

REPORT TO: POLICY AND RESOURCES COMMITTEE - 25 OCTOBER 2010

REPORT ON: DUNDEE WATERFRONT PROJECT ANNUAL REPORT

REPORT BY: DIRECTOR OF CITY DEVELOPMENT

REPORT NO: 375-2010

1 PURPOSE OF REPORT

1.1 To appraise the Committee of progress on the Dundee Waterfront Project.

2 RECOMMENDATION

2.1 The Committee is recommended to note the content of the report.

3 FINANCIAL IMPLICATIONS

3.1 There are no financial implications of relevance to this report.

4 BACKGROUND

4.1 From 2005 until 2008 most of the funding for the Dundee Waterfront Project was via the cities growth fund grant to the Council. A requirement of the Scottish Government was that an Annual Report was submitted to the Government. These reports were also submitted to the Policy and Resources Committee.

4.2 The equivalent grant is now included in the general grant settlement and there is no formal requirement for an Annual Report.

4.3 The Audit Commission when it examined several major projects advised that regular reporting of the activity and financial position of the Dundee Waterfront Project to this Committee should occur for good governance.

4.4 The Board of the Dundee Waterfront Project agreed that an annual report and a financial statement should continue to be prepared and reported to the Policy and Resources Committee of Dundee City Council. The Board of the Dundee Waterfront Project of 14 June 2010 approved the appended report and appendices to be reported to the committee.

4.5 The main thrust of the report is that progress is very satisfactory with contracts progressing to timetable and to budget.

5 POLICY IMPLICATIONS

5.1 This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management. There are no major issues.

6 CONSULTATIONS

6.1 The Chief Executive, Depute Chief Executive (Support Services), Director of Finance and Assistant Chief Executive have been consulted and are in agreement with the contents of this report.

7 BACKGROUND PAPERS

7.1 There are no background papers of relevance to this report.

Mike Galloway
Director of City Development

IGSM/LB/LG

14 October 2010

Dundee City Council
Tayside House
Dundee

Discover
Dundee
Waterfront

ANNUAL REPORT 2009-2010

DUNDEE CENTRAL WATERFRONT

June 2010



DUNDEE CENTRAL WATERFRONT PROJECT - ANNUAL REPORT 2009-2010

Introduction

Along with the other Scottish cities, a ten-year "City-Vision" was prepared for Dundee through its Community Planning Partnership, which highlighted a number of priority issues identified through the 'City-Vision' exercises. One of the key elements arising from this exercise was the regeneration of Dundee's Central Waterfront to remove the blighting effect of the existing waterfront and to reconnect the city and its people with the river. The Central Waterfront Masterplan listed a number of key objectives including the:

- extension of the city centre's built form down to the waterfront;
- creation of a new grid street pattern based on historical routes to the north;
- removal and replacement of the Tay Road bridge vehicle ramps;
- creation of a pair of east/west tree lined boulevards;
- formation of attractive sites for a variety of new mixed use developments;
- creation of a major new civic space and reopened dock; and
- provision of a new rail station arrival space.

Copies of the Central Waterfront Masterplan and City Vision are available on Dundee City Council's website and at www.dundewaterfront.com.

This report provides an update on progress made during the years 2008-2010 with the implementation of Dundee's Central Waterfront Project and how the grant monies provided from the Cities Growth Fund, the ring fenced capital grant and Scottish Enterprise grant have been utilised.

Stakeholder Engagement and Regional Collaboration

A major public consultation exercise was conducted in the preparation of the Central Waterfront Masterplan. This consultation also specifically included a number of key stakeholders such as the Tay Road Bridge Joint Board and members of the Dundee Partnership. This consultation exercise demonstrated overwhelming support for the Masterplan.



A formal partnership has now been formed between Dundee City Council and Scottish Enterprise Tayside to ensure the delivery of the Central Waterfront Project. A Partnership Board has been established with elected member and officer representation from each of the two organisations to oversee the development of the project. This meets on a quarterly basis. In addition, an Executive Team has also been formed with responsibility for the detailed development and progress of the project. Executive Team meet on a cycle of four weeks before and two weeks after the Board and are responsible to the Partnership Board. Officer working groups are also established reporting to the Executive Team.

