

**A meeting of the Environment & Regeneration Committee will be held on Thursday 30 August 2018 at 3pm within the Municipal Buildings, Greenock.**

GERARD MALONE  
Head of Legal and Property Services

**BUSINESS**

**\*\* copy to follow**

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26.	<b>Proposed Traffic Regulation Order – The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) (Variation No. 8) Order 2018</b> Report by Corporate Director Environment, Regeneration & Resources	<b>p</b>
27.	<b>Port Glasgow Industrial Estate – Support for Demolition Programme</b> Report by Corporate Director Environment, Regeneration & Resources	<b>p</b>
<p><b>The documentation relative to the following items has been treated as exempt information in terms of the Local Government (Scotland) Act 1973 as amended, the nature of the exempt information being that set out in the paragraphs of Part I of Schedule 7(A) of the Act whose numbers are set out opposite the heading to each item.</b></p>		

28.	<b>Clune Park Regeneration Plan Update</b>  Report by Corporate Director Environment, Regeneration & Resources providing an update on the current actions to implement the Council's decisions on the Clune Park Estate	<b>Paras 6, 9, 12 &amp; 13</b>	<b>p</b>
29.	<b>Single Party Negotiations – Consultant Support</b> Report by Corporate Director Environment, Regeneration & Resources seeking authority to extend the single party consultant support for Clune Park structural surveys	<b>Paras 6 &amp; 8</b>	<b>p</b>
30.	<b>Property Asset Management Report</b> Report by Corporate Director Environment, Regeneration & Resources making recommendations in respect of a number of property assets	<b>Paras 6 &amp; 9</b>	<b>p</b>
31.	<b>Mortgage Guarantee Scheme Update</b> Report by Corporate Director Environment, Regeneration & Resources providing an update on the Mortgage Guarantee Scheme	<b>Para 6</b>	<b>p</b>
32.	<b>Retail Unit 5 Broomhill Way, Greenock</b> Report by Corporate Director Environment, Regeneration & Resources seeking approval to renew the lease of premises at Broomhill Way, Greenock	<b>Paras 2, 6 &amp; 9</b>	<b>p</b>
33.	<b>Improvement Works to Princes Street, Port Glasgow – Use of Emergency Powers Procedure</b> Report by Corporate Director Environment, Regeneration & Resources advising of the use of the emergency powers procedure to approve proposed improvement works to Princes Street, Port Glasgow	<b>Paras 6 &amp; 8</b>	<b>p</b>

Enquiries to – **Diane Sweeney** - Tel 01475 712147

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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>30 August 2018</b>
<b>Report By:</b>	<b>Chief Financial Officer and Corporate Director Environment, Regeneration &amp; Resources</b>	<b>Report No:</b>	<b>FIN/84/18/AP/MMcC</b>
<b>Contact Officer:</b>	<b>Mary McCabe</b>	<b>Contact No:</b>	<b>01475 712222</b>
<b>Subject:</b>	<b>Environment and Regeneration 2017/18 Revenue Budget – Period 3 (30 June 2018)</b>		

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## 1.0 PURPOSE

- 1.1 To advise the Committee of the 2017/18 out-turn and the 2018/19 Revenue Budget position at period 3 to 30 June 2018.

## 2.0 SUMMARY

- 2.1 In 2017/18, excluding the carry forward of Earmarked Reserves, there was an underspend of £354,000 within the Environment and Regeneration Committee. This was a reduction in expenditure of £135,000 from the Period 11 projected outturn reported to Committee in May.
- 2.2 The major variances making up this underspend were as follows:
- i. Turnover Savings across the Committee (not offset by other variances or income) of £240,000, due to delays in filling vacant posts.
  - ii. An under-recovery of Industrial, Commercial rental income of £69,000 due to a higher than budgeted level of voids.
  - iii. A prior year provision of £50,000, no longer required and written back to general reserves.
  - iv. An overspend in Central Repairs of £65,000 some of which may be capital in nature as there is a close relationship between Central Repairs and capital spend.
  - v. An overspend in Pottery St water charges of £48,000 due to unbudgeted trade waste effluent charges at Pottery Street garage.
  - vi. An underspend in Catering provisions of £69,000, in line with previous year's outturn.
  - vii. An underspend in the Refuse Transfer Station residual waste contract of £67,000, resulting from of a reduced number of tonnes treated.
  - viii. A net over-recovery of Crematorium and Burial Grounds income of £73,000, due to a higher than budgeted number of cremations.
  - ix. An over-recovery of Refuse Transfer Station tipping charges of £68,000, in line with previous year's outturn.
  - x. Under-recovery of Refuse Collection trade waste income of £57,000 due to a reduction in external income.
  - xi. An over-recovery of Ground Maintenance recharges income of £53,000 due to increased rechargeable works, for example works relating to the parliamentary elections and winter maintenance recharges.
  - xii. A net over-recovery of BSU income of £67,000, mainly due to a reduction in the use of sub-contractors.
  - xiii. A net under-recovery of Roads Operations income of £57,000, mainly due to resources being diverted from capital works as a result of increased winter maintenance activity.



- 2.3 The revised 2018/19 budget for Environment & Regeneration is £22,657,000 which excludes Earmarked Reserves.
- 2.4 The latest projection, excluding Earmarked Reserves, is an overspend of £107,000.
- 2.5 The major variances projected at Period 3 are:
- i. An under recovery of Industrial, Commercial income of £71,000 due to vacant, unrented properties. This is in line with the previous financial year.
  - ii. Within Property Services employee costs, there is a projected overspend of £46,000, mainly due to the turnover savings target not being achieved.
- 2.6 It should be noted that the outturn position for 2017/18 is based on the Committee structure prior to transfers of responsibility between committees arising from the Committee and Senior Management Restructure. The 2018/19 position reflects these changes. The main differences being:
- i. Facilities Management has moved from Environment & Regeneration to Education & Communities Committee.
  - ii. Environmental Health, Social Protection, Public Health & Housing and Trading Standards & Parking Enforcement have moved from Education & Communities Committee to the Environment & Regeneration Committee. As such these services are included in this report for the 2018/19 projected position.
- 2.7 Operational Earmarked Reserves for 2018/19 total £2,744,000 of which £1,648,000 is projected to be spent in the current financial year. As detailed in Appendix 4 expenditure of £190,000 (12% of projected spend or 95% of phased budget) has been incurred to Period 3.

### **3.0 RECOMMENDATIONS**

- 3.1 It is recommended that the Committee note the out-turn for 2017/18 and the current projected overspend for 2018/19 of £107,000 as at 30 June 2018.
- 3.2 The Committee is asked to approve virement as detailed in Section 8 and Appendix 5.

Alan Puckrin  
Chief Financial Officer

Scott Allan  
Corporate Director  
Environment, Regeneration & Resources

## 4.0 BACKGROUND

- 4.1 The purpose of this report is to advise the Committee of the current position of the 2018/19 budget as well as the 2017/18 out-turn and to highlight the main issues contributing to the underspend in 2017/18 and the projected overspend in 2018/19.
- 4.2 The revised 2018/19 budget for Environment and Regeneration, excluding earmarked reserves, is £22,657,000. This is an increase of £9,000 from the approved budget, prior to transfers to earmarked reserves. Appendix 1 gives details of this budget movement.

## 5.0 2017/18 OUT-TURN

- 5.1 The main variations from budget and movements from the probable outturn position reported to the Committee in May for 2017/18 were as follows:

	Revised Budget 2017/18	Outturn 2017/18	Variance to Budget	Percentage Variance to Budget	Movement since Period 11
Regeneration & Planning	4,129	3,986	(143)	(3.46)%	(42)
Property Services	3,397	3,508	111	3.27%	45
Environmental & Commercial Services	14,112	13,788	(324)	(2.30)%	(140)
Corporate Director	149	151	2	1.34%	2
<b>TOTAL NET EXPENDITURE</b>	<b>21,787</b>	<b>21,433</b>	<b>(354)</b>	<b>(1.62)%</b>	<b>(135)</b>
Earmarked Reserves	(1,566)	(1,566)	0	0.00%	0
<b>TOTAL NET EXPENDITURE EXCLUDING EARMARKED RESERVES</b>	<b>20,221</b>	<b>19,867</b>	<b>(354)</b>	<b>(1.75)%</b>	<b>(135)</b>

- 5.2 The actual out-turn, excluding Earmarked Reserves, was £19,867,000 which represents an underspend of £354,000. This is a reduction in spend of £135,000 from the projected outturn reported to Committee in May 2018. The material variances are outlined in 5.3 to 5.6.

### 5.3 Committee-wide Variances

Turnover Savings across the Committee (not offset by other variances or income) of £240,000, due to delays in filling vacant posts. Turnover savings targets have been increased for 2018/19 financial year.

### 5.4 Regeneration & Planning Variances

- i. Under-recovery of Industrial, Commercial rental income of £69,000 due to a higher than budgeted level of voids.
- ii. Over-recovery of Planning fee income of £76,000 due to an increased number of planning applications.
- iii. An historical provision no longer required (£50,000).

### 5.5 Property Services Variances

There was an overspend in Central Repairs of £65,000 some of which may be capital in nature due to the close relationship between Central Repairs and capital spend.

### 5.6 Environmental & Commercial Services Variances

- i. Overspend in Pottery St water charges of £48,000 due to unbudgeted trade waste effluent charges at Pottery Street garage.
- ii. Underspend in Catering provisions of £69,000, in line with previous year's outturn.
- iii. Underspend in Refuse Transfer Station residual waste contract of £67,000, resulting

- from of a reduced number of tonnes treated.
- iv. Net over-recovery of Crematorium and Burial Grounds income of £73,000, due to a higher than budgeted number of cremations.
  - v. Over-recovery of Refuse Transfer Station tipping charges of £68,000, in line with previous year's outturn.
  - vi. Under-recovery of Refuse Collection trade waste income of £57,000 due to a reduction in external income. Officers will investigate projected income for 2018/19 before considering virement between this budget line and Refuse Transfer tipping charges, see 5.6(v) above.
  - vii. Over-recovery of Ground Maintenance recharges income of £53,000 due to increased rechargeable works, for example for works relating to the parliamentary elections and winter maintenance recharges.
  - viii. Net over-recovery of BSU income of £67,000, mainly due to a reduction in use of sub-contractors.
  - ix. Net under-recovery of Roads Operations income of £57,000, mainly due to resources being diverted from capital works as a result of increased winter maintenance activity.

## **6.0 2018/19 CURRENT POSITION**

6.1 The current projection for 2018/19 is an overspend of £107,000 (0.45%).

### **6.2 Regeneration & Planning - £86,000 overspend**

The current projected out-turn for Regeneration & Planning is an overspend of £86,000.

It should be noted that Planning income is being managed via a smoothing earmarked reserve due to the fluctuations in income received. This approach will smooth the impact on the wider budget and allow the service to recruit extra resources where workload and income dictates.

The main issues relating to the current projected overspend for Regeneration & Planning are detailed below and in Appendix 3:

#### **(a) Employee Costs**

There is a projected overspend of £100,000 in employee costs mainly due to the following:

- i. A post within Planning, to meet the demands of the current workload, funded from additional income of £26,000.
- ii. A seconded post within Economic Development funded from Scottish Government income of £60,000.

#### **(b) Payments to Other Bodies**

There is a projected overspend of £180,000 mainly due to spend on grant funded projects, offset by additional income.

#### **(c) Income**

There is a net over recovery in income of £199,000, made up as follows:

- i. An over recovery of £30,000 within Development Control, which is offset by additional employee costs.
- ii. An under recovery of Industrial, Commercial income of £71,000 due to vacant, unrented properties. This is in line with the previous financial year.
- iii. Additional grant income of £176,000, offset by additional expenditure under Payments to Other Bodies, above.

- iv. Scottish Government income for a seconded employee of £60,000, offset by additional employee costs, per above.

### **6.3 Property Services - £98,000 overspend**

The current projected out-turn for Property Services is an overspend of £98,000.

The main issues contributing to the current projected overspend for Property Services are detailed below and in Appendix 3:

#### **(a) Employee Costs**

There is a projected overspend of £46,000, mainly due to the turnover savings target not being achieved.

#### **(b) Property Costs**

There is an over spend in property costs of £42,000 due to a number of small variances, none of which are material.

#### **(c) Administration Costs**

There is a projected overspend of £304,000, £300,000 of which is due to agency staff costs which are offset by additional capital recharge income.

#### **(d) Income**

There is a projected over recovery in income of £314,000. This is mainly due to the following:

- i. Over recovery of Capital recharge income of £300,000 in line with increased agency worker costs.
- ii. A projected over recovery of Renewable Heat Incentive and Feed in Tariff income of £25,000. This is offset by increased costs in Education.

### **6.4 Environmental & Public Protection - £77,000 underspend**

The current projected out-turn for Environmental & Public Protection is an underspend of £77,000.

The main issues contributing to the current projected underspend for Environmental & Public Protection are detailed below and in Appendix 3:

#### **(a) Employee Costs**

There is a projected underspend of £105,000 in employee costs, mainly due to:

- i. Additional turnover savings within Management of £24,000 due to the early achievement of a 2019/20 management restructure saving.
- ii. Turnover savings within Street Cleaning of £21,000, due to delays in filling vacant posts.
- iii. Turnover savings within Refuse Collection of £55,000, more than offset by additional agency worker costs – see 6.4(b). This underspend is due to employees transferred from glass waste to garden waste collection in April, and the resultant vacancies being filled by agency workers until the glass waste saving commenced in July.

(b) Administration Costs

There is a projected overspend of £60,000 within Refuse Collection agency staff costs as explained at 6.4(a)(iii) above.

(c) Payments to Other Bodies

There is a projected underspend of £51,000 in payments to other bodies due to variances in the waste management contracts, the material variances being:

- i. A projected underspend in the food waste contract of £36,000.
- ii. An underspend in the payments to Greenlight budget of £39,000 due to fewer tonnes being treated than is budgeted for.

6.5 Roads - £nil Variance

The Roads budget is currently projecting to out-turn on budget. However, there are a number of variances as detailed below and in Appendix 3:

(a) Employee Costs

There are turnover savings projected within Roads Operations of £41,000 due to delays in filling vacant posts.

(b) Supplies & Services

There is a projected underspend of £220,000 projected, mainly due to:

- i. An underspend on Roads Operations' materials of £320,000, which is offset by a reduction in income. This is in line with the current work programme.
- ii. Roads Client rechargeable spend of £81,000, offset by additional recharge income.

(c) Transportation & Plant

There is a projected overspend of £33,000, due mainly to an overspend on Roads Operations' non-routine vehicle maintenance of £23,000.

(d) Income

Income is projected to be under recovered by £222,000, due mainly to the following:

- i. An under recovery of Roads Operations income of £318,000, offset by reduced costs and in line with the current work programme.
- ii. Increased Roads Client recharge income of £81,000, offset by increased costs under Supplies and Services.

6.6 Corporate Director - £nil Variance

The Corporate Director budget is currently projecting to out-turn on budget.

## 7.0 EARMARKED RESERVES

7.1 There is a planned contribution of £1,146,000 to Earmarked Reserves in the current financial year. Appendix 4 gives an update on the operational Earmarked Reserves, ie excluding strategic funding models such as RI funding, AMP and Vehicle Replacement Programme. Spend to date on these operational Earmarked Reserves is 95% of phased budget (12% of projected spend).

## 8.0 VIREMENTS

8.1 Committee is asked to approve virement as outlined in Appendix 5. This virement is reflected throughout the report and is requested offset an over recovery of Refuse Transfer Station scrap metal income against an overspend in the Waste Strategy composting budget. This virement is in line with the prior year's outturn and the current year's projections and is permanent in nature.

8.2 Officers are currently investigating trade waste and tipping charges income, in light of last financial year's outturn, and if projections remain in line, a virement request will be brought to a future committee.

## 9.0 IMPLICATIONS

### Finance

9.1 All finance implications are discussed in detail within the report above.

#### Financial Implications:

#### One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
N/A					

#### Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact £000	Virement From (if Applicable)	Other Comments
N/A					

### Legal

9.2 There are no specific legal implications arising from this report.

### Human Resources

9.3 There are no specific human resources implications arising from this report.

### Equalities

9.4 There are no equality issues arising from this report.

## **Repopulation**

9.5 There are no repopulation issues within this report.

## **10.0 CONSULTATIONS**

10.1 The report has been jointly prepared by the Corporate Director Environment, Regeneration & Resources and the Chief Financial Officer.

## **11.0 CONCLUSIONS**

11.1 The Committee is currently reporting an overspend of £107,000.

## **12.0 LIST OF BACKGROUND PAPERS**

12.1 There are no background papers relating to this report.

**Environment & Regeneration Budget Movement - 2018/19****PERIOD 3: 1st April 2018- 30th June 2018**

Service	Approved Budget		Movements			Revised Budget
	2018/19 £000	Inflation £000	Virement £000	Supplementary Budgets £000	Transferred to EMR £000	2018/19 £000
Regeneration & Planning	3,588	9			(148)	3,449
Property Services	3,341				(688)	2,653
Environmental & Public Protection	12,849				(310)	12,539
Roads	3,867					3,867
Corporate Director	149					149
<b>Totals</b>	<b>23,794</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>(1,146)</b>	<b>22,657</b>

**Movement Details**

£000

External ResourcesInflation

Contribution from non-pay inflation contingency to cover Get Ready for Work shortfall

9

9Virements0Supplementary Budgets09



**ENVIRONMENT AND REGENERATION COMMITTEE****REVENUE BUDGET MONITORING REPORT****PERIOD 3: 1st April 2018- 30th June 2018**

Subjective Heading	Approved Budget 2018/19 £000	Revised Budget 2018/19 £000	Projected Out-turn 2018/19 £000	Projected Over/(Under) Spend	Percentage Variance %
Employee Costs	15,090	14,940	14,940	0	0.00%
Property Costs	5,315	5,375	5,417	42	0.78%
Supplies & Services	4,841	4,840	4,641	(199)	(4.11)%
Transport Costs	2,294	2,294	2,332	38	1.66%
Administration Costs	554	553	924	371	67.05%
Payments to Other Bodies	9,507	9,528	9,658	130	1.36%
Other Expenditure	699	699	703	4	0.57%
Income	(14,506)	(14,426)	(14,705)	(279)	1.93%
<b>TOTAL NET EXPENDITURE</b>	<b>23,794</b>	<b>23,803</b>	<b>23,910</b>	<b>107</b>	<b>0.45%</b>
Transfer to Earmarked Reserves *	0	(1,146)	(1,146)	0	0.00%
<b>TOTAL NET EXPENDITURE EXCLUDING EARMARKED RESERVES</b>	<b>23,794</b>	<b>22,657</b>	<b>22,764</b>	<b>107</b>	<b>0.47%</b>

Objective Heading	Approved Budget 2018/19 £000	Revised Budget 2018/19 £000	Projected Out-turn 2018/19 £000	Projected Over/(Under) Spend	Percentage Variance %
Regeneration & Planning	3,588	3,597	3,683	86	2.39%
Property Services	3,341	3,341	3,439	98	2.93%
Environmental & Public Protection	12,849	12,849	12,772	(77)	(0.60)%
Roads	3,867	3,867	3,867	0	0.00%
Corporate Director	149	149	149	0	0.00%
<b>TOTAL NET EXPENDITURE</b>	<b>23,794</b>	<b>23,803</b>	<b>23,910</b>	<b>107</b>	<b>0.45%</b>
Transfer to Earmarked Reserves *	0	(1,146)	(1,146)	0	0.00%
<b>TOTAL NET EXPENDITURE EXCLUDING EARMARKED RESERVES</b>	<b>23,794</b>	<b>22,657</b>	<b>22,764</b>	<b>107</b>	<b>0.47%</b>

\* Per Appendix 3: New funding transferred to earmarked reserves during 2018/19

**ENVIRONMENT AND REGENERATION COMMITTEE****REVENUE BUDGET MONITORING REPORT****MATERIAL VARIANCES****PERIOD 3: 1st April 2018- 30th June 2018**

<u>Out Turn</u> <u>2017/18</u> <u>£000</u>	<u>Budget</u> <u>Heading</u>	<u>Subjective Head</u>	<u>Budget</u> <u>2018/19</u> <u>£000</u>	<u>Proportion</u> <u>of Budget</u> <u>£000</u>	<u>Actual to</u> <u>30-Jun-18</u> <u>£000</u>	<u>Projection</u> <u>2018/19</u> <u>£000</u>	<u>(Under)/Over</u> <u>Budget</u> <u>£000</u>	<u>Percentage</u> <u>Variance</u> <u>%</u>
	<b>REGENERATION &amp; PLANNING</b>							
459	Economic Development Admin	Employee Costs	442	107	120	498	56	12.67%
334	Development Control	Employee Costs	321	77	80	365	44	13.71%
							<b>100</b>	
0	Employability - Innovation & Integration grant expenditure	PTOB	0	0	0	101	101	
75	Economic Development - Smarter Choices	PTOB	0	0	0	75	75	
							<b>176</b>	
0	Employability - Innovation & Integration grant income	Income	0	0	0	(101)	(101)	
(34)	Economic Development Admin	Income	0	0	(13)	(60)	(60)	
(625)	Industrial & Commercial Rents	Income	(684)	(171)	(188)	(613)	71	(10.38)%
(75)	Economic Development - Smarter Choices	Income	0	0	0	(75)	(75)	
(378)	Development Control	Income	(266)	(67)	(103)	(296)	(30)	11.28%
							<b>(195)</b>	
	<b>PROPERTY SERVICES</b>							
858	Technical Services	Employee Costs	746	180	207	810	64	8.58%
104	Office Accommodation	Employee Costs	144	35	28	115	(29)	(20.14)%
							<b>35</b>	
251	Technical Services - Agency Staff	Administration	0	0	64	300	300	
							<b>300</b>	
(86)	Technical Services - RHI/FIT income	Income	(55)	(14)	(6)	(80)	(25)	45.45%
(1,066)	Technical Services - Recharges to Capital	Income	(758)	(190)	0	(1,058)	(300)	39.58%
							<b>(325)</b>	

**ENVIRONMENT AND REGENERATION COMMITTEE****REVENUE BUDGET MONITORING REPORT****MATERIAL VARIANCES****PERIOD 3: 1st April 2018- 30th June 2018**

<u>Out Turn</u> <u>2017/18</u> <u>£000</u>	<u>Budget</u> <u>Heading</u>	<u>Subjective Head</u>	<u>Budget</u> <u>2018/19</u> <u>£000</u>	<u>Proportion</u> <u>of Budget</u> <u>£000</u>	<u>Actual to</u> <u>30-Jun-18</u> <u>£000</u>	<u>Projection</u> <u>2018/19</u> <u>£000</u>	<u>(Under)/Over</u> <u>Budget</u> <u>£000</u>	<u>Percentage</u> <u>Variance</u> <u>%</u>
	<b>ENVIRONMENTAL &amp; PUBLIC PROTECTION</b>							
2,791	Management	Employee Costs	2,806	677	663	2,782	(24)	(0.86)%
1,224	Street Cleaning - Manual Basic	Employee Costs	1,201	290	297	1,180	(21)	(1.75)%
1,493	Refuse Collection - Manual Basic	Employee Costs	1,429	345	361	1,374	(55)	(3.85)%
							<b>(100)</b>	
62	Refuse Collection - Agency Staff	Administration	20	5	14	80	60	300.00%
							<b>60</b>	
88	Waste Strategy - Food Waste	PTOB	96	24	14	60	(36)	(37.50)%
148	Waste Strategy - Payments to Greenlight	PTOB	182	46	22	143	(39)	(21.43)%
							<b>(75)</b>	
	<b>ROADS</b>							
754	Roads Operations Unit	Employee Costs	742	179	156	701	(41)	(5.53)%
							<b>(41)</b>	
1,192	Roads Operations Unit - Materials	Supplies and Services	1,525	82	284	1,205	(320)	(20.98)%
66	Roads Client - Design Rechargeable	Supplies and Services	0	0	78	78	78	
							<b>(242)</b>	
89	Roads Operations - Non Routine Vehicle Maintenance	Transport & Plant	23	6	12	46	23	100.00%
							<b>23</b>	
(950)	Roads Operations Unit - Recharges at Dayworks	Income	(770)	(98)	(119)	(822)	(52)	6.75%
(2,111)	Roads Operations Unit - Recharges Schedule of Rates	Income	(2,705)	(344)	(427)	(2,261)	444	(16.41)%
(98)	Roads Operations Unit - NCI	Income	(26)	(3)	(2)	(100)	(74)	284.62%
(66)	Roads Client - Design Rechargeable	Income	0		(78)	(78)	(78)	
							<b>240</b>	
	<b>Total Material Variances</b>						<b>(44)</b>	

**EARMARKED RESERVES POSITION STATEMENT**

**COMMITTEE: Environment & Regeneration**

<u>Project</u>	<u>Total Funding</u>	<u>Phased Budget To Period 3</u>	<u>Actual To Period 3</u>	<u>Projected Spend</u>	<u>Amount to be Earmarked for 2019/20 &amp; Beyond</u>	<u>Lead Officer Update</u>
	<u>2018/19</u>	<u>2018/19</u>	<u>2018/19</u>	<u>2018/19</u>		
	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	
Youth Employment	715	19	2	370	345	Direct employee costs for modern apprentices as well as training fees and grants to local employers. Additional funds to deliver 6 mature modern apprentices with additional employability support who have been in post since January, and match funding for Working Matters grant. Funding for 5 new modern apprenticeships for young people with autism. Posts have not been advertised yet.
Repopulating/Promoting Inverclyde/ Group Action Plan	618	0	0	268	350	Marketing, Council Tax discounts, relocation packages, Tourism, Business Support and self build plots to attract residents to Inverclyde. Action Plan currently being developed by the repopulation group.
Employability Initiatives	154	0	0	154	0	Contracts to local organisations and individuals for general employability.
Town and Village Centre Environmental Improvements	314	21	21	314	0	To deliver a range of environmental improvements in towns and villages across Inverclyde in consultation with local communities. Expected to be spent in full in 18/19.
Economic Development Initiatives	70	0	2	70	0	Start up grants and shopfront improvements. Expected to be spent in full in 18/19.
CEF Energy Audit	88	0	2	88	0	Funding for specialist Energy Audits and subsequent energy efficiency projects identified as part of audits. Initial energy audit progressing.
Demolish Redundant Buildings	150	0	0	20	130	Provision of grant support to private owners to allow demolition of redundant buildings at Port Glasgow Industrial Estate.

EARMARKED RESERVES POSITION STATEMENT

Appendix 4

COMMITTEE: Environment & Regeneration

<u>Project</u>	<u>Total Funding</u>	<u>Phased Budget To Period 3</u>	<u>Actual To Period 3</u>	<u>Projected Spend</u>	<u>Amount to be Earmarked for 2019/20 &amp; Beyond</u>	<u>Lead Officer Update</u>
	<u>2018/19</u>	<u>2018/19</u>	<u>2018/19</u>	<u>2018/19</u>		
	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	
Traffic Management Studies	30	0	0	30	0	Full spend will be achieved in 18/19 through traffic calming studies throughout Inverclyde.
Refurbishment of Ashton Prom	50	0	0	50	0	Tender being prepared - phasing of works with Property.
Master Plan Gourock Park	20	0	0	20	0	Tender being prepared in line with timescale.
Investment Roads & Footpaths	204	140	144	204	0	Additional funding will be used to carry out repairs to carriageways and footways after prolonged and poor winter weather.
City Deal	331	20	19	60	271	Funding of loan charges/financing costs for City Deal Projects and PMO costs.
<b>Total Category C to E</b>	<b>2,744</b>	<b>200</b>	<b>190</b>	<b>1,648</b>	<b>1,096</b>	

**ENVIRONMENT AND REGENERATION COMMITTEE****VIREMENT REQUESTS****PERIOD 3: 1st April 2018- 30th June 2018**

<b>Budget Heading</b>	<b>Increase Budget</b> <b>£</b>	<b>(Decrease) Budget</b> <b>£</b>
Refuse Transfer Station - Scrap Metal Income Waste Strategy - Composting	20,000	(20,000)
<b>Total</b>	<b>20,000</b>	<b>(20,000)</b>

**Note**

This virement is requested to offset an over recovery of Refuse Transfer Station scrap metal income against an overspend in the Waste Strategy composting budget. This virement is in line with prior year outturn and current year projections and is permanent in nature.

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**Report To:** Environment & Regeneration Committee      **Date:** 30 August 2018

**Report By:** Chief Financial Officer and Corporate Director Environment, Regeneration & Resources      **Report No:** FIN/85/18/AP/CA

**Contact Officer:** Carol Alderson      **Contact No:** 01475 712264

**Subject:** Environment & Regeneration Capital Programme 2018/19 to 2020/21 - Progress

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## 1.0 PURPOSE

- 1.1 The purpose of the report is to update the Committee in respect of the status of the projects within the Environment & Regeneration Capital Programme and to highlight the overall financial position.

## 2.0 SUMMARY

- 2.1 This report advises the Committee in respect of the progress and financial status of the projects within the Environment & Regeneration Capital Programme. The Environmental and Regeneration elements of the Committee's Capital Programme are presented in separate Appendices.
- 2.2 It can be seen from 7.2 that the projected spend is £90.477m, which means the total projected spend is on budget.
- 2.3 Expenditure at 30 June is 16.36% of 2018/19 projected spend, there is net acceleration of £0.035m (0.24%) being reported due to advancement within the RAMP and core roads (£0.031m) and minor works and statutory duty works (£0.111m) offset by slippage in AMP depots (£0.138m).

## 3.0 RECOMMENDATIONS

- 3.1 That the Committee note the current position of the 2018/21 Capital Programme and the progress on the specific projects detailed in Appendices 1 & 2.
- 3.2 That the Committee note that the existing civic amenity facility at Kirn Drive will require to be temporarily closed for the duration of both phases of the refurbishment outlined in 6.10. It should also be noted that phase 1 will commence on site when the Pottery Street Office & Depot refurbishment noted in 6.9 is completed.

Alan Puckrin  
Chief Financial Officer

Scott Allan  
Corporate Director  
Environment, Regeneration  
& Resources

## 4.0 BACKGROUND

4.1 On 15 March 2018 the Council approved the 2018/21 Capital Programme. This effectively continued the previously approved 2017/20 Capital Programme to 2018/21, in addition to the core annual allocations funding was approved to continue the RAMP and for the Open Spaces AMP for the period.

## 5.0 PROGRESS (Environmental & Commercial Services Major Projects)

- 5.1 **Budget** Based on the latest capital financial review the total allocated budget for Roads (carriageways, footways, lighting and structures) for 2018/19 is £6.723m – this comprises £2.794m from Core Capital funding and £3.929m from the Roads Asset Management Plan. The projected outturn is £6.754m comprising of core £2.804m and RAMP £3.950m.
- 5.2 **Carriageways:** 10 of 12 carriageway resurfacing projects are complete. 2 reserve projects Glen Kinglass/Glen Douglas and Cloch Road are complete. 14 large patching schemes are now programmed. The Proprietary treatment contract has been awarded to Colas Ltd and is programmed to commence in August and to be completed by September, weather permitting.
- 5.3 **Footways:** 5 of 11 footway schemes are now complete with nine reserve schemes programmed and one large footway patching scheme complete.
- 5.4 **Street Lighting:** Work package 4, the conversion of 3,100 LED luminaires is complete. The tender for work package 5 the replacement of 3,500 luminaires is being prepared for delivery in late 2018 and installation works programmed to be completed by March 2019. Column replacement contract, renewal of 750 concrete columns with new LED luminaires is programmed to be complete in August 2018.
- 5.5 **Structures:** Cardwell Road Rail Bridge waterproofing is programmed to start in October 2018. Westburn Street culvert works are complete.
- 5.6 **Flood Risk Management (Central Greenock):** The design of the Crescent Street flood prevention scheme is complete and is currently out to tender. The cleaning of the Eastern Line of Falls will follow the completion of the Crescent Street project.
- 5.7 **Flood Risk Management (Flood Risk Management Plan):** Design for Bouverie Burn in Port Glasgow is in final stages with tender to follow. Glen Mosston Burn in Kilmacolm has proven difficult however Officers are looking at an additional attenuation system as a possible solution. Gotter Water in Quarriers is ongoing with delivery in 2019.
- 5.8 **Cycling, Walking & Safer Streets:** Tender documents for the design and build project at the Drumfrochar Road, Cornhaddock Street signalised junction are currently being prepared.
- 5.9 **Traffic Safety Measures:** Patrick Street traffic light works are currently out to tender to amend the current layout on Patrick Street and remove the right turn confrontation. Traffic Calming Measures at various priority locations have been selected and measures are currently being designed. Cathcart Street car park amendments to the entrance and exit are complete.
- 5.10 **SPT:** Chapleton Bridge design works will be completed by the end of August 2018 with contractor procurement and construction to follow, service diversion works will be carried out prior to the bridge works. Baker's Brae Route Improvement works are ongoing.
- 5.11 **Vehicle Replacement Programme:** The Vehicle Replacement Programme budget for 2018/19 is £1.378m. £623k of assets have been delivered with a further £67k committed. Full budget spend is anticipated for 2018/19. While the VRP remains within budget it is coming under increasing pressure due to inflation in fleet purchase costs which may result in the earmarked reserves built into the programme being utilised in forthcoming years.



- 5.12 **Play Areas:** The new play area adjacent to the Inverkip Community Hub has been completed. Works are progressing with the new play area at Gibshill and the refurbished play area / MUGA at the Branchton Community Centre.
- 5.13 **Scheme of Assistance:** The vast majority of this budget funds major adaptations of homes to meet the needs of the disabled occupants, this is largely a demand lead budget, however it is projected to spend £712k.
- 5.14 **Public Space CCTV:** Orders for the full capital budget for CCTV have been placed, Installation programme timetable to be agreed imminently and completion is expected over the next 2 months.

## 6.0 PROGRESS (Regeneration Major Projects)

- 6.1 **Core Regeneration:** A separate update report on all current Riverside Inverclyde projects is being submitted to this Committee.
- 6.2 **Core Property Services:** The programme includes allocations for larger scale works across a number of core operational properties. The Committee is asked to note that further projects will be identified as part of the on-going review and prioritisation of works based on the property condition surveys.
- 6.3 **Greenock Municipal Buildings**

**Window Replacement:** Phases 1 and 2 are complete with Phase 3, dealing with the Wallace Place elevation returned from tender, with formal acceptance imminent.

**Carriageway Glazed roof:** Technical Services have now progressed the detailed design for tender issue stage with documentation issue programmed within the next few weeks.

**District Court Room Restoration:** Works commenced in March to originally complete in July. As previously reported the project experienced early delays due to complications with the scaffolding design and the loading restrictions. During the course of the downtakings and stripping out there have also been a number of unforeseen additional areas of work in connection with dry rot, remedial wall ties and external stonework deterioration. The Committee is requested to note that the costs in connection with the additional works are currently being quantified but it is likely that additional funding will be required and this will be advised in due course.

- 6.4 **Greenock Cemetery Complex (Ivy House):** Technical Services have progressed production drawings for tender issue with documentation being prepared. The formal planning and listed building consent is in place with a building warrant application submitted.
- 6.5 **King George VI Building:** Following the separate report on the project to the January 2018 Committee, the detailed design has now been progressed for the Phase 1 works which will involve essential roofing, electrical and structural works. Planning and listed building consent is now in place with a building warrant also approved. The Committee is requested to note that interest has been intimated by a local group who wish to enter into a long term lease for the property and who are also investigating funding through the Regeneration Capital Grant Fund (RCGF) from Scottish Government to supplement the residual funding for phase 2.
- 6.6 **Waterfront Leisure Complex Lifecycle Works:** Specialist Mechanical and Electrical consultants have been engaged in connection with the phased approach to services replacement within the complex. The current allocation is addressing boiler replacement, building energy management system and fire/panic alarm subject to available budget and competitive tender. Initial feasibility study and outline proposals have been received and are currently being reviewed.
- 6.7 **Minor Works:** The minor works allowances cover a range of different asset types including farms, reservoirs, allowances for minor demolitions and small capital works across all asset

types. The Committee is requested to note the progress on the following project under this heading:

**Greenock Municipal Buildings Customer Centre Draught Lobby:** The works involve the construction of a glazed screen and sliding door to prevent draughts within the Customer Centre. Site start has been delayed due to construction structural co-ordination requirements.

