

# EDC PLACE AND GROWTH PROGRAMME CITY DEAL FULL BUSINESS CASE: **WESTERHILL DEVELOPMENT ROAD**

EAST DUNBARTONSHIRE COUNCIL

DECEMBER 2025 (Rev B: February 2026)



# EXECUTIVE SUMMARY

## Introduction: Westerhill Development Road

**The Westerhill Development Road (WDR) is the fifth and final phase of what was previously referred to as the Bishopbriggs Relief Road.**

This phase will connect Junction 2 of the M80 (at the north edge of Glasgow) to the A803 (between Bishopbriggs and Kirkintilloch), by linking Lochgrog Roundabout with Crosshill Road approximately 1km to its north.

East Dunbartonshire Council’s WDR Project (the ‘Project’) will support the objectives, challenges and needs identified in the Council’s approved City Deal Programme Outline Business Case (OBC) which relate to alleviating traffic congestion, improving air quality, as well as providing access to strategic development sites.

The City Deal Programme OBC in 2024 prioritised projects with the greatest economic impact and deferred the less affordable elements – namely the A803 Route Corridor Improvement scheme. The approved scope of the Programme now focuses City Deal funding on delivering the Westerhill Development Road and Bishopbriggs Town Centre Civic Space. (Refer to the separate FBC for the Bishopbriggs Town Centre Civic Space Project).

## Full Business Case

This Full Business Case (FBC) demonstrates that a comprehensive appraisal of each element of the Project has been undertaken prior to the public sector funding commitment of Glasgow City Region City Deal and East Dunbartonshire Council (EDC) as a Member Authority (MA) of Glasgow City Region (GCR).

The *GCR City Deal Programme Management Toolkit v1.3 (2020)* (‘Toolkit’) is the main guidance for developing the Project FBC. The Toolkit is based on the principles of the HM Treasury Green Book (2020) which requires this FBC to follow the ‘Five Case’ format of the HM Treasury Green Book.

|                 |                                                                                                                                                                                                                                                                                                    |
|-----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Strategic Case  | Demonstrates the rationale for intervention, alignment with national, regional, and local policies, and contribution to City Deal objectives. Confirms continued validity of OBC assumptions and SMART objectives, addressing strategic need and consequences of non-delivery                      |
| Economic Case   | Reviews OBC options appraisal, confirms preferred option remains optimal, and updates cost-benefit analysis. Includes sensitivity testing, optimism bias adjustments, and evidence that benefits and value-for-money calculations remain robust against risks and assumptions.                     |
| Commercial Case | Details procurement outcomes, contractual arrangements, and risk allocation. Confirms compliance with City Deal procurement strategy and regulations and addresses any changes since OBC. Provides assurance that delivery mechanisms and market engagement remain viable.                         |
| Financial Case  | Sets out total project costs, funding sources, and phasing. Confirms 86/14% City Deal split, updates on contingency and optimism bias, and demonstrates affordability. Includes treatment of VAT, financial risks, and any changes impacting value-for-money ratios.                               |
| Management Case | Finalises governance, roles, and responsibilities. Confirms project schedule, monitoring and evaluation plans, and risk management arrangements. Details community benefits, legal compliance, and sustainability considerations to ensure deliverability and alignment with Programme objectives. |

Figure 1: Five Case Business Case Model at FBC Stage

## Project Need

East Dunbartonshire suffers from poor connectivity, low job density, and underutilised employment land. The WDR will complete the Bishopbriggs Relief Road, alleviating congestion along the A803, improving air quality in the town centre, and unlock the Westerhill Regeneration Area (WRA) for development. This strategic infrastructure will enable inward investment, create quality jobs, and enhance transport links.

Without this intervention, economic growth will remain constrained, and development opportunities lost. Public sector funding is critical to overcome market barriers and deliver inclusive, sustainable growth across Glasgow City Region. This is detailed in the Strategic Case at 1.1.

The Project is consistent with policies on economic growth, sustainable transport, and enabling development land to deliver jobs and inclusive regional connectivity – refer to 1.2 of the Strategic Case for further evidence.

## Project Objectives

Its objectives are to:

- Create a new road to access the Westerhill Regeneration Area (WRA) and relieve traffic on the A803.
- Facilitate the delivery of the WRA Masterplan to drive economic growth in Glasgow City Region.
- Enhance access to new and existing employment and services.
- Avoid significant environmental impacts and minimise the environmental effect on green space.
- Minimise whole life carbon emissions associated with the scheme.
- Contribute to the overall improvement of the air quality across Bishopbriggs.