It had previously been intended that the formal partnership would involve the Tay Road Bridge Joint Board and a report on this issue was considered by the Joint Board at its meeting on 27 September 2004. At that meeting, the Tay Road Bridge Joint Board reaffirmed its support for the project but concluded that it would be unable to participate as full partners due to the Board's legal status. However, the Board agreed in principle to sell the land in its ownership that was required by the Partnership and to remain involved in the project through participation of its officers on one of the Working Groups.

Regular joint community planning partnership meetings are held with representatives from Dundee City Council and its three neighbouring authorities and the Dundee Central Waterfront project is now a standing item on this agenda. The Market Appraisal and Economic Impact Assessment for the Central Waterfront Project have been shared with the neighbouring authorities.

Ongoing involvement with the local business community has taken place through meetings with the local Chamber of Commerce and DD One (formerly the City Centre Action Group) and individual companies. In addition, 3% of the land required for the project is in private ownership and positive discussions have taken place with these interested parties.

Finally, ongoing consultation is taking place with a number of interested statutory bodies including the Scottish Government, SNH, SEPA, Network Rail, First Scotrail and the various statutory undertakers.

Project Summary & Key Events 2009/10

An overall master programme of works up till 2019 has been prepared for the delivery of the infrastructure to support this project. Within this programme there are identified a number of individual projects which are required to be carried out in a phased manner to allow a sensible implementation of the programme whilst at the same time ensuring that development plots are brought forward in a phased manner.

A key element in this has been the award of a £33.010m grant from Scottish Enterprise announced in 2009. A requirement of this was to prepare a detailed five year Action Plan which has now been approved by the Board.

Stage 3 of the Project has now started. This is the work associated with the demolition of the Tay Road Bridge ramps and their replacement in a more constrained fashion, and the prospective demolition of Tayside House and Olympia.



In January 2010 the design competition for the V&A at Dundee was announced and the site within the Waterfront Project for this defined.





Appendix 1 provides a detailed report on the projects that have been completed or commenced up to March 2010.

Mike Galloway
Director of City Development


Allan Watt
Director of Infrastructure and
Industries, Scottish Enterprise


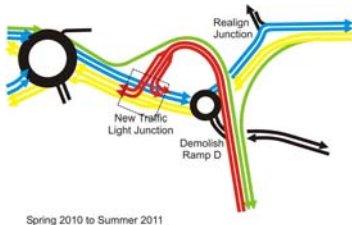
LB/MM
12 May 2010

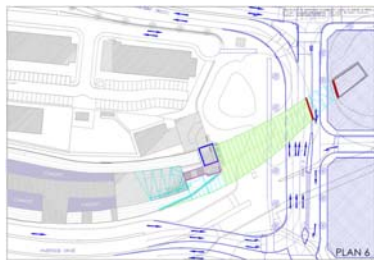
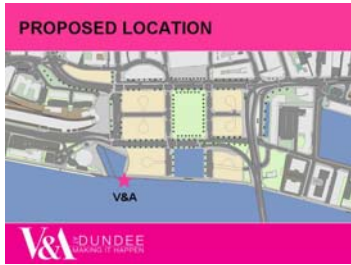
PROJECT TITLE	SITE SURVEY, GROUND AND CONTAMINATED LAND INVESTIGATION
Budget Allocation	The final outturn cost for this investigation work was £109k
Third Party Funding	No third party funding has been available for this work
Background	See Annual Report June 2007
Progress Delivery	See Annual Report June 2007
Outcomes Achieved	This project is now complete and the recommendations will be taken forward to further inform the development process.
PROJECT TITLE	OVERALL FEASIBILITY SCHEME DESIGN
Budget Allocation	The outturn cost for this study was £187k within 2003/2004 and 2004/2005.
Third Party Funding	Third party funding of £60k has been secured from Scottish Enterprise Tayside toward this element of the project and was paid in 2004/2005.
Background	See Annual Report June 2007
Progress Delivery	See Annual Report June 2007
Outcomes Achieved	This project is now complete and the recommendations will be taken forward to further inform the development process.
PROJECT TITLE	WESTERN ROAD RE-ALIGNMENT AND ASSOCIATED ENVIRONMENTAL IMPROVEMENTS
	
Budget Allocation	The total cost for this important first construction phase was £3.69 million.