6.8 **Former Tied Houses:** A programme of works is currently on-going addressing lifecycle replacement and improvement works identified from detailed condition surveys.

6.9 **Asset Management Plan – Depots:**

**Pottery Street Integrated Depot:**

**Vehicle Wash Installation:** Works commenced on site in July to complete in September.

**Fuel Installation:** Works commenced on site in July to complete in September.

**Pottery Street Office & Depot Refurbishment:** Works involve partial demolition and refurbishment of existing offices and depot building. Tender documentation is currently being prepared for issue in August. Formal planning approval is now in place with building warrant application submitted.

6.10 **Kirn Drive Civic Amenity Site:** The Kirn Drive refurbishment will be progressed in two phases with the first phase involving the demolition of the existing depot building and phase 2 addressing the reconfiguration of the civic amenity facility. The Committee is requested to note that the existing civic amenity facility will require to be temporarily closed for the duration of both phases. It should also be noted that phase 1 will commence on site when the Pottery Street Office & Depot refurbishment noted above is completed. Tender documentation for the demolition of the existing depot is currently being prepared.

## 7.0 FINANCIAL IMPLICATIONS

### Finance

7.1 The figures below detail the position at 30 June 2018. Expenditure to date is £2.385m (16.36% of the 2018/19 projected spend).

7.2 The current budget is £90.477m. The current projection is £90.477m which means total projected spend is on budget.

7.3 The approved budget for 2018/19 is £14.560m. The committee is projecting to spend £14.577m with net acceleration of £0.035m mainly due to advancement within the RAMP and core roads (£0.031m) and minor works and statutory duty works (£0.111m) offset by slippage in AMP depots (£0.138m).

7.4 One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments

7.5 Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact £000	Virement From (If Applicable)	Other Comments
N/A					

## **8.0 CONSULTATION**

### **8.1 Legal**

There are certain legal issues arising from the additional costs arising from the content of this report. The Head of Legal & Property Services has been consulted.

### **8.2 Human Resources**

There are no direct staffing implications in respect of the report and as such the Head of Organisational Development, HR and Communications has not been consulted.

### **8.3 Equalities**

There are no equalities implications in this report.

### **8.4 Repopulation**

The delivery of the projects identified in this report will assist in making Inverclyde a more attractive place to live and hence contribute to the Council's repopulation agenda.

## **9.0 LIST OF BACKGROUND PAPERS**

None.

COMMITTEE: ENVIRONMENT & REGENERATION

Project Name	1	2	3	4	5	6	7	8
	Est Total Cost	Actual to 31/3/18	Approved Budget 2018/19	Revised Est 2018/19	Actual to 30/06/18	Est 2019/20	Est 2020/21	Future Years
	£000	£000	£000	£000	£000	£000	£000	£000
<b><u>Roads</u></b>								
<u>Core Programme</u>								
Traffic Measures	521	333	188	188	38	0	0	
Cycling, Walking & Safer Streets	108		108	108	20	0	0	
SPT	1,600		1,600	1,600	6	0	0	
Flooding Strategy - Greenock Central	2,216	1,843	373	373	-	0	0	
Flooding Strategy - Future Schemes	1,426	25	501	501	-	900	0	
Kirn Drive Passing Places	200	0	15	25	-	175	0	
Complete on Site	9	0	9	9	-	0	0	
<b>Roads - Core Total</b>	<b>6,080</b>	<b>2,201</b>	<b>2,794</b>	<b>2,804</b>	<b>64</b>	<b>1,075</b>	<b>0</b>	<b>0</b>
<u>Roads Asset Management Plan</u>								
Carriageways	23,572	17,198	2,234	1,702	420	1,713	2,959	
Footways	3,847	3,189	107	235	13	423	0	
Structures	2,032	1,020	355	303	36	709	0	
Lighting	5,356	3,483	1,316	1,225	182	648	0	
Other Assets	351	0	0	171	2	180	0	
Staff Costs	2,701	1,977	(83)	314	205	410	0	
<b>Roads Asset Management Plan Total</b>	<b>37,859</b>	<b>26,867</b>	<b>3,929</b>	<b>3,950</b>	<b>858</b>	<b>4,083</b>	<b>2,959</b>	<b>0</b>
<b><u>Roads Total</u></b>	<b>43,939</b>	<b>29,068</b>	<b>6,723</b>	<b>6,754</b>	<b>922</b>	<b>5,158</b>	<b>2,959</b>	<b>0</b>
<b><u>Environment &amp; Public Protection Services</u></b>								
Scheme of Assistance	3,225	0	726	712	84	900	1,613	
Clune Park Regeneration	1,000	0	0	0	-	1,000	0	
Public Space CCTV	201	0	201	201	-	0	0	
Cemetery Development	1,530	30	50	50	-	1,450	0	
Cremator Replacement	1,650	0	200	200	-	1,450	0	
Zero Waste Fund	489	329	40	40	14	60	60	
<u>Vehicles Replacement Programme</u>	16,931	11,842	1,378	1,378	623	1,535	2,176	
Sir Michael Street Play Area - Phase 2	261	169	92	92	-	0	0	
Various Other Play Areas	225	166	19	19	-	40	0	
Play Areas complete on Site	8	0	8	8	-	0	0	
Investment in Park Assets	150	127	23	23	-	0	0	
Park, Cemeteries & Open Spaces AMP	850	107	193	193	38	300	250	
<b><u>Environment &amp; Public Protection Services Total</u></b>	<b>26,520</b>	<b>12,770</b>	<b>2,930</b>	<b>2,916</b>	<b>759</b>	<b>6,735</b>	<b>4,099</b>	<b>0</b>
<b><u>Roads, Environment &amp; Public Protection Services Total</u></b>	<b>70,459</b>	<b>41,838</b>	<b>9,653</b>	<b>9,670</b>	<b>1,681</b>	<b>11,893</b>	<b>7,058</b>	<b>0</b>

## COMMITTEE: ENVIRONMENT &amp; REGENERATION

	1	2	3	4	5	6	7	8
<u>Project Name</u>	<u>Est Total Cost</u>	<u>Actual to 31/3/18</u>	<u>Approved Budget 2018/19</u>	<u>Revised Est 2018/19</u>	<u>Actual to 30/06/18</u>	<u>Est 2019/20</u>	<u>Est 2020/21</u>	<u>Future Years</u>
	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>
<b>Regeneration and Planning</b>								
<u>Core Regeneration:</u>								
Port Glasgow Town Centre Regeneration	1,960	1,246	78	78	25	636	0	
Central Gourcock	150	130	20	20	0	0	0	
Bakers Brae Re-alignment	2,660	780	1,376	1,376	434	504	0	
Bakers Brae Re-alignment contribution from SPT grant	(500)	0	(500)	(500)	0	0	0	
Regeneration of Town & Village Centres	2,500	0	200	200	75	800	1,500	
<b>Core Regeneration Total</b>	<b>6,770</b>	<b>2,156</b>	<b>1,174</b>	<b>1,174</b>	<b>534</b>	<b>1,940</b>	<b>1,500</b>	<b>0</b>
<b>Regeneration Services Total</b>	<b>6,770</b>	<b>2,156</b>	<b>1,174</b>	<b>1,174</b>	<b>534</b>	<b>1,940</b>	<b>1,500</b>	<b>0</b>
<b>Property Assets</b>								
<u>Core Property Assets</u>								
General Provision	4,046	0	0	0	0	2,046	2,000	
Feasibility Studies	250	62	68	68	14	120	0	
Greenock Municipal Buildings Window Replacement	250	71	79	99	0	80	0	
Greenock Municipal Buildings Basement Storage	65	46	19	19	0	0	0	
Carriageway Glazed Roof	305	8	102	102	0	195	0	
District Court Room Restoration	465	19	396	396	24	50	0	
Greenock Cemetery - Ivy House Replacement	300	28	187	187	3	85	0	
King George VI Refurbishment	1,000	43	347	347	2	200	410	
Waterfront Leisure Centre Lifecycle Works	700	406	107	107	0	187	0	
Lady Octavia Recreation Centre/Bridgend Rd	260	0	215	215	0	45	0	
Lady Octavia Recreation Centre/Bridgend Rd Contribution from RAMP	(100)	0	(100)	(100)	0	0	0	
Boglestone Community Centre Car Park	85	35	15	40	0	10	0	
Boglestone Community Centre Roof	300	5	205	205	0	90	0	
<u>Minor Works</u>								
Farms	15		7	5	0	10	0	
Minor Demolitions	20		14	15	2	5	0	
Inverclyde Leisure Properties	100		22	50	25	50	0	
General Works	120		24	70	0	50	0	
Design & Pre-Contract	50		72	50	0	0	0	
Reservoirs	50		50	50	0	0	0	
<u>Statutory Duty Works</u>								
Electrical	30		28	25	0	5	0	
Lightning Protection	10		10	10	0	0	0	
Lifts	10		1	5	1	5	0	
Water	50		19	25	1	25	0	
Gas	15		9	10	0	5	0	
Asbestos	50		17	30	16	20	0	
Fire Risk	50		8	30	4	20	0	
DDA/Equality	160		111	120	7	40	0	
Capital Works on Former Tied Houses	600	104	51	51	45	45	50	350
Complete on Site Allocation	103	7	65	73	7	23	0	
<b>Core Property Assets Total</b>	<b>9,359</b>	<b>834</b>	<b>2,148</b>	<b>2,304</b>	<b>151</b>	<b>3,411</b>	<b>2,460</b>	<b>350</b>
<u>Asset Management Plan:</u>								
<u>Offices</u>								
AMP Offices Complete on site	22	0	0	0	0	22	0	
<u>Depots</u>								
Vehicle Wash Installation	343	40	251	278	5	25	0	
Fuel Installation	300	38	237	237	0	25	0	
Pottery Street Offices & Depot Refurbishment	934	13	771	706	14	215	0	
Completion Works (Decommission Fuel Tanks / Weighbridge Portacabin / Road Repairs & Markings)	203	0	50	50	0	153	0	
Building Services Depot Upgrade	149	5	44	4	0	140	0	
Depot Demolitions	250	0	0	0	0	100	150	
AMP Depots Complete on Site	78		78	78	0	0	0	
Kirn Drive Civic Amenity Site	360	70	80	20	0	270	0	
Materials Recycling Facility	1,250	994	56	56	0	100	100	
<b>Asset Management Plan Total</b>	<b>3,889</b>	<b>1,160</b>	<b>1,567</b>	<b>1,429</b>	<b>19</b>	<b>1,050</b>	<b>250</b>	<b>0</b>
<b>Property Assets Total</b>	<b>13,248</b>	<b>1,994</b>	<b>3,715</b>	<b>3,733</b>	<b>170</b>	<b>4,461</b>	<b>2,710</b>	<b>350</b>
<b>Regeneration Total</b>	<b>20,018</b>	<b>4,150</b>	<b>4,889</b>	<b>4,907</b>	<b>704</b>	<b>6,401</b>	<b>4,210</b>	<b>350</b>

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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>30 August 2018</b>
<b>Report By:</b>	<b>Corporate Director Environment, Regeneration &amp; Resources</b>	<b>Report No:</b>	<b>ENV021/18/MM</b>
<b>Contact Officer:</b>	<b>Kenny Lang</b>	<b>Contact No:</b>	<b>01475 715906</b>
<b>Subject:</b>	<b>Environment, Regeneration &amp; Resources Corporate Directorate Improvement Plan Review</b>		

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## **1.0 PURPOSE**

- 1.1 The purpose of this report is to present to the Committee the annual review of Environment, Regeneration & Resources Corporate Directorate Improvement Plan. The Plan contains new or revised improvement actions for 2018/19 and is submitted for the approval of the Committee.

## **2.0 SUMMARY**

- 2.1 The Environment, Regeneration & Resources Corporate Directorate Improvement Plan (CDIP) 2016/19 was approved by the Education & Communities Committee in April 2016. The CDIP is a rolling three year plan that is subject to annual review. This is to ensure that the Improvement Plan remains relevant and reflects any new challenges or legislation that will impact on the Directorate over the year.
- 2.2 The CDIP is now in its third and final year and a review of the year 2 improvement actions has been completed. The refreshed CDIP is attached at Appendix 1 for the consideration of the Committee.
- 2.3 The central focus of the CDIP is the Improvement Plan which has been informed by service self-evaluation as well as ongoing service development. The Improvement Plan contains a range of actions that will be delivered by the Directorate during 2018/19.
- 2.4 The Improvement Plan contains a number of actions that are corporate in nature therefore the CDIP will also be presented for approval to the forthcoming meeting of the Policy & Resources Committee along with the Education, Communities & Organisational Development CDIP, which has also been reviewed and refreshed.
- 2.5 The format of the refreshed CDIP differs slightly from previous years'. The two main changes are:
- The refreshed plan reflects the new Directorate structure that was implemented in April 2018.
  - The improvement actions have been mapped to the Council's organisational priorities that were established in the new Corporate Plan 2018/22, which was approved on 7 June 2018.
- 2.6 The Environment, Regeneration & Resources CDIP 2016/19 is now in its final year and a new three year plan will be presented to this Committee for consideration and approval in 2019.

### **3.0 RECOMMENDATIONS**

- 3.1 It is recommended that the Environment & Regeneration Committee:
- a. Approves the refreshed Environment, Regeneration & Resources Development CDIP 2016/19;
  - b. Note that the refreshed Environment, Regeneration & Resources CDIP and the Education, Communities & Organisational Development CDIP will be submitted to the Policy & Resources Committee for approval on 18 September.
  - c. Note that a new three year Environment, Regeneration & Resources Development CDIP will be presented to this Committee in 2019.

**Scott Allan**  
**Corporate Director Environment, Regeneration and Resources**

## 4.0 BACKGROUND

- 4.1 CDIPs are a key component of the Council's Strategic Planning and Performance Management Framework. They are the principal vehicle for managing and delivering the wellbeing outcomes of the Inverclyde Alliance and Inverclyde Council. The wellbeing outcomes are Safe, Healthy, Achieving, Nurtured, Active, Respected, Responsible and Included (SHANARRI).
- 4.2 The Environment, Regeneration and Resources Corporate Directorate Improvement Plan (CDIP) 2016/19 was approved by the Education and Communities Committee in April 2016. It was agreed by the Committee that the CDIP would be a rolling three year plan that is reviewed and refreshed on an annual basis. Appendix 1 to this report fulfils the yearly review and refreshment commitment.
- 4.3 The Council's Corporate Directorate Improvement Plans have been informed by robust self-evaluation.
- 4.4 The improvement actions contained within the ECOD CDIP will be delivered by the following services: Finance Services; Legal and Property Services; Regeneration and Planning Services; Environment and Public Protection Services and Shared Services (Roads)
- 4.5 The Plan includes key performance indicators, comprising statutory performance indicators and local performance indicators which provide a measure of how well key aspects of the Directorate are performing.
- 4.6 The format of the refreshed CDIP differs slightly from previous years'. The two main changes are:
- The refreshed plan reflects the new Directorate structure that was implemented in April 2018.
  - The improvement actions have been mapped to the Council's new organisational priorities that were approved in the Corporate Plan 2018/22, which was approved in June 2018.
- 4.7 The Improvement Plan continues to be structured under the following headings:
- Corporate Improvement Actions
  - Cross-Directorate Improvement Actions
  - Service Improvement Actions
  - Capital Projects Improvement Actions
  - Corporate Governance Improvement Actions.
- 4.8 Performance reports on the progress that has been made in the delivery of the actions contained within the Improvement Plan will be submitted to every second meeting of this committee.

## 5.0 IMPLICATIONS

### 5.1 Financial Implications - One off Costs

Cost Centre	Budget Heading	Budget Year	Proposed Spend this Report	Virement From	Other Comments
n/a					

### Financial Implications - Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From (if applicable)	Other Comments
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n/a					
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5.2 Human Resources: none at present

5.3 Legal: none at present

5.4 Equalities: The actions are aligned to the Council's policies for the delivery of Equality and Diversity for the Council.

5.5 Repopulation: The delivery of Council services that have continuous improvement at their core supports the Council's aim of retaining and growing the area's population.

## **6.0 CONSULTATIONS**

6.1 All Environment, Regeneration and Resources services have been involved in the development of the refreshed actions.

## **7.0 CONCLUSIONS**

7.1 The Environment, Regeneration and Resources Directorate presents the review of the Corporate Directorate Improvement Plan 2016/19 for the approval of the Education and Communities Committee.

## **8.0 LIST OF BACKGROUND PAPERS**

8.1 Environment and Regeneration Committee 28 April 2016  
<https://www.inverclyde.gov.uk/meetings/meeting/1862>

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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>30 August 2018</b>
<b>Report By:</b>	<b>Corporate Director Environment, Regeneration &amp; Resources</b>	<b>Report No:</b>	<b>ENV022/18/MM</b>
<b>Contact Officer:</b>	<b>Kenny Lang</b>	<b>Contact No:</b>	<b>01475 715906</b>
<b>Subject:</b>	<b>Child Burial and Cremation Charges – Funding Allocation</b>		

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to update Committee on the Scottish Government's proposal for the distribution of funding to local authorities to implement the removal of child burial and cremation charges.

## 2.0 SUMMARY

- 2.1 In May 2018 COSLA Leaders agreed in principle that child burial and cremation charges would be removed. A joint announcement on the proposal with the Scottish Government was made on 30 May 2018.
- 2.2 The commitment ensures that parents/families do not face additional unforeseen financial challenges due to the cost of burial or cremation during a period of extremely difficult circumstances following the death of a child.
- 2.3 The majority of local authorities already waive burial and cremation fees, albeit there are variations in setting the waiver according to the age of the child. Inverclyde Council currently charges for children from age 1 to under 16 for both burial and cremation.
- 2.3 Entitlement will include burials and cremations of children and young people aged under 18 years old. Entitlement will not include pregnancy loss as there are existing arrangements in place for this, provided to parents by the NHS at no charge.

## 3.0 RECOMMENDATIONS

It is recommended that the Committee approve the waiver of charges for child burials and cremations for children aged 1 year to under 16 in line with the announcement on funding from the Scottish Government for Child Burial and Cremation Charges.

**Martin McNab**  
**Head of Environmental & Protective Services**

## **4.0 BACKGROUND**

- 4.1 In May 2018 COSLA Leaders agreed in principle that child burial and cremation charges throughout Scotland would be removed. A joint announcement on the proposal with the Scottish Government was made on 30 May 2018 which broadly detailed the proposals.
- 4.2 The commitment ensures that parents/families do not face additional unforeseen financial challenges due to the cost of burial or cremation during a period of extremely difficult circumstances following the death of a child.

## **5.0 FUNDING PROPOSALS**

- 5.1 The majority of local authorities already waive burial and cremation fees albeit there are variations in setting the waiver according to the age of the child. Inverclyde Council currently charge for child burial and cremation. The proposed funding will ensure that there is a consistent approach throughout Scotland. Inverclyde currently levy a charge for age 1 to under 16 for both burial and cremation.
- 5.2 The funding proposal recognises the cost to local authorities of waiving child burial and cremation fees; however it is not intended to act as a reimbursement to local authorities for the actual costs incurred by removing these fees. The statement on the proposal is for funding from 1 July 2018 to 31 March 2021.
- 5.3 The entitlement will include burials and cremations of children and young people aged under 18 years old. Following consultation, the entitlement will not include pregnancy loss as the NHS have existing arrangements in place for this provided to parents at no charge. In essence the following will no longer be charged
  - For burials – interment fee, lair purchase (exclusive right of burial), and headstone permit / foundation
  - For cremation – cremation fee
  - Fees to be waived for both resident and non-residents
  - Pregnancy loss is not included as there are existing arrangements in place through the NHS for families.
- 5.4 It is proposed that in order to maintain a consistent approach, a proportion of the annual funding would be disbursed to private providers of crematorium and burial grounds who agree to waive child burial or cremation fees. This however would not apply within Inverclyde as no private provision exists.
- 5.5 The Scottish Government have written to all Local Authorities outlining the funding and distribution mechanism. Funding will provide a total of £500,000 per annum to Local Authorities. For the current financial year the total allocation will be based on a pro-rata rate from 1 July and will be included as an adjustment to the 2018-19 Local Government Finance Order. Confirmation of the level of funding to Inverclyde Council is awaited from the Scottish Government.
- 5.6 Inverclyde undertook 7 cremations of children and young people aged under 18 years in 2016/17, the charge per cremation was £112 at that time. The overall impact to the Council is therefore very minimal and not shown in the Financial implications. Funeral Director charges are not included in these costs and are levied in accordance with each company's individual policy.

## 6.0 IMPLICATIONS

### 6.1 Finance

One off costs

<b>Cost Centre</b>	<b>Budget Heading</b>	<b>Budget Years</b>	<b>Proposed Spend this Report £000</b>	<b>Virement From</b>	<b>Other Comments</b>

Annually Recurring Costs/(savings)

<b>Cost Centre</b>	<b>Budget Heading</b>	<b>With effect from</b>	<b>Annual net impact £000</b>	<b>Virement From</b>	<b>Other Comments</b>

### 6.2 Legal

This report does not impact on Legal.

### 6.3 Human Resources

This report does not impact on Human Resources.

### 6.4 Equalities

This report does not impact on Equalities.

### 6..5 Repopulation

This report does not impact on Repopulation.

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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>30 August 2018</b>
<b>Report By:</b>	<b>Corporate Director Environment, Regeneration &amp; Resources</b>	<b>Report No:</b>	<b>ENV027/18/RD</b>
<b>Contact Officer:</b>	<b>Roisin Dillon</b>	<b>Contact No:</b>	<b>01475 714214</b>
<b>Subject:</b>	<b>Public Health Funerals</b>		

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to update the Committee on the statutory duties placed on the Council in relation to Public Health Funerals.

## 2.0 SUMMARY

- 2.1 The Burial and Cremation (Scotland) Act 2016 places a duty on Local Authorities in Scotland to arrange a funeral where the remains of a person who has died in the area require to be disposed of in circumstances where no one else has made, or appears to be making, suitable arrangements. Public Health Funerals in Inverclyde are dealt with by Environmental Health Officers from the Public Protection Service.
- 2.2 The provisions of the Act apply only in specific circumstances:
- The police have notified the Local Authority of an unclaimed body.
  - There is no next of kin, or there are exceptional circumstances where the next of kin will not be responsible for the funeral arrangements or costs.
- The Council will where possible reclaim the costs incurred.
- 2.3 Public Health Funerals are not available to address situations where family members are unable to meet the financial commitments of the funeral. There are a number of Funeral Benefits available to those applicants who meet the criteria. The proposed additional service of a "Simple Funeral" at Greenock Crematorium will go some way to reducing the financial burden of those who require this option.

## 3.0 RECOMMENDATIONS

- 3.1 That the Committee note the extent of the statutory duty placed on the Council to deal with Public Health Funerals and the specific circumstances where they are available.

**Martin McNab**  
**Head of Environmental & Public Protection**

## 4.0 BACKGROUND

- 4.1 The Burial and Cremation (Scotland) Act 2016 places a Statutory Duty on Scottish Local Authorities to provide Public Health funerals where the remains of a person who has died in the area require to be disposed of in circumstances where no one else has made, or appears to be making, suitable arrangements.
- 4.2 Once established that funeral arrangements have been relinquished to Environmental Health, arrangements are made with an undertaker. A burial is arranged in common ground at a local cemetery. There is no funeral service and only the undertaker is present at the burial. Environmental Health will not keep interested parties advised about arrangements, although we will notify them once the burial has taken place if they wish to visit the common grave. There have been 10 Public Health Funerals in Inverclyde in the past three years, at an average cost of £527.70.
- 4.3 Where a person who is domiciled in Scotland dies without leaving a will and has no known and traceable blood relatives, spouse or civil partner who would be entitled by law to succeed to his/her property, or cohabitant who would be entitled to make a claim under section 29 of the Family Law (Scotland) Act 2006, then the property in their estate, both heritable and moveable, falls to the Crown as *ultimus haeres* (literally meaning Last Heir).
- 4.4 NUHU will make preliminary enquiries as regards a deceased's estate and where the estate is likely to be solvent but no relatives can be traced the Unit will pass information regarding the estate to the office of the Queen's and Lord Treasurer's Remembrancer (QLTR) who will administer any estate which has fallen to the Crown as *ultimus haeres*. After the completion of these enquiries, the Council should be reimbursed for the funeral costs from the deceased's estate.

## 5.0 IMPLICATIONS

### 5.1 Finance

Wherever possible the costs of public health funerals are reclaimed from any residual estate.

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
N/A					

Annually Recurring Costs/(savings)

Cost Centre	Budget Heading	With effect from	Annual net impact £000	Virement From	Other Comments
N/A					

### 5.2 Legal

There are no legal implications.

### 5.3 Human Resources

This report does not impact on Human Resources.

## 5.4 Equalities

Has an Equality Impact Assessment been carried out?

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YES (see attached appendix)

X
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NO - This report does not introduce a new policy, function or strategy or recommend a substantive change to an existing policy, function or strategy. Therefore, no Equality Impact Assessment is required.

## 5.5 Repopulation

There are no implications for repopulation.

## 6.0 CONSULTATIONS

6.1 N/A.

## 7.0 BACKGROUND PAPERS

7.1 There are no background papers.

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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>30 August 2018</b>
<b>Report By:</b>	<b>Corporate Director Environment, Regeneration &amp; Resources</b>	<b>Report No:</b>	<b>E+R/18/08/02/SJ/AW</b>
<b>Contact Officer:</b>	<b>Alan Williamson</b>	<b>Contact No:</b>	<b>01475 712491</b>
<b>Subject:</b>	<b>Inverclyde Council Biodiversity Duty Report 2015-17</b>		

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to seek approval to publish Inverclyde Council's Biodiversity Duty Report 2015-17 as required by the Wildlife and Natural Environment (Scotland) Act 2011.

## 2.0 SUMMARY

- 2.1 Under the Nature Conservation (Scotland) Act 2004, all public bodies in Scotland are required to further the conservation of biodiversity when carrying out their responsibilities. The Wildlife and Natural Environment (Scotland) Act 2011 further requires public bodies to provide a publicly available report, every three years, on the actions which they have taken to meet this biodiversity duty. The previous report covered the period 2011-14.
- 2.2 The Biodiversity Duty Report, which follows a template suggested by Scottish Natural Heritage (SNH), identifies a whole range of activities, delivered across a number of Council services and in joint partnership with Clyde Muirshiel Regional Park (CMRP) and the Local Biodiversity Action Plan Steering Group that benefit or otherwise affect biodiversity. This includes direct action on the ground, actions promoting an awareness of biodiversity conservation as well as those to protect the biodiversity assets currently in place.

## 3.0 RECOMMENDATIONS

- 3.1 It is recommended that the Committee approves the publication of Inverclyde Council's Biodiversity Duty Report 2015-17 as set out in Appendix 1.

**Stuart W. Jamieson**  
**Head of Regeneration and Planning**



## **4.0 BACKGROUND**

- 4.1 Biodiversity, short for biological diversity, is the term used to describe the variety of life found on earth and all of the natural processes. It includes all living things and the habitats in which they live. The importance of biodiversity was acknowledged internationally at the Earth Summit 1992 and, when the UK Government became a signatory to the Convention on Biological Diversity, a UK Biodiversity Action Plan was produced. The production of Local Biodiversity Action Plans (LBAPs) was subsequently recommended in order to promote improvements in the environment on a local scale.
- 4.2 Launched on 1 April 2004, the Local Biodiversity Action Plan (LBAP) for Inverclyde, Renfrewshire and East Renfrewshire is a partnership initiative between the local authorities and a range of conservation organisations. The LBAP, which includes a range of actions for identified habitats and species to increase local biodiversity, was augmented with new action plans in 2008/09. The LBAP is also used to raise awareness of biodiversity in the area and to involve everyone including local communities, landowners, scientists, industries and business in the process.
- 4.3 Under the Nature Conservation (Scotland) Act 2004, all public bodies in Scotland are required to further the conservation of biodiversity when carrying out their responsibilities. The Wildlife and Natural Environment (Scotland) Act 2011 further requires public bodies in Scotland to provide a publicly available Biodiversity Duty Report every three years, detailing actions which they have taken to meet this biodiversity duty.

## **5.0 INVERCLYDE COUNCIL BIODIVERSITY DUTY REPORT**

- 5.1 In line with the statutory requirements, a second Inverclyde Biodiversity Duty Report has been produced covering the period 2015-17. It follows the format set out by Scottish Natural Heritage and identifies a range of activities delivered across the Council's services that impact on biodiversity. The report as recommended for approval is set out in Appendix 1, and a summary of some of its content is set out in the paragraphs below.
- 5.2 Biodiversity measures are incorporated into a number of policies, strategies and initiatives involving a number of Council services and outside bodies.
- 5.3 The Development Plan, comprising the Glasgow and the Clyde Valley Strategic Development Plan and the Inverclyde Local Development Plan, incorporates policies for the enhancement and protection of biodiversity. The Local Outcome Improvement Plan contains an aim to develop a sustainable habitat network and cross boundary collaboration and information exchange is promoted through the LBAP Steering Group.
- 5.4 The existing 52 Local Nature Conservation Sites (LNCS) have been assessed for any notable changes to their boundaries, habitats or impact from development whilst two new LNCS have been identified as part of site assessments in Kilmacolm, which were carried out as part of the Local Development Plan process. In addition, staff at Clyde Muirshiel Regional Park, which receives core funding from the Council, contributes to access management, habitat management and biodiversity monitoring within the Park boundary. Access to areas of high biodiversity value, are also facilitated by the Local Access Forum which the Council facilitates.
- 5.5 In partnership with the Glasgow and Clyde Valley Green Network Partnership, a Green Gym volunteering programme has run for several years in Inverclyde which allows participants to be actively involved in targeted, sympathetic habitat management whilst gaining health benefits and acquiring useful skills. More recently, the Council has supported the work of a local group trying to establish a pollinator corridor to boost the bee population by planting patches of wild flowers on derelict land, some of which is in Council ownership.
- 5.6 The information recorded in the Biodiversity Duty Report makes it possible to determine whether contributions are being made to national biodiversity targets such as the 2020 Challenge for Scotland's Biodiversity. The Report's contents indicate that Inverclyde is making a contribution in terms of supporting ecosystems, partnership working and providing

opportunities for enhancing the biodiversity with the environmental and social benefits this promotes.

## 6.0 IMPLICATIONS

### Finance

- 6.1 There are no direct financial implications associated with this report. The Active Travel Strategy recommends that consideration be given to targeting a percentage of its internal transport budget to active travel projects.

#### Financial Implications:

##### One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
n/a	n/a	n/a	n/a	n/a	n/a

##### Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From (If Applicable)	Other Comments
n/a	n/a	n/a	n/a	n/a	n/a

### Legal

- 6.2 The publication of the Biodiversity Duty report meets the Council's requirements under the Wildlife and Natural Environment (Scotland ) Act 2011.

### Human Resources

- 6.3 There are no personnel implications arising from this report.

### Equalities

- 6.4 There are no equalities issues arising from this report.

### Repopulation

- 6.5 There are no repopulation issues arising from this report.

## 7.0 CONSULTATIONS

- 7.1 None required.

## 8.0 LIST OF BACKGROUND PAPERS

- 8.1 None

- 8.2 Appendix 1: Inverclyde Council Biodiversity Report 2015-2017

### **Section 1: Introductory information**

Biodiversity, short for biological diversity, is the term used to describe the variety of life found on earth and all of the natural processes. It includes all living things and the habitats in which they live. The importance of biodiversity was acknowledged internationally at the Earth Summit 1992, and when the UK Government became a signatory to the Convention on Biological Diversity, a UK Biodiversity Action Plan was produced. The production of Local Biodiversity Action Plans (LBAPs) was subsequently recommended in order to promote improvements in the environment on a local scale.

Launched on 1 April 2004, the Local Biodiversity Action Plan (LBAP) for Inverclyde, Renfrewshire and East Renfrewshire is a partnership initiative between the local authorities and a range of conservation organisations. The LBAP, which includes a range of actions for identified habitats and species to increase local biodiversity, was augmented with new action plans in 2008/09. The LBAP is also used to raise awareness of biodiversity in the area and to involve everyone including local communities, landowners, scientists, industries and business in the process.

Scotland's Biodiversity: It's in Your Hands was published by the Scottish Government in 2004, and this document aims to conserve biodiversity for the health, enjoyment and well-being of the people of Scotland, now and in the future. This strategy was updated in 2013 with the publication of the 2020 Challenge for Scotland's Biodiversity, reflecting certain international commitments. It focuses on the desired outcomes for 2020 to halt the loss biodiversity in Scotland and to restore the essential services and benefits to society that a healthy natural environment provides.

Under the Nature Conservation (Scotland) Act 2004, all public bodies in Scotland are required to further the conservation of biodiversity when carrying out their responsibilities. The Wildlife and Natural Environment (Scotland) Act 2011 further requires public bodies in Scotland to provide a publicly available report, every three years, on the actions which they have taken to meet this biodiversity duty. This report meets that requirement. The structure of the document follows the template/structure set out in the Scottish Natural Heritage/Scottish Government Guidance for Biodiversity Duty Reporting.

### **Section 2: Mainstreaming**

a) Identify the steps your organisation has taken to incorporate biodiversity measures into other areas of policy, strategies or initiatives.

Inverclyde Council has taken steps to embrace its biodiversity duties within the whole range of activities, from a higher strategic level through to individual actions on the ground. Many of its higher end strategic working groups embrace biodiversity, with pertinent examples given below. These initiatives all lead to specific actions on the ground, many of which are highlighted later in this Report

As a main guiding document, Inverclyde Council utilises a Local Biodiversity Action Plan in partnership with both Renfrewshire Council and East Renfrewshire Council, published in 2004. Comprising a series of Species Action Plans and Habitat Action Plans, this document

has led to a partnership approach which still provides a strategic guidance role for biodiversity matters in Inverclyde.

Prior to 2011, the three Councils involved in the LBAP partnership jointly funded a biodiversity officer, to deliver biodiversity outcomes across the physical and subject areas affected by the LBAP. That post is no longer in existence and the responsibility for biodiversity matters has reverted to the individual councils. In the case of Inverclyde Council, the role of biodiversity advice is currently undertaken by the Greenspace Manager, based in the Regeneration and Planning Service.

Since the last Biodiversity Duty Report, the three Councils and a range of interested agencies have, with the exception of 2015, continued to hold regular quarterly LBAP Steering Group meetings. In 2016 it was decided that the focus of the group should be re-assessed given that staff and financial resources are more limited than when the group was first established. It was agreed that the group should rationalise and focus on the elements of biodiversity that can be achieved and are relatable to the group members including elements of biodiversity that are incorporated in other projects such as Green Network. Progress reports are made on biodiversity projects within the three Council areas allowing for an exchange of information and cross boundary collaboration. In Inverclyde, these tend to be projects with a biodiversity element rather than with biodiversity as their basis.

#### Single Outcome Agreement (SOA)/Local Outcome Improvement Plan

Inverclyde's Single Outcome Agreement was taken forward by the partnership initiative Inverclyde Alliance, and Inverclyde Council plays a key role in this partnership. The Single Outcome Agreement, previously agreed with the Scottish Government, and comprising a number of specified aims and objectives, has now been superseded by the Local Outcome Improvement Plan, with Environment, Culture and Heritage identified as one of 3 overarching priorities.

An Environment Group meets as part of this process, and among other agreed aims, the development of a Sustainable Habitat Network is vital. This is seen as a means of ensuring connectivity for biodiversity and will be a useful assessment tool as part of the planning process.

#### Biodiversity and the Planning System in Inverclyde

The Inverclyde Local Development Plan (LDP), embraces and promotes the concept of a Green Network at both local and national levels, as well as offering policy protection to areas of international, national, strategic and local designation. Biodiversity is clearly identified as an asset within the LDP, where the Council seeks to ensure that the protection and enhancement of biodiversity is considered in the determination of all planning applications (policy ENV7 - Biodiversity). Protection is also given certain trees and areas of woodland where it is recognised that there are many benefits, including biodiversity and integrated habitat creation.

This level of policy protection, contained within the primary land use document of the Council, is indicative of the value the wider community also places on biodiversity. The protection afforded by the current Local Development Plan continues in the emerging replacement Local Development Plan, with the Proposed Plan due to be published in 2018.

The Council's Planning Policy team is now also routinely consulted on forestry planting applications, particularly those affecting, or near to, designated sites. Some concerns have been raised about recent applications affecting local designated sites, and also affecting landscape. However the correct level of dialogue with the Forestry Commission has yet to be found, as recently those concerns have been largely set aside in favour of planting. This is a consultation relationship that can improve.

