for the Rural Economy and Connectivity; Cabinet Secretary for Finance and the Constitution; Cabinet Secretary for Economy, Jobs and Fair Work; Transport Scotland Ministerial Submissions List; [REDACTED]
[REDACTED] Press Transport Scotland; [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
Subject: Minister for Transport and the Islands
Re: Queen Street Station - alternative proposal for North Hanover Street - minute to Minister - 18 December 2017

[REDACTED]

Mr Yousaf has noted.

Thanks
[REDACTED]
[REDACTED]
Blackberry [REDACTED]

Sent from my BlackBerry 10 smartphone.

From: [REDACTED]
Sent: Thursday, 4 January 2018 14:51
To: Minister for Transport and the Islands
Cc: First Minister; Cabinet Secretary for the Rural Economy and Connectivity; Cabinet Secretary for Finance and the Constitution; Cabinet Secretary for Economy, Jobs and Fair Work; Transport Scotland Ministerial Submissions List; [REDACTED]; Press Transport Scotland; [REDACTED]
[REDACTED]
[REDACTED]
Subject: RE: Queen Street Station - alternative proposal for North Hanover Street - minute to Minister - 18 December 2017

[REDACTED]

For info – Network Rail had taken a query from [REDACTED] stating he has had a tip off that new steelwork is 'being knocked down at a cost to date of £3 million-plus wasted taxpayers money'. [REDACTED] has not pursued this query and we understand he may be on leave at the moment. We have asked NR to put him off for the time being should he come back to them.

NR Comms asked today if we are in a position to announce the new proposals however this is not feasible until further discussions with GCC, nor would we want to be pushed into an announcement via [REDACTED]. We have prepared an 'if pushed' line with officials should [REDACTED] come back on this matter before we have the chance to prepare proactive communications with partner organisations.

Reg¹ 11 (2)

A Scottish Government spokeswoman said:

"Following the conclusion of Scottish Minister led discussions with key stakeholders options are being investigated for alternative developments at Queen Street station. Key stakeholders will meet early in the new year to shape any proposals being taken forward and, if required, an announcement will be made in the coming weeks."

Kind regards
[REDACTED]

From: [REDACTED] **On Behalf Of** Minister for Transport and the Islands

Sent: 04 January 2018 14:35

To: [REDACTED] Minister for Transport and the Islands

Cc: First Minister; Cabinet Secretary for the Rural Economy and Connectivity; Cabinet Secretary for Finance and the Constitution; Cabinet Secretary for Economy, Jobs and Fair Work; Transport Scotland Ministerial Submissions List; [REDACTED] Press Transport Scotland; [REDACTED]

Subject: RE: Queen Street Station - alternative proposal for North Hanover Street - minute to Minister - 18 December 2017

[REDACTED]
Mr Yousaf has noted and would like to be kept updated please.

Thanks

[REDACTED]
Private Secretary to the Minister for Transport and the Islands

[REDACTED]
transportminister@gov.scot

From: [REDACTED]

Sent: 22 December 2017 13:16

To: Minister for Transport and the Islands

Cc: First Minister; Cabinet Secretary for the Rural Economy and Connectivity; Cabinet Secretary for Finance and the Constitution; Cabinet Secretary for Economy, Jobs and Fair Work; Transport Scotland Ministerial Submissions List; [REDACTED] Press Transport Scotland; [REDACTED]

Subject: RE: Queen Street Station - alternative proposal for North Hanover Street - minute to Minister - 18 December 2017

Importance: High

[REDACTED]
Copy: as e-mail

Reg² 11 (2)

The recent submission set out the economic benefits and costs to be derived from proceeding with the development of the podium at North Hanover Street and ancillary works. The analysis showed an appropriate level of return on the investment. The Minister was asked to authorise the proposition to progress the North Hanover Street development and to advise Transport Scotland to instruct Network Rail to cease works on the current proposal. The Minister provided that authorisation. Accordingly, up to [REDACTED] is to be committed by Transport Scotland to fund the scheme and Network Rail were advised to stop activity on the current scheme and instead focus on works to progress the podium development. (As it happens works at the site were due to stand down over the festive period).