Third Party Funding	Third party funding of £310k was secured from Scottish Enterprise Tayside in 2005/2006 toward the provision of the improved Greenmarket junction for the new Digital Media Park. ERDF funding of £950,000 has been secured for this project and the Dock Street Tunnel strengthening. To date, the Western Road element has received £315,408 ??.
Background	See Annual Report June 2007
Progress Delivery	See Annual Report June 2007
Outcomes Achieved	Works are now complete.
PROJECT TITLE	DOCK STREET TUNNEL WORKS 
Budget Allocation	The approved tender costs for the strengthening work to Dock Street Tunnel roof are estimated at £7,800,455 over five years. The actual expenditure was £7,748,387
Third Party Funding	ERDF contributions of £122,475 have been received.
Background	See Annual Report June 2007
Progress Delivery	See Annual Report June 2007
Outcomes Achieved	The tunnel strengthening will now enable the proposed northern boulevard of the Central Waterfront Development to be constructed. The reconstruction of part of Dock Street and Gellatly Street was included in this to avoid later disruption.
PROJECT TITLE	GATEWAY SIGNAGE
Budget Allocation	The anticipated costs for this first visual project of the Waterfront was estimated at £65k. The outturn cost for the project was £71k in 2005/2006.
Third Party Funding	ERDF Grant of £6,358 was received
Background	See Annual Report June 2007
Progress Delivery	See Annual Report June 2007
Outcomes Achieved	Signs are part of the consultation/information strategy Updating occurred in 2008/9 at a cost of £2,762

PROJECT TITLE	MISCELLANEOUS PROJECTS
Budget Allocation	There are various general projects continually on-going within the project delivery team's remit to prepare the delivery packages for the Central Waterfront project. This includes the overall project management of the CWD. This and other projects are not large enough to merit reporting separately but are listed in the Financial report. The relevant development costs are reported to Dundee City Council committee with each individual major project when that work package is tendered.
Third Party Funding	Third party funding of £5k in 2006/2007 and £10,000 in 2007/2008 has been secured from Scottish Enterprise Tayside and in 2007/2008 £10,000 from TACTRAN toward the cost of the Station Study and £15,000 from SET towards the Railway Footbridge study.
Background	See Annual Report June 2007
Progress Delivery	See Annual Report June 2007
Outcomes Achieved	It is anticipated that these work elements will develop into separate projects or reports as appropriate and will be reported separately as they mature in future years.
PROJECT TITLE	ROADS INFRASTRUCTURE DESIGN
Budget Allocation	This work was tendered and is expected to cost £1.758m
Third Party Funding	N/A
Background	See Annual Report June 2007
Progress Delivery	See Annual Report June 2007. There has also been more work required than originally expected.
Outcomes Achieved	Detailed design work and tender preparation for the next three phases of infrastructure work for the Central Waterfront Project.
Equality Duty	Designs include at grade pedestrian crossings rather than the current overbridge arrangement to benefit all groups.
PROJECT TITLE	PURCHASE OF LAND FROM TAY ROAD BRIDGE JOINT BOARD
Budget Allocation	£792,627, in 2006/2007 and £34,225 in 2007/2008. Valuation obtained from the District Valuer plus costs.
Third Party Funding	None
Background	See Annual Report June 2007
Progress Delivery	See Annual Report June 2007

Outcomes Achieved	Purchase of land to effect the road and infrastructure changes required for the Dundee Central Waterfront Project.
PROJECT TITLE	STAGE 3 CONTRACT 1 STORM WATER TANK & SERVICE DIVERSIONS 
Budget Allocation	Tender approved £4,384,477 in April 2009.
Third Party Funding	None
Background	<p>This is an important part of the work required to undertake reconfiguration of the ramps to the Tay Road Bridge and to deal with all the surface water from the eventual road network of the Central Waterfront and the development sites. It is needed at this stage to be part of the drainage system for the early phases of the road network and because part of the network will be built over it.</p> <p>The utility service diversions are required to precede the road works to avoid damage, maintain function and minimise abortive costs.</p>
Progress Delivery	This was reported to the 27 April 2009 P&T Committee. Work started on site on 15 June 2009. Expected to complete in Sept 2010.
Outcomes Achieved	Works on site and on programme.
PROJECT TITLE	GREENMARKET MULTI STOREY CAR PARK
Budget Allocation	£3,219,000 in 2007/2008
Third Party Funding	Dundee City Council
Background	The Dundee Waterfront proposals require removal of car parks to allow infrastructure improvements. Replacement parking is essential to the continuing operation of the city centre.
Progress Delivery	Car park is operational
Outcomes Achieved	Car Park is operational