#### Land Management activities

Inverclyde Council's Grounds Services are responsible for large areas of natural habitat, man-made parks and general greenspaces. Of all Council services it has the greatest direct physical impact on biodiversity simply by its day to day operational activities. Many of these are deliberately beneficial towards biodiversity.

The more common invasive alien species are well documented elsewhere, as is their ability to smother out populations of native species which are generally far more supportive of other plant, insect and animal species. Invasive species generally host few other plants and animals resulting in a monoculture which is a poor base to a natural food web.

Inverclyde has numerous stands of both Japanese knotweed and Himalayan balsam. Giant hogweed is thankfully rare. Woodlands have populations of *Rhododendron ponticum* and sycamore. There is a general programme of eradication of these species as resources allow, by either spraying or, in the case of sycamore and rhododendron, by cutting. Management practices have been introduced to stop the spread of Japanese knotweed on vehicles and machinery. The control measures are typically undertaken at more visible areas, simply as a result of pressure on resources, but it is nonetheless a valuable and well appreciated programme which helps protect Inverclyde's biodiversity.

Inverclyde Council is responsible for areas of formal planting and of natural tree growth and where possible, retention of native species is favoured. As an example, in Wemyss Bay Woods Local Nature Reserve, felling of native trees is resisted unless safety concerns are overriding. In areas of more formal planting, such as Greenock cemetery, the ornamental planting is supplemented by sufficient native planting to support varied wildlife. Hence the cemetery has become a hotspot for bats, various bird species (for example greater-spotted woodpeckers, treecreepers and sparrowhawks), roe deer and foxes.

Management practices generally are biodiversity beneficial where possible, for example avoiding pruning during bird nesting season, encouraging wild corners in parks and cemeteries. Herbicides used are biodegradable and become inert in contact with soil.

Wildflower planting has taken place at Blairmore Crescent and management of ground to benefit orchids has been undertaken adjacent to the A78 in Inverkip.

More aggressive felling of certain species, mainly ornamental, has taken place in response to the identification of tree pathogens. In response to the identification of *Phytophthora Lateralis*, which affects the Cyprus Lawson trees, bio-chemical control measures are in place to stop the spread of the disease outwith the cemetery.

#### **Section 3: Actions taken to improve biodiversity conservation**

Inverclyde Council has striven to approach its biodiversity duties on a partnership basis, working with and empowering a range of local interest groups and third sector bodies with an interest in improving their environment. However there have been some actions taken independently as part of statutory processes which have been intended to either identify new sites for local protection, or to justify existing sites.

### LNCS Reappraisal

Local Nature Conservation Sites (LNCS) is a local authority advisory designation which has supplanted a previous designation referred to as Sites of Importance for Nature Conservation (SINC). Inverclyde currently has 52 identified LNCS sites. As part of the Local Development Plan process, a review of existing LNCSs (previously SINCS) was regarded as necessary.

Of the 52 sites in Inverclyde, 25 were based on a phase 1 habitat survey carried out in 1992. Sites identified as important by this survey were then subject to further more detailed surveys and, where appropriate, were designated as LNCSs. There had been little organised monitoring of the habitats and species at these sites since.

The further 27 sites were surveyed and designated in 1999, and a similar lack of monitoring was applicable.

Resource constraints of a financial, personnel and expertise nature meant that a full re-survey of any or all of the sites by a currently practicing ecologist was not possible. However it was felt that this was perhaps not required in any case; the individual site descriptions were in many cases still valid or at the very worst were subject to change either by natural processes alone, or by human activities which, through the planning process, had been subject to rigorous examination and where additional survey information had been requested. Thus in addition to the original surveys, a bank of additional information was in existence.

Sites were therefore visited and assessed against the site descriptions from the original surveys, looking primarily for evidence of notable change. This was considered possible due the robust nature of the original surveys, which were based initially on a phase 1 habitat survey then followed up by more stringent assessment against a set criteria list. Changes looked for included any significant change in boundaries, changes in habitat due to either natural processes or land management, instances where adjacent areas of value could perhaps be included in the sites and areas where some development had occurred, and the effect this development had on the special interest.

Many of the sites, in particular from the earlier survey, were lacking in terms of the description of the special interest. For example, some described as “woodland” also in fact play a role as a “wildlife corridor”, or also encompass other adjacent habitats such as “acid grassland”. In these instances, the noted interest was changed to describe the range of habitats and value. This is important in terms of quick assessment of sites and how development may affect them, so for example tree planting on a site listed simply as woodland, may in fact be resulting in planting on acid grassland.

### Kilmacolm LNCS study

As part of the Inverclyde Council Local Development Plan process, a ‘Call for Sites’ was issued. As a result of this, 10 sites within the greenbelt around Kilmacolm were suggested by developers and landowners as suitable for housing development, resulting in expressions of opposition from the local community. One of the main opposition threads was the potential

loss of biodiversity, and to thoroughly assess the legitimacy or otherwise of these objections, it was decided to commission habitat surveys and LNCS assessments of each of the sites in question.

The *Inverclyde LNCS Assessment, Kilmacolm* was commissioned to assess the ten sites around Kilmacolm and Quarriers Village against an accepted and nationally consistent range of biodiversity criteria which would allow the sites to be scored in terms of their suitability for Local Nature Conservation Sites (LNCS) designation. The LNCS designation in itself is a local designation for advisory purposes, and carries no statutory obligations. It is intended to guide decision making where possible and to fill a gap that exists below national and European level, statutory designations.

The work was carried out by Starling Learning, in partnership with Dr. Keith Watson, the County Botanical recorder. It consisted of a series of field studies at each of the sites, recording both botanical and faunal data, assessing habitat types against national rarity and looking for evidence of nationally and regionally notable species. These records in turn informed a standard scoring matrix which resulted in overall scores being obtained for each site. There is no accepted threshold that sites must reach to justify LNCS designation, rather it is a matter for consideration taking into account local conditions and the existence of other known valuable sites nearby.

To obtain thorough and robust results, two regionally accepted sets of criteria were applied, and further to standard practice a range of faunal surveys were carried out. This resulted in a very strong assessment for each site. The studies showed that the sites most valuable for nature conservation, were Knapps, the Police Station Field, Stables Wood and Planetreeyetts.

For Knapps, the suggestion is a slight extension of the LNCS already designated there, taking in some of the field areas adjacent to Knapps Loch. The recommendation for the Police Station Field is to extend the current Milton Wood LNCS to include the wildlife corridor created by the River Gryffe. Stables Wood is recommended for LNCS status due to it representing a contiguous extension to an existing woodland LNCS. For Planetreeyetts, the area of wetland to the western extreme of the site scores highly and is recommended for LNCS designation.

As a result of this 2 existing LNCS were extended (Knapps and Auchenbothie Wood) and 2 entirely new LNCS were identified (Planetreeyetts and River Gryffe Corridor).

#### Clyde Muirshiel Regional Park

Inverclyde Council continues to offer core funding, officer support and elected member support to Clyde Muirshiel Regional Park.

Clyde Muirshiel Regional Park was formally designated in 1990, although it had operated as a de facto regional park for some time previous to this. The operation of the regional park is supported politically and financially by Inverclyde Council, Renfrewshire Council and North Ayrshire Council. Strategic park governance is through a joint committee of elected

members from each authority which meets 4 times annually. However, day to day management of the regional park is delegated to the park manager and staff.

The Regional Park has two operational centres within the Inverclyde Council area, at the Greenock Cut Centre and Lunderston Bay. The regional park is one of the major means through which Inverclyde Council delivers its biodiversity duty, and through its elected member representation on the joint committee it can give a degree of leadership and guidance to this process.

The Ranger Service employed by the Park to deliver a range of services to local communities, including environmental education, guided walks, volunteering opportunities, and talks and presentations to schools and other community groups. It also contributes to access management, habitat management, and biodiversity monitoring within the park boundary.

One notable project has been the Tag'n'track scheme. Tag-n-Track (TnT) uses the latest technology to track Lesser Black-backed Gulls locally and globally. This project is funded by Heritage Lottery Fund, Greater Renfrewshire and Inverclyde LEADER & Clyde Muirshiel Regional Park. Lesser Black Backed Gulls are an amber listed species that often suffers from negative publicity, due in part to their ability to adjust their behaviour to live close to people. The project will be using solar-powered Global Satellite Monitoring (GSM) tags fitted to the birds with harnesses which collect data between 10-15 times a day. The data collected from the tags will allow an extensive school programme to be delivered across the Park encompassing the three council areas. Numerous events, workshops and talks to the public, various groups and other interested parties have taken place.

#### Inverclyde Local Access Forum

In common with other Councils, Inverclyde has a designated Core Path Network. Similar to other Core Path Networks, it comprises a network which tends to encourage access into areas of high biodiversity value, this of course being a reflection of the fact that historically people have required access to areas they consider attractive, relaxing and of interest. The main mechanism for overseeing the Core Path Network, and advising the Council on its status, is the Inverclyde Local Access Forum.

Although not specifically concerned with biodiversity, the Local Access Forum plays a direct role in improving opportunities for people to access biodiverse areas. The forum is constituted under the Council's structure and along with a range of local agencies and user groups, the Council is represented on the forum, both at elected member and officer level.

#### **Section 4: Partnership working and biodiversity communications**

A range of other projects have been supported by Inverclyde Council in partnership with other groups and organisations.

#### Green Gym

In partnership with the Glasgow and Clyde Valley Green Network Partnership, a Green Gym volunteering programme has run for several years in Inverclyde. Focussed mainly on one of



the two declared Local Nature Reserves in Inverclyde, the Green Gym at Coves LNR has allowed participants to be actively involved in targeted, sympathetic habitat management. This approach allows biodiversity gains to be achieved on site while also offering participants positive outcomes in relation to their health, promoting active lifestyles and boosting self-confidence. It also delivers experience and skills which are useful in the labour market, and acts as a social cohesion tool by bringing together people from the local community who may otherwise not have met. The Green Gym programme is delivered on site by TCV Scotland, which is recognised nationally for its excellence in delivering the Green Gym model.

### Inverclyde Pollinator Corridor

The Council has supported the work of a local group trying to establish a pollinator corridor in Inverclyde. Inverclydebuzz was formed by local beekeepers and concerned residents worried about the plight of bees and pollinators. The group is trying to plant patches of wild flowers, across derelict land within Inverclyde, creating a “corridor” of forage, developing beautiful spaces, as well as saving our bees. The group’s Belville Biodiversity Garden won Scottish Trust Our Place Small Project award. It is now developing plans to change a long abandoned swimming baths site into “Greenock’s Secret Garden”.

This site in particular was approached in partnership with Inverclyde Council, the site owners. The site has been derelict for a number of years but, being common good land, was restricted in the range of uses it could supply. The Council has formally agreed to allow InverclydeBuzz to manage this site as a biodiversity resource, and the final agreement to facilitate this will be completed in 2018. Additionally the group has been allowed to undertake management of other Council sites, planting pollinator friendly species on otherwise fairly barren ground.

InverclydeBuzz published a very well received leaflet “*A Wee Walk on the Wildside*” in 2017, with funding provided by Inverclyde Council.

In terms of other biodiversity communications, Clyde Muirshiel Regional Park routinely publishes articles in the local press and on their website. Activities in schools are routinely covered by local press, as have activities such as the Green Gym programme.

Learning, training and volunteering in biodiversity matters has also been available through the Green Gym programme. InverclydeBuzz have run some identification workshops and as previously mentioned, the programme run by Clyde Muirshiel offers similar opportunities.

However, perhaps the best action has been the establishment of an Environment Network Group. Springing from the concept that a green network can be more than simply a physical thing, a network of like-minded “green” people and organisations was established. This was done as part of the community planning process, but with the aim of establishing a group that would become self-managing and self-determining. The group is now well established and meets quarterly, sharing resources, information and experience, all to the wider benefit of green issues in Inverclyde.

## **Section 5: Biodiversity highlights and challenges**

The Kilmacolm LNCS Study should be viewed as a local exemplar. It is an example of how biodiversity can play a role in statutory processes and also of the Council fulfilling its biodiversity duties within its core functions. Coming about as part of the Local Development Plan processes, it showed that the Council will react to biodiversity issues and concerns and, as in this case, make funding available when justifiable. The Study has resulted in an objective and thorough assessment of the sites and forms a body of work for all sides within the LDP process. It has gone beyond industry standard in terms of the criteria applied resulting in very robust and defensible findings, researched by professionals with excellent reputations in the field. The resulting changes and additions to the LNCS network in Inverclyde will also enable future decision making in these areas to be informed.

Challenges in the years ahead are likely to be related to resources. The loss of the dedicated greenspace officer post will have an impact on biodiversity related activities and local/historical knowledge.

Another challenge will be that of renewing, replacing or re-vindicating the current Local Biodiversity Action Plan. The current Plan, launched in 2004, was written in partnership with Renfrewshire and East Renfrewshire Councils. While this allowed the adoption of a Plan across boundaries (thus recognising that biodiversity also does so) it is perhaps dated in its focus of habitat and species Action Plans. Additionally, none of the local authority partners have shown a willingness to continue this joint approach. When taken into consideration with the loss of relevant staff posts, the future of the LBAP is a significant challenge. A danger is that lack of a clear Plan could result in biodiversity being marginalised within the decision making process. It is hoped that this could at least be partly allayed by the identification of a Strategic Habitat Network, in partnership with the Glasgow and Clyde Valley Green Network Partnership. This could provide a basic tool to be used in the assessment of planning applications, putting potential habitat loss into an assessable framework. This therefore represents a future highlight to balance out some of the challenges.

## **Section 6: Monitoring**

In terms of monitoring, the major work has been the re-assessment of the LNCS sites and the Kilmacolm LNCS study. Additionally, all data received in support of planning applications (habitat surveys, bat surveys etc) are kept to inform future decision making within the local vicinity, and to provide exemplar approaches for the future. The Green Gym projects have included some wildlife surveys days, and that information is also available from delivery partners.

In terms of pure recording and monitoring, there is no biodiversity dedicated member of staff so this is somewhat limited. Both the National Biodiversity Network Gateway (NBN) and Biodiversity Action Reporting System are generally used as information sources, and no data has been fed in to these.

## Section 7: Contribution to targets

Targets/key steps from Chapter 1 (Healthy ecosystems) of the "2020 Challenge for Scotland's Biodiversity"	Contribution to key step?	Justification
(1.1) Encourage and support ecosystem restoration and management, especially in catchments that have experienced the greatest degradation	X	LNCS review and Kilmacolm LNCS Study
(1.2) Use assessments of ecosystem health at a catchment level to determine what needs to be done	X	Assessments as part of the planning process
(1.3) Government and public bodies, including SNH, SEPA and FCS, will work together towards a shared agenda for action to restore ecosystem health at a catchment-scale across Scotland	X	Partnership working with GCVGNP
(1.4) Establish plans and decisions about land use based on an understanding of ecosystems. Take full account of land use impacts on the ecosystems services that underpin social, economic and environmental health	X	Kilmacolm LNCS Study
Targets/key steps from Chapter 3 (Biodiversity, health and quality of life) of the "2020 Challenge for Scotland's Biodiversity"	Contribution to key step?	Justification
(3.1) Provide opportunities for everyone to experience and enjoy nature regularly, with a particular focus on disadvantaged groups	X	Green Gyms
(3.2) Support local authorities and communities to improve local environments and enhance biodiversity using green space and green networks, allowing nature to flourish and so enhancing the quality of life for people who live there	X	Green Gyms InverclydeBuzz Environment Network Group
(3.3) Build on good practice being developed by the National Health Service (NHS) and others to help encourage greenspace, green exercise and social prescribing initiatives that will improve health and wellbeing through connecting people with nature	X	Development of Active Travel actions and Strategy Green Gyms
(3.4) Increase access to nature within and close to schools, and support teachers in	X	All Schools now have a Green Charter embedded in

developing the role of outdoor learning across the Curriculum for Excellence		School Improvement Plans, which includes a biodiversity theme
(3.5) Encourage public organisations and businesses to review their responsibilities and action for biodiversity, and recognise that increasing their positive contribution to nature and landscapes can help meet their corporate priorities and performance	X	Local Development Plan looking at developer contributions to the wider green network.
<b>Targets/key steps from Chapter 4 (Wildlife, habitats and protected places) of the "2020 Challenge for Scotland's Biodiversity"</b>	<b>Contribution to key step?</b>	<b>Justification</b>
(4.1) Ensure that the management of protected places for nature also provides wider public benefits	X	InverclydeBuzz
(4.3) Integrate protected areas policy with action for wider habitats to combat fragmentation and restore key habitats	X	Local Development Plan Strategic Habitat Network
(4.5) Involve many more people than at present in this work and improve understanding of the poorly known elements of nature	X	Environment Network Group
<b>Targets/key steps from Chapter 5 (Land and freshwater management) of the "2020 Challenge for Scotland's Biodiversity"</b>	<b>Contribution to key step?</b>	<b>Justification</b>
(5.1) Promote an ecosystem approach to land management that fosters sustainable use of natural resources and puts biodiversity at the heart of land-use planning and decision-making		
(5.2) Ensure that measures taken forward under the Common Agricultural Policy encourage land managers to develop and retain the diversity of wildlife habitats and landscape features		
(5.3) Support 'High Nature Value' farming and forestry	X	Consultation on proposed Forestry planting
(5.4) Put in place the management necessary to bring Scotland's protected areas into favourable condition and improve the ecological status of water bodies		
(5.5) Ensure that biodiversity and ecosystem		

objectives are fully integrated into flood risk management plans, and restore wetland habitats and woodlands to provide sustainable flood management		
(5.6) Restore and extend natural habitats as a means of building reserves of carbon and to help mitigate climate change		
(5.7) Provide clear advice to land and water managers on best practice		
<b>Targets/key steps from Chapter 6 (Marine and coastal) of the "2020 Challenge for Scotland's Biodiversity"</b>	<b>Contribution to key step?</b>	<b>Justification</b>
(6.4) Achieve good environmental status for Scottish seas		

Note: this revised template has been developed from the original version produced by the LBAP officer network

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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>30 August 2018</b>
<b>Report By:</b>	<b>Corporate Director Environment, Regeneration &amp; Resources</b>	<b>Report No:</b>	<b>ENV023/18/MM</b>
<b>Contact Officer:</b>	<b>Kenny Lang</b>	<b>Contact No:</b>	<b>01475 715906</b>
<b>Subject:</b>	<b>Revised Code of Practice on Litter and Refuse (COPLAR)</b>		

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to update Committee on the current position with regard to the revised Code of Practice on Litter and Refuse (COPLAR).

## 2.0 SUMMARY

- 2.1 The Code of Practice on Litter and Refuse (COPLAR) is statutory guidance to help duty holders fulfil their obligations set by the Environmental Protection Act 1990 Section 89. The Code of Practice on Litter and Refuse 2018 will replace its 2006 predecessor. A review of the 2006 COPLAR was a commitment of the National Litter Strategy and was overseen by a steering group which included COSLA and the Association of Public Service Excellence (APSE).
- 2.2 The Improvement Service benchmarking reports indicate that, throughout Scotland, customer satisfaction with the levels of neighbourhood cleanliness is falling. The level of satisfaction for Scotland as a whole has decreased from 74.1% To 72.3% (2014-17). The level of satisfaction for Inverclyde has fallen from 77.9% to 75.7% for the same period.
- 2.3 The updated COPLAR therefore brings the guidance into line with the principle that prevention in public services is more efficient than treatment.
- 2.4 The introduction of the new version of COPLAR 2018 is subject to completion of Parliamentary process (which will take 40 days to conclude). COPLAR was laid in Parliament on 17 May 2018.

## 3.0 RECOMMENDATIONS

It is recommended that the Committee note the contents of this report and Inverclyde's participation as one of the 6 trial authorities in developing the revised Code of Practice on Litter and Refuse.

**Martin McNab**  
**Head of Environmental & Protective Services**

## 4.0 BACKGROUND

- 4.1 The Code of Practice on Litter and Refuse (COPLAR) is issued under the Environmental Protection Act 1990, and imposes a duty on local authorities and certain other landowners and occupiers (the duty bodies) to keep specified land clear of litter and refuse so far as is practicable. The Act also places a duty on local authorities or Scottish Ministers to keep public roads clean so far as is practicable.
- 4.2 The COPLAR defines standards of cleanliness which are achievable in different locations and under differing circumstances and is concerned with how clean land is, rather than the frequency it is swept. The Code of Practice does not, therefore, suggest cleaning frequencies but sets out how quickly different types of land should be returned to a set cleanliness standard.
- 4.3 The duties are supported by various enforcement powers:
- local authorities have power to issue Litter Abatement Notices to require certain other duty holders to act (Section 92).
  - Ministers also have power to direct others in the performance of their duties (Section 89 (6A)).
  - people can take their concerns to the Sheriff Court, which may then impose a Litter Abatement Order (Section 91). One community organisation is currently taking such action.
- 4.4 The main changes within COPLAR 2018:
- Duty 1 now encourages duty holders to influence behaviour so that less litter is dropped in the first place
  - Duty 1 response times have been extended for duty holders who successfully influence behaviour and have less litter to clear
  - distinction between the two duties has been made with separate grades and response times
  - clarity that the standard which reflects duty fulfilment is achieving 'Grade A'
  - refreshed grades and zones include metrics that will support consistency of interpretation between duty holders.

Improved language and structure also make it clear who the duties apply to, where litter should be removed from (extending its focus to include water, bushes and trees) and what to consider as litter, refuse and detritus.

- 4.5 There was extensive engagement with local authorities about the revised code:
- Zero Waste Scotland held workshops with local authorities and other duty holders – this included prevention workshops held by Association of Public Service Excellence (APSE)
  - COSLA and APSE representatives were part of the review steering group and Zero Waste Scotland met with COSLA/APSE and local authority representatives to discuss the code
  - support was provided to local authorities through Zero Waste Scotland to begin classifying land/roads using the code's updated zones
  - 31 local authorities have undertaken training in new litter monitoring methodology, which supports the new code, and six local authorities are involved in the full trial of monitoring method and software taking place in 2018/19.

4.6 A full scale trial of the monitoring system commenced in May 2018 with six volunteer Local Authorities and one other duty holder. The Local Authorities involved in trial were:

- Aberdeen City Council,
- Angus Council,
- East Dunbartonshire Council,
- East Renfrewshire Council,
- Fife Council,
- Inverclyde Council.

4.7 The trial will run for an initial six months (covering two monitoring periods) to fully test the allocation of survey locations using zoned areas, the updated monitoring method, data capture using the mobile application and the display, evaluation and export of data from the website.

4.8 Zero Waste Scotland have also written to all Local Authorities and will arrange a briefing session for Inverclyde Council aimed at all Local Authority departments and statutory undertakers responsible for relevant land and for those who have a role in prevention and litter abatement. This will include a number of cross Directorate services and will be co-ordinated throughout Environmental Services Section.

## **IMPLICATIONS**

### **5.1 Finance**

This report does not impact on Finance.

### **5.2 Legal**

This report does not impact on Legal.

### **5.3 Human Resources**

This report does not impact on Human Resources.

### **5.4 Equalities**

This report does not impact on Equalities.

### **5.5 Repopulation**

This report does not impact on Repopulation.



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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>30 August 2018</b>
<b>Report By:</b>	<b>Corporate Director Environment, Regeneration &amp; Resources</b>	<b>Report No:</b>	<b>ENV018/18/MM</b>
<b>Contact Officer:</b>	<b>Martin McNab</b>	<b>Contact No:</b>	<b>01475 714246</b>
<b>Subject:</b>	<b>Greater Glasgow &amp; Clyde Joint Health Protection Plan 2018-2020</b>		

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to update the Committee on the 2018-20 Joint Health Protection Plan agreed jointly with Greater Glasgow & Clyde Health Board.

## 2.0 SUMMARY

- 2.1 The Public Health etc. (Scotland) Act 2008 requires Health Boards and Local Authorities to cooperate in preparing Joint Health Protection Plans. The plan attached at Appendix 1 has been agreed by officers working with Greater Glasgow & Clyde Health Board and colleagues from the other local authorities in the health board area. Appendix 1
- 2.2 The plan covers the period from April 2018-2020. Unfortunately, pressures on the committee agendas in the May cycle have meant that it was not practical to bring the plan to Members' attention before now.
- 2.3 The Council has a significant Public Health role. Many Council services provide a health protection function. The lead service in the Council for health protection is Environmental Health.
- 2.4 The Joint Health Protection Plan must be considered in the context of the changing health and social care landscape, on work underway on the development of Public Health Scotland and the launch of new national Public Health Priorities in June this year. This process is currently being overseen by the Public Health Reform Programme Board which is co-owned by the Scottish Government and COSLA. There will undoubtedly be some changes to the Health Protection landscape arising from the reform programme.

## 3.0 RECOMMENDATIONS

- 3.1 That the Committee approves the 2018-20 Joint Health Protection Plan.
- 3.2 That officers update the Committee in due course on the outcome and implications of changes to the national Health Protection landscape arising from the Public Health Reform Programme.

**Martin McNab**  
**Head of Environmental & Public Protection**

## 4.0 BACKGROUND

4.1 The Public Health etc. (Scotland) Act 2008 requires Health Boards and Local Authorities to cooperate in preparing Joint Health Protection Plans. The plan attached at Appendix 1 has been agreed by officers working with Greater Glasgow & Clyde Health Board and colleagues from the other local authorities in the health board area. These are Inverclyde, Renfrewshire, West Dunbartonshire, East Dunbartonshire, Glasgow and East Renfrewshire. Appendix 1

4.2 Health Protection is defined in the plan and involves:

- Ensuring the safety and quality of food, water, air and the general environment,
- Preventing the transmission of communicable diseases, and
- Managing outbreaks and other incidents which threatened the public health.

Health protection issues are generally dealt with in partnership between the Health Board Public Health Protection Unit (PHPU), local authority Environmental Health services and, where necessary, Health Protection Scotland.

4.3 The Council has a significant Public Health role. Many Council services provide a health protection function. The lead service in the Council for health protection is Environmental Health. Inverclyde Council's Environmental Health function is split over four teams in the Public Protection section of the Environmental & Public Protection service. Environmental Health responsibilities are outlined page 18 of the Plan in Appendix 1. Appendix 1

4.4 Organisational arrangements for Public Health in Scotland are currently under review with the publication of the new Public Health Priorities for Scotland as jointly agreed by the Scottish Government and COSLA. This will result in the formation of Public Health Scotland which will incorporate Health Protection Scotland and NHS Health Scotland. Currently work is ongoing on how this body will work with partners including Health Boards and Local Government. This is likely to require changes to the Organisational arrangements referred to in the Joint Health Protection Plan.

## 5.0 IMPLICATIONS

### 5.1 Finance

There are no financial implications.

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
N/A					

Annually Recurring Costs/(savings)

Cost Centre	Budget Heading	With effect from	Annual net impact £000	Virement From	Other Comments
N/A					

### 5.2 Legal

There are no legal implications.

### 5.3 Human Resources

This report does not impact on Human Resources.

### 5.4 Equalities

Has an Equality Impact Assessment been carried out?

X

YES (see attached appendix)

NO - This report does not introduce a new policy, function or strategy or recommend a substantive change to an existing policy, function or strategy. Therefore, no Equality Impact Assessment is required.

### 5.5 Repopulation

There are no implications for repopulation.

## 6.0 CONSULTATIONS

6.1 The Joint Health Protection Plan deals with operational areas under the remit of Environmental & Public Protection therefore no consultations are required.

## 7.0 BACKGROUND PAPERS

7.1 There are no background papers.

# Greater Glasgow and Clyde APPENDIX 1 Joint Health Protection Plan 2018-2020

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**NHS Greater Glasgow and Clyde**

**East Dunbartonshire**

**East Renfrewshire**

**Glasgow**

**Inverclyde**

**Renfrewshire**

**West Dunbartonshire**

## Forward

The Public Health etc. (Scotland) Act 2008 requires NHS Boards, in consultation with Local Authorities, to produce a Joint Health Protection Plan which provides an overview of health protection (communicable disease and environmental health) priorities, provision and preparedness for the NHS Board area. Guidance on the content of joint health protection plans has been published by the Scottish Government.

This plan covers the period from 1 April 2018 to 31 March 2020. It will be reviewed regularly by the group throughout its duration to ensure the contents remain relevant and appropriate. Further plans will be published every two years.

It is a public document and is available to members of the public on the NHS Greater Glasgow and Clyde website [\[link\]](#) and on request. We hope that you will find this plan to be of interest, and of value, and that its production will contribute to protecting the health of the people who visit, work and live in Greater Glasgow and Clyde.

Dr Linda de Caestecker

Director of Public Health

NHS Greater Glasgow and Clyde

Signatories

Organisation	Name	Title	Signature
NHS Greater Glasgow and Clyde			
East Dunbartonshire			
East Renfrewshire			
Glasgow City			
Inverclyde			
Renfrewshire			
West Dunbartonshire			

This plan has been prepared following the requirements set out in the Public Health etc. (Scotland) Act 2008. The seven signatory organisations have prepared this plan in collaboration and consultation. This plan is herewith referred to as the Joint Health Protection Plan.

The purposes of the plan are:-

- i. To provide an overview of health protection priorities, provision and preparedness for NHS GGC and partner local authorities.
- ii. To outline the joint arrangements which NHS GGC and partner local authorities have in place for the protection of public health.
- iii. To improve the level of “preparedness” to respond effectively to a health protection incident and emergency.
- iv. To clarify the priorities for the period of the plan 2018 – 2020.
- v. To develop “learning” across the agencies.
- vi. To provide a mechanism for reviewing and recording outcomes and achievements.

The plan will be reviewed annually by representatives from Environmental Health and Health Protection and any necessary changes made and reported to the JHPP signatories. The plan will only be formally changed and updated every 2 years in accordance with legislative requirements.

## Public Health

Public health, as defined by Acheson, and adopted by the Faculty of Public Health is “the science and art of promoting and protecting health and well-being, preventing ill-health and prolonging life through the organised efforts of society.<sup>1</sup>”

Traditionally public health has been divided into three domains – health protection, health promotion and health services public health, supported by public health intelligence. Though the JHPP deals only with the first of the domains, the domains overlap, interact and provide mutual support in improving and protecting the public’s health.

## Health Protection

Health Protection is a term used to encompass a set of activities within the Public Health function. It involves:

- Ensuring the safety and quality of food, water, air and the general environment
- Preventing the transmission of communicable diseases
- Managing outbreaks and the other incidents which threaten the public health.

The profile of Health Protection has increased significantly in recent years with issues such as immunisation, food borne infections, pandemic flu, healthcare associated infection and communicable diseases regularly being in the public eye. The quality of public protection from hazards demands a workforce, educated and trained to the highest standards<sup>2</sup>.

## Environmental health

Environmental Health has been defined as: "... that area of Public Health activity which strives to improve, protect & maintain health & well being through action on the physical environment and on life circumstances<sup>3</sup>."

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<sup>1</sup> Independent Inquiry into Inequalities in Health: Report; The Stationery Office; 1998

<sup>2</sup> NHS Education Scotland <http://www.nes.scot.nhs.uk/education-and-training/by-theme-initiative/public-health/health-protection.aspx>

<sup>3</sup> Old Report; 2006 (commissioned by Royal Environmental Health Institute of Scotland)



## Overview of NHS Board and Local Authorities

### NHS Greater Glasgow and Clyde

NHS Greater Glasgow and Clyde Health Board is responsible for the health needs of the population living within the Board's remit. The Board provides strategic leadership and performance management for the entire local NHS system in the Greater Glasgow and Clyde area and ensures that services are delivered effectively and efficiently. It is responsible for the provision and management of the whole range of health services in this area including hospitals, General Practice, and public health. NHSGGC works alongside partnership organisations including Local Authorities and the voluntary sector. NHSGGC serves a population of 1.14 million and employs around 39,000 staff – it is the largest NHS organisation in Scotland and one of the largest in the UK.

NHSGGC contains some of the most and least deprived areas in Scotland. Population estimates (SAPE 2013) show that 36% of all NHSGGC residents (n=408,349) live in the most deprived areas as defined by the Scottish Index of Multiple Deprivation (SIMD)

Full details of the population of NHSGGC, including key indicators of health and social determinants of health, are included in the Director of Public Health's Biennial Report 2015-17.<sup>4</sup>

### East Dunbartonshire

East Dunbartonshire lies to the north of Glasgow and has a population of 106,960. The Council covers a geographical area of 77 square miles and is in the mid-range of Scottish Local Authorities

Mid-2015 population estimates shows East Dunbartonshire with 61% of the population of working age, 17% under 16 years of age and 22% of pensionable age. Recent projections suggest that the population of East Dunbartonshire will decline by 6.8% over the next 25 years. Significantly the number of children (0-15 years) is projected to decrease by 13.4 % during this period, whilst the population of pensionable age is expected to rise by 25.4%. The working age population is predicted to decrease by 17.2%. The highest population increase will be seen in those aged 75 and over with a predicted increase of 93%.

4.2% of the population regarding themselves as being from a Black/Minority Ethnic Community (BME) according to figures from the 2011 Census.

East Dunbartonshire is, in the main, a prosperous area where employment rates are high and levels of crime fall significantly below the Scottish average. It is recognised as an excellent place to live based on health, life expectancy and school performance. That stated, there are pockets of deprivation where major inequalities exist and the quality of life falls below the national average. Within the authority,

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<sup>4</sup> [http://www.nhsggc.org.uk/media/234486/nhsggc\\_ph\\_dphreport2015\\_population\\_of\\_nhsggc.pdf](http://www.nhsggc.org.uk/media/234486/nhsggc_ph_dphreport2015_population_of_nhsggc.pdf)

seven data zones fall into the top 25% most deprived in Scotland. These data zones are located in Hillhead, Lennoxton, Auchinairn and Kirkintilloch West. SIMD ranks in the Hillhead area have improved with two datazones moving out of the 5% most deprived in Scotland and the majority of datazones showing less deprivation than in SIMD 2012. However, Hillhead remains the most deprived area in East Dunbartonshire. Recent analysis of local data further confirms a continuing gap in equalities between, our most and least deprived communities.

### **East Renfrewshire**

East Renfrewshire covers an area of approximately 67 square miles and exhibits a diverse range of environments. East Renfrewshire is regarded as one of the best places to live in Scotland, however it is also an area of contrasts. While there are areas that are predominantly affluent and have high levels of employment and good health, there are also pockets of disadvantage and deprivation that are amongst the worst found in Scotland. Seven data zones in East Renfrewshire are in the 15% most deprived in Scotland, representing 6% of the population in East Renfrewshire. In 2016 population was estimated at 93,810, a 25% increase since 2001. It has the highest proportion of 104 and 15-16 year olds in Scotland. 6% of the population are from black and minority ethnic groups.

The built-up area of East Renfrewshire generally offers a good quality urban environment, and whilst it is predominantly residential, there are concentrations of other uses, such as business and industry. There is also a range of complementary uses in the residential areas, such as schools, shops and community facilities. There is a network of important, local urban green spaces comprising playing fields, woodlands, formal and informal parks along with amenity open spaces. These contribute positively to local amenity and the quality of life for residents. The past 10 years has seen significant new housing development in the Greenlaw area of Newton Mearns, accompanied by new schools, health centres and commercial development, all due to the apparent desirability of this area.

### **Glasgow City Council**

Glasgow City Council is the largest of Scotland's 32 local authorities, providing essential frontline and support services to the people of Glasgow. Glasgow is the largest city in Scotland and the fourth largest in the UK. The current population of the city has risen to 606,340 after decades of decline. The birth rate in Glasgow has risen since 2007 and contributed to the rise in population. Glasgow has the most ethnically diverse population in Scotland. In 2011, 12% of the population were from an ethnic minority.

Although male life expectancy has increased to 73.4 and to 78.8 for female the average is still lower than Scotland as a whole. Indeed, in poorer parts of the city this is even lower. Male life expectancy is approximately 13.7 years lower in the 10% most deprived areas of Glasgow compared to the 10% of the least deprived.

The City continues to lose people to the surrounding areas who choose to commute to work in the city. This loss is compensated by immigrants from abroad. This is largely made up of asylum seekers, and migrants from European Union countries such as Poland, Slovakia and the Czech Republic. However, this may change significantly after Brexit.