Reg 10 (5) (e)

Reg 10 (5) (e)

d out with scope of request.

Regards

Reg 11 (2)

From: [REDACTED] On Behalf Of Minister for Transport and the Islands

Sent: 20 December 2017 13:56

To: [REDACTED] Minister for Transport and the Islands

Cc: First Minister; Cabinet Secretary for the Rural Economy and Connectivity; Cabinet Secretary for Finance and the Constitution; Cabinet Secretary for Economy, Jobs and Fair Work; Transport Scotland Ministerial Submissions List; [REDACTED]; Press Transport Scotland; [REDACTED]

Subject: RE: Queen Street Station - alternative proposal for North Hanover Street - minute to Minister - 18 December 2017

Mr Yousaf is content with the proposals

[REDACTED]
Private Secretary to the Minister for Transport and the Islands

[REDACTED]
transportminister@gov.scot

Reg 11 (2)

From: [REDACTED]

Sent: 18 December 2017 14:10

To: Minister for Transport and the Islands

Cc: First Minister; Cabinet Secretary for the Rural Economy and Connectivity; Cabinet Secretary for Finance and the Constitution; Cabinet Secretary for Economy, Jobs and Fair Work; Transport Scotland Ministerial Submissions List; [REDACTED]; Press Transport Scotland; [REDACTED]

████████████████████ Reg 11 (2)

Subject: Queen Street Station - alternative proposal for North Hanover Street - minute to Minister - 18 December 2017

Importance: High

Minister

Copy: as e-mail

Further to discussions towards the end of last week please find attached submission regarding the alternative proposal for North Hanover Street at Queen Street station.

<< File: EGIP - Queen Street - North Hanover Street - alternative proposal - minute to Minister - 18 December 2017.docx >>

Regards

████████████████████
████████████████████
Rail Directorate
Transport Scotland
7th Floor
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

Tel - ████████████████████
Mobile - ████████████████████

Reg 11 (2)

From: [REDACTED]
Transport Scotland
Rail Directorate
18 December 2017

1200
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Minister for Transport and the Islands

QUEEN STREET STATION: NORTH HANOVER STREET ALTERNATIVE PROPOSAL

Purpose

1. To provide the Minister with additional information, as requested, following the meeting of 11 October 2017 specifically around the economic benefits to be derived from a decision to proceed with the alternative proposal at North Hanover Street (NHS).

Priority

2. **Urgent.** An early decision would allow an instruction to be provided to Network Rail (NR) to cease works on the current proposal and minimise any abortive costs. The Minister should also note that Glasgow Chamber of Commerce have written to the First Minister and sought a further telephone call with the Minister on the same issue.

Background

3. At the meeting of 11 October 2017 the potential risks, opportunities and costs in relation to developments in and around Glasgow Queen St station were presented and discussed. To determine whether there is a case to provide additional capital funding to Network Rail to enable an enhanced development at the NHS site, whilst also supporting additional development opportunities to be enabled through the TIF project, the Minister asked that additional information in relation to potential economic growth and financial benefits be provided as follows:

- A return on investment to Network Rail through additional capitalised income
- Incremental Non Domestic Rates (NDR) generated on the site to Glasgow City Council (GCC)
- Wider economic stimulus impact for Glasgow measured through GVA and jobs
- Leveraged private sector investment that might otherwise not be delivered

North Hanover Street and Buchanan Galleries Southern extension

4. The opportunities are focussed on two specific developments, namely the NHS site and the Buchanan Galleries Southern extension. The key enabling infrastructure that is required to unlock the enhanced development opportunities is a podium deck on the NHS site.

5. The NHS site podium construction would directly unlock two elements of on-site additional commercial investment such that:

- A below podium retail and restaurant offering that would provide a capitalised income to Network Rail of £[REDACTED] (it is worth noting that Land Securities previously estimated the commercial return potential to be £[REDACTED]). It would also provide an incremental NDR capture to GCC of £[REDACTED] over 30 years.
- An above-podium prime office space that would generate a capitalised value of £5m (from air rights) for Network Rail and an incremental NDR capture to GCC of £[REDACTED] over 30 years.
- This provides a cumulative financial income to NR of £[REDACTED] and a cumulative NDR income to GCC of £[REDACTED] over 30 years.
- The above-podium office development would also stimulate around £[REDACTED] of private investment in the development.
- NR provided a cost estimate for the podium construction of £[REDACTED]. This was provided for the meeting of 11 October and a breakdown is included at ANNEX A for ease of reference.