The confirmed objectives of EDC's City Deal Place & Growth Programme, the full Project SMART objectives and its Critical Success Factors are outlined in the Strategic Case at 1.3 and 1.5.5 respectively.

## Project Outputs

The Project consists of:

- 2km of new and upgraded carriageway,
- Three new roundabouts extending the existing Westerhill Road from Lochgrog Roundabout to Crosshill Road, and
- An upgrade to Torrance Roundabout on the A803 Kirkintilloch Road including all 4 approaches.

The scheme includes provision of a 3m wide active travel route on the western side of the WDR for walking, wheeling and cycling, with signalised crossings and provision for future bus stops.

Environmental mitigation such as wildlife passages and tunnels, planting throughout, an acoustic fence along part of the route, landscaping and Sustainable Drainage Systems to minimise disruption to existing water levels.

The site is split into 3 distinct areas:

1. Offline section from Lochgrog Roundabout to Crosshill Road
2. An online section of Crosshill Road adjacent to Low Moss Prison
3. Upgrade to Torrance Roundabout and all approaches.

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The outputs of the Project relating to defined GCR benefit categories are given in Figure 2. A Benefit Tracker for each individual output is included in Appendix F which sets out the monitoring and evaluation arrangements for each.

| GCR Code  | Output                           | Measurement | Quantity |
|-----------|----------------------------------|-------------|----------|
| ENV_01_CD | Blue Green Infrastructure        | sqm         | 9,351.3  |
| ENV_09_CD | Trees                            | nr          | TBC*     |
| TR_06a_CD | Cycle Routes (shared) (New)      | km          | 1.68     |
| TR_08_CD  | Junctions / Crossings (New)      | nr          | 4        |
| TR_09_CD  | Junctions / Crossings (Enhanced) | nr          | 2        |
| TR_10_CD  | Pedestrian Routes (New)          | km          | 0.501    |
| TR_11_CD  | Pedestrian Routes (Enhanced)     | km          | 0.648    |
| TR_14_CD  | Road (New)                       | km          | 1.26     |
| TR_15_CD  | Road (Enhanced)                  | km          | 0.92     |
| TR_20_CD  | Lighting (New)                   | nr          | 87       |

Figure 2: WDR Project Outputs

## Project Outcomes

The Westerhill Regeneration Area (WRA) project is part of the Council's Place and Growth Programme. The Masterplan delivers a long-term vision to shape development within the WRA and encourage investment. It is also subject to other key policy parameters, such as protecting the natural environment. It also identified land for the delivery of the Westerhill Development Road.

As stated in the OBC, the long-term objectives of the Masterplan, include:

- Create good quality jobs for Bishopbriggs, Auchinairn and the wider community, with a potential mix of uses.
- The protection and enhancement of the High and Low Moss areas, and peat soil.
- The creation of green links, and health and wellbeing improvements via path accessibility, active travel, public transport and open spaces to improve access to employment opportunities.
- Road improvements.
- The refurbishment of vacant buildings and improvements to the existing Westerhill Industrial Estate.

The below table (Figure 3) sets out the follow-on Outcomes to be achieved during the Westerhill Regeneration Area Project life cycle and the date when the Outcome is likely to be achieved, or realised, in full.

Refer to Appendix F for a more detailed description of each outcome, and Appendix E for the associated economic assumptions.

A Benefit Tracker for each individual outcome is included in Appendix F and sets out the monitoring and evaluation arrangements for each up to, and beyond, 2035 as appropriate.

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| GCR Code | Outcome                                                                 | Measure | Quantity  | Date         |
|----------|-------------------------------------------------------------------------|---------|-----------|--------------|
| EDC-E01  | Total jobs created - construction                                       | nr      | 722       | 2035         |
| EDC-E02  | Total jobs created – operational                                        | nr      | 607       | 2049         |
| EDC-C02  | Open space and greenspace                                               | Ha      | 137       | 2024 onwards |
| TR_10    | Pedestrian routes created                                               | km      | 11.40     | 2035         |
| LU_01    | Area of site reclaimed, (re)developed or assembled                      | Ha      | 12.00     | 2026         |
| LU_02    | Total Area of Opportunity Sites                                         | Ha      | 30.90     | 2024         |
| LU_03    | Vacant & Derelict Land Brought Back into Use/Removed from SVDL Register | Ha      | 7.80      | 2027 onwards |
| FS_04    | Business (Class 4)                                                      | sqm     | 6,886.90  | 2027 onwards |
| FS_05    | General Industrial (Class 5)                                            | sqm     | 30,991.05 | 2027 onwards |
| FS_06    | Storage of Distribution (Class 6)                                       | sqm     | 30,991.05 | 2027 onwards |
| FS_11    | Assembly and Leisure (Class 11)                                         | sqm     | 10,138.00 | 2027 onwards |