<p>PROJECT TITLE</p>	<p>TRADES LANE JUNCTION IMPROVEMENTS</p> 
<p>Budget Allocation</p>	<p>The overall cost of £1,376,816 was originally allowed for in the allocation for the work to the Tay Road Bridge Bridge ramps</p>
<p>Third Party Funding</p>	<p>There was also a £65k contribution from Transport Scotland for betterment.</p>
<p>Background</p>	<p>These works were brought forward and separated from the originally envisaged scope of the construction contract for the removal and replacement of the Tay Road Bridge ramps and associated infrastructure. This was done to coincide with reconstruction works to East Dock Street carried out by Ennstone Thistle on behalf of Transport Scotland and designed and supervised by BEAR (Scotland) Ltd. This helps minimise disruption.</p>
<p>Progress Delivery</p>	<p>Contract complete</p>
<p>Outcomes Achieved</p>	<p>Improved access to City Quay and installation of infrastructure that will help with flood alleviation at Trades Lane.</p>
<p>PROJECT TITLE</p>	<p>STAGE 3 - CONTRACT 2 - BRIDGE RAMPS</p> 
<p>Budget Allocation</p>	<p>£6.76m</p>
<p>Third Party Funding</p>	<p>None</p>
<p>Background</p>	<p>Replacing the ramps in a more constrained arrangement is the key project. This first stage will be for the demolition and replacement of the westbound off ramp and associated infrastructure. This 18 month contract will include extensive temporary roads and a new temporary traffic light controlled junction to control traffic off the Bridge and westbound through traffic on South Marketgait.</p>

Progress Delivery	On site. 4 May 2010 start expected with an 18 month contract period. This accommodates the completion of the currently ongoing Storm Water Tank work.
Outcomes Achieved	On site on timetable.
PROJECT TITLE	TAY STATION BRIDGE REPLACEMENT  PLAN 6
Budget Allocation	£5.65m
Third Party Funding	
Background	To implement the road works at the west end of the proposed grid, outside the station, it is necessary to replace the weak bridge in front of the station. There is a complex arrangement relative to the bridge and the station buildings and their redevelopment. There is a need to book disruptive track possessions for these works at least two years in advance, therefore a decision on how to integrate with the station redevelopment and some commitment thereto is needed.
Progress Delivery	Discussions with all stakeholders have been ongoing. It is agreed The Dundee Waterfront Project Partnership commissions design work for the demolition of the existing bridge, design of its replacement as part of the proposed new road layout and design of a new station concourse building in front of the existing one and to a mutually agreed brief. This becomes increasingly urgent to complement the V&A at Dundee.
Outcomes Achieved	Initial OJEU pre qualification process undertaken.
PROJECT TITLE	V&A AT DUNDEE  PROPOSED LOCATION V&A V&A DUNDEE MAKING IT HAPPEN
Budget Allocation	None to date - Contribution to V&A site formation is proposed to be a maximum of £4m.

Third Party Funding	
Background	The V&A and University of Dundee discussed the possibility of a V&A outpost museum in Dundee. A feasibility study was undertaken in respect of a site specifically on the river front as part of the Dundee Waterfront Project. This had a positive outcome and a partnership of the V&A, both Universities, Scottish Enterprise and the City Council is progressing this. An initial site selection process suggested a site partly protruding into the river close to RRS Discovery would be most suitable.
Progress Delivery	A technical feasibility study has been undertaken that demonstrated practicality and an associated environmental impact study commissioned. This latter part will be finalised in summer 2010.
Outcomes Achieved	Technical feasibility established and this will feed into the international design competition for the V&A at Dundee.