6. In addition to the NHS site, development plans for the Buchanan Galleries Southern Extension are also well developed, and for TIF funding to be secured for the NHS site it would also need to be augmented by this site development. This development would generate:

- Income to NR of £[REDACTED] from air rights paid by Land Securities.
- Incremental NDR income to GCC of £[REDACTED] over 30 years.
- Capital investment by GCC in associated Buchanan Galleries public realm of around £[REDACTED] funded through TIF.
- The development of the Southern Extension and associated refurbishment of the main Buchanan Galleries site would also stimulate around £[REDACTED] private investment.

7. Land Securities have indicated that its investment in the Southern Extension and Buchanan Galleries refurbishment is proceeding as planned, with associated agreements on air quality and access being progressed well with Network Rail.

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8. A summary of this assessment is provided in the table below.

Asset	Capitalised Value to NR £m	Incremental NDR £m (post displacement over 30-35yrs)	Gross "income" to the public sector	Private Investment £m	Direct enabling Cost to public sector
NHS below podium					
NHS above podium					
NHS Total					
Southern Extension (and BG refurb)					
Total					

9. In summary therefore, the development of the enhanced NHS site proposal and Buchanan Galleries Southern Extension could unlock:

- A capitalised income value to NR of £
- An incremental NDR value of £ to GCC over 30-35 years.
- A cumulative GVA of circa £, circa 1,500 permanent jobs and in excess of 3,000 person years construction jobs. (these estimates provided by Savills on behalf of Land Securities and GCC)
- Circa £ of private sector investment in the new developments at the NHS, Southern Extension and Buchanan Galleries sites.

10. In order to achieve this, the additional public sector capital cost injection that will be required is:

- £ to construct the NHS podium that will enable the below podium retail/catering and above podium office developments (proposed to be funded through Control Period 6)
- Circa £ to develop the associated Buchanan Galleries public realm (funded through TIF).



12. There are further opportunities which could reduce the £ construction cost such as the cost saving from not progressing the current scheme to completion as well as challenging NR on some elements of the cost build up primarily around the structural works to the train shed roof.

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Buchanan Galleries North Cutting extension

13. The Minister will be aware that Land Securities have an additional proposed development site at the North Cutting site of Queen Street station. Work to establish the options to fund the enabling works and the commercial investment opportunities are still being progressed by GCC, Land Securities and NR. This assessment includes a number of factors such as commercial viability, deliverability and impact on station operations, funding sources and State Aid. A decision regarding the preferred option for the development and investment at the NHS site need not be linked to the North Cutting development. Land Securities have recently confirmed that regardless of whether the North Cutting were to proceed they remain committed to proceeding with the Southern Extension.

Sensitivities

14. For the proposal to be delivered a number of additional agreements will need to be established between:

- NR and the contractor for the construction of the podium and below podium fit out
- NR and GCC regarding timing of the funding from GCC to the NHS podium construction that will be linked to the timing of NDR income that will arise from both the BGSE and the NHS site developments.
- GCC and Land Securities in relation to the timing of investment into the BG related public realm.
- Transport Scotland and NR for delivery and funding of the podium deck, and subsequent sale of air rights above, through Control Period 6.

15. It is also important to note that whilst all cost, income and benefit assumptions have been assessed by the relevant parties, the agreements that will be required to enable them will determine the financial outcomes achieved.

16. The Minister will be aware that work on the current scheme has progressed and erected structural steel work is now prominent on the site. A decision to progress with the alternative proposal would result in abortive costs and potential criticism surrounding this. It is worth noting that the current proposal was only ever intended to be a temporary measure following the deferral of the Land Securities investment in July 2015. A positive handling strategy will be developed in conjunction with the relevant stakeholders (GCC, Network Rail, Chamber of Commerce). Land Securities has separately offered the support of its communications specialists DRAM Communication who also provide support to Glasgow Chamber of Commerce.