Figure 3: WDR Project Outputs

## Project Location

Figure 4 shows the location of both projects being delivered as part of the City Deal Programme in relation to Bishopbriggs.

Figures 5 & 6 show an overview of the WRA and WDR Project area.

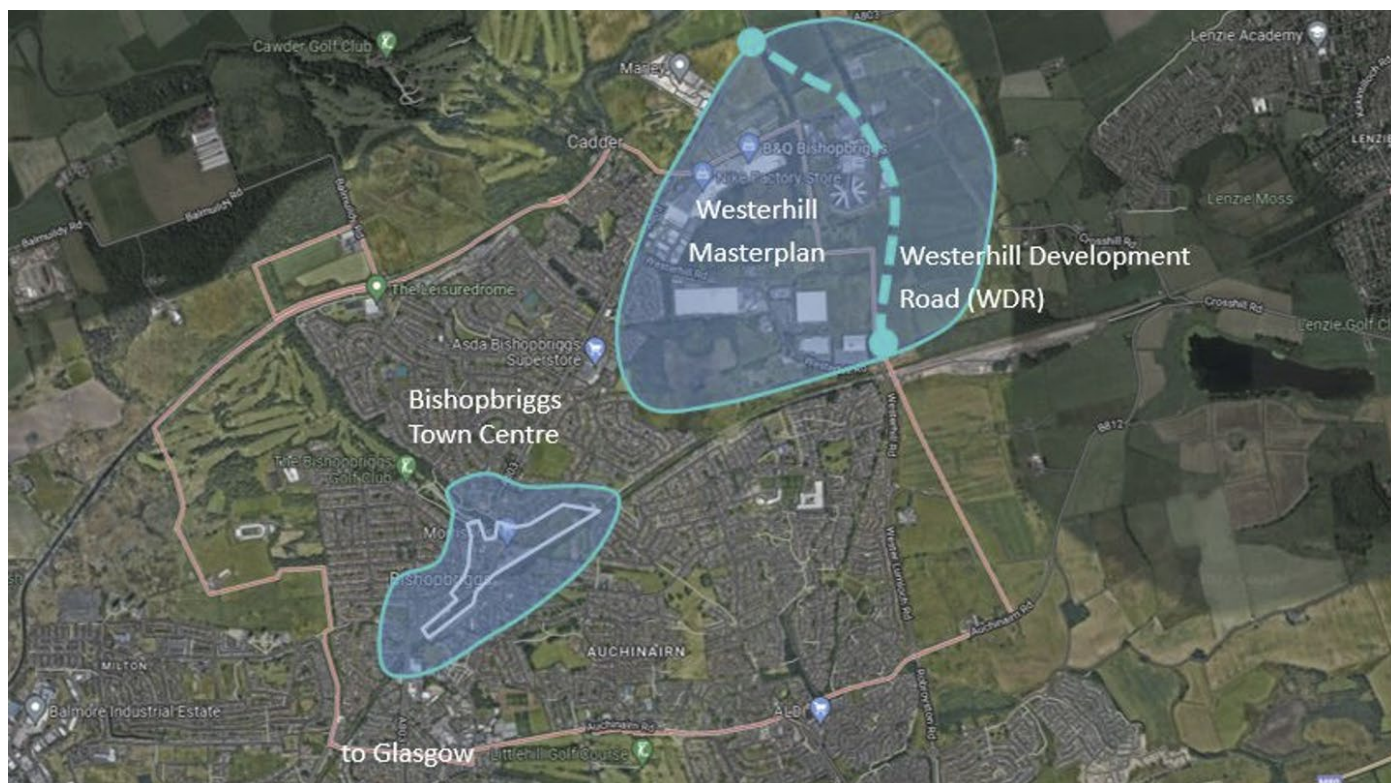


Figure 4: Location Plan of East Dunbartonshire City Deal Projects

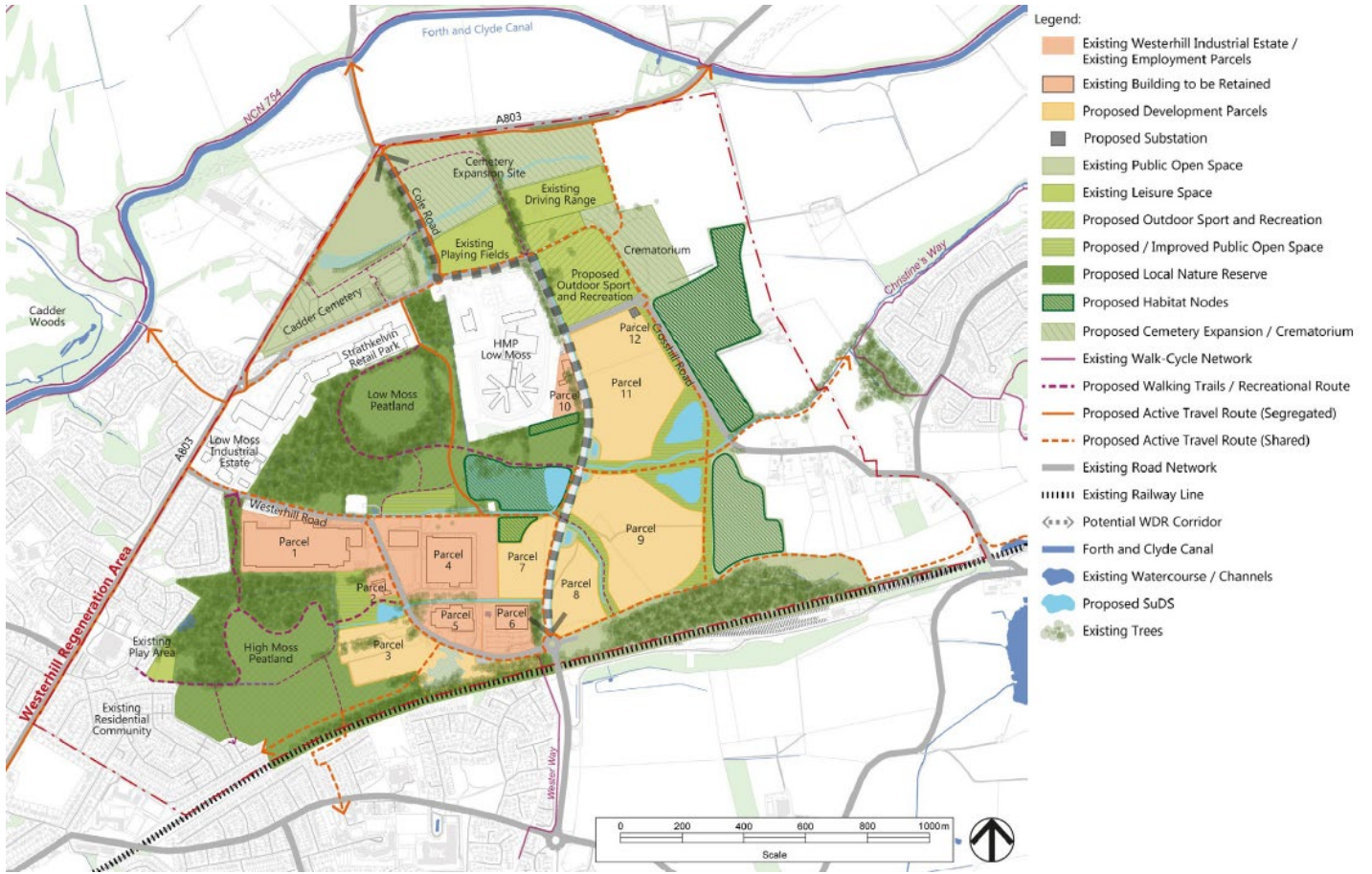