## **Inverclyde**

Inverclyde covers an area of 61 square miles stretching along the south bank of the estuary of the River Clyde. Inverclyde is one of the smaller local authorities in Scotland with a population of 79,500. The main towns of Greenock, Port Glasgow and Gourock sit on the Forth of Clyde. The towns provide a marked contrast to the coastal settlements of Inverkip and Wemyss Bay, which lie to the south west of the area, and the villages of Kilmacolm and Quarrier's Village which are located further inland. Demographic trends have shown a marked decrease in population in recent years with the majority of those leaving being young. The most significant population increase in Inverclyde is projected for the age group 75 and over with an estimated increase of 68% by 2039. Inverclyde also has substantial areas of deprivation. In the Scottish Index of Multiple Deprivation 2016, 11 (9.6%) of Inverclyde's 114 datazones were in the 5% most deprived datazones in Scotland. Inverclyde has the second highest local share of the most deprived 20% of any authority in Scotland with obvious effects on general health and life expectancy in the area. Female life expectancy at birth (80.4 years) is greater than male life expectancy (75.4 years), but both were lower than the Scottish average. Male life expectancy at birth in Inverclyde is improving more rapidly than female life expectancy

## **Renfrewshire**

Renfrewshire Council is situated to the west of Glasgow on the south bank of the River Clyde and covers nearly 103 square miles. To the west lies Inverclyde Council, to the south is North Ayrshire Council and East Renfrewshire is located to the south east. Renfrewshire has a population of over 174,000, making it the ninth largest council in Scotland in terms of its population. Paisley, with a population of around 77,000, forms the commercial and transport hub for Renfrewshire. The town of Renfrew lies to the north of Paisley and Johnstone to the west. Glasgow International Airport is located to the north of Paisley and is easily accessed from the M8 Motorway and Paisley Town Centre. It is one of Scotland's busiest airports. It is a key part of the transportation infrastructure of Scotland and is a major contributor to Renfrewshire's economy. Renfrewshire Council is committed to its role as a health improving organisation and recognises its responsibility in working with partners to improve the health of local communities. This focus is essential due to the significant health inequalities that exist in Renfrewshire, linked often, to levels of deprivation within communities. For example, life expectancy is lower in Renfrewshire than the Scottish average at 76.3 years for men and 80.6 years for women, compared with the national averages of 77.1 and 81.1 years respectively. This remains a considerable challenge for Renfrewshire given the strong links between social deprivation and ill health.

## **West Dunbartonshire**

West Dunbartonshire comprises three main settlement areas, Clydebank, Dumbarton and Vale of Leven, which have developed along the rivers Clyde and Leven.

Within the boundaries of the Authority, the three large areas of water, the river Clyde, the river Leven and the southern extents of Loch Lomond combine to cover 2,505 ha. The urban areas of the Authority spread from the two rivers up to the foothills of the Kilpatricks, Dumbarton Muir and Carman, and cover a land area of 2,735 ha. The

remaining 12,986 ha of the Authority area comprises greenbelt, farmland, foothills and the raised bogland of the countryside area.

From the published West Dunbartonshire Social and Economic Profile 2017(1), the population of West Dunbartonshire at 2014 was estimated at 89,500. The population of West Dunbartonshire accounts for 1.7% of the total population of Scotland. In West Dunbartonshire in 2015 the number of people aged 16 and under decreased to 16,694 people, and the number of people aged 60 and over increased to 21,345 people. Area profiles for communities in West Dunbartonshire are found here - <http://www.west-dunbarton.gov.uk/council/community-planning-west-dunbartonshire/your-community/community-profiles/>

West Dunbartonshire has life expectancy rates that are statistically significantly worse than the Scottish average, with the second lowest life expectancy at birth of all Scottish Local Authorities. Based on the most recent figures available (2013-15) life expectancy at birth for males and females in West Dunbartonshire is 74.8 years and 78.7 years respectively, lower than the Scottish average.

## Health protection: planning infrastructure

Locally, the Public Health (Health Protection) Liaison Working Group (the “Med-Vet”) provides an area wide forum for discussion of the surveillance and investigation of infectious diseases (including outbreaks) and environmental hazards affecting, or with the potential to affect the health of, the general population, and to ensure that appropriate procedures are carried out during this process.

The group’s remit is:

- To provide an area wide multidisciplinary forum to monitor, report, discuss and recommend actions to protect the health of our population.
- Sharing of intelligence on infectious intestinal disease in humans and animals, and surveillance of environmental hazards in air, water and land which have the potential to impact or is already damaging to the health of our population
- To agree basic minimum standards for the investigation of infectious gastrointestinal disease in the human population, and ensure that appropriate follow up action takes place
- To monitor our performance against agreed standards
- To ensure outbreak control plans are fit for purpose
- To participate in exercises to ensure that all partners are familiar with appropriate responses
- To provide a forum for discussion of issues raised by the Scottish Government, Health Protection Scotland and other relevant bodies which will have a potential to impact on the above
- To monitor untoward events and outbreaks and ensure that our systems are modified appropriately

Membership is drawn from:

- Public Health Protection Unit (PHPU) Medical and Nursing Staff
- Environmental Health Representative from each Local Authority
- Animal Health
- Scottish Water
- Microbiology
- DWQR
- Health Protection Scotland
- Scottish Environment Protection Agency
- Glasgow Scientific Services

The parties to the JHPP also participate through the Scottish Health Protection Network and the Regional and Local Resilience partnerships in health protection planning and guidance development.

Whilst the majority of health protection remains a statutory responsibility of the health board or local authority, some programmatic elements are delivered through joint working with new integrated authorities. Med-Vet will work with Health and Social Care Partnerships to ensure all parties are aware of the process for mobilising response to outbreaks or incidents.

There are a series of health protection plans that are prepared by the Health Board, singly or in partnership with Local Authorities and other agencies detailed in table 1. Additionally there are a further series of plans maintained by each local authority which follow in table 2. These plans are in addition to documents produced at a national level which guide health protection response, including *Managing Public Health Incidents*, *Scottish Waterborne Hazards Plan*, and *Scottish Framework for Exotic Notifiable Animal Disease*.

Plan	Owner	Last updated	Review date	Exercised
Outbreak response plan	Med-Vet Group	October 2015	October 2018	December 2017
Blue-green algae plan	Med-Vet Group	September 2017	September 2022 (Main plan) Annually (inland waters risk assessment)	N/A – as the plan is used regularly during the algal bloom season, exercising is not required.
Pandemic influenza	NHS GGC LRP	2016 2017	Ongoing	Exercise Silver Swan
Major incident	NHS GGC	2017	2018	Elements of plan tested during acute exercises, and Border Reiver
Mass casualty	SG Health Resilience	2015	Ongoing	October 2017 Exercise Border Reiver
Viral Haemorrhagic fever protocol	NHS GGC	2016	2018	Exercised extensively during development and implemented since
Glasgow Airport Port Health Procedures	Glasgow Airport Ltd	2014	2017	Exercised 2014 and 2015 (x2)
Port Health guideline	NHS GGC, Renfrewshire, Inverclyde	2017	2019	

	East Dunbartonsh ire	East Renfrew shire	Glasgow City	Inverclyde	Renfrewshire	WDC
Air quality statement	✓(e)	✓	✓(e)	✓(e)	✓(e)	✓(e)
Single outcome agreement	✓(e)	✓(e)	✓(e)	✓(e)	✓(e)	✓(e)
Food and feedstuffs service plan	✓(e)	✓	✓	✓(e)	✓(e)	✓
Local housing strategy	✓(e)	✓	✓	✓	✓(e)	✓(e)
Private sector strategy	✓(e)	✓	✓	Currently under development	✓(e)	✓(e)
Pandemic influenza	✓(e)	✓	✓	✓	✓(e)	✓
Contaminated land strategy	✓(e)	✓	✓	✓	✓(e)	✓(e)
Health and safety service plan	✓(e)				✓	✓
Council emergency plan	✓(e)		✓	✓	✓(e)	✓
Council plan (corporate)	✓(e)			✓(e)	✓(e)	✓
Environment strategy and action plan			✓(e)		✓(e)	
Climate change strategy			✓(e)			✓(e)
River Clyde flood management strategy		✓(e)	✓(e)		✓(e)	
Joint health improvement plan	✓(e)	✓			✓(e)	✓(e)
Fuel poverty strategy	✓(e)		✓		✓(e)	✓
Community plan	✓(e)		✓		✓(e)	✓
Carbon management strategy			✓		✓(e)	✓(e)
Sustainability strategy					✓(e)	✓

## Health protection activities

### Local and national priorities

The Health Board and Partners are cogniscent of the priorities as stated from time to time by Scottish Government and chief professional officers. The Public Health Oversight Board, who are leading on the creation of the new national public health body, are also responsible for preparing an updated list of priority areas for public health action, including health protection. It is expected that these priorities will be agreed and published during the life of this plan.

Key priority areas that have been previously identified include:

- Pandemic influenza;
- Healthcare associated infections;
- Vaccine preventable diseases;
- Environmental exposures which have an adverse impact on health<sup>5</sup> and
- Gastro-intestinal and zoonotic infections.

In addition, the following were considered to be important to improve the delivery of health protection services by both the NHS and local authorities:

- Capacity and resilience of health protection services in responding to actual or potential significant threats to public health
- Developing means to assure the quality of health protection services
- Continuing professional development especially with regard to strengthening evidence based good practice
- Improving communications with the public on risks to health and securing a greater degree of involvement in health protection services

Actions on the key priority areas, and other health protection responsibilities include :

### **Pandemic influenza**

A comprehensive suite of pandemic flu plans based on national and international guidance, frequent flu planning “exercises”, and lessons learned from the 2009 H1N1 pandemic, are continually updated to ensure readiness for future pandemics. A major national exercise of pandemic flu arrangements (*Silver Swan*) was carried out in 2016. PHPU have worked with partners across the health board on the plans for responding to the attendant increased demand for front line services while maintaining continuity of essential business during a pandemic. These plans support the West of Scotland multi-agency pandemic influenza planning process, which is lead by the Local Resilience Partnerships, close working with key partners ensuring a consistent and collaborative approach to planning.

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<sup>5</sup> These are referred to as “non-communicable hazards” in the remainder of the JHPP



## **Healthcare associated infection**

Prevention and control of infection continues to have the highest priority within NHSGGC and the Board Infection Control Committee (BICC), in conjunction with clinical service providers, develops an annual infection prevention and control programme to co-ordinate and monitor all the detailed work of the infection control teams and committees in preventing and controlling infection through effective communication, education, audit, surveillance, risk assessment, quality improvement and development of policies and procedures. The programme addresses the national and local priorities for infection prevention and control and extends throughout healthcare, health protection and health promotion. PHPU and environmental health departments work alongside and support the Infection Prevention and Control Teams (IPCT). The Board's progress against the programme of work is reported in the infection control manager's annual report. The most up to date version of the IPC annual report, policies and Standard Operating Procedures (SOPs) can be accessed at: [www.nhsggc.org.uk/infectioncontrol](http://www.nhsggc.org.uk/infectioncontrol)

Good practice in Infection Prevention and Control does not rest solely within the remit of our IPCT. Every member of staff has a professional responsibility to prevent healthcare associated infection and is accountable for their actions in relation to this.

## **Vaccine preventable diseases**

Information on national immunisation programmes, including the timetable of routine childhood immunisations, can be found by visiting <http://www.immunisationscotland.org.uk/when-to-immunise/immunisation-schedule.aspx>

Approximately 375,000 people receive 625,000 doses of vaccine each year in NHSGGC, one of the highest immunisation uptake rates in the UK, giving protection against serious infections. The ongoing challenge is to encourage and maintain high uptake of vaccines in target groups across the health board area.

Uptake rates for routine childhood, HPV and teenage booster vaccines in the national programme are available from <http://www.isdscotland.org/index.asp>

Immunisation programmes in NHSGGC are coordinated by the Health Protection team providing leadership, programme management, education and training and support to primary care, children and families teams and school immunisation teams who administer the vaccines.

Scottish Government announced a Vaccination Transformation Programme (VTP) in early 2017, with the aim of ensuring the health of the Scottish public through the modernisation of the delivery of vaccinations, empowering local decision making and supporting the transformation of the role of the General Practitioner. The scope of the VTP includes all NHS vaccination programmes. It is expected that the vast majority of elements will be completed by 2021.

## Non-communicable hazards

Non-communicable hazards are traditionally associated with a wide range of chemical and physical risk factors that may be present in the indoors or out of doors environment. Increasingly this area of public health is focusing on the wider health impacts of natural and built environment and on mitigating the impacts of climate change.

Exposures to chemical or physical agents differ in a number of ways from exposures in association with lifestyle or occupation, as follows:

- Concern is usually with low-level exposures which are difficult to measure and difficult to link to disease;
- Exposures often occur to complex mixtures rather than just to a single agent;
- It may be difficult to estimate historical levels of exposure;
- Measurement of small effects associated with low-level exposures on common diseases may be difficult and may be beyond the capability of epidemiology.
- Pathway of exposure may be uncertain or difficult to establish. Pathways include the inhalational, ingestion and dermal contact pathways.

Issues in non-communicable hazards in the area of NHS GGC include the following:

- **Air pollution** is an example of an environmental exposure with a well-known epidemiology, particularly in relation to particulate matter (PM10 and PM 2.5). Other pollutants of concern include nitrous oxides (NOx) and the “greenhouse gas”, carbon dioxide.

All local authorities have a duty to regularly review and assess air quality within their area and report the findings to the Scottish Government on an annual basis. Statutory air quality objective levels for specified pollutants are set out in the Air Quality (Scotland) Regulations 2000 and subsequent amendments. Where objective levels are not being achieved the area must be designated an Air Quality Management Area (AQMA) and an Air Quality Action Plan (AQAP) published, outlining action measures the Council are taking forward to improve air quality in those areas, leading to higher overall standards of air quality.

Glasgow City Council are partnering with Scottish Government to introduce the first Low Emissions Zone (LEZ) in Scotland, as part of a plan to introduce LEZs to Scotland’s four largest cities by 2020. The LEZ will cover the city centre and major arterial routes into the city, and will be introduced in a phased manner, starting with bus traffic.

- **Waste disposal:** Landfill has historically been a common way of disposing of domestic, industrial and hazardous waste, although the use of landfill for this purpose will decrease dramatically in the near future. The Scottish Government Zero Waste Strategy, first published in 2010, sets targets of 70% of waste to be recycled, and a maximum of 5% going to landfill, by 2025

200,000 tonnes of domestic waste from Glasgow City will be processed at the new Glasgow Recycling and Renewable Energy Centre, with 90% expected to be

diverted from landfill. Efforts to increase recycling and divert waste from landfill have also been successful in other local authority areas. These changes will not only improve amenity and reduce potential risks from waste, but will also have longer term benefits for the natural environment.

Figures on domestic waste disposal are published by SEPA and are available at <https://www.sepa.org.uk/environment/waste/waste-data/waste-data-reporting/household-waste-data/>.

- **Environmental asbestos exposure:** Asbestos is well established as an environmental risk factor with a widely accepted epidemiological framework for risk assessment. Asbestos has been widely used in the urban built environment and exposures may occur in a range of situations, including factory fires and demolition of blocks of flats. A study of the possible health effects of asbestos from the demolition of high rise flats in Glasgow has demonstrated that risks from such activities are extremely low, though precautionary environmental monitoring during works has been carried out.

## **Gastro-intestinal and zoonotic infections (GIZ)**

There is close joint working between NHS GGC and LA Environmental Health professionals on GIZ, including through an agreed enteric investigation protocol, the outbreak control plan, and training events and exercises. Gastro-intestinal infections are the largest single group of infectious diseases that benefit from the joint working between the signatories of this plan. The Health Board and LA Environmental Health professionals work closely with colleagues from national agencies such as Food Standards Scotland, HPS, and animal health in responding to incidents and outbreaks, and the development of guidelines, including via the SHPN topic groups.

The WoS RRP has recently reformed their animal health sub-group to aid in the co-ordination of resilience activities in relation to zoonotic disease. In addition, national plans are available e.g. rabies, which are regularly exercised, and which support local preparedness for zoonotic infections

### *Escherichia coli O157 and other Shiga toxin-producing E. coli (STEC)*

STEC (also known as verotoxic *E. coli*, VTEC) is the most serious enteric infection that is regularly notified to health protection services, with approximately 40 cases a year notified to PHPU. STEC require a rapid co-ordinated response to minimise risk of further transmission and to identify potential source. The Scottish VTEC Action Plan final reports will be published in the first half of 2018, and the revised Scottish STEC public health guidance and a new clinical management guideline are also being produced. Parties to the JHPP are involved in the development of these documents, which aim to reduce the risk of STEC across Scotland and ensure the best evidence based response from all agencies.

## **Bloodborne Viruses (BBV)**

BBV policy and therefore activity is directed by the Scottish Government Sexual Health and Bloodborne Virus Framework 2015-2020.

### *Hepatitis C*

- New drug therapies have radically changed hepatitis C prognosis, and for the majority of people infected, it can be cured with 12 weeks of treatment.
- Much of the Board's effort is focussed on finding and treating people to contribute to the WHO elimination targets.
- The Viral Hepatitis Managed Care Network co-ordinates and directs specific programmes around testing, treatment and care such as routine testing; case-finding of people who are lost to follow-up and developing appropriate models of care, including community outreach in Addictions settings.
- Prevention is focused on Injecting Equipment Provision to people who inject drugs.

### *HIV*

- There is now very effective treatment which means that people living with HIV, who adhere to their medication can live long and healthy lives. People living with HIV who achieve and maintain an undetectable viral load are unable to transmit the virus to others. This is known as 'treatment as prevention' and is a key component of our prevention strategy.
- Two groups disproportionately affected by HIV are men who have sex with men and people from countries of high prevalence, mainly sub-saharan Africa.
- Prevention programmes are in place to raise awareness, encourage testing and prevent both initial and onward transmission. This includes a comprehensive Free Condom Service; Waverley Care have been commissioned to provide prevention and support interventions to people from African communities living in NHS GGC and there is a targeted clinical and health improvement programme aimed at men who have sex with men.
- PrEP (Pre-Exposure Prophylaxis) aimed at people who are HIV negative but at high risk of acquiring the infection is now available and is currently provided to prevent sexual transmission. PrEP for PWID is being considered.

## **Tuberculosis (TB)**

Greater Glasgow and Clyde has the highest rate of TB in Scotland, at 12.9 per 100,000 population in 2016, representing 47% of all cases in Scotland. TB cases continue to fall, with a 50% decrease in NHS GGC – 236 cases in 2009 and 118 cases in 2016, compared to a 38% decrease since 2010 across Scotland as a whole. However, TB cases are becoming more complex, with about half of all cases requiring enhanced case management (ECM)

A new TB Framework, published October 2017, builds on the Scottish Government TB Action Plan, published in 2011. The TB Framework sets out the SHPN's strategy in relation to tuberculosis control for the period 2017-2021. Specifically, the Framework supports this by:

- Encouraging engagement with those most at risk of tuberculosis (defined in Appendix 1) to ensure that they are able to benefit from our NHS services
- Seeking to ensure that effective treatments, interventions, support and services are provided to people when they need them, while at all times working in partnership with our stakeholders to ensure that services provided are evidence based and appropriate
- Striving to ensure that people are able to maintain high levels of health, good relationships and positive wellbeing including adequate housing and nutrition.

The Framework can be found at

<http://www.hps.scot.nhs.uk/resourcedocument.aspx?id=6240>

## **Local Authority Environmental Health**

Local health protection priorities carried out within local authorities by Environmental Health Officers and other professional staff are outlined below. Many are requirements of statute, in order to protect the health of individuals living and working in our communities.

- Improving air quality;
- Nuisance (including controlling environmental noise, antisocial behaviour noise, odours, sewage, waste water spillage etc);
- Communicable disease control;
- Investigating and control of contaminated land;
- Housing (including private sector, housing conditions, building disrepair);
- Drinking water quality;
- Pest control;
- Protecting health and consumer interests in relation to food by working with partner organisations and local business, implementing nationally set standards and minimising the risk of food poisoning incidences and outbreaks through inspection, training and initiatives; these activities include tackling the problem of food fraud, and an increasing focus on improving diet and nutrition.
- Maintaining the health of the working population through regulation of workplace safety and through inspection, awareness raising, training etc., and minimising the risk of ill health caused by occupational health exposures including stress,;
- Minimising the risk of exposure to environmental incivilities such as dog fouling, litter, illicit tipping, graffiti – there being a growing body of evidence that links stress to aspects of mental health and wellbeing, but also to physical disease- psychosocial dimension;
- Minimising the risk of environmental exposure to smoking devices, including secondary exposure through inspection, enforcement (e.g. preventing sale of tobacco to under 18s), awareness raising of smoking in public places legislation;
- Activities concerning alcohol consumption regulation through new licensing standards legislation – including enforcement, education and awareness raising work;
- Protecting the health, welfare and safety of the public through raising standards of premises licensed for these purposes;
- Promoting community health and well-being by protecting public health through educational and advisory services.

- Working with Scottish Water to support delivery of the 2015-2027 improvement plan (“Quality and Standard 4”)
- Activities related to animal health, including tick-borne diseases and the risk of rabies in imported animals, which remains very low due to existing control programmes.

## Unique health protection risks and challenges within NHSGGC

### **Glasgow 2018**

Glasgow 2018 European Championships will be held the 1<sup>st</sup> – 12<sup>th</sup> August 2018. Six groups of events, involving 3025 athletes, and a total of 8500 participants, including officials and others. Eight venues across the Greater Glasgow and Clyde area will be used for three groups of sports (aquatics, cycling and gymnastics), with rowing and triathlon taking place in Lanarkshire, and golf in Ayrshire. NHS GGC and NHS Lanarkshire will share health role in the multi-agency command centre.

### **Contaminated land**

The issue of contaminated land causes considerable public anxiety not only because of effects on health but because of possible effects on housing markets. Contaminated land may represent a risk factor for health in local populations although the nature and scale of the risk depend on the type of contamination. The contamination is usually the result of historical use of land for industrial purposes. In Glasgow, substantial amounts of land are contaminated with chromium as a result of the operations of the former chromium industry in the area. Several epidemiological studies have been carried out in the affected areas, and to date no detrimental effects on health have been demonstrated. Similarly, West Dunbartonshire have addressed areas of contamination through local development plans, redeveloping sites along the Clyde waterfront, including the former John Brown’s shipyard and adjoining sites, collectively identified as Queens Quay in Clydebanks, the Carless site in Old Kilpatrick, the Exxon site in Bowling and Dumbarton waterfront.

### **Port health**

Within the Board area there is a large international airport (Glasgow International airport) and a large seaport (Greenock), as well as smaller seaports. Glasgow Airport has direct flights to many international destinations including Europe, the Middle East and the Americas. Port of Greenock operates year round as a major freight terminal, and between April and October has increasing numbers of cruise ships. West Dunbartonshire provides for Port Health at its Clydebanks port location at Rothesay Dock, receiving commercial shipping.

There are long established plans between NHSGGC and Renfrewshire Council for Glasgow Airport, and with NHSGGC and Inverclyde for dealing with incidents involving the Port of Greenock. These plans regularly reviewed and updated. Plans will be reviewed to ensure contingency and public health resilience for the Clydebanks port.

There has been an expectation that aircraft and port regulations will be updated since the introduction of the Public Health etc (Scotland) Act 2008. The desire to develop these alongside updates in other UK jurisdictions, has delayed this review. Current plans and arrangements will be reviewed and updated if necessary as a result of any changes to the regulations.

## **Migrant health**

There is a long history of migration into the West of Scotland, with communities developing over many decades and generations. This inward movement continues, and Greater Glasgow and Clyde includes some of the most ethnically diverse communities in Scotland, with an increase in the BME population from 3.6% in 2001 to 7.5% in 2011, well above the Scottish national average. Some of the migrant groups and the communities they live in are more vulnerable than the general population, due to a number of factors including deprivation and living conditions, prior access to healthcare (including vaccination), barriers to accessing services (such as culture, language, stigma), limited social networks and isolation, and their own lived experiences. Recent health protection issues related to these challenges include a mumps outbreak, and environmental cleansing problems and infestations. These vulnerable communities require additional support of public health services compared to more settled populations.

## **COMAH Sites**

Within the NHS GGC boundary there are six upper tier COMAH (Control of Major Accident Hazards) sites. In accordance with COMAH legislation, each of these sites has a multi-agency off-site incident management plan. These plans are developed by resilience partners, which include the Board and relevant LAs, as well as emergency services and other agencies. These plans are updated and tested on a regular basis in accordance with the relevant legislation.

The sites are

- Provan gasworks (Glasgow)
- NuStar-Clydebank terminal (West Dunbartonshire)
- Chivas Brothers Dumbuck (West Dunbartonshire)
- Chivas Brothers Dalmuir (West Dunbartonshire)
- Beam Suntory and John Dewar and Sons Ltd, Westthorn Site (Glasgow)
- Diageo, Blythwood (Renfrewshire)

Additionally, NHS GGC have a mutual aid agreement in place with NHS Highland to provide initial response and subsequent support for incidents relating to HMS Naval Base Clyde (Faslane/Coulport).

## Significant incidents and outbreaks in recent years

Situation	Dates	Description
Commonwealth Games	2014	Glasgow hosted the Commonwealth games in 2014, with nearly 5000 athletes competing in 16 venues across four NHS board areas. Learning from London 2012 and a broad multiagency approach produced a series of reporting and response protocols to ensure potential health protection challenges were met. Key events included a Norovirus outbreak in the athletes village, and testing of a few athletes from West Africa for suspected ebola (testing negative)
Ebola in West Africa	2014-2016	During the West Africa ebola epidemic, staff from many disciplines and all the agencies involved in health protection responded to a confirmed case of ebola virus disease, as well as a number of suspected cases, including the monitoring of a large number for contacts of these cases, and of travellers returning from West Africa. The success of this response was due to a significant effort in preparation, training and exercising the response. Staff from the Board area continue to be closely involved in preparation and development work to further improve capabilities in the event future cases of infectious disease of high consequence
Port Health call outs	2016-2017	Renfrewshire Council EHD and NHS GGC PHPU jointly responded to a number of Port Health call outs to Glasgow International Airport. Each situation requires individual risk assessment, and advice given includes personal hygiene, environmental cleaning and other aspects of infection control. No wider threat to public health was identified in these incidents.



Situation	Dates	Description
Cryptosporidium associated with swimming pools	2016	There were two outbreaks associated with different swimming pools/leisure facilities in the Board area. Investigations centre around the filtration systems, as cryptosporidium is not affected by chlorination. Learning from these incidents has been fed into the SHPN GIZ group, who are considering producing new national guidance.
Manganese (Royal Alexandra Hospital)	2016	The root cause of the water quality incident at the RAH was the seasonally high manganese level in local water supply with a number of external and internal factors contributing. Scottish Water provided tankered water to the hospital during the incident and additional monitoring and treatment stage have been introduced at the RAH site. The relevant water treatment works has been upgraded to include manganese removal. The DWQR published their findings of the incident in April 2017 and learning from this incident is being taken forward by Health Facilities Scotland
Unexploded WWII ordnance	2016	A WW2 mine was found 80 metres off the Gourock outdoor Pool at a depth of 13 metres. A partial evacuation & road closure was carried out to enable RN bomb disposal to tow the device to a safe distance offshore. The device was then detonated in a controlled explosion.
Salmonella outbreaks	2014 - 2017	In recent years there have been four significant outbreaks of salmonella, two linked to restaurants, a third to a retail food business, and one with hospitality provision at a sporting event. Two of these outbreaks were subsequently linked to a Europe-wide outbreak which was traced back to a specific egg producer and distributor in Eastern Europe.

Situation	Dates	Description
Pigeon paramyxovirus	2017	<p>The Scottish Government implemented an Avian Influenza Prevention Zone on 6 December 2016 due to concerns about Avian Influenza being brought into the UK by migrating birds from continental Europe.</p> <p>In January 2017 Renfrewshire Council worked with APHA following discovery of 5 dead birds (4 wild, 1 captive) in a petting area in a local park. Avian influenza was considered as a potential causative organism, especially given the heightened concern at that time. Testing demonstrated that pigeon paramyxovirus had caused the fatalities, and as a precautionary measure, culling of remaining birds in that area was undertaken to prevent possibility of further spread in the local bird populations.</p>
Psittacosis	2015 and 2016	<p>There have been two incidents of human infection, involving a total of six confirmed or suspected cases of psittacosis. In both incidents disease was confirmed in birds the human cases had contacts with, and there were links to pet shops. However, all cases also had alternative exposures to parrots or other potential source species, and no confirmed source could be determined. The response to these incidents is complex, involving a number of local, Scottish and UK agencies, as well as the owners, retailers and breeders. The learning from these incidents, and those in other boards, has informed the creation of new national guidance on role of animal health agencies in non-statutory zoonoses, which is currently under development</p>

## Health protection: resources and operational arrangements

### Staffing and ICT resources

“Competent person” is a designation under the Public Health etc (Scotland) Act 2008 and subsequent regulations, and indicates an individual designated by the health board or local authority, who is empowered to use the relevant powers listed under the Act. In NHS GGC there are 13 individuals who are designated as competent persons, supported by a further ten staff members (including TB specialist nurses, civil contingencies planning unit and support staff). Table 3 demonstrates the numbers of competent persons and other staff in each local authority as full time equivalents. Staffing resource may fluctuate during the period covered by the plan.

	Competent persons designated under the Public Health etc (Scotland) Act 2008 (FTE)	Others who contribute to public health protection functions <sup>1</sup> (FTE)
<b><i>Glasgow City</i></b>	28	61
<b><i>East Dunbartonshire</i></b>	10	13
<b><i>West Dunbartonshire</i></b>	12.1	8.5
<b><i>East Renfrewshire</i></b>	8	2
<b><i>Renfrewshire</i></b>	16	18
<b><i>Inverclyde</i></b>	9	9

All partners have access to IT equipment relevant to their roles, including desktop and laptop computers, mobile telephones and email. In common with all other NHS territorial boards, PHPU uses the HPZone case and incident management system to manage workflow and to act as the formal record of PHPU response. Additional statistical and epidemiological software and tools are available in PHPU to assist in outbreak response.

## Out of hours/oncall arrangements

### NHS GGC

NHS GGC maintain a 24/7 public health service. During office hours (Mon-Fri 9am to 5pm) duty HPNS or CPHM can be contacted via the PHPU office. Outside office hours the on-call public health services can be accessed via the NHS GGC switchboard. There is a CPHM available at all times, and they are able to mobilise additional resource in accordance with incident management plans.

### East Dunbartonshire

During office hours (Monday to Friday 9am to 5pm) Environmental Health staff can be contacted on 0300 123 4510 and by email on [environmental.health@eastdunbarton.co.uk](mailto:environmental.health@eastdunbarton.co.uk) . Out of hours a member of the management team can be contacted by telephoning the above number

### East Renfrewshire

This Service has the following arrangements in place for the provision of cover outwith routine working hours: from 15.55hrs on Fridays until 08.45hrs on Sundays, extended by 24 hours on public / bank holiday weekends, one EHO is available over the full year including all public holidays. Six EHOs (all designated Competent Persons) work on-call hours on a rotational basis. The on-call officer is contacted via a dedicated mobile phone number by staff from East Renfrewshire Council's 24hr Ring and Report Helpline. The on call officer can contact the Environmental Services Manager (or the Principal Officer/Team Leader in his absence) at any time for advice when calls are received. Depending on the circumstances, the Environmental Services Manager may decide to attend or draft in additional EHOs. The Environmental Services Manager has a list of current emergency contact numbers should such circumstances arise. Our Head of Service and Environmental Services Manager are available at all times in terms of the current GGCNHS Outbreak Control Plan. We are also contributors to the Civil Contingency Service and a cascade system is available on a 24hr a day, 7 day a week basis".

### Glasgow City

A call centre responds to calls 24/7 and during office hours (Mon-Fri, 9am-5pm) information will be forwarded to Environmental Health Officers.

Environmental Health Officers are available at weekends (9am-5pm) and there is usually at least one EHO available between 5pm and 3.30am every night. The call centre will forward information to the appropriate officers at weekends and after 5pm. From 3.30am and 9am the call centre will direct all emergency calls to one of three Assistant Managers or the Group Manager.

## **Inverclyde**

Office hours are 8:45 – 16:45 Monday to Thursday and 8:45-16:00 on Friday. Out of hours contact in the event of an outbreak or incident is by direct contact with either the Head of Safer & Inclusive Communities, the relevant Service Manager or the Food & Health Team Leader who is the authority's lead food officer. For emergencies and incidents which extend beyond a single service response the council's Civil Contingency Service provide a 24/7 response which would include the activation of a Council Incident Officer (CIO) to manage the council's response.

## **Renfrewshire**

Renfrewshire Council Environment & Communities operates an emergency on call service. Outside of office hours a mobile telephone number is manned 24 hours for response to health protection emergencies. This is staffed by EHOs on a rotational basis and all officers are listed as Competent Persons. The on call service covers Port Health emergencies at Glasgow Airport which are responded to jointly by Renfrewshire Council EHOs and Consultants in Public Health Medicine from NHSGGC. Renfrewshire Council has an Emergency Contacts Directory which lists all appropriate persons in Renfrewshire Council for contact in an emergency

## **West Dunbartonshire**

WDC has a system of emergency contact (phone and email) for Environmental Health in the event of public health incidents and emergencies arising out-of-hours. This system provides for contact of senior officers with capacity to initiate a service response. During normal working hours, email and phone contacts are maintained. Emergency and normal hours contact details are routinely updated internally and are provided and updated through the Med-Vet Group

## **Standard Operating Procedures**

The PHPU within NHS Greater Glasgow and Clyde and the six local authorities have Standard Operating Procedures (or similar) which are subject to regular review. Many of these relate to health protection, food safety and food hygiene. SOPs are subject to regular audit.

The Med-Vet Group has produced a joint protocol for the epidemiological investigation and surveillance of infectious intestinal diseases which is followed by both the Board and the local authorities. It describes how PHPU and colleagues in the local authorities deal with cases of infectious intestinal diseases such as salmonella and E coli O157.

## Maintaining knowledge and skills

### NHS GGC

All medical staff who take part in out of hours rota are required to maintain their skills and record continuing professional development (CPD) activities with the Faculty of Public Health (FPH) or alternative Royal College. The Faculty of Public Health carry out random audits of members' CPD returns. Maintenance of CPD records is also checked at yearly appraisals carried out in the Board. This is in keeping with current General Medical Council (GMC) requirements on revalidation and appraisal for doctors.

Similar arrangements are in place for HPNS, in accordance with the Agenda for Change Knowledge and Skills Framework process and nursing revalidation.

### Local authorities

The local authority Environmental Health professionals all have a staff Performance Development Review, or equivalent, on an annual basis. This means ongoing training to ensure staff have necessary skills and competencies on a wide range of public health and environment matters, including health protection. In addition, there are specific requirements, defined by external agencies, for food enforcement officers and for other environments health functions. Many environmental health professionals also take part in the voluntary scheme organised by the Royal Environmental Health Institute of Scotland (REHIS) scheme of CPD, and can gain and maintain Chartered Status as an Environmental Health Officer.

Local authority Environmental Health participate in several liaison groups, e.g. West of Scotland Food Liaison Group, West of Scotland Health and Safety Liaison Group, Public Health and Housing Working Group and the Central and West of Scotland Pollution Control. At these liaison groups, new legislation, guidance, consultation documents, common issues of interest and difficulties that authorities are experiencing are discussed and common approaches determined. These groups also provide a network where Environmental Health Professionals can contact other group members outwith meetings for advice and information.

## Health protection services: capacity and resilience

In recent years the public health system in Scotland has undergone significant scrutiny, including through the Public Health Review, published February 2016. Further assessment and review is anticipated as we move to a single national public health body in 2019, and new local arrangements thereafter. There is also an ongoing review of the NHS health protection out of hours arrangements across Scotland to ensure a resilient, safe, effective and sustainable service going forwards.

In Greater Glasgow and Clyde area there are a number of emergency plans that are reviewed, exercised and updated on a regular basis, which are detailed earlier in this plan.

PHPU works closely with the NHS GGC Civil Contingencies Planning Unit. All signatories to this plan are members of the multi-agency West of Scotland Regional Resilience Partnership and the appropriate Local Resilience Partnership(s).