17. Clearly, there will be opportunity costs for our capital enhancements' budget in proceeding with the NHS site development. Steps, however, will be taken to mitigate the impact by seeking to bring forward action, if possible, so that some of the cost may be met by funds from the CP5 Headroom. Additionally, the new procedure that we are putting in place to manage CP6 developments, with its emphasis on delivering value, should generate greater control of project costs and thus mitigate potential pressure on the budgets. Nonetheless, in the light wider

Official Sensitive

Scottish Government budget pressure; the HMT CP6 settlement being below target; and existing commitments such as completing CP5 schemes and the Aberdeen to Central Belt programme, the amount for discretionary rail investments in CP6 is likely to be constrained and may lead to the reprioritisation of our proposed investment programme. To put this investment in context, re-opening the Levenmouth branch is likely to cost less than this property investment.

18. The Minister will also wish to note that, without the enhanced developments that will be enabled by the alternative proposal at NHS, it is extremely unlikely that any further TIF investments by GCC will be viable.

Recommendation

19. The Minister is invited to:

- **Note** the supplementary information above as requested at the meeting of 11 October;
- **Note** the potential economic benefits and substantial private sector investment that could be derived from a decision to progress with the alternative proposal;
- **Note** the sensitivities surrounding a positive decision to progress the alternative proposal at NHS;
- **Confirm** subject to the above if he is content to progress the alternative proposal at NHS and for Transport Scotland to instruct NR to cease works on the current proposal.

██████████
Rail Major Projects
Ext ██████████
18 December 2017

Reg 11 (2)

Official Sensitive

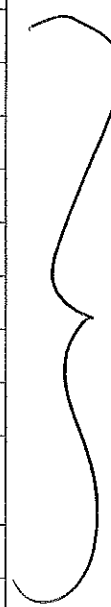
Copy List:	For Action	For Comment	For Information		
			Portfolio Interest	Constit Interest	General Awareness
Minister for Transport and the Islands	X				x
First Minister			X		
Cabinet Secretary for Rural Economy and Connectivity			X		
Cabinet Secretary for Finance and the Constitution			x		
Cabinet Secretary for Economy, Jobs and fair Work					

DG Economy
DG Finance
[REDACTED]
PS/Transport Scotland
Transport Scotland Directors
[REDACTED]
[REDACTED]
[REDACTED]
Communications Economy
Press Transport Scotland
Transport Scotland Media

Reg 11 (2)

Cost Estimate provided by Network Rail for 11 October 2017 meeting

	Category A Office accommodation – August 2017
Description	Cost Estimate £m
Podium Building	
Construction with Prelims and Design	■■■■
Risk Allowance P80	■■■■
Inflation from 4Q2015 to mid-point construction 1Q2023	■■■■
<i>Sub-Total Podium Building</i>	■■■■
Associated/Additional Costs	
ScotRail Temporary Accommodation/Parking	■■■■
Temp retail & passenger Facilities	■■■■
Design / Procurement new development above podium level	■■■■
Structural works to train shed roof	■■■■
Total Estimated Scheme Costs	■■■■



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[REDACTED]

From: [REDACTED]
Sent: 22 December 2017 13:16
To: Minister for Transport and the Islands
Cc: First Minister; Cabinet Secretary for the Rural Economy and Connectivity; Cabinet Secretary for Finance and the Constitution; Cabinet Secretary for Economy, Jobs and Fair Work; Transport Scotland Ministerial Submissions List; [REDACTED]
[REDACTED] Press Transport Scotland; [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
Subject: RE: Queen Street Station - alternative proposal for North Hanover Street - minute to Minister - 18 December 2017
Importance: High

[REDACTED]

Copy: as e-mail

The recent submission set out the economic benefits and costs to be derived from proceeding with the development of the podium at North Hanover Street and ancillary works. The analysis showed an appropriate level of return on the investment. The Minister was asked to authorise the proposition to progress the North Hanover Street development and to advise Transport Scotland to instruct Network Rail to cease works on the current proposal. The Minister provided that authorisation. Accordingly, up to [REDACTED] is to be committed by Transport Scotland to fund the scheme and Network Rail were advised to stop activity on the current scheme and instead focus on works to progress the podium development. (As it happens works at the site were due to stand down over the festive period).