Figure 5: Westerhill Regeneration Area Framework Masterplan



Figure 6: Westerhill Regeneration Area Illustrative Aerial View

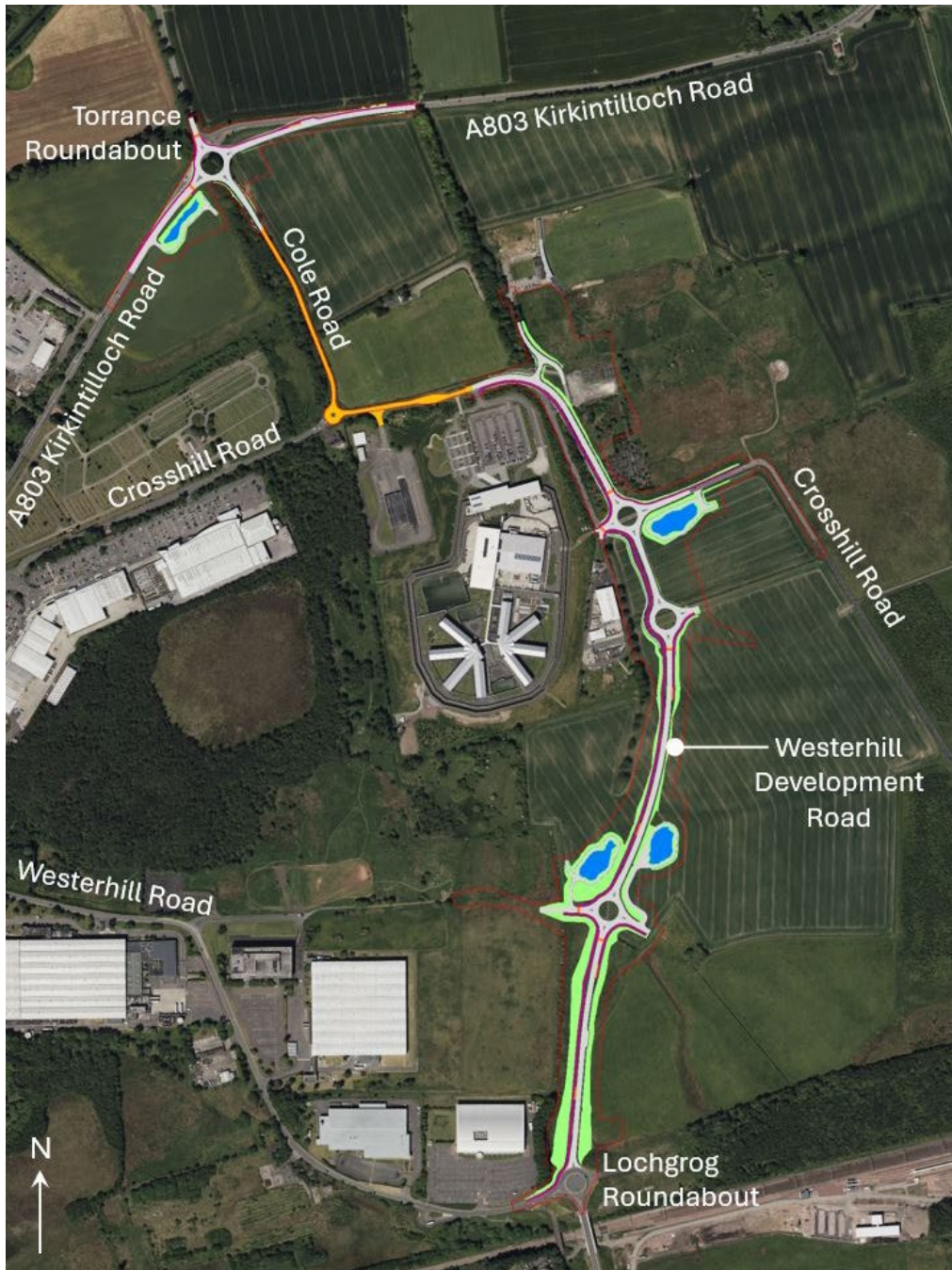


Figure 7: Aerial map of WDR route

## Project Benefits & Impacts

Benefits of the Project include:

- **Jobs:** creates 377 of net additional jobs by 2035 (rising to 565 net additional jobs by 2042-43)
- **Transport:** improved connectivity and lower vehicle journey times; opening up a network of active travel routes in the WRA Masterplan
- **Environmental:** new blue-green infrastructure; biodiversity enhancements; improved air quality in the town centre

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- **Economic Impact:** Unlocks 30.9 ha of development land and enables 68,854m<sup>2</sup> of new commercial floorspace leading to a significant GVA uplift (£136.9m discounted benefits).