Four local authorities are members of a Joint Civil Contingencies Service (CCS). This is based in Paisley and covers East Renfrewshire, Inverclyde, Renfrewshire and West Dunbartonshire Council areas

A memorandum of understanding exists between the West of Scotland NHS Boards (NHS Ayrshire & Arran, NHS Dumfries & Galloway, NHS Forth Valley, NHS Greater Glasgow & Clyde and NHS Lanarkshire) to provide mutual aid in public health emergency situations.

In addition, NHS Ayrshire & Arran, NHS Dumfries & Galloway, NHS Greater Glasgow & Clyde and NHS Lanarkshire have agreed to work together to provide appropriate personnel to form a Scientific and Technical Advice Cell (STAC) to advise the West of Scotland Regional Resilience Partnership in emergency situations.

A similar memorandum of understanding exists between the thirteen Local Authorities of the West of Scotland Regional Resilience Partnership. This enables councils to support each other during emergencies if required

## Health protection: public involvement and feedback

There are a number of different ways that the health board and local authorities consult and engage regularly with the public. These include follow up telephone calls regarding public satisfaction with services; customer feedback questionnaires - such as pest control or environmental health premise inspections; Citizens' Panel surveys etc. Below are some examples of public involvement and feedback exercises within the signatories to this plan.

- A sample of service users are contacted and their views on the level of satisfaction obtained. The Council's Facebook page is also used to provide information on Council services, including Environmental Health. Residents can then use this to raise local issues with the Council
- Environmental Health consults, engages and encourages participation in service improvement, and satisfaction levels are gauged through direct face to face contact, community engagement events, directed survey and open invite through web services and social media.
- Peer support and patient engagement programme for adults attending for HIV Treatment and Care
- Direct public involvement through lay representatives on formal bodies and working groups, for example infection control committees.



## Outline work plan

In addition to the day-to-day strategic and reactive health protection work undertaken by the partner agencies, which have been outlined in this plan, the following list outlines activities will be taken forward over the life of this plan by the partner agencies and the wider “Med-Vet” group. The Med-Vet group will develop detailed plans and timescales for each of these objectives.

- Exercise, review and update the area Outbreak Control Plan, its supporting documents and procedures
- Similarly, to review the enteric protocol and generic enteric form, to ensure they are aligned to current practice, and audit performance in management of enteric cases
- Implement any recommendations from the publication of VTEC Action Plan final report and the updated *E. coli* public health guidance
- Develop regular individual and team training and other learning opportunities to support the development of environmental health and public health protection workforce
- Strengthen and harmonise where possible mechanisms for patient and public involvement in health protection activity
- Work with Health and Social Care Partnerships to ensure all parties are aware of the process for mobilising response to outbreaks or incidents.
- Carry out preparatory work as appropriate as we move to a new national public health body in 2019, and develop new local arrangements by 2021 as laid out in the Scottish Government Health and Social Care delivery Plan.
- Review any changes necessary to this plan, ways of working or other activities to ensure alignment with the new public health priorities when published
- Review the JHPP after one year and a produce a final report at the end of the lifespan of this plan to demonstrate progress against these activities.

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<b>Report To:</b>	<b>The Environment and Regeneration Committee</b>	<b>Date:</b>	<b>30 August 2018</b>
<b>Report By:</b>	<b>The Corporate Director, Environment, Regeneration and Resources</b>	<b>Report No:</b>	<b>LP/084/18</b>
<b>Contact Officer:</b>	<b>Scott Allan</b>	<b>Contact No:</b>	<b>01475 712 762</b>
<b>Subject:</b>	<b>Save Inchgreen Dry Dock Campaign</b>		

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## **1.0 PURPOSE**

- 1.1 The purpose of this report is to advise the Committee of a remit to the Corporate Director, Environment, Regeneration & Resources from the Petitions Committee and that a further more detailed report will be brought to the Committee in due course.

## **2.0 SUMMARY**

- 2.1 At the meeting of 17 May 2018, the Petitions Committee considered a petition submitted by Mr Robert Buirds of the Save Inchgreen Dry Dock Campaign, and decided that it be remitted to the Corporate Director, Environment, Regeneration & Resources to bring a detailed report to this Committee on the matters outlined below.
- 2.2 Officers are in the process of gathering and reviewing the necessary information to bring such report to the Committee in due course.

## **3.0 RECOMMENDATIONS**

- 3.1 It is recommended that the Committee note the position as detailed in this report and that this matter will be reported on further to a future meeting of the Committee.

**Scott Allan**  
**Corporate Director**  
**Environment, Regeneration and Resources.**

## **4.0 BACKGROUND**

- 4.1 At the Petitions Committee meeting of 17 May 2018, the Petitions Committee considered a petition from Robert Buirds on behalf of the Campaign to Save Inchgreen Dry Dock, seeking Council support for the principle of bringing Inchgreen Dry Dock into public or community ownership.
- 4.2 The decision of the Petitions Committee on the matter was that it be remitted to the Corporate Director Environment, Regeneration & Resources to submit a more detailed report to this Committee:
  - (a). on Peel Ports' ownership of the Inchgreen area and any other areas at Inverclyde Waterfront; and
  - (b). exploring any opportunities in current and future Scottish legislation relative to options for public or community ownership of the Inchgreen site, taking into account the information and observations provided by the Campaign to save Inchgreen Dry Dock and by Peel Ports.
- 4.3 Officers have contacted Peel Land and Property Ltd and Peel Ports – Clydeport seeking confirmation of the extent of their respective ownerships. Officers have also written to the Scottish Government seeking clarification of their position on the possible exercise of compulsory purchase powers by them in relation to this site. Whilst some responses have been recently received, officers require responses from all 3 and an opportunity to evaluate and review the same, prior to the preparation a further more detailed report to the Committee in terms of the above remit.

## **5.0 IMPLICATIONS**

### **Finance**

- 5.1 None from this report.

### **Legal**

- 5.2 None from this report.

### **Human Resources**

- 5.3 None from this report.

### **Equalities**

- 5.4 None from this report.

### **Repopulation**

- 5.5 None from this report.

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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>30 August 2018</b>
<b>Report By:</b>	<b>Corporate Director Environment, Regeneration &amp; Resources</b>	<b>Report No:</b>	<b>LP/082/18</b>
<b>Contact Officer:</b>	<b>Audrey Galloway</b>	<b>Contact No:</b>	<b>01475 712102</b>
<b>Subject:</b>	<b>McLean's Yard, Cove Road, Gourock</b>		

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## 1.0 PURPOSE

1.1 The purpose of this report is to:

- a) advise Committee of the further discussions held at the Gourock Regeneration Forum meeting in June 2018, with the three community groups which have come forward following a two stage community consultation, and
- b) to seek the decision of the Committee regarding which community group they wish officers to progress discussions with.

## 2.0 SUMMARY

2.1 The site of the former McLean's Yard in Cove Road, Gourock, as outlined in red on the plan at Appendix 1, has been the subject of a number of reports to Committee. At the May Environment and Regeneration meeting, Committee was advised of the outcome of a two stage community consultation and asked to decide on which, if any, of the three proposals which had come forward following the community consultation, they would recommend officers pursue further discussion with.

2.2 At that meeting Committee decided to continue consideration of the proposals pending the outcome of a further meeting at the Gourock Regeneration Forum, at which, members of the three community groups would be given an opportunity to put forward their proposals for the use of McLeans Yard, and following which a further report to Committee would be prepared updating Committee on the outcome of that meeting and seeking a decision from Committee as to which (if any) of the three community use proposals officers should progress discussion with.

2.3 The Gourock Regeneration Forum has heard the presentations from the three groups and has recommended that the site be granted to the Cardwell Bay Association of Small Boat Owners.

## 3.0 RECOMMENDATIONS

3.1 It is recommended that the Committee:

- (1) Notes and has regard to the comments and feedback received from the Gourock Regeneration Forum and decides which of the groups be granted use of McLean's Yard, Cove Road, Gourock, and
- (2) Remits it to the Corporate Director, Environment, Regeneration & Resources to bring a more detailed report on the proposals to a future meeting of this Committee following discussions with the relative group

## 4.0 BACKGROUND

### 4.1 As previously reported:

- a) McLean's Yard, Cove Road, Gourock has been surplus for a number of years and was brought to the market early 2017, at closing date three offers were received all of which were for residential purposes;
- b) at its August 2017 meeting, recognising the community interest in this site, which forms part of the common good, this Committee decided to note the offers received at closing date and advised that no further action be taken at that time, but that it be remitted to officers to carry out community consultation on prospective community uses and to submit a further report on the outcome of that consultation;
- c) At its October 2017 meeting this Committee decided to confirm to the parties who had offered at Closing Date that the sale is not proceeding and remit it to officers to provide a more detailed report to a future meeting of this Committee;
- d) in accordance with that remit officers have since carried out a two stage community consultation which was reported to the May 2018 Committee and has resulted in three proposals coming forward:
  - Gourock Churches and Schools Together (GCST)
  - Cardwell Bay Association of Small Boat Owners
  - Group proposing Maritime Educational Centre

4.2 At the May Committee it was decided to continue consideration of the proposals pending the outcome of a further meeting with the above three community groups at a single issue meeting of the Gourock Regeneration Forum in June, at which time all three groups would be given the opportunity to present their case in support of their proposal.

### 4.3 Summary of Proposals:

The following information is a summary of the three presentations that were heard by the Gourock Regeneration Forum at its meeting held on 11 June 2018.

#### Maritime Educational Establishment

Representatives of this group presented their proposals to create a Maritime Educational Centre to use as a base for training to be provided in partnership with local colleges, training providers and employers, focusing on technological maritime skills. The government's Modern Apprenticeship scheme could also be utilised to deliver training and find placements for young people. It was stated that technical skills such as these were in high demand with only two people currently trained in this locally. They stated that the centre would allow young people to learn these skills and to gain a nationally recognised qualification.

The group were asked how they would fund the project and it was stated that 70% of funding would come from Scottish Government and 30% from businesses. When asked whether this funding was officially confirmed or promised the representatives were unwilling to give further information at that time in a public setting. They also added that they were unsure of the first year's costs for the project.

When asked how they would sustain the business it was stated that local colleges would be involved to assist with training and they anticipate around 1000 students using the centre in the first two years with prices for each place on the course roughly in line with the college's charges. It was anticipated that three part time paid staff would be utilised.

The group's representatives stated that they hope to have their business plan ready within three months and after four months would have a better grasp on their funding strategy.

When asked why the group were unwilling to share the site the representatives stated that they would require the whole space for the project including the nearby slipway.

#### Gourock Schools and Churches Together (GSCT)

The group's representative opened his presentation with some background on GSCT's previous projects and confirmed that the group have had charitable status since 2016.

The proposal to create a local community garden within McLeans Yard was then put forward and it was noted that this group had been actively looking for a suitable location for such a project over recent years.

The group wish for the local community to be heavily involved in the community garden and would like to include an area for reflection and contemplation in the garden. The group would also like to explore the possibility of hosting some small scale music performances at the site.

When the Forum was invited to ask questions it was noted that this was GSCT's third proposal to create a community garden within the Gourrock area.

When asked for a rough indication of costs for the overall project it was stated that the costs would depend on the design of the garden and it was noted that GSCT receive funding from the David Sharpe Trust.

When asked if the group had a business plan it was confirmed that if successful there would be a business plan for the gardens which would also be used to secure the group's funding.

It was suggested at the Forum that the condition of the ground at McLean's yard was unknown and this could potentially affect the project in terms of growing edibles. It was noted that the group are already involved in the George Wylie gardens project where raised beds are utilised and it was noted that this could also be a solution for this site.

When asked how the group planned to involve all schools and churches within the wider community the group advised that GSCT would be looking for all of these parties to have a say in the design of the garden and would look to draw in the local community with possible live music events.

There was a question over whether the gardens would be left open at night or secured to deter anti-social behaviour. The group stated that they would take this into consideration and may use the newly created George Wylie gardens as a pilot.

It is noted that the GS&CT group is willing to share any use of McLean's Yard

#### Cardwell Bay Association of Small Boat Owners

Representatives of the group introduced themselves and advised they would be putting forward proposals on behalf of the Association which consists of around 30 members.

The group would like to use the yard as a year-round storage area for local user' boats which would require little to no funding, with storage fees being used to invest in facilities and equipment. The site would be able to hold around 20-30 boats (depending on size) and the group would also wish to install a Portacabin to use as a base. The boat owners already make use of the nearby McLean's slip to access their boats and they maintain the slipway themselves when required.

The Association also feel that the local community will benefit as the boats will not be parked on roadways at Cove Road, where they are currently stored.

The group were asked how they would secure the site and they stated that storage would be at the owners' risk whilst noting that even large scale marinas cannot guarantee the safety of their boats, this is the liability of the owner.

The group were asked what timescale they would require to clear the site and move the boats and the group advised they would be able to do this within a matter of days. The group were also asked if staff would be required to maintain the site and if so, how this would be funded. The group confirmed that the yard would be storage only with the boat owners maintaining the site and therefore no staff would be required.

The group were asked if they intended marketing the site for storage to encourage rental and they confirmed that there would be no need to market the site as they have already had vast interest from local boat owners and would be able to fill the space by word of mouth.

It is noted that the Cardwell Bay Association of Small Boat Owners is willing to share any use of McLean's Yard.

- 4.4 After all three groups had presented, each member of the Forum was asked to state their preferred proposal and a consensus was taken from this that the Cardwell Bay Association of Small Boat Owners should be recommended to Committee as the preferred user, with the two other groups being offered assistance in finding alternative sites for their projects. It was also suggested that the Maritime Establishment group should look at employability and apprenticeship schemes with the Inverclyde Community

Development Trust.

- 4.5 It was the Forum's opinion that the Cardwell Bay Association of Small Boat Owners was the only group which required the McLean's Yard site specifically and that the other groups could potentially locate their projects elsewhere. Additionally the local boat owners already maintain and utilise the nearby slipway and use of the yard for storage of boats would allow Cove Road surrounding the slipway to be tidied up which would benefit the local community. The Boat Owners have also been advised by the Forum that if their bid is approved there would be certain conditions governing the use of the yard, including involving the local community in sharing skills and expertise with young people, plus establishing links with Cardwell Bay Sailing Club and ensuring that boats are not parked on the roadways at Cove Road.
- 4.6 All three groups have been notified of the views of the Forum although it has been pointed out to each that this is only a recommendation and that a final decision will be made at the next Environment & Regeneration Committee meeting
- 4.7 If Committee agree with the Forum's recommendation then a meeting will be arranged with Cardwell Bay Association of Small Boat Owners to clarify the conditions for the use of the land and to arrange a formal lease.
- 4.8 It should be noted that there are planning concerns about two of the prospective uses, as previously pointed out to Committee (Maritime Group and Cardwell Bay Association of Small Boat Owners). Planning officers have been informed of the view of the Gourrock Regeneration Forum so that consideration can be given at as early a stage as possible regarding the requirements of any planning permission needed for the site. The outcome of any pre-application planning advice will be reported back to Committee within the future report on further discussion.

## 5.0 IMPLICATIONS

### 5.1 Finance

#### One off Costs

Cost Centre	Budget Heading	Budget Year	Proposed Spend this Report	Virement From	Other Comments

#### Annually Recurring Costs (Savings)

Cost Centre	Budget Heading	With Effect From	Annual Net Impact	Virement From	Other Comments
Common Good	Income	2018/19	(TBC)		Rent

## 5.2 Legal & Property Services:

- a) The site forms part of the common good of the former Gourock Burgh, but is alienable common good. The Council can therefore dispose of the site should it so wish, without the need for any court consent, and with any proceeds being directed to the common good fund.
- b) Should the Council in due course dedicate this site to a public purpose the site will become inalienable common good, meaning that any decision to sell or re-appropriate thereafter would require consent of the court in terms of Section 75 of the Local Government (Scotland) Act 1973.
- c) Should decision of the Committee be that a lease of this site is to proceed, officers in Legal and Property Services will require to, in negotiation with the agents for the other parties involved in each transaction, conclude missives and draft and thereafter arrange execution of necessary formal documentation to implement same.

5.3 Equality: No implications

5.4 Repopulation: None

## **6.0 CONSULTATIONS**

6.1 The Chief Financial officer has been consulted on the contents of this report.

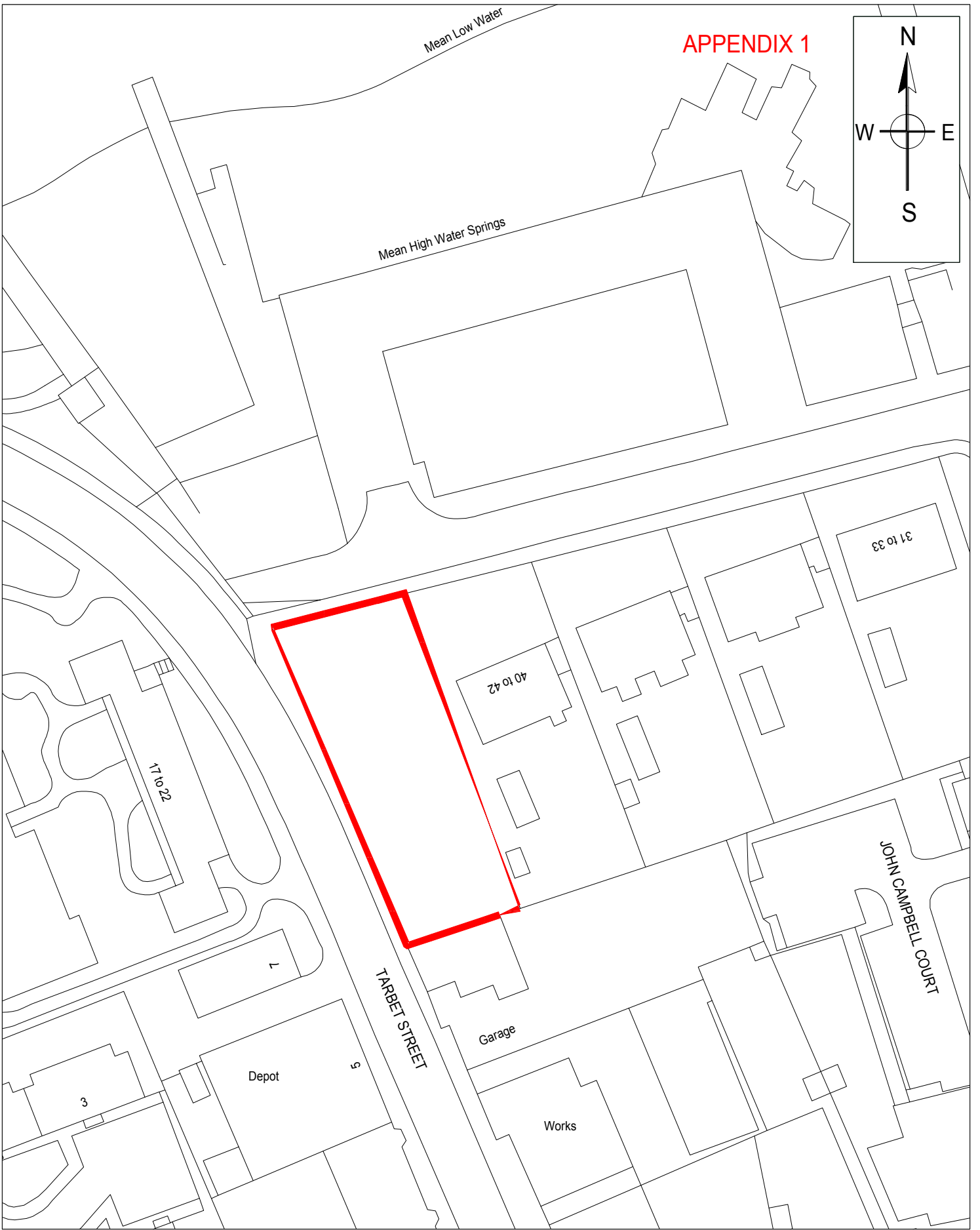
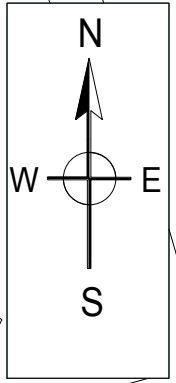
6.2 The Head of Regeneration & Planning has been consulted on the contents of this report.

## **7.0 LIST OF BACKGROUND PAPERS**

7.1 None



APPENDIX 1



The area shown outlined in red extends to 0.099 Hectares or thereby.

Former McLean's Yard, Cove Road, Gourock.

SCALE: 1:750	DRAWN BY: User Name	DATE
Originating Group:		Drawing No. mcleanyd

THIS PLAN IS INDICATIVE ONLY.

**Report To:** Environment & Regeneration Committee      **Date:** 30 August 2018

**Report By:** Corporate Director Environment, Regeneration & Resources      **Report No:** ENV/028/17/SA/FM

**Contact Officer:** Scott Allan      **Contact No:** 01475 712762

**Subject:** Riverside Inverclyde - Project Update

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**1.0 PURPOSE**

1.1 The purpose of this report is to update the Committee on Riverside Inverclyde's progress relating to the regeneration projects within Port Glasgow, Greenock and Gourock.

**2.0 SUMMARY**

2.1 The Environment & Regeneration Committee on 1 May 2014 asked to be kept informed on Riverside Inverclyde's regeneration projects. This report provides the Committee with an update on Riverside Inverclyde's current projects.

**3.0 RECOMMENDATION**

3.1 It is recommended that the Committee note progress to date and that further progress reports will be brought back for Members' information and consideration in due course.

**Scott Allan**  
Corporate Director, Environment, Regeneration & Resources

## **4.0 BACKGROUND**

- 4.1 In conjunction with handling projects for Riverside Inverclyde Property Holdings, RI is Inverclyde Council's designated Delivery Agent and is responsible for project managing a number of capital projects and budgets on its behalf. These project budgets are a mix of Council, RI & other external funds

## **5.0 DEVELOPMENT PROJECT UPDATE**

### **Port Glasgow Roundabout Spur and Public Realm**

- 5.1 This Contract is currently in its Defects Liability Period until March 2019.

### **The Shipbuilders Sculpture**

- 5.2 Lawyers successfully negotiated the variations to the Contract and the Artist restarted works on The Shipbuilders Sculpture on the 18 June 2018 under the terms of the revised agreement. Delivery and installation of the finished piece will take place by the summer of 2020. The team will now look to submit the new planning application for the site at Coronation Park.

### **Kilmacolm Self Build at Leperstone Avenue**

- 5.3 The defects liability period for this project ended on the 13 July 2018. The sale of plot 3 is nearing completion, however interest in the other plots has been slow. The Agents, Slater Hogg say that this is indicative of the market in general. Slater Hogg to undertake another marketing push for self build sites before considering all other options for the site.

### **Bakers Brae Road Realignment**

- 5.4 The Main Contractor, RJ McLeod, took possession of the site on Tuesday 8 May 2018 and the works are currently well underway and due for completion in Spring 2019.

### **Baker Street Food & Drink Enterprise Hub**

- 5.5 The Baker Street Hub project is expected to start on site late summer 2018, once all outstanding statutory consents are in place. The contract period is 40 weeks and the Main Contractor is Stewart & Shields.

### **Towns and Villages Environmental Improvements**

- 5.6 Environmental Improvements: - A series of small environmental improvement projects have been identified in conjunction with the Town Centre Regeneration Forums and Community Councils for Quarrier's Village, Kilmacolm, Port Glasgow, Gourock, Inverkip and Wemyss Bay. Caley Construction was awarded the contract to undertake the improvement upgrades within the towns and villages throughout Inverclyde. The individual project works commenced in March 2018 and the works in Quarrier's Village, Kilmacolm, Port Glasgow Gourock and Inverkip have reached Practical Completion stage with Wemyss Bay due to complete late autumn 2018. These works are funded from the original £500,000 Towns and Villages Grant Award approved by Inverclyde Council Environment & Regeneration Committee 28 April 2016.
- 5.7 Princes St, Port Glasgow Improvements:- The Environment & Regeneration Committee at their meeting on the 2 March 2017 increased the Towns and Villages Environmental award by a further £2.5m of which £250,000 was ring fenced for Port Glasgow. Early discussion with the Port Glasgow Town Centre Regeneration Forum highlighted the need to improve the footpaths & carriageways in the main shopping thoroughfare of Princes St. The design and specification was drawn up, tendered and the preferred bidder has been notified. Total project costs in the region of c£335,000 are expected with funding identified from SPT, (£150,000) and the Towns and Villages (£185,000).

In order to expedite the works and draw down of the SPT grant award, an emergency report was presented to the Head of Legal and Property Services requesting delegated powers to the Corporate Director Environment Regeneration & Resources to approve the Princes St Improvements as a recommended Towns and Villages project and its associated expenditure on behalf of the Environment & Regeneration Committee. The report is attached for noting elsewhere on the agenda.

- 5.8 Blackhall Quarter/Town Connections:- It was the consensus of the Greenock Town Centre Forum at their meeting on the 14 June 2017 that priority for the additional £1.9m Towns and Villages expenditure should be directed towards public realm improvements of West Blackhall Street to enhance the town centre. Using their Consultants Framework, RI offered a staged appointment (Upto RIBA Stage 3) to Ironside Farrar in February 2018 to prepare proposals for the Town Centre Regeneration Works.

Ironside Farrar undertook 2 consultation events in June, a meeting with the traders and an exhibition in the Oak Mall for the general public. There was good attendance at both and the consultation reach was extended further with a push out on social media.

A mixed response has been received with a number of correspondents recognising that some improvements have to be made to halt the decline of Greenock's main shopping thoroughfare, yet voicing concerns about loss of parking in West Blackhall Street.

The Consultants will review all comments and in conjunction with the Steering Group, bring forward a proposal to the Town Centre Regeneration Forum in September 2018. Following which another consultation event will be planned. The Steering Group is made up of the Design Team, Roads Service, Planning, RI and 3 representatives from the Greenock Town Centre Regeneration Forum.

### **The Harbours – East India & Victoria Harbour & Scott's Dry Dock**

- 5.9 Peel Land & Property continue to uphold the terms of Development Agreement for The Harbours site with regards to their annual maintenance responsibilities. Greene King had been granted a development lease to undertake the construction of their public house/restaurant and the construction work has now been completed and the public house/restaurant is now fully operational. RI & Peel's legal advisors are currently drafting the deeds for the transfer of the freehold interest for this part of the site which will be concluded shortly. Peel Land and Property continue to market the remainder of the site as a development opportunity. The report is attached for noting elsewhere on the Agenda.

### **Town Centre Regeneration Forums**

Regeneration Forum meetings are held every three months in the town centres of **Port Glasgow**, **Greenock** and **Gourock**. At each of the three meetings the allocation of funding from the Town & Village Centre Improvement Fund was discussed and a project update was given.

- 5.10 The **Port Glasgow** Town Centre Regeneration Forum met on Monday 28 May 2018 and discussed proposals for the King George VI Building, The Shipbuilders Sculpture and Princes Street Improvement works. The next Forum meeting will take place on Monday 20 August 2018
- 5.11 The **Gourock** Town Centre Regeneration Forum met on Monday 11 June 2018 to consider the proposals for McLean's Yard. Following presentations from the 3 groups that had previously noted interest, it was the consensus of the Forum that Cardwell Bay Association of Small Boat Owners (CBASBO) was their preferred user of the site. Aspirations for the ongoing improvement of the Town Centre, Cycle routes and the official opening of the George Wylie Gardens was also discussed. The next Forum meeting is on Friday 12 October 2018.

The forum has agreed that a Brief for a consultancy study of Gourock Park be drafted for consideration by the Forum with a view to procuring Consultants in the autumn. The study will set out a long term aspirational strategy for the park to compliment regeneration and leisure activities, drawing on local public opinion to shape proposals. An agreed strategy will assist with external funding bids.

5.12 The most recent **Greenock** Town Centre Regeneration Forum took place on Wednesday 13 June 2018. Ironside Farrar outlined their strategy for hosting the West Blackhall St Community Consultation event in the Oak Mall on 28 June 2018. The Forum Members were also shown the latest plans for Greenock Ocean Terminal and given an update on the Town Centre WiFi project. The next Forum meeting is on Wednesday 5 September 2018 at which the proposal for West Blackhall St will be tabled.

**6.0 IMPLICATIONS**

**6.1 Financial Implications**

This report is a general project update report only and does not contain Financial Implications. All Financial Implications are reported fully within the Revenue Budget and Capital Programme progress reports which appear on this agenda.

One off Costs

Cost Centre	Budget Heading	Budget Year	Proposed Spend this Report	Virement From	Other Comments
Princes St PG Towns & Villages	£2.5m	2018/19	£185,000		£65,000 of the £250,000 budget remains.
SPT	£0.15m	2018/19	£150,000		SPT allocation to PG is utilised in full
Gourock Park Study	£2.5m	2018/19	£25,000		

Annually Recurring Costs / Savings

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From (if applicable)	Other Comments

**6.2 Legal**

The Head of Legal & Property Services has been consulted on this report.

**6.3 Human Resources**

There are no human resource issues arising from this report.

**6.4 Equalities**

There are no equalities issues arising from this report.

YES (see attached appendix)

NO This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy. Therefore, no Equality Impact Assessment is required)

**6.5 Repopulation**

The regeneration works undertaken within the Port Glasgow town centre and Broomhill should contribute to retaining and increasing the population within the area.

## **7.0 CONSULTATIONS**

7.1 The Head of Regeneration & Planning has been consulted on this report.

7.2 The Chief Financial Officer has been consulted on this report.

7.3 The Head of Environmental & Public Protection has been consulted on this report.

## **8.0 BACKGROUND PAPERS**

8.1 None.

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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>30 August 2018</b>
<b>Report By:</b>	<b>Corporate Director Environment, Regeneration &amp; Resources</b>	<b>Report No:</b>	<b>E+R/18/08/07/SJ</b>
<b>Contact Officer:</b>	<b>Stuart Jamieson</b>	<b>Contact No:</b>	<b>Ext. 2402</b>
<b>Subject:</b>	<b>City Deal - Greenock Ocean Terminal</b>		

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to update Members in respect of negotiations with the George Wyllie Foundation on the design for Greenock Ocean Terminal which would include a permanent George Wyllie exhibition and associated gallery space.

## 2.0 SUMMARY

- 2.1 Members will recall from the report to this Committee on the 18 January 2018 that a parallel design process is taking place in respect of the introduction of a museum / gallery space within the Greenock Ocean Terminal for the George Wylie Foundation. Committee delegated the Corporate Director of Environment, Regeneration & Resources to enter into negotiations with the George Wyllie Foundation on Heads of Terms. Design on a George Wyllie Foundation option has progressed well and discussions are advanced in respect of Heads of Terms and a potential funding agreement.
- 2.2 Members will recall that the Dunard Fund have committed to supporting the George Wyllie Foundation. In consequence £1.5m is fully committed to the Council on the basis of the provision of a landmark building designed by Richard Murphy Associates. (the allocation is separate to a further £0.5m which the Dunard fund has provided to the George Wyllie Foundation directly to support consultancy fees, business planning etc). The fees incurred by Richard Murphy Associates are being recompensed by the Dunard Fund directly. In the report to this Committee on the 18 January 2018, it was anticipated that the funding commitment from Dunard would potentially bridge any potential gap in funding for the Terminal Building (up to a maximum building cost of £9.0m).
- 2.3 Recently the Dunard Fund have advised that their philanthropic support for the Arts will cease in the UK in 2019. Whilst they have confirmed their commitment to the Greenock Ocean Terminal project they have advised that the £1.5m contribution is capped at that level and cannot be increased. Officers have had a number of meetings with the design team and the George Wylie Foundation and view that the latest design can be met from the £5.5million available budget for the building (£4.0million Council, £1.5 million Dunard).
- 2.4 In negotiating Heads of Terms, Officers had progressed the agreement of the Ocean Terminal option which includes the museum / gallery space on the basis that should there be any cost overrun in the building then this would be attributed on a 60:40 split between the Council and the George Wylie Foundation/Dunard Fund. Clearly this will not now be possible in view of the funding cap.
- 2.5 In consequence, the Council, through City Deal funding will be required to manage the risk of any cost overrun on the Terminal Building and the Heads of Terms will be modified to reflect this.

- 2.6 The design of the building is still evolving and the final decision on the project will not be taken until the Committee decide on the Final Business Case at the end of this calendar year. It is recommended that the £1.5m allocation to the project from the Dunard Fund combined with the funding of Richard Murphy Architects (who have developed a building design of landmark quality which is supported by the partners) represents good value to the Council. On this basis it is recommended that George Wyllie Terminal Building Option be taken forward to the Final Business Case.
- 2.7 Committee are asked to note that the previously reported position whereby the new facility will be operated at no net cost to the Council remains.

### **3.0 RECOMMENDATION**

3.1 It is recommended that Committee:-

1. Approve that the Corporate Director of Regeneration, Environment & Resources conclude negotiations with the George Wyllie Foundation in respect of the design and funding agreement for the George Wyllie Option for the Ocean Terminal Building and that this option be taken forward in the Final Business Case,
2. Note that through approving '1' above that the Council will assume the risk for any cost overrun.

**Stuart Jamieson**  
**Head of Service – Regeneration & Planning**



## 4.0 BACKGROUND

- 4.1 The Greenock Ocean Terminal City Deal project seeks to deliver a dedicated cruise berth and Ocean Terminal at Greenock Ocean Terminal in Greenock. The primary driver for the project is to realise an increase in the Metropolitan City Region Gross Value Added economic measure by increasing the number of cruise passengers from a baseline of 47,000 passengers to 200,000 passengers visiting West Central Scotland.
- 4.2 During the options appraisal process it was seen advantageous to construct the Ocean Terminal building on the edge of/outwith the International Ship and Port Facility Security (ISPS) Zone in order that the building could be better utilised for 365 days of the year.
- 4.3 An approach was made by the George Wylie Foundation/Dunard Fund to be involved in the building subject to it being a landmark building and the Architects firm Richard Murphy Associates designing the facility.
- 4.4 The City Deal project is currently progressing in two strands toward final business case submission, the marine works which include the floating pontoon, piling works, access works and dredging; and the land based works which comprise a terminal building, restaurant, and museum / gallery space adjacent to the Waterfront Cinema. Final decisions on the scheme will not be taken until the submission of the Final Business Cases later this year and early next year.
- 4.5 As previously advised, the Council has received an offer of a contribution from the Dunard Fund toward the cost of the building. The current commitment is £1.5m. This is separate from the £0.5m which has been gifted directly to the George Wylie Foundation to fund consultancy costs etc.
- 4.6 In the report to this Committee dated 18 January 2018, it was advised that any increase in the Terminal Building cost arising from the inclusion of the George Wylie Permanent exhibition space, beyond the cost expectations presented in the Outline Business Case would be met from an increased contribution from Dunard. This is subject of course to the costs presented at Outline Business Case reflecting initial estimates, cost estimates will evolve as detailed design progresses. Recently the Dunard fund had advised that it will cease in the UK in 2019. All commitments will be met and the Dunard Fund has confirmed its contribution of £1.5m to this project. In view of the fact that there will be no additional funds available from Dunard beyond £1.5m contribution, officers have required that cost estimates fit within the available funds. Officers have had a number of meetings with the design team and the George Wylie Foundation and view that the latest design can be met from the £5.5million budget for the building (£4.0million Council, £1.5 million Dunard).
- 4.7 As approved by this Committee on the 18 January 2018, Heads of Terms have been developed with the George Wylie Foundation/Dunard Fund. This was progressed on the basis that risk on cost overrun would be shared 60:40. In view of the withdrawal from the UK of the Dunard Fund there is no possibility of a cost overrun being shared between the Council and Dunard. The Heads of Terms are therefore being progressed on the basis that the Council carry the risk of any cost overrun through City Deal funding. It is recommended however that the quality of building design progressed to date through the support of Dunard funding, which is supported by the partners, represents good value to the Council. On this basis it is recommended that this option be progressed to Final Business Case. Cost will be managed through the normal cost controls of effective project management and value engineering.

## 5.0 IMPLICATIONS

### Finance

#### 5.1 Financial Implications:

##### One off Costs

The 18 January Committee report advised a cost estimate of £14.793 million of which £10.1million related to the dredging / pontoon (£6.1m from Peel) , £4.0million for the Cruise Terminal Facility and £0.693 million for external landscaping, giving a net Council contribution of £8.693 million.

The latest reported Council cost estimate is £9.693 million after the inclusion of £1.0million as a contingency and to fund external works associated with developing linkages from the Terminal Facility to the Town Centre.