Regards
[REDACTED]

Reg 11 (2)

outwith scope of request.

From: [REDACTED] On Behalf Of Minister for Transport and the Islands
Sent: 20 December 2017 13:56
To: [REDACTED] Minister for Transport and the Islands
Cc: First Minister; Cabinet Secretary for the Rural Economy and Connectivity; Cabinet Secretary for Finance and the Constitution; Cabinet Secretary for Economy, Jobs and Fair Work; Transport Scotland Ministerial Submissions List; [REDACTED]
[REDACTED] Press Transport Scotland; [REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Queen Street Station - alternative proposal for North Hanover Street - minute to Minister - 18 December 2017

[REDACTED]
Mr Yousaf is content with the proposals

[REDACTED]
Private Secretary to the Minister for Transport and the Islands

[REDACTED]
[REDACTED]
transportminister@gov.scot

From: [REDACTED]
Sent: 18 December 2017 14:10
To: Minister for Transport and the Islands
Cc: First Minister; Cabinet Secretary for the Rural Economy and Connectivity; Cabinet Secretary for Finance and the Constitution; Cabinet Secretary for Economy, Jobs and Fair Work; Transport Scotland Ministerial Submissions List; [REDACTED] Press Transport Scotland; [REDACTED]
Subject: Queen Street Station - alternative proposal for North Hanover Street - minute to Minister - 18 December 2017
Importance: High

Minister

Copy: as e-mail

Further to discussions towards the end of last week please find attached submission regarding the alternative proposal for North Hanover Street at Queen Street station.

<< File: EGIP - Queen Street - North Hanover Street - alternative proposal - minute to Minister - 18 December 2017.docx >>

Regards

[REDACTED]
[REDACTED]
Rail Directorate
Transport Scotland
7th Floor
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

Tel - [REDACTED]
Mobile - [REDACTED]

[REDACTED]

From: [REDACTED] on behalf of Minister for Transport and the Islands
Sent: 20 December 2017 13:56
To: [REDACTED] Minister for Transport and the Islands
Cc: First Minister; Cabinet Secretary for the Rural Economy and Connectivity; Cabinet Secretary for Finance and the Constitution; Cabinet Secretary for Economy, Jobs and Fair Work; Transport Scotland Ministerial Submissions List; [REDACTED]
[REDACTED] Press Transport Scotland; [REDACTED]
[REDACTED]
[REDACTED]
Subject: RE: Queen Street Station - alternative proposal for North Hanover Street - minute to Minister - 18 December 2017

[REDACTED]

Mr Yousaf is content with the proposals

[REDACTED]

Private Secretary to the Minister for Transport and the Islands

0131 244 4426
07973779080
transportminister@gov.scot

From: [REDACTED]
Sent: 18 December 2017 14:10
To: Minister for Transport and the Islands
Cc: First Minister; Cabinet Secretary for the Rural Economy and Connectivity; Cabinet Secretary for Finance and the Constitution; Cabinet Secretary for Economy, Jobs and Fair Work; Transport Scotland Ministerial Submissions List; [REDACTED], Press Transport Scotland; [REDACTED]
[REDACTED]
[REDACTED]
Subject: Queen Street Station - alternative proposal for North Hanover Street - minute to Minister - 18 December 2017
Importance: High

Minister

Copy: as e-mail

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Regards

[REDACTED]
[REDACTED]
Rail Directorate

Reg 1 11 (2)

Transport Scotland
7th Floor
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

Tel - [REDACTED]

Mobile - [REDACTED]

Reg 11 (2)

[REDACTED]

From: [REDACTED]
Sent: 05 April 2017 12:46
To: Minister for Transport and the Islands
Cc: [REDACTED] Cabinet Secretary for the Rural Economy and Connectivity;
[REDACTED] Communications Economy; DG Economy; [REDACTED]
PS/Transport Scotland; Transport Scotland Directors; Transport Scotland Media;
[REDACTED]
[REDACTED]
Subject: Edinburgh Glasgow Improvement Programme (EGIP) update

Minister for Transport and the Islands

Please find attached a project update on EGIP and also the Stirling Dunblane Alloa Electrification.