Long-term impacts include generating positive cycles of investment resulting in significant growth in economic output and improved regional competitiveness.

Dis-benefits are primarily environmental as a result of permanent change to the landscape and include the release of carbon during construction. There will be short-term construction disruption and potential traffic increases from new development, mitigated through planning conditions and active travel measures.

The Council has not undertaken a CHIA for the City Deal Project. The Council confirmed to the PMO in June 2025 it is not in a position currently to adopt the CHIA on its Capital Projects. An Equality Impact Assessment has been undertaken and a range of consultation as part of the development of the Project, as listed below:

- Walking, Cycling and Horse-Riding Assessment and Review (WCHAR)
- Environmental Impact Assessment
- Heritage Impact Assessment
- Equality Impact Assessment
- Landscape and Visual Impact Assessment
- Stakeholder and public engagement, including local schools, and both local and regional accessibility groups.

These are covered further at 2.3 of the Economic Case.

The Sustainability Case at 5.6 provides an overview of how the Project addresses environmental and climate considerations.

## Project Procurement

The WDR procurement strategy was developed in line with City Deal guidance and Scottish procurement regulations. Options appraisals confirmed the need for a specialist civil engineering contractor due to the scale and complexity of the project. The Council selected the SCAPE Scotland Civil Engineering Framework as the preferred route, enabling early contractor involvement and efficient mobilisation.

Balfour Beatty are the preferred contractor for the delivery contract appointment under an NEC4 Engineering and Construction Contract, supported by client-side professional services procured separately. This approach ensures robust risk management, cost certainty, and timely delivery of the Project.

Refer to 3.2 of the Commercial Case.

## Project Costs

The total cost of delivering the Project is **£41.18million**, covering construction, design development, and preparation of the business cases.

This investment also includes internal Council management fees, external professional services, specific costed risk allowances, and a contingency sum that accounts for optimism bias.

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Increases since OBC stage stem from higher tender prices linked to complex ground conditions, utilities diversions, environmental mitigation, and inflationary pressures. Additional costs also reflect refined design specifications that have been developed in light of new information.

This is explained further in the Financial Case (4.1.1-4.1.13).

### Benefit-Cost Ratio

Set against a total net discounted cost of £ 37,588,024 (based on the capital costs noted in Figure 31 and some minor revenue budget) over the 25-year period, the Project is expected to deliver £136,940,189 of net discounted monetary benefits – producing a Benefit-Cost Ratio of **3.64**.

The Project is considered able to deliver good ‘value for money’ as noted in the Economic Case at 2.4.3 and 2.6.2.

### Project Funding

The Project is primarily funded by City Deal and supplemented by EDC contributions, including an extra £7.5 million approved in 2025, plus further Council contributions of £1.6 million and developer contributions of £826,000 in December 2025, and a transfer of budget from the Bishopbriggs Town Centre project of £570,189. The final budget of £41.18million (for approval with this FBC) respects EDC’s original MA commitment to provide no less than 14% of the funding, as agreed at SBC.

Figure 8 below sets out how the funding is structured across the Place and Growth Programme Projects.

|                             | WDR        | BTC       | A803       | Totals            |
|-----------------------------|------------|-----------|------------|-------------------|
| <b>SBC Funding</b>          | 25,400,000 | 2,201,000 | 7,280,000  | <b>34,881,000</b> |
| Inflation fund              | 1,570,786  | 392,696   |            | <b>1,963,482</b>  |
| Transfer (A803)             | 3,717,067  | 2,663,726 | -6,380,791 | <b>0</b>          |
| <b>OBC Funding</b>          | 30,687,851 | 5,257,422 | 899,209    | <b>36,844,482</b> |
| Additional MA contribution  | 7,500,000  |           |            | <b>7,500,000</b>  |
| Additional external funding | 826,000    |           |            | <b>826,000</b>    |
| Additional MA contribution  | 1,600,598  |           |            | <b>1,600,598</b>  |
| Transfer (BTC)              | 570,189    | -570,189  |            | <b>0</b>          |
| <b>FBC Funding</b>          | 41,184,638 | 4,687,233 | 899,209    | <b>46,771,080</b> |

Figure 8: Place and Growth Programme funding

This is a significant overall Council capital contribution to the Place and Growth Programme of £13,981,598, plus £826,000 external funding in Council Developer Contributions, matched by the £31,963,482 capital funding from the GCR City Deal Programme. This equates to a total investment of £46,771,079.83 towards the EDC Place and Growth Programme.