After factoring in the proposed £1.5million capped contribution to the new Visitor Facility, the overall project cost is estimated to be £17.293 million. Based on the proposals in this report any increase in the Visitor Facility cost of £5.5 million (£4.0million Council, £1.5 million Dunard Fund) will be contained within the overall Council contribution to the Project of £9.693 million

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
City Deal Projects	GOT	2018/21	9,693		Any cost over run on the Visitor Facility will be contained in the overall Council contribution.

##### Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact £000	Virement From (if Applicable)	Other Comments
Visitor Facility	Various	2020	Nil		No net cost to the Council due to a commercial lease with the George Wylie Foundation

### Legal

5.2 There are no legal implications arising from this report.

### Human Resources

5.3 There are no HR implications arising from this report.

### Equalities

5.4 There are no equalities implications arising from this report.

### Repopulation

5.5 Delivery of this project will increase economic activity locally and across the City Region and will consequently impact positively on population growth in Inverclyde.

## 6.0 CONSULTATIONS

6.1 None

## 7.0 LIST OF BACKGROUND PAPERS

7.1 None.

**Report To:** Environment & Regeneration Committee      **Date:** 30 August 2018

**Report By:** Corporate Director Environment, Regeneration & Resources      **Report No:** ENV024/18/MM

**Contact Officer:** Steven Walker      **Contact No:** 714828

**Subject:** Flood Risk Management – Update Report 13

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to update the Committee of the progress on the Council's flood risk management programme.

## 2.0 SUMMARY

- 2.1 The Council has in place a significant programme for the investigation, design and construction of various flood prevention schemes within Inverclyde, both as part of the Central Greenock Flood Prevention Project and a number of schemes outwith the Central Greenock area.
- 2.2 The progress of the Central Greenock Flood Prevention Scheme is detailed in paragraph 4.4 of this report. Design work at Crescent Street is complete and is due to start on site in September and the design work for Eastern Line of Falls has started.
- 2.3 The progress of the Flood Prevention Schemes outwith Central Greenock is detailed in paragraph 4.5 of this report. Design work is progressing for schemes at Bouverie Burn, Port Glasgow, at Gotter Water, Quarriers and at Glenmosston Burn, Kilmacolm. Scottish Water, as lead, are progressing the two Integrated Catchment Studies for Inverclyde and Erskine. Scottish Water works in the Bullring Roundabout are complete in respect of reducing the incidence of flooding at the Oak Mall, Greenock and the works at Inverkip Street are on-going. Transport Scotland is leading on the investigations into the flooding issues at A8 East Hamilton Street.

## 3.0 RECOMMENDATIONS

- 3.1 That the Committee note the current progress on the Central Greenock Flood Prevention Schemes.
- 3.2 That the Committee note the current progress on the Flood Prevention Schemes outwith Central Greenock, and note that detailed recommendations as to the proposals required for Coves Road, Gourrock, are the subject of a separate report to this Committee.

**Martin McNab**  
**Head of Environmental and Public Protection**

## 4.0 BACKGROUND

- 4.1 The Council has in place a significant programme for the investigation, design and construction of various flood prevention schemes within Inverclyde, both as part of the Central Greenock Flood Prevention Project, and a number of schemes outwith the Central Greenock area.
- 4.2 In 2014 the Scottish Government awarded grant funding to Inverclyde amounting to £1,743,466 for the Central Greenock Flood Prevention Project (comprising a number of discrete schemes) – this represented 79% of the original estimated total cost for the Project at £2,216,000. The balance of the funding (£472,534) was to come from the previously approved Flood Action Plan. The next phase of the Flood Prevention Project Outwith Greenock is funded by the Scottish Government, amounting to £932,000; the balance of the funding (£494,000) comes from the previously approved Flood Action Plan, giving a total funding of £1,426,000.
- 4.3 The Council is a Member Authority of the Clyde & Lomond Local Plan District (CaLL Group). The CaLL Local Plan District is a partnership of ten Local Authorities, with Glasgow City Council as lead. The CaLL Group published its “Local Flood Risk Management Plan” in June 2016; the publication of the Plan is an important milestone in implementing the Flood Risk Management (Scotland) Act 2009 and improving how we cope with and manage flood events in the CaLL District. The Plan translates this legislation into actions to reduce the damage and distress caused by flooding over the first planning cycle from 2016 to 2022. There are a number of schemes arising from the Plan, which are outwith the Central Greenock Flood Prevention Plan.
- 4.4 The Central Greenock Flood Prevention Schemes are summarised in the table below:

<b>Scheme</b>
<b><i>Central Greenock Flood Prevention Plan</i></b>
<p><b>Completed:</b>            Crescent Street – Automatic Trash Screen (including maintenance)            Crescent Street – Additional Capacity (discontinued scheme)            Drumfrochar Road – Replacement Culvert            Aberfoyle Road – Flow Control            Kings Glen – Attenuation            Mearns Street – Flow Control            Brougham Street – Additional Capacity            West Station – Additional Capacity            Lady Alice Pond – Automatic Trash Screen            Craighnowe Burn – Automatic Trash Screen            Bouverie Burn, Port Glasgow – Automatic Trash Screen            Devol Burn, Port Glasgow – Automatic Trash Screen            Oak Mall, Greenock (Scottish Water)</p>
<p><b>Construction Stage:</b>            Crescent Street start on site in September 2018</p>
<p><b>At Design Stage:</b>            Eastern Line of Falls – Capacity Improvements</p>

- *Crescent Street.* The revised scheme comprises of an overland route through a walled swale and then along the footpath under the railway bridge and then into a walled swale and finally back into the existing culvert at Crescent Street. Capacity improvements on the (Old) Eastern Line of Falls to clean out and reinstate the watercourse are currently being designed.

4.5 The Flood Prevention Schemes outwith Central Greenock are summarised in the table below:

<b>Flood Prevention Plan Outwith Greenock</b>
<p><b>Completed:</b>            Glasgow Road, Port Glasgow – Minor Improvement            Natural Flood Management Study, Glen Moss, Kilmacolm</p>
<p><b>At Design Stage:</b>            Bouverie Burn, Port Glasgow Phase 1            Gotter Water, Quarriers            Glenmosston Burn, Kilmacolm            Surface Water Management Plans, Greenock &amp; Port Glasgow            Integrated Catchment Study (Inverclyde) (Scottish Water Lead)            Integrated Catchment Study (Erskine) (Scottish Water Lead)</p>
<p><b>Other Schemes:</b>            A8 East Hamilton Street, Greenock (Transport Scotland)</p>

- Bouverie Burn, Port Glasgow Phase 1:* The Council's external consultant has carried out detailed hydrological studies in respect of the original proposal to deal with the fluvial (river) flooding from the Bouverie Burn at Bouverie Street at Bouverie Motors, and have designed a scheme to upsize the existing culvert in Bourverie Street. The design is in the final stages and it is anticipated that this scheme will commence on site 2018/19.
- Gotter Water, Quarriers:* The Council's external consultant has carried out detailed hydrological studies in respect of the original proposals to deal with fluvial (river) flooding from the Gotter Water. The studies have concluded and the outcome is that fluvial flooding is not considered to be the main concern at this location, and that pluvial (overland) flooding is the primary mechanism for flooding. The external consultant is finalising the design of a culvert to cater for these pluvial flows, which collect in the field west of Craighet Avenue and results in flooding to property, with diversion back into the Gotter Water. It is anticipated that site works will commence during 2019/20.
- Glenmosston Burn, Kilmacolm:* The Council's external consultant has completed a detailed hydrological study and due to the site constraints and the location of the congested underground services they are experiencing difficulties finding a solution to the flooding. Officers are working closely with the Consultant to find a solution and once an alternative solution has been determined we will update the Committee. Officers also are currently investigating an option to attenuate the burn upstream to reduce the flow that reaches Gowkhouse Road and Market Place which may remove the need for any construction work to the existing underground pipework.
- Integrated Catchment Study (Inverclyde):* Scottish Water is leading the ongoing catchment based study examining flooding hotspots in Inverclyde, along with those at A8 East Hamilton Street, and Oak Mall; the study will provide detailed information regarding flooding mechanisms from overland flow, sewers and watercourses; the Council is contributing £140k towards the study; the study completion was anticipated early in financial year 2018/19, however the project has fallen behind schedule and the revised completion date is now late 2019.

- *Integrated Catchment Study (Erskine)*: The eastern areas of Inverclyde are in the River Gryfe and Gotter Water catchments which themselves affect the Erskine Integrated Catchment Study. However, it is likely that the outcomes of this study will have a limited impact on Inverclyde, with the bulk of the output affecting neighbouring Renfrewshire Council. The study is in the very early stages of gathering information with an expected completion 2020.
- *A8 East Hamilton Street, Greenock*: Officers from Inverclyde Council, Scottish Water and Transport Scotland are continuing to hold meetings to discuss the way forward to bring an early resolution to the problems at this location. As this is a Trunk Road, Transport Scotland will lead on this issue and is assessing the operation of the existing surface water drainage system to the A8 Trunk Road. Officers from Inverclyde Council have provided Transport Scotland with locations of known flooding points through the A8 and A78 roads network.
- *Oak Mall, Greenock*: Phase 1 of the Scottish Water works at the Bullring Roundabout is complete. Phase 2 works on the A78 Inverkip Street are on-going with a completion date late 2018.

## 5.0 IMPLICATIONS

### 5.1 Finance:

One-off costs:

Cost Centre	Budget Heading	Budget Years	Proposed spend this report (£000s)	Virement from	Other comments
Flooding Strategy	Central Greenock Flood Prevention Scheme	2013/18	2,216		Partially funded by Scottish Government (£1.743m)
	Outwith Central Greenock Flood Prevention Schemes	2013/19	1,426		Partially funded by Scottish Government (£0.932m)

Annually recurring costs:

Cost Centre	Budget Heading	Budget Years	Proposed spend this report (£000s)	Virement from	Other comments
N/A					

### Legal

5.2 There are no legal implications arising from this report.

### Human Resources

5.3 There are no specific HR implications arising from this report.

### Equalities

5.4 As this report does not involve a new policy or a new strategy, there are no equalities issues arising.

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## **Repopulation**

5.5 The delivery of the projects identified in this report will assist in making Inverclyde a more attractive place to live and hence contribute to the Council's repopulation agenda.

### **6.0 CONSULTATIONS**

6.1 The Chief Financial Officer, Head of Legal & Property Services, and the Corporate Procurement Manager have been consulted on the contents of this report.

### **7.0 LIST OF BACKGROUND PAPERS**

7.1 None.

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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>30 August 2018</b>
<b>Report By:</b>	<b>Corporate Director Environment, Regeneration &amp; Resources</b>	<b>Report No:</b>	<b>ENV028/18/MM</b>
<b>Contact Officer:</b>	<b>Martin McNab</b>	<b>Contact No:</b>	<b>01475 714246</b>
<b>Subject:</b>	<b>Road Safety</b>		

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to update the Committee on work carried out to meet the Council's obligations relating to the carrying out of studies into accidents arising out of the use of vehicles and to propose areas which should be prioritised for action in light of the evidence obtained.

## 2.0 SUMMARY

- 2.1 At Environment & Regeneration Committee on 8 March 2018, it was agreed that officers would develop a Road Safety Strategy with recommendations as to how to improve road safety including priorities and financial implications.
- 2.2 Inverclyde Council has a duty under S 39 (3) of the Road Traffic Act 1988 to carry out studies into accidents arising out of the use of vehicles and in the light of such studies take such measures as appear to the authority to be appropriate to prevent such accidents. This duty does not extend to trunk roads under Transport Scotland's control however given that the A8/A78 is a major part of Inverclyde's roads network comparative accident statistics for that part of the network have been included in the study.
- 2.3 Inverclyde covers an area of approximately 160sqkm, which includes 462.3 km of road network. Our road network includes 38.86 km of Trunk Road, which are the responsibility of Transport Scotland. The road network is used not only by our 79000 residents, but also by a range of commuters, visitors and local business as well as national and international commercial traffic.
- 2.4 Road Safety figures for Inverclyde have shown steady improvement over the past 15 years, with a 41% reduction in the total number of road casualties from the averaged periods 2004-08 to 2013-17. This performance exceeds the national average, which shows a 37% improvement over the same period. (Transport Scotland, Statistical Bulletin: 13 June 2018).
- 2.5 It is proposed that an annual report be made to Committee on accident evaluation and proposed actions.

## 3.0 RECOMMENDATIONS

- 3.1 That the Committee note the findings of the Road Safety Report and receives an update in due course on any actions required following more detailed consideration of the report's findings.

**Martin McNab**  
**Head of Environmental & Protective Services**



## 4.0 BACKGROUND

4.1 In 2009, the Scottish Government set the following national targets for casualty reductions to be achieved by 2020

- People killed 40%
- People seriously injured 55%
- Children (<16) killed 50%
- Children seriously injured 65%

The table below shows the Inverclyde position at 2017. With the exception of “people seriously injured” the numbers in Inverclyde are too small to make any meaningful comparisons.

	2009	2017	% reduction
People killed	2	2	-
People seriously injured	34	14	59%
Children (<16) killed	0	0	-
Children seriously injured	4	1	-

4.2 The Road Safety Report attached at Appendix 1 is in response to the Committee decision of 8 March 2018 identifying any particular issues regarding accidents arising from the use of vehicles. Accident statistics are presented on a 3 year rolling basis with the intention of indicating trends in both the geographical distribution of accidents and, over time, any issues relating to changes in the contributory factors. The report was compiled by the Community Safety & Resilience Team of Inclusive Education, Culture & Sport from statistics provided by Police Scotland to the Roads Service. Individual requests for traffic calming measures are dealt with separately under the Council’s Traffic Calming Policy which is detailed in 5.0 below.

4.3 As would be expected a high proportion of the accidents resulting in injuries occur on the trunk roads and main distributor roads. They are however fairly evenly distributed along the network, albeit with minor clustering at junctions, and reflect the higher volume of traffic along these routes.

4.4 Other than on the main routes referred to above the vast bulk of accidents occur at junctions on the rest of the network. Typically these are junctions on main or distributor roads where traffic volumes are high. There are no obvious hotspots in any residential areas the risk within residential streets generally being much less than on busy roads. Consideration is being given to the findings of the attached report and recommendations will be brought to a future meeting of the Committee in respect of actions and priorities.

## 5.0 TRAFFIC CALMING POLICY

5.1 The August 2017 Environment & Regeneration Committee approved a policy for the prioritised assessment of requests for traffic calming measures. This policy applies to requests from members of the public and community groups and is used to prioritise spend on traffic calming measures on individual stretches of road.

5.2 This report deals with broader area based issues of road safety and is not intended to replace the Traffic Calming Policy but rather to complement it by identifying trends and potential blackspots from a reliable dataset.

## 6.0 IMPLICATIONS

### 6.1 Finance

There are no financial implications arising from this report.

One off costs

<b>Cost Centre</b>	<b>Budget Heading</b>	<b>Budget Years</b>	<b>Proposed Spend this Report £000</b>	<b>Virement From</b>	<b>Other Comments</b>

Annually Recurring Costs/(savings)

<b>Cost Centre</b>	<b>Budget Heading</b>	<b>With effect from</b>	<b>Annual net impact £000</b>	<b>Virement From</b>	<b>Other Comments</b>

## 6.2 Legal

This report does not impact on Legal.

## 6.3 Human Resources

This report does not impact on Human Resources.

## 6.4 Equalities

This report does not impact on Equalities.

## 6.5 Repopulation

This report does not impact on Repopulation.

## 7.0 CONSULTATIONS

7.1 There have not been any consultations on this report as it covers a factual dataset. The findings will however be considered in by the Community Safety Partnership and any recommended actions will be brought back to this Committee.

## 8.0 BACKGROUND PAPERS

8.1 Traffic Calming Policy- Revised Guidelines and Assessment Criteria. E & R 31/08/17  
**ERC/ENV/WR/17.312**

**Community Safety Partnership**

**Road Safety Report**

**July 2018**

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Figure 1	All Traffic Accidents resulting in a casualty (TA) by severity
Figure 2	All TA by weekday and time period
Figure 3	All casualties involved in TA by age group and casualty class
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Map A	Heatmap of TA, Inverclyde
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Map F	TA by severity, Inverkip and Wemyss Bay
Map G	TA by severity, Kilmacolm

# 1 Introduction

Inverclyde covers an area of approximately 160sqkm, which includes 462.3km of road network. Our road network includes 38.6km of Trunk Road, which is the responsibility of Transport Scotland. The road network is used not only by our 78,760 residents, but also by a range of commuters, visitors and local business as well as national and international commercial traffic.

Road Safety figures for Inverclyde have shown steady improvement over the past 15 years, with a 41% reduction in the total number of road casualties from the averaged periods 2004-08 to 2013-17. This performance exceeds the national average, which shows a 37% improvement over the same period<sup>1</sup>.

Road Safety in Inverclyde can be divided into two main elements, Education and Engineering. The Road Safety Education Programme is school based and is delivered by the Community Safety & Resilience Team, with the engineering solutions being delivered by the Roads Services Team. To ensure the continued effective delivery of engineering solutions and the prioritisation of budgets, analysis of the road safety incidents for the period 2015 to 2017 has been undertaken by the Community Safety Data Analyst and the findings are set out in the following report.

## 1.1. Methodology

The data is extracted from Inverclyde Council's Roads Accident database, which is informed by Police Scotland STATS19 returns. STATS19 forms are compiled by the Department for Transport to produce Britain's official road accident statistics. STATS19 data must be collected for a crash only when *all* of the relevant conditions apply. In order to be recordable under STATS19, an incident must:

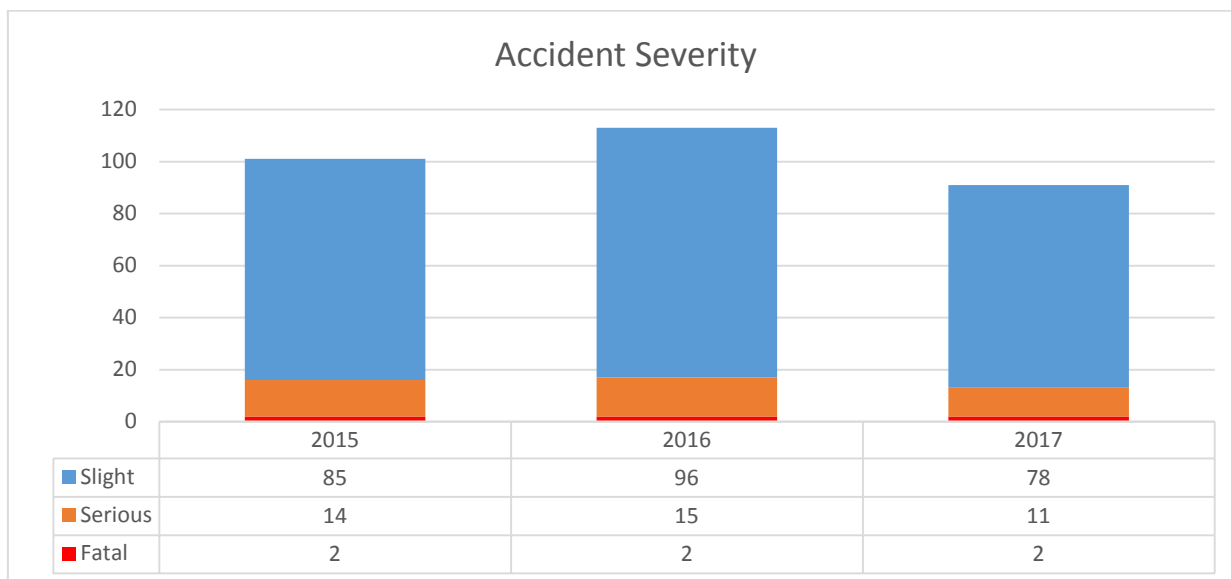
- occur on the public highway (including pavements, but excluding private roads, car parks, forecourts and similar areas)
- involve at least one vehicle (which may include non-motorised vehicles such as pedal cycles or ridden horses)
- result in an injury to at least one person (excluding death due to natural causes or confirmed suicide, injury due to unrelated illness, and injury to animals)
- be reported to the Police (either at the scene, or to a police station within 30 days)

It should be noted that these conditions are not identical to circumstances where drivers are required under the **Road Traffic Act 1988** to report an accident to the Police. It is entirely possible for a crash to be legally reportable, but not recorded under STATS19: for example, if it resulted in damage to property and injury to farm animals but no injury to a person.

The data was formatted and analysed in QGIS. Heat maps were produced to highlight areas of prevalence.

## 2 Data

### 2.1. Accident Severity



**Figure 1 – All Traffic Accidents resulting in a casualty (TA) in Inverclyde, 2015-2017, by severity**

Source: Inverclyde Council (2018)

Overall, the number of traffic accidents resulting in a casualty (TA) showed a 10% reduction in 2017 compared to the 3 year average.

### 2.2. Day and Time

Time period	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
00:00-03:59	2	3	0	0	1	2	7
04:00-07:59	1	3	4	4	3	2	1
08:00-11:59	9	10	13	8	6	9	6
12:00-15:59	13	14	11	8	10	17	7
16:00-19:59	13	9	13	21	17	14	11
20:00-23:59	7	3	5	4	4	4	6

**Figure 2 – All TA in Inverclyde, 2015-2017, by weekday and time period**

Source: Inverclyde Council (2018)

Over the past 3 years, TAs have been slightly more likely to occur on a Saturday. A third of TAs happen in the time period between 4-8pm.

### 2.3. Casualties

Age group	Driver or rider	Vehicle or pillion passenger	Pedestrian	Grand Total
0-9	0	11	16	27
10-19	20	25	14	59
20-29	61	23	7	91
30-39	34	13	8	55
40-49	47	6	10	63
50-59	34	11	3	48
60-69	14	7	5	26

70+	11	8	8	27
Total	221	104	71	396

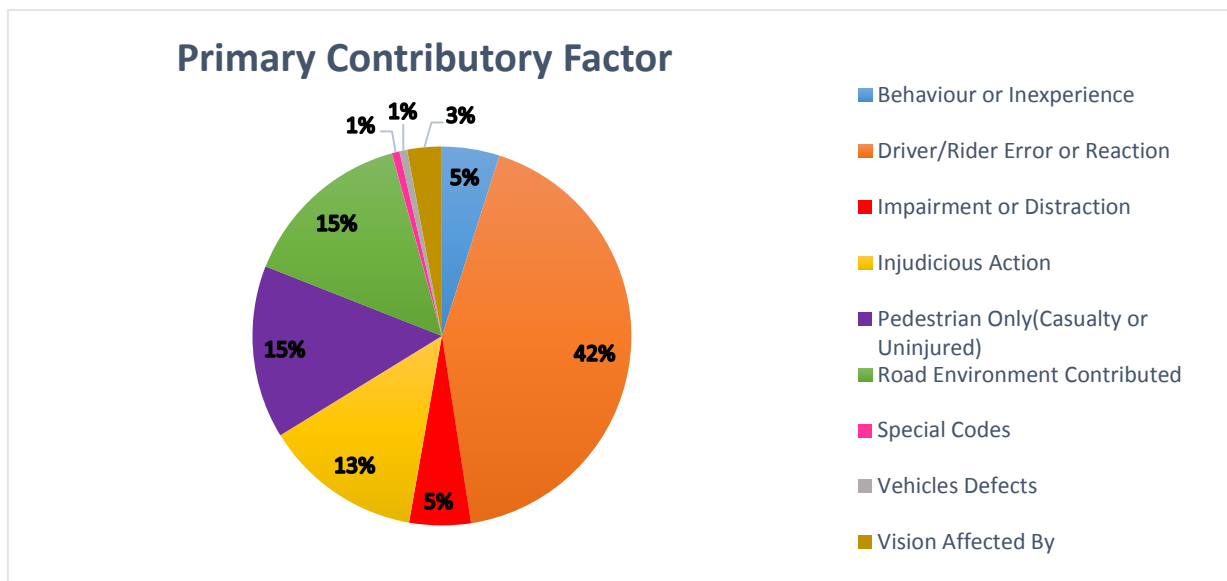
**Figure 3 – All casualties involved in TA in Inverclyde, 2015-2017, by age group and casualty class**

Source: Inverclyde Council (2018)

During the 3 year period, pedestrians accounted for 18% of all casualties, this increased to 83% when only considering fatal TAs.

Across 2015-2017, drivers in the 17-25 age group accounted for 24% of all drivers involved in TAs. 57% of the drivers involved in TAs within the 17-25 age group were male.

### 2.4. Primary Contributory Factor



**Figure 5 – All TA in Inverclyde, 2015-2017, by primary contributory factor**

Source: Inverclyde Council (2018)

Over the 3 year period, the most prevalent primary contributory factor was Driver/Rider Error or Reaction, which includes 28% of TAs that occurred due to drivers failing to look properly. This is included within in Figure5. Exceeding the speed limit was the factor in 2% of TAs, included within Injudicious Action.

Contributory Factor definition:-

Behaviour or Inexperience includes: Aggressive driving; Careless/Reckless/In a hurry; Inexperienced or learner driver/rider.

Driver/Rider Error or Reaction includes: Failed to judge other person's path or speed; Failed to look properly; Failed to signal/Misleading signal; Junction overshoot; Loss of control; Poor turn or manoeuvre; Sudden braking; Swerved; Too close to cyclist, horse rider or pedestrian.

Impairment or Distraction includes: Distraction in vehicle; Fatigue; Illness or disability; Impaired by alcohol; Impaired by Drugs (illicit or medicinal).

Injudicious Action includes: Cyclist entering road from pavement; Disobeyed automatic traffic signal; Disobeyed Give Way or Stop sign or markings; Exceeding speed limit; Following too close; Illegal turn or direction of travel; Travelling too fast for conditions; Vehicle travelling along pavement.

Pedestrian Only(Casualty or Uninjured) includes: Careless/Reckless/In a hurry; Crossed road masked by stationary or parked vehicle; Dangerous action in carriageway (eg playing); Disability or illness, mental or physical; Failed to judge vehicle's path or speed; Failed to look properly; Impaired by Drugs (illicit or medicinal); Wrong use of pedestrian crossing facility.

Road Environment Contributed includes: Animal or object in carriageway; Deposit on road (e.g. oil, mud, chippings); Inadequate/Masked signs or road markings; Poor or defective road surface; Road layout (eg bend, hill,

narrow carriageway); Slippery Road (due to weather); Temporary road layout (eg contraflow); Traffic calming (eg speed cushions, road humps, chicanes).

Special Codes includes: Emergency vehicle on call; Other; Stolen vehicle; Vehicle door opened or closed negligently.

Vehicles Defects includes: Defective brakes; Defective steering or suspension; Tyres illegal, defective or under inflated.

Vision Affected By includes: Buildings, road signs, street furniture; Dazzling sun; Rain, sleet, snow or fog; Stationary or parked vehicle(s); Vehicle blind spot; Visor or windscreen dirty, scratched or frosted.

### 2.5. Vehicle Type

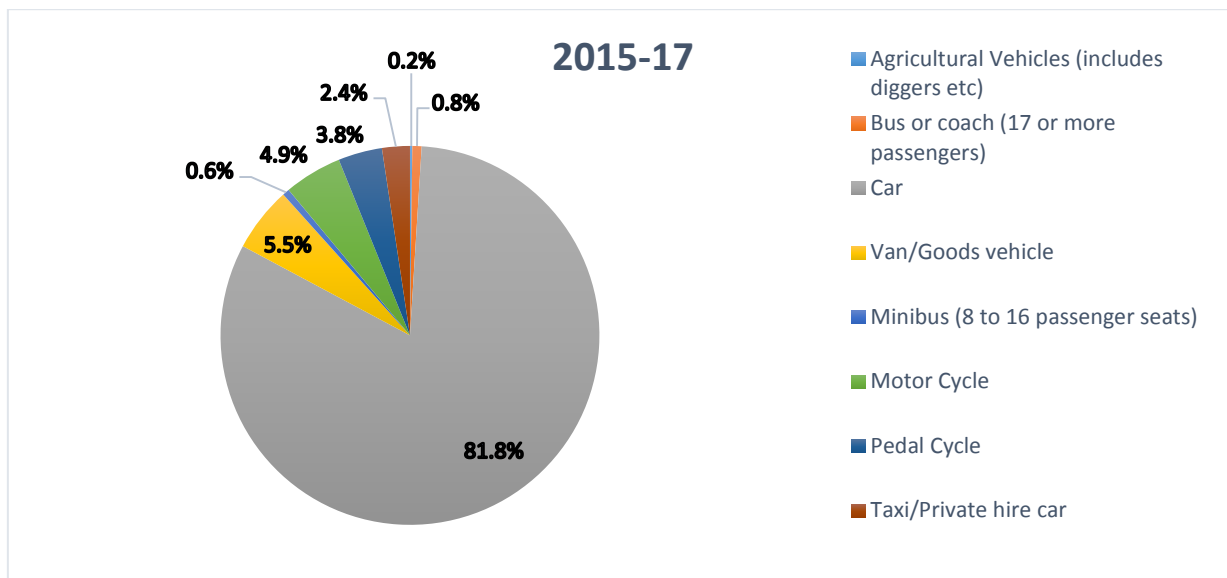


Figure 4 – All vehicles involved in TA in Inverclyde, 2015-2017, by vehicle type

Source: Inverclyde Council (2018)

In 2017, the number of cars involved in a TA reduced by 10% compared to the 3 year average. Across 2015-2017, over half of TAs involved two vehicles and a third involved only one vehicle.

### 2.6. Location

Across the 3 year period, 25% of TAs occurred on either the A8, M8 or A78. The primary contributory factor for the TAs occurring on the trunk road was due to Driver/ Rider Error or Reaction, accounting for 47%, with most still being due to drivers failing to look properly. Exceeding the speed limit accounted for 4% of TAs on the trunk road.

Map A highlights a higher concentration of TAs around Greenock town centre. Map B shows these areas of concentration within Greenock town centre in greater detail. Maps C to G show the locations of all TAs within Inverclyde across the 3 year period, by main town area.

## 3 Commentary

From the Strategic review of the historical accidents there are some key messages emerging.

Around a quarter of the road casualties in Inverclyde all are on the trunk roads A78 and A8. Yet the length of trunk road at 38.6km is only 8% of the road network. A dialogue will be commenced with Transport Scotland or Trunk Road Authority on what actions they are taking in respect of the road safety.



Accident mapping demonstrates that main and distributor roads which carry long traffic volumes have the highest accidents rates. Further investigation is needed to determine what measures might reduce accident risk and where priorities should be. This will require dialogue with Police Scotland.

Within residential streets, accident rates are generally very low. It is recognised however that many communities have concerns over traffic danger in residential areas. If 20mph zones were to be considered in residential areas, prioritisation would have to be based on assessment of risk as well as historical accidents. Again this needs further investigation.

## 4 References

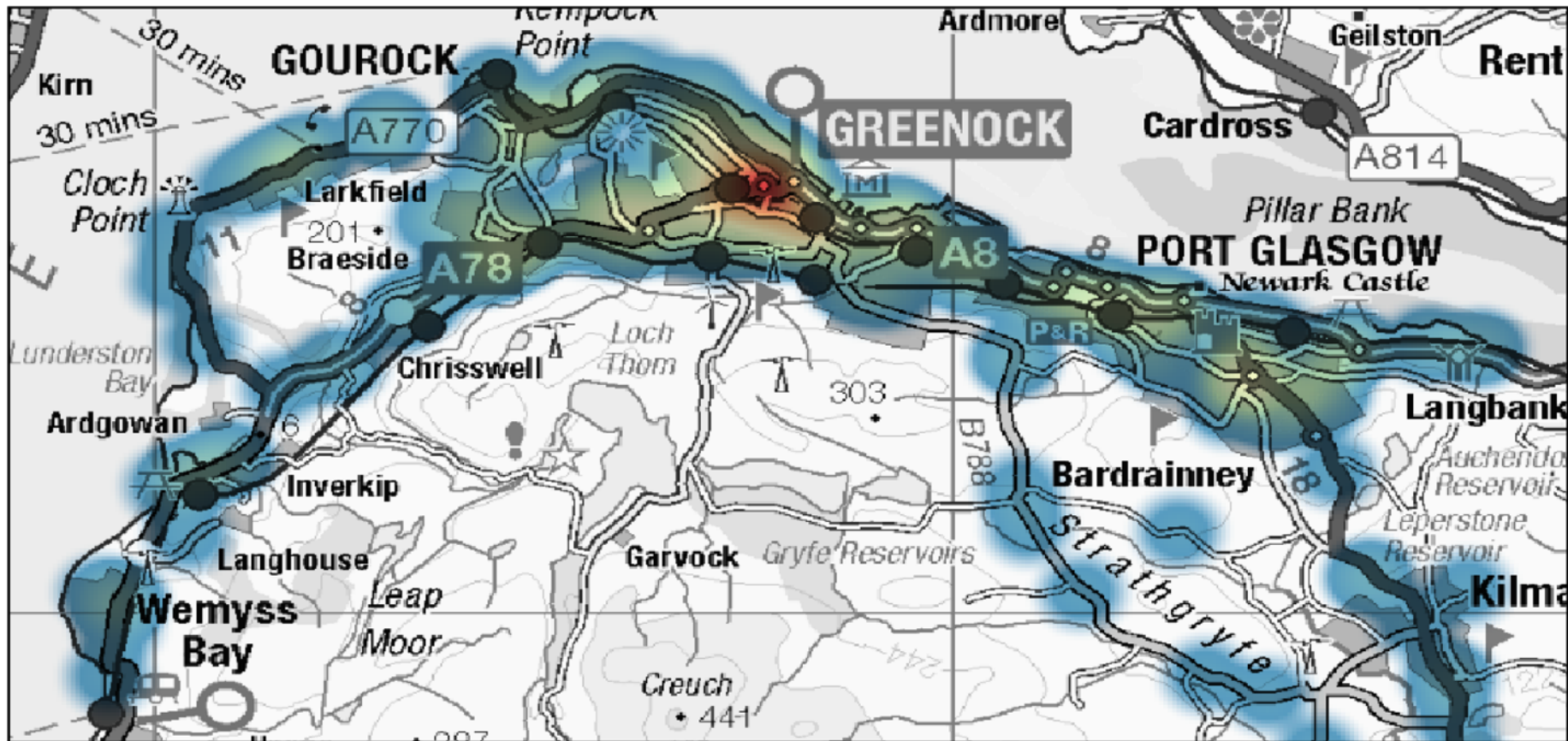
### INVERCLYDE COUNCIL SERVICE RECORDS

- <sup>1</sup> Transport Scotland, Statistical Bulletin: 13th June 2018
- Roads Access database - Acc\_data2005

### INFORMATION WEBSITES

- |        |   |          |
|--------|---|----------|
| • MAST | • <a href="http://mast.roadsafetyanalysis.org/">http://mast.roadsafetyanalysis.org/</a>   | 24/07/18 |
| • NRS  | • <a href="https://www.nrscotland.gov.uk/files//statistics/council-area-data-sheets/inverclyde-council-profile.html">https://www.nrscotland.gov.uk/files//statistics/council-area-data-sheets/inverclyde-council-profile.html</a> | 25/07/18 |