EGIP - minute to
Minister - EG...

Regards

Reg 11 (2)

[REDACTED]
[REDACTED] Rail Major Projects
Transport Scotland
7th Floor
Buchanan House
Glasgow
[REDACTED]

UPDATE ON NETWORK RAIL'S DELIVERY OF EDINBURGH GLASGOW IMPROVEMENT PROGRAMME AND STIRLING DUNBLANE ALLOA

1. To update Ministers on emerging issues in relation Network Rail's delivery of the Edinburgh Glasgow Improvement Programme (EGIP) [REDACTED]

2. Routine

3. [REDACTED] confirmed on 28 June 2018 that Network [REDACTED] deliver the agreed cost and programme requirements for the [REDACTED] in Scotland.

4. [REDACTED] projects in [REDACTED]
which was published in October 2010.

5. [REDACTED] b6
[REDACTED]
This project solicited information from individuals supporting a particular political cause.

[illegible]

7. [REDACTED] ic
[REDACTED] sk
[REDACTED] into
[REDACTED] work

8. [REDACTED] b6 b7C

10. [REDACTED]

12. [REDACTED]

- [illegible]

14. [REDACTED] b6
[REDACTED] b7C
- [REDACTED] b6
[REDACTED] b7C
- December 2008 completion date [REDACTED] b6
[REDACTED] b7C

15. An opportunity to mitigate (and thus avoid identification) of the person was
[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]
[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]
[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]
[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] (5)

16. [REDACTED] b7C, b7D
[REDACTED]
2018 [REDACTED] advanced was [REDACTED] of the [REDACTED] er
[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] These words are due
to commence on or early around 17.

17. The [redacted] was notified as to the delivery of the Order Sheet and development was obtained from [redacted] as outlined above. [redacted] has been advised that [redacted] will be assigned to the right column of the postcard [redacted] and [redacted]

Queen Street and Buchanan Galleries

18. The Minister met with representatives of Land Securities (owners of Buchanan Galleries) and Glasgow Chamber of Commerce on 26 January 2017 to discuss plans for Land Securities continued investment in the city and also for an update on current status of the TAWS order application. Both Land Securities and the Chamber of Commerce re-affirmed their commitment to investment in the city.

19. In light of the time taken to process the TAWS order Land Securities have re-engaged to explore if there is an opportunity to consider an alternative proposal at the North Hanover Street site. This would entail Network Rail building a structure above the currently proposed concourse, staff accommodation and station retail development which would then enable a subsequent future commercial development above it. Land Securities are proposing new office accommodation which they have indicated would facilitate 7,000 jobs in prime location in the city centre. The funding source for the additional development is still to be determined.

20. A feasibility review involving Transport Scotland, Network Rail, Land Securities, ScotRail, Glasgow City Council and Scottish Futures Trust is underway to explore if the proposal can be accommodated and assessing what the cost and programme impacts on outputs of the EGIP.

21. Whilst the feasibility review is on-going it would be prudent to assume that facilitating the aspirations of Land Securities would result in delays to the delivery of EGIP outputs with resultant cost increases due to the elongated programme.

22. It is anticipated that the process of review will conclude in around 4 weeks with the intent that further advice will be provided at that time incorporating advice around Tax Incremental Funding (TIF) implications.

23. The Minister met with representatives of the Glasgow City Council (GCC) and Glasgow City Council (GCC) on 26 January 2017 to discuss plans for the GCC continued investment in the city and also for an update on current status of the TAWS order application. Both the GCC and the Chamber of Commerce re-affirmed their commitment to investment in the city.

24. The GCC and the Chamber of Commerce are currently working on a feasibility study to explore if the proposal can be accommodated and assessing what the cost and programme impacts on outputs of the EGIP.

25. The GCC and the Chamber of Commerce are currently working on a feasibility study to explore if the proposal can be accommodated and assessing what the cost and programme impacts on outputs of the EGIP.

[illegible]

26. [REDACTED]

[illegible][illegible]

29. [REDACTED] Road Bridge in [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED] RS
[REDACTED] W

[REDACTED]

Recommendation