At SBC £700,000, and at OBC £9,861,178 was approved to spend on development and management costs up to FBC across the EDC Programme. EDC now requests approval to spend against the remainder of the allocated £36,844,482 Programme funding of £26,283,305, of which £22,358,856 will be allocated to the WDR Project and £3,924,445 to the BTC Civic Space Project, refer to Figure 9 below.

Full details are provided in the Financial Case at 4.1.4-5 and financial risks are described at 4.1.13.

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| Approval stage    | WDR        | BTC       | A803         | Totals            |
|-------------------|------------|-----------|--------------|-------------------|
| SBC Approved sum  | 233,334    | 233,333   | 233,333      | 700,000           |
| OBC Approved sum  | 8,665,850  | 529,455   | 665,873      | 9,861,178         |
| FBC requested sum | 22,358,856 | 3,924,445 | n/a          | 26,283,305        |
|                   |            |           | <b>TOTAL</b> | <b>36,844,483</b> |

Figure 9: Business Case Approval Sums

## Project Timeline

The key milestone dates of the Project are stated below:

| Milestone                                                                                                                                                                           | Completion Date |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| Meeting of Council                                                                                                                                                                  | 18/12/2025      |
| GCR Chief Executive Group meeting                                                                                                                                                   | 12/02/2026      |
| Land Acquisition Missives Concluded                                                                                                                                                 | 12/2025         |
| Advance Works contract appointment                                                                                                                                                  | 02/2026         |
| Completion of Land Acquisition and access<br>Prior to construction contract execution. Permanent acquisition and temporary land leases/licences.                                    | 03/2026         |
| Construction stage Professional Services Delivery Agreement signed                                                                                                                  | 03/2026         |
| Construction Contract Delivery Agreement signed                                                                                                                                     | 03/2026         |
| Mobilisation/ Site Establishment (8 weeks)                                                                                                                                          | 04/2026         |
| Roads Construction Consent (RCC)<br>Prior to commencement of construction. Activity sits within the main contractor delivery agreement under the scope.                             | 05/2026         |
| SEPA Environmental Authorisation Scotland Regulation (EASR)<br>Prior to commencement of construction. Activity sits within the Main Contractors delivery agreement under the scope. | 05/2026         |
| Scheduled Monument Consent<br>Activity sits within the pre-construction services delivery agreement under the agreed scope.                                                         | 05/2026*        |
| Network Rail RCO<br>Activity sits within the Main Contractors delivery agreement under the scope.                                                                                   | 05/2026*        |
| Construction starts on site (78 weeks)                                                                                                                                              | 05/2026         |
| Traffic Regulation Order (TRO)<br>Required to be implemented on completion of the new road.                                                                                         | 11/2027*        |
| Construction completion (operational)                                                                                                                                               | 11/2027         |
| Defects period (2-year extended defects for Landscaping only)                                                                                                                       | 11/2029         |
| Monitoring and evaluation                                                                                                                                                           | 12/2035         |

\*Delay to securing these consents could require re-sequencing of the works but would not impact start or completion dates.

Refer to Section 5.4 *Legal Matters and Required Approvals* for further details on these expected timescales.

Figure 10: Key Delivery Milestones

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## Project Management Arrangements

The Project operates within the EDC's City Deal governance framework, led by a multidisciplinary team including Major Asset Projects and City Deal officers. The delivery stage will use NEC4 contracts and PRINCE2 principles, with robust risk management via costed registers and quarterly reviews. Escalation routes and change control processes are embedded to manage programme, cost, and design risks effectively.

Benefit monitoring and evaluation aligns with the GCR PM Toolkit and will track outputs through a structured Benefits Register and trackers, to be reported to the PMO until 2035. Reporting will flow through the City Deal Programme Board, ensuring accountability and timely interventions. Refer to the Management Case (5.1-5.4)

## FBC Approval

This FBC seeks GCR City Deal funding to deliver the Westerhill Development Road Project. Approval of the FBC by the GCR Chief Executives' Group would allow drawdown of the City Deal funding to enable the completion of land acquisition, delivery contract award, and a start on site as planned for March 2026.