STATS19 Incidents involving casualties  
2015 - 2017



**Inverclyde**  
council

Safer & Inclusive Communities

Inverclyde Council  
40 West Stewart Street  
Greenock  
PA15 1YA

Tel: 01475 714298  
Email: safer.communities@inverclyde.gov.uk



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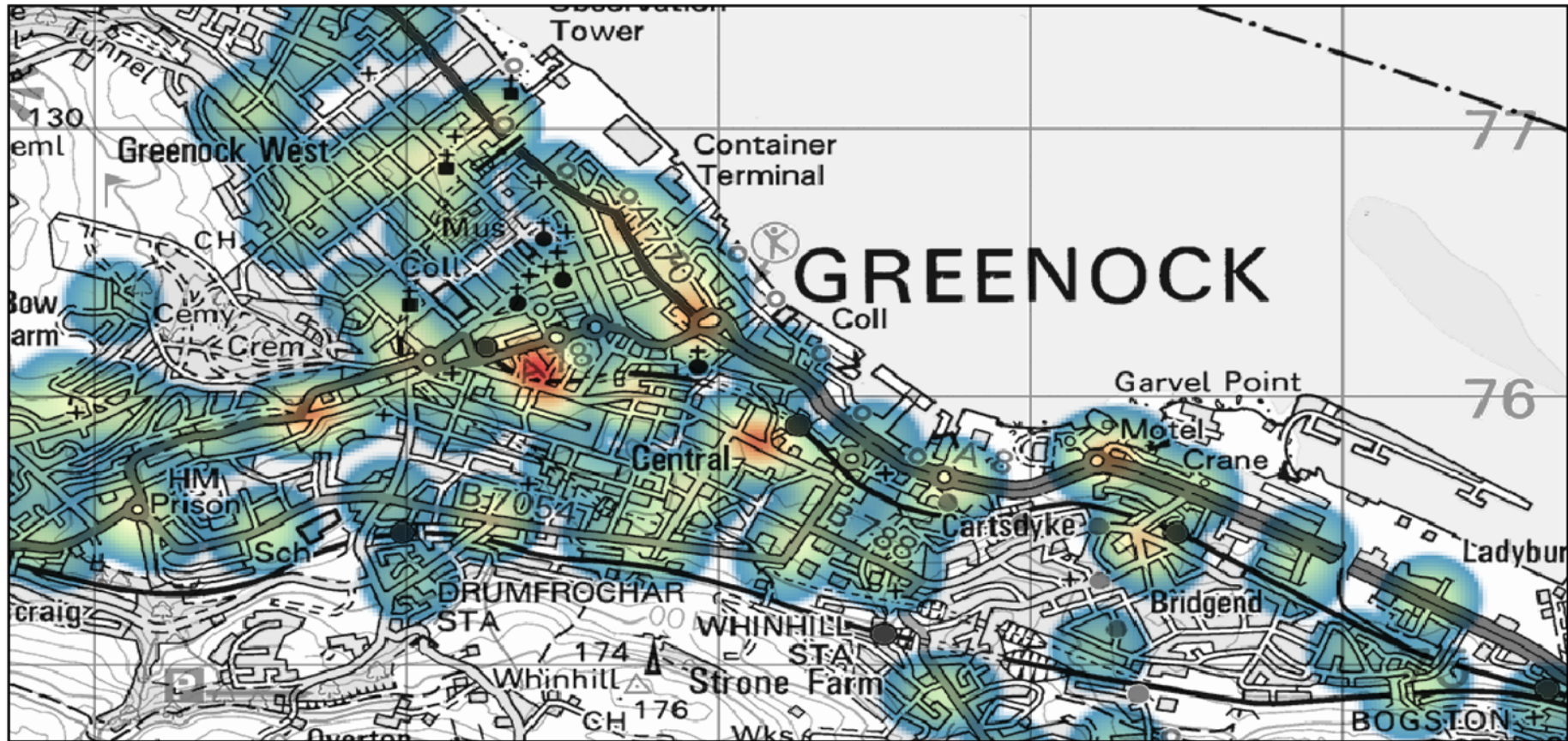
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Map A

STATS19 Incidents involving casualties  
2015 - 2017



**Inverclyde**  
council

Safer & Inclusive Communities

Inverclyde Council  
40 West Stewart Street  
Greenock  
PA15 1YA

Tel: 01475 714298  
Email: [safer.communities@inverclyde.gov.uk](mailto:safer.communities@inverclyde.gov.uk)



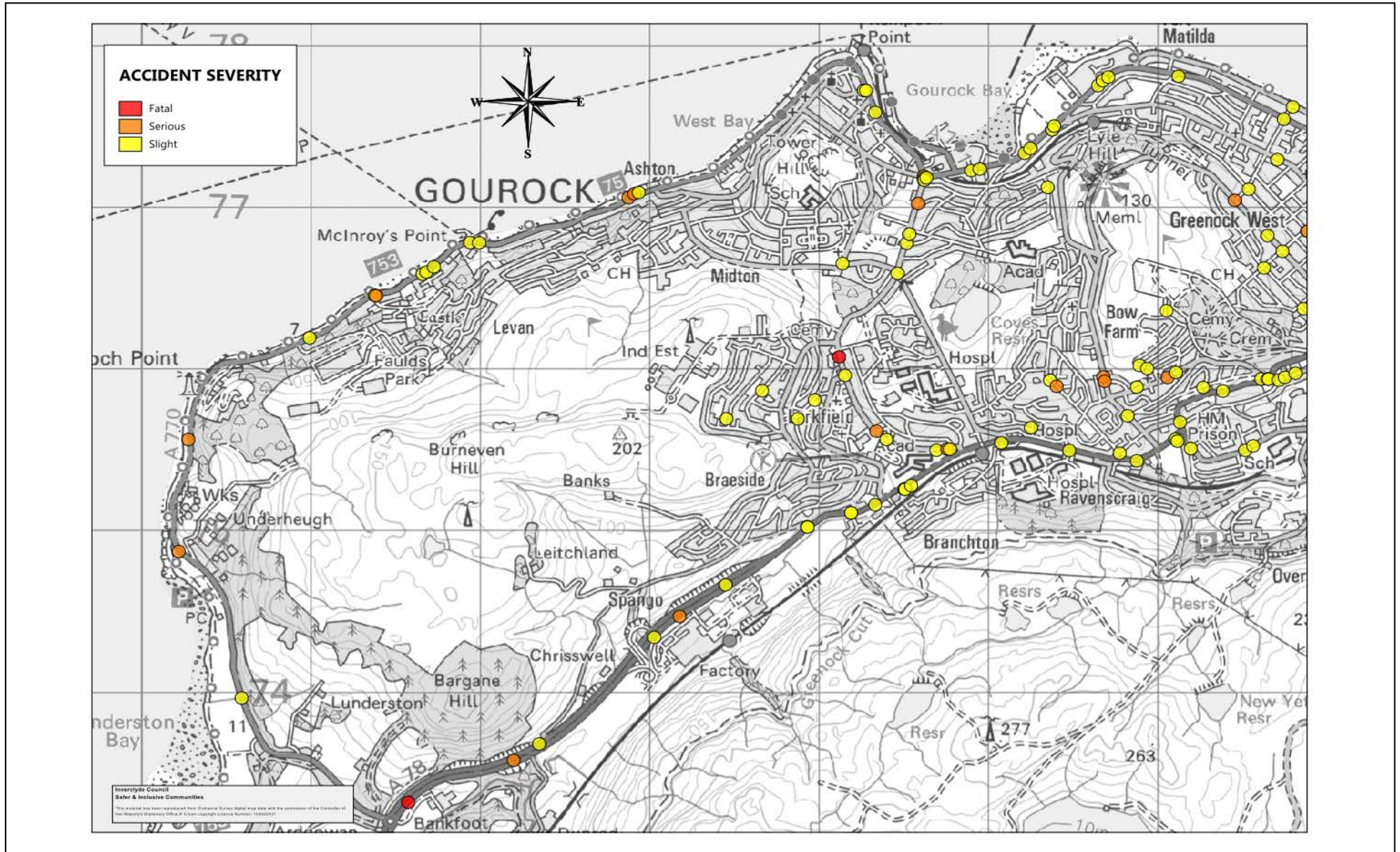
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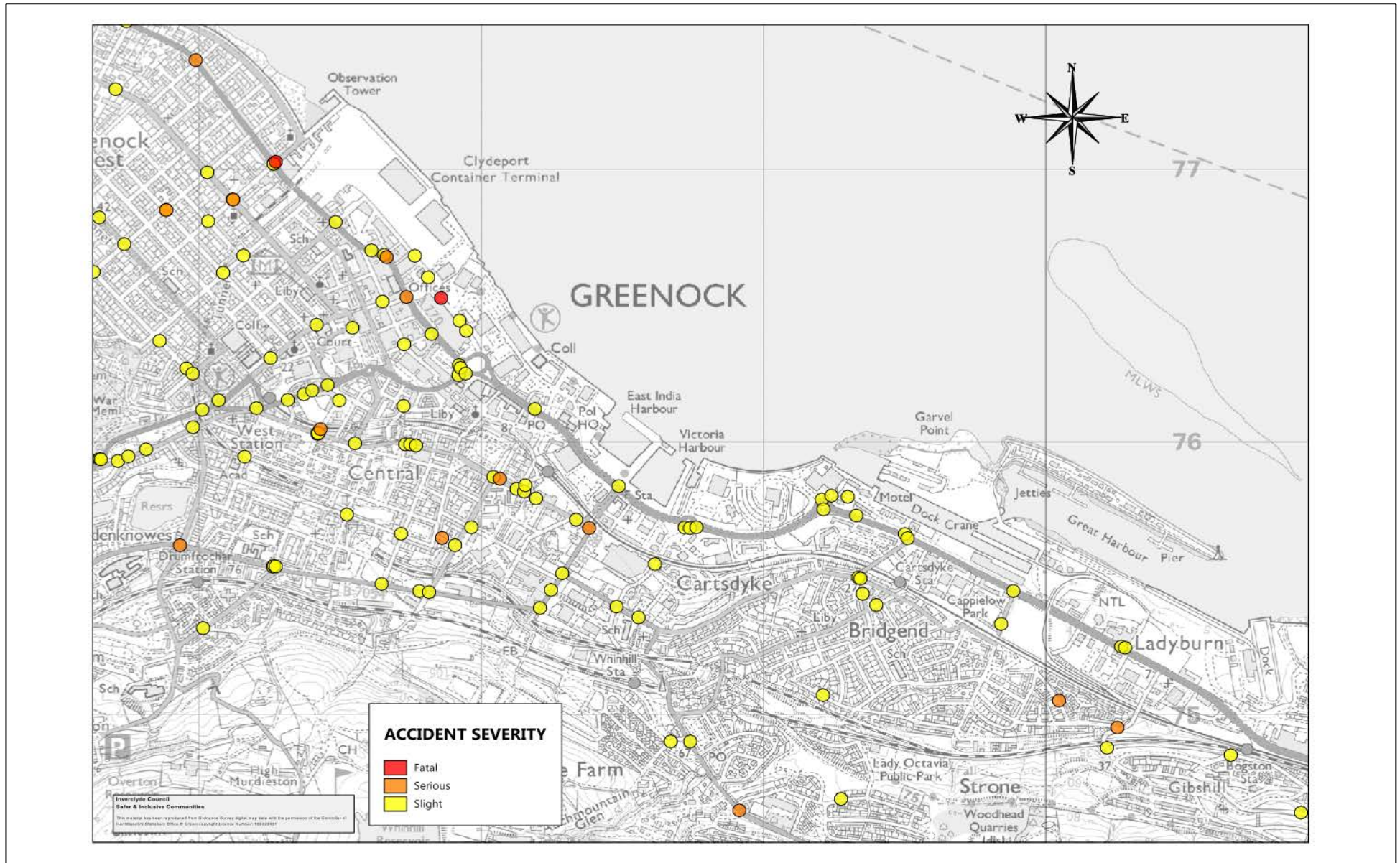
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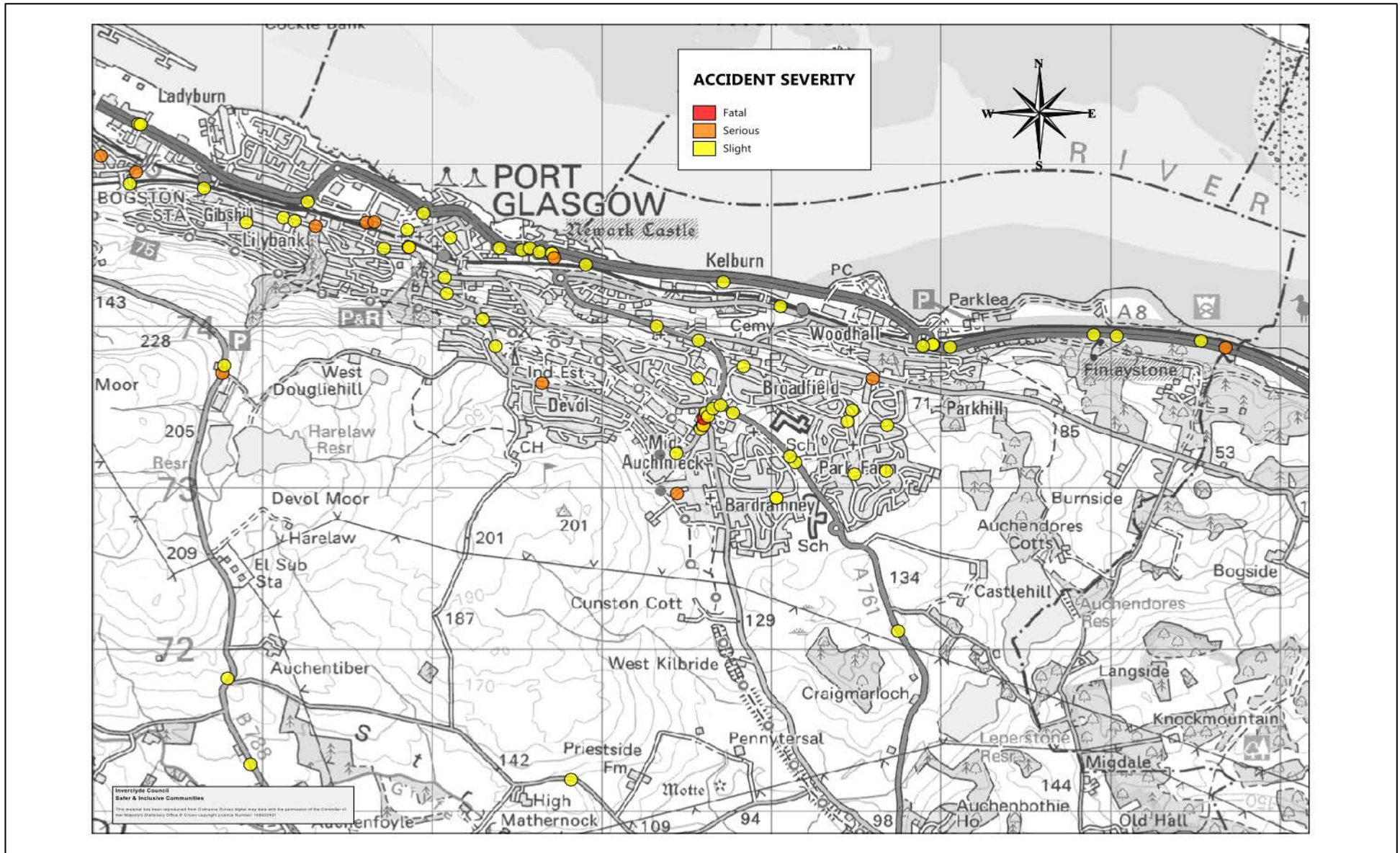
Map C





Map D



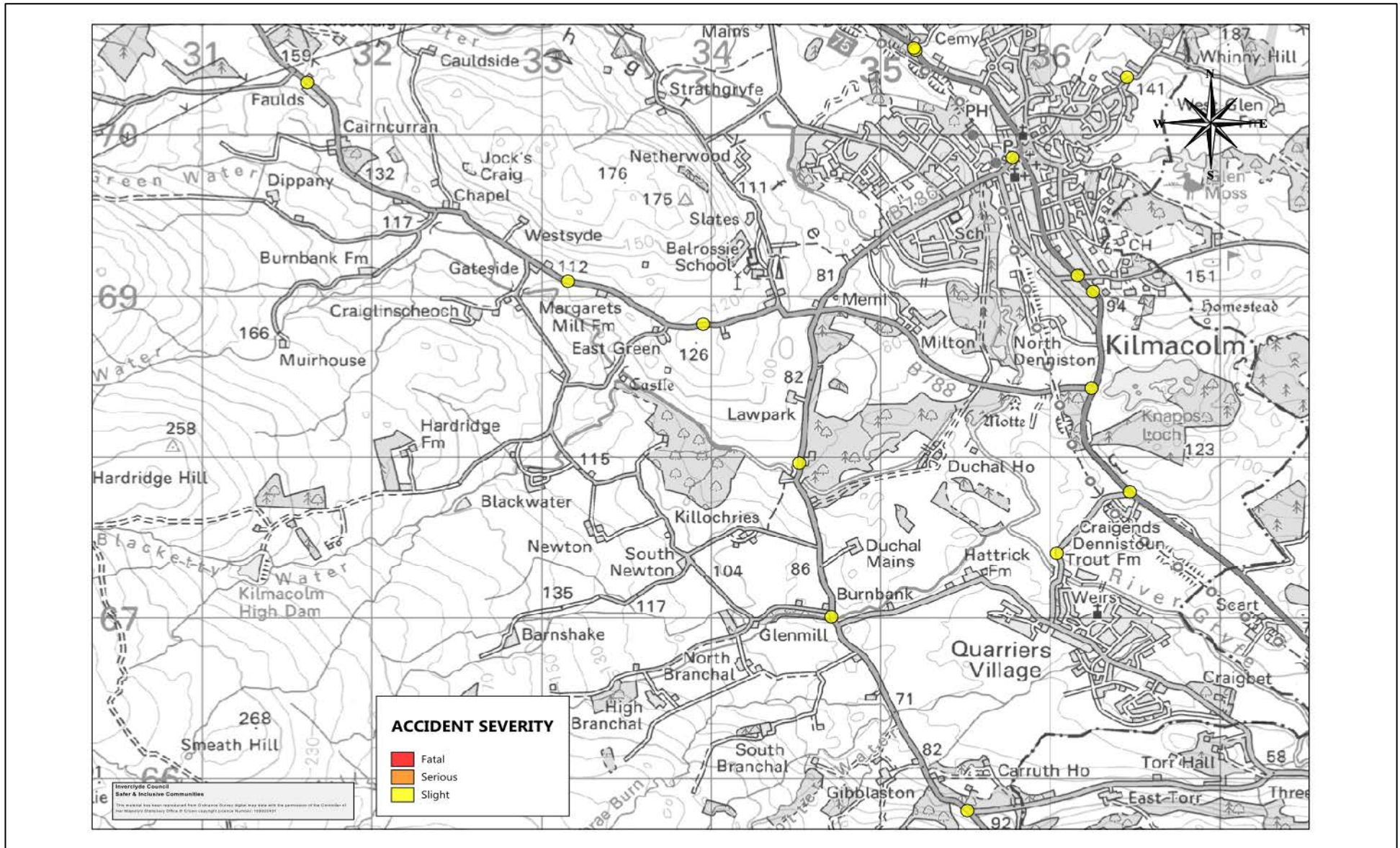


Map E









Map G



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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>30 August 2018</b>
<b>Report By:</b>	<b>Corporate Director Environment, Regeneration &amp; Resources</b>	<b>Report No:</b>	<b>ENV026/18/MM</b>
<b>Contact Officer:</b>	<b>Martin McNab</b>	<b>Contact No:</b>	<b>714754</b>
<b>Subject:</b>	<b>Transport (Scotland) Bill - Proposed Consultation Response</b>		

---

## 1.0 PURPOSE

- 1.1 The purpose of this report is to advise Members of the recent introduction of the Transport (Scotland) Bill and the Scottish Parliament website survey and call for views. Members are asked approve the proposed comments on the draft responses to each section of the Bill.

## 2.0 SUMMARY

- 2.1 On 8 June 2018, the Cabinet Secretary for Finance and Constitution, Derek Mackay MSP introduced the Transport (Scotland) Bill to the Scottish Parliament. The Bill documentation was set before parliament on 11 June 2018, and the Rural Economy and Connectivity Committee has launched a survey and call for views on the Scottish Parliament website with a deadline of Friday 28 September 2018.
- 2.2 Transport Scotland have also provided a link on their website which sets out the approach being taken along with supporting reports and documents.
- 2.3 Over the last 18 to 24 months members of this Committee will have seen and approved responses to consultations across a number of the topics covered by this Bill including Bus Services, Ticketing Schemes, Low Emission Zones, and Parking. These consultations will have been considered in the process of drafting the Bill as introduced on 8 June 2018.
- 2.4 Alongside the formal consultation responses that have been provided previously, officers from Environment and Public Protection have engaged with the Scottish Government and Transport Scotland directly and through professional organisations such as the Society of Chief Officers for Transportation in Scotland (SCOTS).
- 2.5 The focus of these discussions has been on the topic areas covered in the Bill and it is worth highlighting that the Bill seeks to introduce a number of new powers and requirements which will fall to Transport and Roads Authorities to exercise and enforce.

## 3.0 RECOMMENDATIONS

- 3.1 The Committee is recommended to:

- Note the introduction of the Transport (Scotland) Bill to the Scottish Parliament on 8 June 2018;
- Approve the responses to each section of the Bill for submission to the Scottish Government as follows:
  - Introduction and Part Low Emission Zones at Appendix 1;
  - Part 2 Bus Services at Appendix 2;
  - Part 3 Ticketing Arrangements and Schemes at Appendix 3;
  - Part 4 Pavement Parking and Double Parking at Appendix 4;

- 
- Part 5 Road Works and the Scottish Road Works Commissioner at Appendix 5; and
  - Part 6 Scottish Canals/Regional Transport Partnership Finance at Appendix 6;
  - Miscellaneous and General at Appendix 7.

**Martin McNab**  
**Head of Environmental & Public Protection**

## 4.0 BACKGROUND

4.1 On 8 June 2018, Cabinet Secretary for Finance and Constitution, Derek Mackay MSP introduced the Transport (Scotland) Bill to the Scottish Parliament. The Bill documentation was set before parliament on the 11 June 2018, and the Rural Economy and Connectivity Committee has launched a survey and call for views on the Scottish Parliament website with a deadline of Friday 28 September 2018.

4.2 Transport Scotland have also provided a link on their website which sets out the approach being taken along with supporting reports and documents.

4.3 Over the last 18 to 24 months members of this Committee will have seen and approved responses to consultations across a number of the topics covered by this Bill including Bus Services, Ticketing Schemes, Low Emission Zones, and Parking. These consultations will have been considered in the process of drafting the Bill as introduced on 8 June 2018.

4.4 Alongside the formal consultation responses that have been provided previously, officers from Environment and Public Protection have engaged with the Scottish Government and Transport Scotland directly and through professional organisations such as the Society of Chief Officers for Transportation in Scotland (SCOTS).

4.5 The focus of these discussions has been on the topic areas covered in Sections 2 to 5 of the Bill and it is worth highlighting that the Bill seeks to introduce a number of new powers and requirements which will fall to Transport and Roads Authorities to exercise and enforce. Paragraphs 4.6 to 4.11 set out some of the key issues that the Scottish Government/Transport Scotland have flagged as being covered by the Bill and initial comments from officers.

### 4.6 Low Emission Zones

- The Bill enables the creation and civil enforcement of low emission zones (LEZ) by Local Authorities, and will allow the Scottish Government to set consistent national standards for a number of key aspects including, but not limited to, emissions, penalties, certain exemptions and parameters for grace periods for low emission zones.
- Whilst not currently an issue within the road network in Inverclyde, the intended introduction of a LEZ within Glasgow and other Scottish cities will have an impact on the bus fleet within the West of Scotland.
- With the first LEZ to be introduced in central Glasgow on 31 December 2018, with a subsequent uplift in the restrictions on PCVs, through to 2022 when all PCVs entering the zone will be required to be Euro VI or better (with similar arrangements being progressed in various cities in England), the major bus operators could, as a result, decant older buses elsewhere in the United Kingdom, to the detriment of authorities such as Inverclyde. This redeployment of vehicles may be minimised by the availability of Central Government grants to retrofit vehicles, both in England and Scotland, and through subsequent promotion of LEZs elsewhere.

### 4.7 Bus Services

- As drafted, the Bill proposals would see a range of new powers that would allow Local Authorities to put in new arrangements such as:
  - New Bus Service Improvement Partnerships;
  - New local franchising;
  - New/extended powers for local transport authorities to provide bus services to meet social needs;
  - Powers to require bus operators to make more information available to the public on services, including routes, timetables and fares; and
  - Powers to require operators withdrawing services to provide more information to local transport authorities.

---

## 4.8 Ticketing

- This section includes the following proposals;
  - Extending existing ticketing arrangements and schemes to include connecting services;
  - Giving Scottish Ministers the power to set a national technological standard for smart ticketing;
  - Setting up the National Smart Ticketing Advisory Board;
  - Providing a guide for a consistent approach for smart ticketing arrangements and schemes, and clearer processes for them;
  - The requirement for local transport authorities to produce annual reports on ticketing arrangements and schemes to evaluate and adapt for best practices; and
  - Giving Scottish Ministers the power to direct a local transport authority to make or vary a ticketing scheme.

## 4.9 Parking

- This section of the Bill covers issues around Double Parking and Pavement Parking. It includes proposals covering the following;
  - Providing Local Authorities with powers to enforce the national ban;
  - The ability for Local Authorities to promote exemptions from the national ban, but they will be required to meet strict criteria;
  - The Bill provides exceptions to certain vehicles if they are involved in emergencies or delivering goods;
  - Detailed standards and guidance will be produced for Local Authorities to deliver a consistent approach in how they enforce the new parking restrictions;
  - Providing Local Authorities with powers to share services with other Councils to enforce the new restrictions; and
  - Requiring Local Authorities to keep accounts in relation to the money they received from the enforcement of the new restrictions.

## 4.10 Road Works

- This section of the Bill covers a number of key aspects of how Road Works are managed and inspected:
  - Clarification on the legal status of the Scottish Road Works Commissioner (SRWC);
  - Compliance notices with enforcement consequences for those who fail to take the required steps;
  - Non-compliance with a Compliance Notice will be an offence, which will mean that the SRWC will become a specialist reporting agency, and be able to submit reports to the Procurator Fiscal;
  - An inspection function for the Scottish Road Works Commissioner with associated enforcement powers and new offences including for obstruction;
  - A requirement for reinstatement quality plans (to establish that organisations have the necessary processes and competence to execute road works to the required standards);
  - Requirements to notify actual starts and works closed within specified timescales to improve the accuracy of information relating to road works on the Scottish Road Works Register; and
  - A requirement to place details of all utility apparatus onto the Scottish Road Works Register.
- These proposals will put in place a tighter compliance regime around the management and inspection of roadworks that will impact on all organisations who carry out works in our road networks, so not just utility companies but also the work that we ourselves undertake as the Roads Authority.

#### 4.11 Miscellaneous & General

- This section of the Bill includes a proposal to allow Scotland's Regional Transport Partnerships (RTPs) to hold and operate capital funds, renewal and repair funds and insurance funds in a similar way to Councils. This will assist the RTPs with larger capital investment projects which cover more than one financial year.

4.12 In preparing this response, officers have collaborated with the Society of Chief Officers of Transportation to tap into collective expertise across Scotland. In consequence, the contents of Inverclyde's draft response will be similar to other Councils across Scotland.

### 5.0 PROPOSALS

5.1 The Committee is recommended to:

- Note the introduction of the Transport (Scotland) Bill to the Scottish Parliament on 8 June 2018;
- Approve the responses to each section of the Bill as follows:
  - Introduction and Part Low Emission Zones at Appendix 1;
  - Part 2 Bus Services at Appendix 2;
  - Part 3 Ticketing Arrangements and Schemes at Appendix 3;
  - Part 4 Pavement Parking and Double Parking at Appendix 4;
  - Part 5 Road Works and the Scottish Road Works Commissioner at Appendix 5; and
  - Part 6 Scottish Canals/Regional Transport Partnership Finance at Appendix 6;
  - Miscellaneous and General at Appendix 7.

### 6.0 IMPLICATIONS

6.1 Finance:

One-off costs:

Cost Centre	Budget Heading	Budget Years	Proposed spend this report (£000s)	Virement from	Other comments
N/A					

Annually recurring costs:

Cost Centre	Budget Heading	Budget Years	Proposed spend this report (£000s)	Virement from	Other comments
N/A					

6.2 There are no legal implications arising from this report.

#### Human Resources

6.3 There are no specific HR implications arising from this report.

#### Equalities

6.4 As this report does not involve a new policy or a new strategy, there are no equalities issues arising.

---

## **Repopulation**

6.5 There are no specific repopulation implications arising from this report.

## **7.0 CONSULTATIONS**

7.1 The Chief Financial Officer, and Head of Legal & Property Services, have been consulted on the contents of this report.

## **8.0 LIST OF BACKGROUND PAPERS**

8.1 None.



The Scottish Parliament  
Pàrlamaid na h-Alba

---

Transport (Scotland) Bill - Introduction

### **What is this?**

A short survey by the Scottish Parliament's Rural Economy and Connectivity Committee to gather the views of individuals and organisations on the proposals in the Transport (Scotland) Bill.

### **Why should I respond?**

The proposals in the Transport (Scotland) Bill would change the way streets, buses, public transport ticketing and roads works are regulated, including:

- establishing a system for the creation and operation of low emission zones, which may prohibit older vehicles from entering a zone
- changing how bus services are managed and provided
- updating arrangements for the management of public transport ticketing schemes
- creating a prohibition on parking on the pavement and double parking
- improving co-ordination of road works and enforcement of quality standards for road reinstatements

These changes will impact on many people's daily travel choices and the Committee wants to hear your views on these proposals.

### **How do I find out more about the Transport (Scotland) Bill?**

You can find the Bill and associated documents by clicking or tapping [here](#).

### **I am only interested in part of the Bill**

No problem. Feel free to skip any questions that do not interest you. However, you must complete the survey for your answers to be considered - make sure you click or tap on the "Finish Survey" icon on the last page.

### **Nice to know**

You will not be asked to provide your name or any personal information. Your response will be held securely and will only be viewed by researchers at the Scottish Parliament Information Centre. Individual responses will not be published, but a summary setting out key themes we find from looking at all of the responses will be.

You can find more on how we handle the information you provide in our [Privacy Policy](#).

**The survey will close at 1200 on Friday 28 September.**

## Low Emission Zones

Part 1 of the Bill enables the creation, and civil enforcement, of **Low Emission Zones** (LEZs) by local authorities and allows the Scottish Government to set consistent standards for emissions, penalties and certain exemptions from such zones.

The most polluting vehicles would be banned from entering a LEZ during its hours of operation. Any banned vehicles entering a LEZ would be subject to a penalty charge, with enforcement carried out using Automatic Number Plate Recognition (ANPR) cameras - technology currently used for bus lane, red light and speed limit enforcement.

The Bill would grant Scottish Ministers the power to approve all LEZs and to set national rules for their operation. Do you support or oppose these proposals? Please choose the option which most closely matches your opinion.

	Strongly Support	Support	Neither support nor oppose	Oppose	Strongly Oppose	No Opinion
Scottish Ministers must approve all LEZ proposals			✓			
Scottish Ministers' will have the power to specify certain types of vehicle that will be exempt from any LEZ scheme, e.g. emergency service vehicles		✓				
Scottish Ministers' will be able to order a Council to review a LEZ and direct it to implement changes following that review		✓				

The Bill would grant Councils the power to set the rules governing the operation of individual LEZs. Do you support or oppose these proposals? Please choose the option which most closely matches your opinion.

	Strongly Support	Support	Neither support nor oppose	Oppose	Strongly Oppose	No opinion
Councils must specify a grace period of between 2 and 6 years for residents (1 -4 years for non-residents) following the introduction of a LEZ, during which penalties will not be levied		✓				
Councils will be able to suspend a LEZ for an event, held in or near the zone, that it considers to be of national importance		✓				
Councils can grant exemptions from LEZ requirements for individual vehicles, or types of vehicle (up to one year)	✓					



How might the LEZ proposals in the Bill be improved? Please summarise any suggested improvements that you would like to see made in the box below:

Section 13 (2) – We need to be careful here and have clear guidelines around why it would be acceptable to have different LEZ operation times. Why is it ok to pollute an area at night but not during the day for example?

Section 19 & 20 – Grants should be made available where possible for this scheme so that LAs incur as little expenditure as possible in determining, making and operating LEZ.

In both the legislation and subsequent implementation it is important to view buses as a solution rather than as a problem, given advances in bus engine technology and the passenger carrying capability of such vehicles when compared with the private car. SPT is the source of expertise in this area and their advice should carry significant weight on this issue. In terms of vehicles, cars are the biggest source of transport emissions (40%), followed by vans and HGVs, with buses on 6%. Tackling congestion should be a cornerstone of any clean air policy and the LEZ legislation should reflect this.

Regarding buses and coaches it is imperative that the Scottish Bus Emissions Abatement Retrofit Programme (BEAR) is sufficiently funded to allow operators to comply with any LEZ requirements without a significant impact upon their operating cost base, otherwise major bus operators are likely to decant from older buses from LEZs (and Clean Air Zones in English Cities) to elsewhere in the United Kingdom, to the detriment of authorities such as Inverclyde. This redeployment of vehicles would be minimized by the availability of Central Government grants to retrofit vehicles, both in England and Scotland.

At a local level it is likely that, without Central Government financial assistance, the commercial viability of many individual local bus services operating to/from Scottish Cities will be reduced, resulting in the withdrawal or partial withdrawal of such services/journeys, particularly at the rural ends of the routes, leading to reductions in service and/or increases in the requirement for local transport authority financial support.

## APPENDIX 2 - BUS SERVICES

### Buses

Part 2 of the Bill provides local transport authorities with powers to improve **local bus service** provision through statutory partnership working with bus operators, the creation of local bus service franchises and the ability to operate services themselves - where these are not in competition with commercially operated services.

Part 2 gives Scottish Ministers powers to make regulations setting out what service and timetable information bus operators must make available to passengers and local transport authorities.

The Bill would provide Councils with the following powers, aimed at improving local bus services. Do you support or oppose these powers? Please choose the option which most closely matches your opinion.

	Strongly Support	Support	Neither support nor oppose	Oppose	Strongly oppose	No Opinion
Provide bus service(s) where no commercial service is provided	✓ See Note 1					
Work in a formal partnership with commercial operators to improve services	✓					
Specify all aspects of local bus services, which will be provided by commercial operators following a tendering exercise	✓ See Note 2					

Note 1: The Council does not support the provisions of the Bill as currently drafted in relation to the operation of local bus services by local transport authorities.

Note 2: The ability to specify all aspects of tendered supported bus services already exists and it is assumed that this question relates to the proposed new local transport authority powers in relation to bus franchising.

The Bill would require bus operators to share information on routes, timetables and actual running times with third parties - to make it easier for passengers to know when their bus will arrive and how much it will cost.

How best could your Council or bus operator improve the ways it provides timetable and route information? (Please put the following options in an order were 1 is your favourite idea and 5 is your least favourite)

1	Bus operator website
2	Bus operator app
3	Bus stop real-time displays
4	Bus stop paper timetables
5	Paper timetable

Do you think the proposed changes to bus regulation in the Bill could be improved? If so, could you briefly summarise the changes you would like to see made in the box below:

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Yes (Whilst noting that SPT are the public transport authority for Inverclyde and will have a particular focus on this issue) – Whilst the majority of the proposed enabling policy options contained within the Bill are welcomed, for example, the ability to enter into more meaningful statutory partnership arrangements with bus operators, aspects of the Bill could be improved.

The proposed local transport authority powers to directly operate local bus services only in circumstances where there is no provision by the commercial sector is too limited. Whilst the opportunity to directly operate local bus services as an operator of ‘last resort’ would be welcomed, the proposals in the Bill as currently drafted places too high a financial risk on local transport authorities to do so. An authority could, in order to maintain service delivery, commence direct operation of a route or network, increase the viability of that service or group of services only to find that some or all of the services become commercially attractive. A private operator may then enter or re-enter the local market, requiring the authority to cease direct operations despite the financial and other investment (e.g. in vehicles and depot infrastructure) incurred to that date. The Bill requires to be amended to protect local transport authorities from such a scenario, by either allowing the authority exclusive rights to continue to operate such services and/or the ability to compete with the commercial sector under that scenario.

Regarding the Bus Service Improvement Partnerships (BSIPs) a key to their success or otherwise of this proposed policy option will be the determination of what constitutes a sufficient number of operators to object and therefore preclude a plan or scheme from proceeding. It is noted that this has not been determined and that it is intended this will be set out in subsequent Regulations.

Powers to enter into Bus Franchising arrangements would be welcomed. However, the use of such powers could be hampered by a lack of commercial information on the services involved. The Bill should address this deficiency by making the passenger and revenue information, which would be necessary to compile a robust business case, available to local transport authorities under these circumstances. This would ensure the financial aspects of the local transport authorities proposals were robust and aid the required audit scrutiny process and, in turn, appraisal by the proposed independent panel.

The proposed requirements on operators with regard to open data/information are welcomed as is the proposal for such information to be held within a central depository, which Inverclyde Council would suggest should be Traveline Scotland. However, operators should be either required to submit such data via local transport authorities or simultaneously to both the relevant local transport authorities and the central depository. Local transport authorities require such information in a timeous manner, in their own right e.g. in order to maintain information services such as bus stop timetable displays and, in turn, act as a valuable data quality control currently mechanism identifying any data errors or inconsistencies before onward submission of such data to Traveline Scotland. Local transport authorities also have a crucial role in the provision of such data as the custodian of the NAPTAN national bus stop infrastructure database.

Note: the listed means of disseminating bus information in the table above has not been ranked, as requested. It is not considered that it is appropriate to do so as the most effective method or methods of distributing bus information will vary depending upon local circumstances, the target market and nature of the information being disseminated. In addition, reference is only made to bus operator websites and apps. Other parties, including local transport authorities and Traveline Scotland currently support such distribution channels, in most, if not all, instances to aid in the provision of unbiased multi-operator information, aiming to ensure that information on all bus or public transport travel opportunities are available to passengers and prospective passengers, and not solely the information confined to one operator’s services. Mobile Apps offer great potential, particularly in the context of the provision of disruption information and the combination of service information/travel opportunities with ticketing information/purchase; however, traditional information sources, such as printed timetables, still have a role whether through providing added passenger reassurance or for those members of society who cannot or do not wish to access information electronically.

## APPENDIX 3 - TICKETING ARRANGEMENTS AND SCHEMES

### Smart Ticketing

Part 3 of the Bill would create a national technological standard for **smart ticketing** and provide local transport authorities with further powers for smart ticketing arrangements and schemes.

Smart ticketing is the name given to a system where an entitlement to travel (or ticket) is stored electronically rather than being printed on a paper ticket. Most smart ticketing schemes store payment and ticket data on a smartcard, such as London's Oyster card.

Do you support or oppose the following? (which are all proposed in the Bill)

	Support	Oppose
National technological standard for smart ticketing	✓	
National Smart Ticketing Advisory Board	✓	
Requirement for local authorities to produce annual reports on use of ticketing powers		✓
Power for Scottish Ministers to direct local authorities to implement ticketing schemes		✓

What are the reason(s) behind your answers above?

The proposal to require a national technological standard for smart ticketing is fully supported and is required to ensure inter-operability of ticketing schemes and equipment, to the benefit of both the promoters of smart ticketing and the travelling public. Notwithstanding this, provision should be made to permit trial use of any potentially beneficial new technology that may emerge that does not confirm to the national technological standard, subject to the approval of the proposed National Smart Ticketing Advisory Board. It is noted that the Policy Memorandum indicates that provisions to ensure inter-operability should "not preclude other technologies and infrastructure using different standards being used within arrangements and schemes".

The creation of a National Smart Ticketing Advisory Board (NSTAB) is also fully supported, provided that this Board is constituted in a manner that allows the requirements and expertise of all interested parties, operators, local transport authorities, and Transport Scotland to be fully represented.

The requirement for local (transport) authorities to publish annual reports on the use of their ticketing powers is not supported as it is not considered that this additional administrative burden on the relevant authorities will result in a material improvement in the delivery of ticketing schemes, and is not likely to provide any additional information to any interested party beyond that which would already be freely available in the public domain. If implemented this should take the form assumed in the Financial Memorandum of a template return to minimize any administrative burden on local transport authorities.

The proposed power for Scottish Ministers to direct local (transport) authorities to implement (or amend) ticketing schemes is not supported as it is considered that local transport authorities should retain the discretion to implement those ticketing schemes that they consider will be to the benefit of the public travelling to/from and within their administrative area(s), indeed the Policy Memorandum states at the outset that "it is considered that the responsibility for securing appropriate ticketing arrangements should remain with the local transport authority...", reflecting the recommendations of the 2011 Competition Commission Local Bus Services Market Investigation. It should be noted that with respect to ticketing, SPT is the local transport authority. Rather than a power for Scottish Ministers to direct a local transport authority on ticketing schemes following consultation with the proposed NSTAB, the Bill should enable the aforementioned board to recommend appropriate actions to the local transport authority, directly. If it is considered imperative that a specific form or type of ticketing scheme(s) be introduced, then an appropriate duty should be placed upon local transport authorities to do so.

Whilst it is accepted that a requirement for rail and ferry operators to participate in any multi-modal multi-operator ticketing scheme(s) promoted by local transport authorities has been and can be specified within the relevant rail and ferry franchise agreements, it is considered that local transport authorities should have similar powers of participation over rail and ferry operators as are proposed that they have

over bus operators. Rail and Ferry franchises are only re-let periodically and if a rail or ferry operator were to refuse to participate in a local transport authority ticketing arrangement e.g. due to application of what they considered too onerous a technological standard, there would be a potential significant delay in achieving the desired participation.

The assumption in the Bill's Financial memorandum that the compliance with a national technological standard will solely apply to bus operators is incorrect as a number of local transport authorities, operate back-office facilities and administer multi-operator ticketing schemes. Whilst any additional costs incurred could be 're-charged' to bus operators, if a new standard is adopted beyond the established ITSO 2.1.4 standard, and such costs are excessive, these could deter market entry into or lead to withdrawal from the local bus market by small operators.

Whilst participation by operators in any multi-operator scheme should be on the basis of a fair distribution of revenue and cost neutral to the ticketing scheme administration the Financial Memorandum does not acknowledge the, albeit low, financial risk to the Administrator of such schemes.

The proposed additional local authority powers to specify other characteristics of ticketing arrangement and schemes are welcomed, however, additional powers in relation to pricing, as recommended in the 2011 Competition Commission Local Bus Services Market Investigation should be included to ensure the delivery of effective multi-operator ticketing.

## APPENDIX 4 - PAVEMENT PARKING AND DOUBLE PARKING

Pavement parking and double parking

Part 4 of the Bill would prohibit **double parking and parking on the pavement**, subject to a number of exemptions.

Do you support or oppose the proposed prohibitions on:

	Support	Oppose
Pavement parking	✓	
Double parking	✓	

What are the reason(s) behind your answers above?

Parking on a footway can lead to reduced safe walking space to everyone. In particular it can be particularly detrimental to:

- very young children in prams/buggies and by extension, the maternity category i.e. parents pushing the prams
- those in wheelchairs and those who require assisted walking
- Users of mobility buggies may be particularly adversely affected by footway parking in locations distant from dropped kerbs.

Those above could be forced onto a live road where footway parking occurs.

Greater restrictions on footway parking would therefore have a beneficial impact on those groups above.

Making parking on footways illegal should create a safer environment for pedestrians and if the proposals were to reduce damage to footways caused by overrunning vehicles, this would have a positive impact on the environment owing to the reduced requirement for new materials for repairs.

There are very few complaints or known issues related to double parking in Inverclyde, although it is appreciated that this is a problem that does exist in some Local Authority areas and therefore support the proposed prohibitions.

**Implementation costs should be met by the Scottish Government.**

The Bill proposes a number of exemptions to the prohibition on pavement parking and double parking. These are:

- Emergency service vehicles responding to an incident
- Vehicles used in undertaking road works
- Bin lorries
- Postal service vehicles
- Vehicles used by medical practitioners responding to an incident
- Vehicles being used for deliveries
- Vehicles in a parking place
- Vehicles parked at the direction of a police officer
- Vehicles parked for the purpose of saving a life/similar emergency
- Vehicle parked to provide roadside assistance

It is worth noting that the Bill requires vehicles that benefit from an exemption to only use it where it is unavoidable and for the shortest time possible to complete the task in hand (with a limit of 20 minutes on vehicles being used for deliveries).

Overall, do you support or oppose the proposed exemptions? Please choose the option which most closely matches your opinion.

	Strongly support	Support	Neither support or oppose	Oppose	Strongly oppose	No opinion
Overall view of proposed exemptions		✓				

Do you have any concerns about the proposed exemptions or wish to see additional exemptions added? If so, please briefly summarise what change(s) you would like to see made and why you think these are necessary.

Whilst, within this survey, it states that bin lorries will be exempt Part 4 of the Bill, Article 47 Paragraph (3) (a) (iii) only allows for “the collection of waste by or on behalf of the local authority” to be exempt.

Trade waste collections, particularly in larger towns and cities, may be undertaken by private waste management companies, without any involvement of the Local Authority. The Bill should therefore read “the collection of waste” with “by or on behalf of a local authority” removed from the sentence.

The Bill would allow local authorities to exempt any footway from the prohibition on pavement parking, as long as it has had regard to any guidance issued by Scottish Ministers. Do you support this proposal?

✓	Support
	Oppose

What are the reason(s) behind your answer above?

The legislation should be framed to allow the Traffic Authority to make Traffic Orders permitting footway parking in specified areas.

The Road Traffic Regulation Act 1984 already contains adequate provisions for the Traffic Authority to make Traffic Orders permitting footway parking in specified areas. Any new Act should be written in such a way as to ensure this power is not limited.

Exemptions would allow Local Authorities to permit footway parking where:

- a ban would cause serious problems (such as residential streets with existing parking pressures)
- loading or unloading could not have been satisfactorily performed if the vehicle had not been parked on the footway.

Parking Standards document should indicate:

- that loading/unloading exemptions would only apply if the carriageway would otherwise be completely blocked.
- there should be a requirement to ensure a minimum of 0.9 metres clear footway width is maintained to allow for unimpeded pedestrian passage, where an exemption is permitted, so far as possible.

## APPENDIX 5 - ROAD WORKS AND THE SCOTTISH ROAD WORKS COMMISSIONER

### Road Works

Part 5 of the Bill would strengthen the role of the Scottish Road Works Commissioner and improve the regulation of **road works**.

The Scottish Road Works Commissioner is an independent public official who aims to improve the planning, co-ordination and quality of road works throughout Scotland. The Commissioner monitors performance and promotes and encourages good practice across both utility companies and roads authorities. The Commissioner has powers to impose financial penalties on roads authorities who systematically fail in their duty to co-ordinate roadworks and on utility companies who systematically fail to co-operate when undertaking road works.

The Scottish Road Works Commissioner is NOT responsible for works being undertaken in roads on Scotland - which rests with local authorities, utility companies and their contractors.

The Bill would give the Scottish Road Works Commissioner, and Commission staff appointed as inspectors, the power to inspect roads works, documents etc. to establish the facts in possible cases of non-compliance with road works related legislation that falls within the Commissioners remit.

The Bill would grant the Commissioner, and Commission staff, new powers to investigate and take enforcement action against organisations that failed to comply with statutory road works requirements.

Do you support or oppose these powers? Please choose the option which most closely matches your opinion.

	Strongly support	Support	Neither support of oppose	Oppose	Strongly oppose	No opinion
Inspection power		✓				
Power to issue compliance notices		✓				
Power to issue fixed penalty notices for non-compliance		✓				
Requirement to provide annual reports to Scottish Ministers on use of powers		✓				

Do you have any comments or concerns about these proposed powers? If so, can you briefly summarise them below?

<p>The stated intention of the Bill is to grant the Commissioner and Commission Staff new powers to investigate and take enforcement action against organisations that failed to comply with statutory road works requirements. Although in most respects the proposals as drafted would apply equally to all parties undertaking works in the road, there are a couple of restrictions on the powers of the commissioner to inspect works by third parties with permission under the Roads (Scotland) Act 1984 (RSA) and works taking place without the necessary permission from the roads authority. The Commissioner would not have the power to examine or conduct tests on any equipment used on such works or to enter premises being used by those undertaking such works. Works in the road by developers with permission under RSA can be very substantial and it works without permission would raise particular concerns regarding compliance. It is, therefore, suggested that the same powers should be available to the Commissioner in relation to all works in the road.</p> <p>The most obvious way of amending the proposals to cover all works in the road equally would be to rewrite proposed clauses 18A(1)(d) and 18A(3)(a) to remove the references to undertakers, road works authorities and roads authorities and refer only to the specified functions and obligations. It would also be useful to add offences under section 110(1) of the New Roads and Street Works Act 1991 and section 56(6) of RSA to the list of breaches for which the Commissioner can issue a compliance notice. This would allow the Commissioner to take action against those working in the road unlawfully without</p>
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compromising the ability of the roads authority to require remedial measures to be taken or in default to undertake such measures and recover the costs.

The Bill would create place new duties/requirements on those undertaking road works on behalf of a local authority. Do you support or oppose these powers? Please choose the option which most closely matches your opinion.

	Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose	No opinion
New statutory duty on local authority road works to meet fencing and lighting requirements		✓				
Ministers can issue a code of practice for safety at local authority road work sites		✓				
New statutory requirement for local authority road works to be supervised by a suitably qualified person		✓				

Do you have any comments or concerns about these proposed powers? If so, can you briefly summarise them below?

Inverclyde Council already complies with the proposed new statutory requirements on a voluntary basis and accepts that this represents best practice in the execution of works in the road.

The Bill would create place new duties/requirements on those undertaking road works. Do you support or oppose these powers? Please choose the option which most closely matches your opinion.

	Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose	No opinion
New requirement for actual commencement and completion date notices to be placed in the Road Works Register within a prescribed period		✓				
Anyone undertaking road works, or works to a road (except roads authorities) must have either a site specific, or general road reinstatement quality plan in place		✓				

Do you have any comments or concerns about these proposed powers? If so, can you briefly summarise them below?

It is agreed in principle that actual commencement and completion notices should be placed on the Road Works Register. However, it will be important when drafting the regulations to take account of the limitations on mobile network cover in some rural areas which may delay the transmission of such

notices from site to the register.

A requirement for reinstatement quality plans may assist in the promotion of good practice but past experience suggests that these are not infallible and so there will still be a need for some inspection and testing by the roads authority.

## **APPENDIX 6 - SCOTTISH CANALS/REGIONAL TRANSPORT PARTNERSHIP FINANCE**

### Scottish Canals/Regional Transport Partnership Finance

Part 6 of the Bill would give Regional Transport Partnerships more financial flexibility and allow Scottish Ministers to vary the membership and structure of the Scottish Canals Board.

The Bill would allow a Regional Transport Partnership to establish:

- A capital fund
- A renewal and repair fund
- An insurance fund

Do you support or oppose these proposals?

✓	Support
	Oppose

What is the reason for your answer

Whilst Inverclyde does not have a canal within the Council area, the economic and social benefits of a successful canal network across City Region and Scotland are recognised. we would wish to ensure that SPT has flexibility with regard to potential future projects around canals.

The Bill would expand the size of the Scottish Canals board, increasing the number of members appointed by Scottish Ministers from "between one and four" to "at least 4 but no more than 9". The aim being to allow the appointment of members with a wider range of skills and experience than at present. Do you support or oppose this proposal?

✓	Support
	Oppose

What is the reason for your answer?

Ensuring that a public board has as wide a range of skills and experience as possible is an approach that this Council is happy to support.

## **APPENDIX 7 - MISCELLANEOUS AND GENERAL**

Anything else

Do you have any other comments about the Bill, particularly any changes you would like to see made. If so, please briefly summarise these in the box below.

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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>30 August 2018</b>
<b>Report By:</b>	<b>Corporate Director Environment, Regeneration &amp; Resources</b>	<b>Report No:</b>	<b>E+R/18/08/05/SJ/AW</b>
<b>Contact Officer:</b>	<b>Ash Hamilton</b>	<b>Contact No:</b>	<b>01475 712463</b>
<b>Subject:</b>	<b>Active Travel in Inverclyde</b>		

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to inform the Committee of the publication of the Scottish Government's Active Travel Task Force Report 2018 and of progress on Smarter Choices, Smarter Places funded projects. Also, to seek approval of the Inverclyde Council Active Travel Strategy.

## 2.0 SUMMARY

- 2.1 An Active Travel Task Force was set up by the Scottish Government in 2016, with a remit to *'make recommendations...on ways to improve delivery of...walking and cycling projects in Scotland, helping to create high quality places and communities that support health and wellbeing'*. The Active Travel Task Force Report, published in June 2018, sets out recommendations which address the need for supportive policy/legislative conditions, infrastructure improvements, walking and place making improvements, and information and education intervention.
- 2.2 Smarter Choices, Smarter Places is a Transport Scotland grant scheme, administered by Paths for All, that supports behaviour change initiatives focused on promoting active travel for short local journeys in towns, cities and villages. The Council was awarded £74,500 in 2017/18, and a further £87,690 for 2018/19. The funding has been used to support the Inverclyde Community Development Trust 'Community Tracks' programme, Cycling UK's Bike Bothy project in Gourrock, and to prepare an Active Travel Strategy for Inverclyde.
- 2.3 The Active Travel Strategy sets a vision of making active travel a realistic, convenient and attractive choice for everyone to make every day journeys in Inverclyde. The Strategy sets out actions to achieve this vision, covering topics such as governance, marketing, behaviour change and infrastructure/network development. The strategy will enable partnership working, and provide a robust base on which to develop active travel projects and seek external funding for their delivery.

## 3.0 RECOMMENDATIONS

- 3.1 It is recommended that the Committee:
- note the publication of the Active Travel Task Force Report (2018), and progress on SCSP funding projects.
  - Approve the Inverclyde Council Active Travel Strategy attached as Appendix 2.

**Stuart W. Jamieson**  
**Head of Regeneration and Planning**

## **4.0 BACKGROUND**

4.1 Active travel is the use of physical activity, such as walking or cycling, for the purposes of making a journey. Active travel features highly on the Scottish Government agenda and a spending boost from £40m to £80m per year from 2018-19 has previously been announced.

## **5.0 ACTIVE TRAVEL TASK FORCE**

5.1 An Active Travel Task Force was set up by the Scottish Government in 2016, with a remit to *'identify and make recommendations...on ways to improve delivery of ambitious and inclusive walking and cycling projects in Scotland, helping to create high quality places and communities that support health and wellbeing'*. The Task Force was chaired by Transport Scotland and included representatives from COSLA, Regional Transport Partnerships, the Third sector, and the Society of Chief Officers of Transport.

5.2 During 2017, the Task Force gathered evidence from various organisations and individuals which identified a number of issues. These included the need for policies and legislation to support infrastructure provision, which is key in encouraging and facilitating active travel and place making. Also, the need to bring about changes in attitudes, perception and knowledge about active travel by raising awareness among communities. One of the points made frequently during the evidence gathering was that both infrastructure provision and behaviour change were required and that one without the other would not be effective.

5.3 The 'Active Travel Task Force Report', which was published in June 2018, sets out eighteen recommendations, spread across four themes. An extract from the report showing all the recommendations is attached as Appendix 1. Example recommendations for each theme are set out below:

- Infrastructure – Funding criteria for walking, cycling and place-making projects must include the delivery of infrastructure combined with appropriate behaviour change programmes.
- Policies, Processes and Resources - Increased, continuous, multi-year funding and resources are required, along with simplifying the current bidding processes and conditions.
- Community Engagement - Delivery partners must ensure they conduct strong public consultation exercises and community engagement from the very start of design and planning. This must be inclusive and representative, using appropriate and innovative techniques that enable the target population to understand the project and processes and be properly involved.
- Behaviour Change and Culture - There must be investment in behaviour change programmes for the longer term, in order to normalise walking and cycling for everyday journeys, including walking to public transport venues as part of a multi-modal journey. These should be balanced and coordinated with infrastructure/place making and media campaigns, and must include enforcement of road safety and parking legislation in favour of pedestrians and cyclists.

## **6.0 SMARTER CHOICES, SMARTER PLACES**

6.1 Smarter Choices, Smarter Places is a Paths for All's grant scheme (funded through Transport Scotland) that supports behaviour change initiatives focused on promoting active travel for short local journeys in towns, cities and villages. The scheme also encourages other forms of sustainable choices such as public transport use and car share. It aims to help cut Scotland's carbon emissions, improve air quality and help tackle health inequalities. Smarter Choices, Smarter Places allocates funds to local authorities on a population basis, with the requirement that recipients match fund the award by at least 50%, although up to 25% of the match funding can be through in-kind contributions.

6.2 In 2017/18, the Council applied for Smarter Choices, Smarter Places funding and was subsequently awarded £74,500. This funding was used to:

- support the 'Inverclyde Community Tracks' programme delivered by the Inverclyde Community Development Trust. This allowed the Trust to employ an additional staff member, an Active Travel Officer, with responsibility to deliver a range of behaviour change activities. Other local groups, such as Clyde Activity Bikes and Belles on Bikes, were engaged by Community Tracks to deliver additional activities.
- develop an Active Travel Strategy for Inverclyde. Further detail on the Strategy is provided in Section 7.
- support Cycling UK to pilot the Bike Bothy in Gourock, which acts as an active travel hub for Inverclyde.

6.3 In 2018/19, the Council again applied for the full Smarter Choices, Smarter Places grant and was allocated £72,690, along with a further discretionary £15,000, a total of £87,690. This funding has been used to:

- continue to support the Inverclyde Community Development Trust's 'Community Tracks' programme, specifically the active travel officer post.
- extend the Bike Bothy project to support a full year of activities, including the employment of a part-time member of staff.
- hold a reserve of £5k to support additional outcomes from the above projects or deliver projects emerging from the Council's Active Travel Strategy.

6.4 • For both years, match funding for the Smarter Choices, Smarter Places grant has come from the Climate Challenge Fund funding obtained by the Trust, and in-kind support of officer time from the partner organisations.

6.5 To date, the Smarter Choices, Smarter Places funding has delivered the following:

- Community Tracks – funded an Active Travel Officer who has delivered a number of behaviour change initiatives, including 35 led group cycling trips with a total of 340 participants, 9 cycle training courses, publication of active travel maps, and active travel promotion at 8 community events.
- The Active Travel Strategy – the Strategy has been prepared and is attached for Committee approval.
- The Bike Bothy – the bothy opened in Gourock Train Station on the 5 May 2018, and a part time project worker started in June. The Bothy is the first of its kind in Scotland, bringing expertise and knowledge of local walking and cycling community organisations together to create one cohesive project, with the aim of encouraging more people to walk and cycle for more of their everyday journeys. The Bothy will provide cycling and walking advice to local residents and visitors and enable an ongoing programme of activities, including led bike rides and walks, adult cycle confidence sessions for beginners, local history walks, bike maintenance sessions, journey planning sessions, skill swapping evenings, inspirational talks and volunteer training.

## **7.0 INVERCLYDE ACTIVE TRAVEL STRATEGY**

7.1 Making use of the Smarter Choices, Smarter Places 2017/18 funding award, the Council appointed transport consultancy SYSTRA to prepare an Active Travel Strategy.

7.2 The preparation of the strategy was based on extensive consultation with a range of local, regional and national stakeholders, including Inverclyde Council Officers (Roads, Tourism and Planning), NHS Greater Glasgow and Clyde, Sustrans, Cycling UK, Belles on Bikes, Cycling Scotland, Glasgow and Clyde Valley Green Network Partnership, Inverclyde Community Development Trust and Clyde Activity Bikes. An All Members' briefing on the

Active Travel Strategy was held on 13 June 2018.

- 7.3 The strategy sets out the Council's vision to 'make active travel a realistic, convenient and attractive choice for everyone to make every day journeys in Inverclyde', and identifies four objectives; (1) increase the number of walking and cycling trips for commuting/leisure purposes, (2) promote the benefits and opportunities for active travel, (3) deliver a better quality walking and cycling environment, and (4) lead and promote partnership working.
- 7.4 To achieve the above, the strategy identifies a series of actions, which are grouped into four categories: Leadership, Governance and Council processes; Facilitating interchange and cycle parking; Marketing, promotion, tourism and training; and Infrastructure/network development.
- 7.5 The Active Travel Strategy, as recommended for approval to Committee, is set out in Appendix 2. The strategy will enable focused partnership working and provide a robust base on which to develop active travel projects. Sustrans have noted that the Strategy will support future bids for Community Links (infrastructure) funding, as it identifies opportunities for developing existing active travel corridors into a coherent network and prioritising specific route improvements.

## 8.0 IMPLICATIONS

### Finance

- 8.1 There are no direct financial implications associated with this report. The Active Travel Strategy recommends that consideration be given to targeting a percentage of its internal transport budget to active travel projects.

#### Financial Implications:

##### One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
n/a	n/a	n/a	n/a	n/a	n/a

##### Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From (If Applicable)	Other Comments
n/a	n/a	n/a	n/a	n/a	n/a

### Legal

- 8.2 There are no legal implications arising from this report.

### Human Resources

- 8.3 There are no personnel implications arising from this report. The posts supported by Smarter Choices, Smarter places funding are temporary and employed by the Inverclyde Community Development Trust and UK Cycling respectively.

### Equalities

- 8.4 There are no negative impacts on equalities arising from this report.

### Repopulation

- 8.5 There are no direct repopulation implications arising from this report. Making active travel a realistic travel choice within and to Inverclyde will make the area a more attractive place to



live, visit and do business.

## **9.0 CONSULTATIONS**

- 9.1 Various internal and external stakeholders were consulted on the preparation of the Active Travel Strategy.

## **10.0 LIST OF BACKGROUND PAPERS**

- 10.1 Active Travel Task Force Report 2018

<https://www.transport.gov.scot/media/42284/active-travel-task-force-june-2018.pdf>

Appendix 1: Extract from Active Travel Task Group Report, Scottish Government, June 2018.

Appendix 2: Inverclyde Council Active Travel Strategy

## Recommendations

The Task Force, taking into account the evidence submitted and following long discussions of a range of options, has made the following 18 recommendations.

### 1. Infrastructure

1.1 Criteria for funding for walking, cycling and place-making projects must include the delivery of infrastructure combined with appropriate behaviour change programmes, in a way that is enforced and timely, sequential and coordinated, using planning policy and international best practice.

1.2 As a preventative spend measure, cross-portfolio policy investment (e.g. from Health, Transport, Environment and Education Directorates) should prioritise the delivery of a network of continuous and safe walking and cycling infrastructure routes, working in partnership with local authorities and other relevant stakeholders.

1.3 Formally approved, overarching design guidance for Scotland should be produced for local and trunk roads, and places, enabling people of all ages and abilities to access schools, workplaces and community destinations by foot, bike, public transport, ensuring accessibility for all users. National policy requirements should be reinforced for infrastructure, referencing Designing Streets, Cycling by Design and the Place Standard Tool.

1.4 Funding for long term maintenance for active travel projects, identified as a local or national priority, should be included as part of Community Links/PLUS projects.

### 2. Policies, processes and resources

2.1 Increased, continuous, multi-year funding and resources, is required, along with simplifying the current bidding processes and conditions.

2.2 The match funding criteria should be reconsidered and the range of those organisations able to bid for active travel funding should be widened to ensure an open, fair and transparent process.

2.3 The collective impact of active travel strategies/plans, and related policies across national, regional and local levels, should be measured, and monitored longitudinally.

2.4 National, regional and local ownership and planning and delivery of active travel projects between policy departments must be more coordinated, and include as a minimum, planning, environment, health and education departments within central and local governments. Regional Transport Partnerships need to be better resourced to address cross-boundary issues, in partnership with other stakeholders.

2.5 There must be prominent and consistent national government and stakeholder support to enhance strong leadership at the local level to help make the often unpopular, but right decisions.

2.6 Professional training in community engagement and consultation and planning, delivering and maintaining active travel projects should be made available as CPD accredited courses to all public and private sector professionals, including elected members.

2.7 A policy of reducing urban traffic and transferring carriageway space to active travel should be considered, including workplace parking levy, road user charging and encouraging more car-sharing.

2.8 The National Transport Strategy Review must deliver the sustainable travel hierarchy, prioritising walking and cycling. Active travel should be mainstreamed into Regional and Local Transport Strategies.

2.9 The Strategic Transport Project Review should include Active Travel as a theme for nationwide projects, for example the National Walking and Cycling Network.

### **3. Community engagement**

3.1 The active travel message should be promoted clearly to the general public and politicians, as being primarily about 'place', and having pride in their communities and local environment. Infrastructure projects are not just about walking or cycling. Community Planning Partnerships and local communities need to be included from the outset and consider wider public transport requirements, such as walking routes to bus stops.

3.2 Delivery partners must ensure they conduct strong public consultation exercises and community engagement from the very start of design and planning. This must be inclusive and representative, using appropriate and innovative techniques that enable the target population to understand the project and processes and be properly involved. This will include community groups, businesses and Police Scotland and must follow the legislation in the The Fairer Scotland Duty.

### **4. Behaviour change and culture**

4.1 There must be investment in behaviour change programmes for the longer term, in order to normalise walking and cycling for everyday journeys, including walking to public transport venues as part of a multi-modal journey. These should be balanced and coordinated with infrastructure/place making, media campaigns and must include enforcement of road safety and parking legislation in favour of pedestrians and cyclists.

4.2 All spheres of governance, led by the Scottish Government, must ensure the benefits of active travel are widely promoted across all portfolios and integral to all relevant Scottish Government policy.

4.3 The Fairer Scotland Duty, which is a key component in changing behaviour in relation to active travel, will challenge all public sector bodies, including the Scottish Government, NHS and local authorities, to tackle social and economic disadvantage in local areas. This will include tackling transport poverty and increasing access to bikes.



Inverclyde Active Travel Strategy

Reference number 107261

26/06/2018

## INVERCLYDE ACTIVE TRAVEL STRATEGY



# INVERCLYDE ACTIVE TRAVEL STRATEGY

## INVERCLYDE ACTIVE TRAVEL STRATEGY

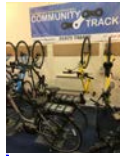
### IDENTIFICATION TABLE

<b>Client/Project owner</b>	Inverclyde Council
<b>Project</b>	Inverclyde Active Travel Strategy
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# 1. WHY DO WE NEED AN ACTIVE TRAVEL STRATEGY FOR INVERCLYDE?

## 1.1 Introduction

Inverclyde Council recognises that increased levels of walking and cycling can contribute to improved conditions for those living, working or visiting Inverclyde. The Council also recognises that it has a key role to play in enhancing the opportunity for active travel. This Active Travel Strategy (ATS) sets out the Council’s commitment to promoting and investing in active travel at the local level, in support of the policy framework at the national and regional levels.

With active travel generally taking place on a local scale, walking and cycling development must also take place at a local level. There is a growing recognition that active travel contributes to transport as well as health, social equalities and environmental outcomes.

Reflecting the positive role of active travel and its wider contribution to communities across Scotland, the Scottish Government has committed, through the Programme for Government (2017-2018), to double investment in active travel from £40 million to £80 million from 2018-2019, equating to almost £15 a head based on a population of 5.4m. Scotland's Community Links grants scheme will help deliver this additional funding by supporting infrastructure projects that make Scotland’s towns and cities friendlier and safer places for people to walk and cycle.

### Inverclyde: Key statistics

- Inverclyde’s population in 2016 was estimated to be 79,1601.
- The population of Inverclyde accounts for approximately 1.5% of the total population of Scotland<sup>2</sup>.
- Compared to the Scottish average, Inverclyde has a slightly lower proportion of children and young people and a slightly higher proportion of older people (aged 60+)<sup>3</sup>.
- People aged 60 and over make up 26.8% of Inverclyde’s population. This is proportionately larger than the Scottish average, where 24.4% were estimated to be aged 60+. The most significant population increase in Inverclyde is projected for the age group 75+, with an estimated increase of 67.7% by 2039 <sup>4</sup>.
- The average number of persons per household is 2.1.
- 73% of the working age population is in employment.
- The vast majority of economic outputs are accounted for by human health and social work activities (23%) and wholesale and retail trade (15%)<sup>5</sup>.

This Strategy has been informed by the results of the 2017 Inverclyde Alliance ‘Our Place Our Future’ survey, which used the Place Standard Tool <sup>6</sup> to gather people’s views on 14 physical and social elements, as they related to their local area or Inverclyde as a whole. The most relevant elements to this strategy are; moving around, and streets and spaces.

<sup>1</sup> Inverclyde Outcomes Improvement Plan 2017-2022

<sup>2</sup> Inverclyde Council Area – Demographic Factsheet, National Records of Scotland, 2016

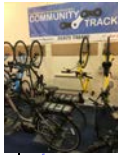
<sup>3</sup> Inverclyde Outcomes Improvement Plan 2017-2022

<sup>4</sup> Inverclyde Outcomes Improvement Plan 2017-2022

<sup>5</sup> NomisWeb Official Labour Market Statistics

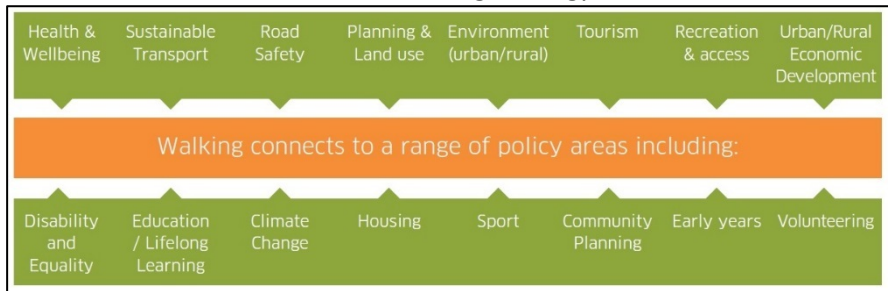
<sup>6</sup>The Place Standard Tool (2015), Scottish Government/NHS Health Scotland/Architecture &Design Scotland





This strategy complements the adopted Local Development Plan (2014), the Local Development Plan: Proposed Plan (2018), Inverclyde Outcomes Improvement Plan (2017 - 2022) and Active Living Strategy (2014). It will be an evolving strategy, with the Action Plan being reviewed and updated as further work is undertaken by the Council and partners.

The range of benefits of active travel is encapsulated within this graphic from the 2014 Scottish National Walking Strategy:<sup>7</sup>



That strategy, and the Cycling Action Plan for Scotland, set the main frameworks for the delivery of active travel. However, they do not stand alone, as they build on a range of strategies and policies that have sought, over the last decade or so, to create the right environment for achieving active and sustainable travel choices.

This document will serve as a basis to set out future proposals and further strengthen the role of active travel in Inverclyde, as well as supplementing wider initiatives at the regional and national scale.

<sup>7</sup> Let's Get Scotland Walking: The National Walking Strategy, 2014, The Scottish Government

## 1.2 Active Travel in Inverclyde

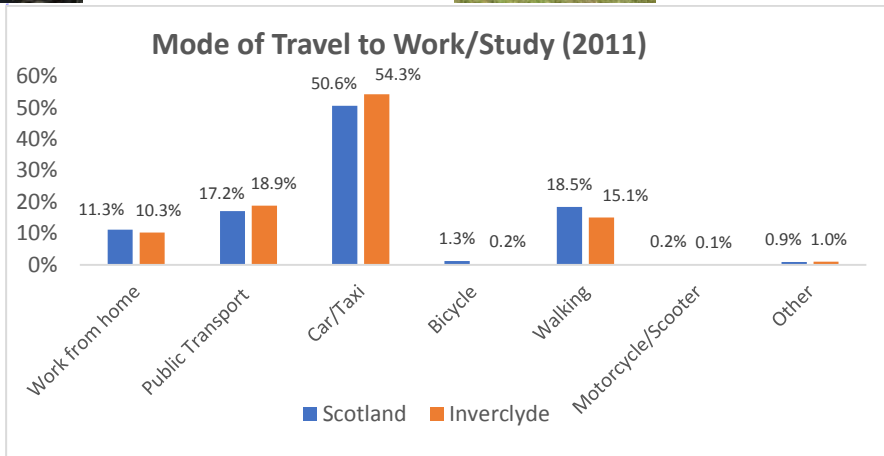
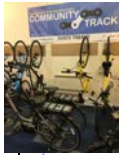
The A8 and A78 trunk roads serve Inverclyde, along with two train lines with fourteen stations and four ferry services. A number of bus companies also operate throughout the area, with upgraded bus stations at Greenock and Port Glasgow. Inverclyde is also connected by a comprehensive core path network and National Cycle Network routes NCN75 and NCN 753, which provide active travel connections to Renfrewshire and Glasgow. Furthermore, Regional Cycle Route R21 broadly follows the south shoreline of the Clyde Estuary, providing a link between Greenock and Port Glasgow. Recently, this route was extended eastwards to link new housing in Port Glasgow to the historic Newark Castle and adjacent park.

Levels of walking and cycling remain low for everyday journeys, both nationally and locally, as illustrated by the mode share for people travelling to work/study reported in the 2011 Census. The main method of travel to work/study in Inverclyde is accounted for by car/taxi (54.3%), followed by public transport (18.9%)<sup>8</sup>, while active travel accounts for just over 15%.

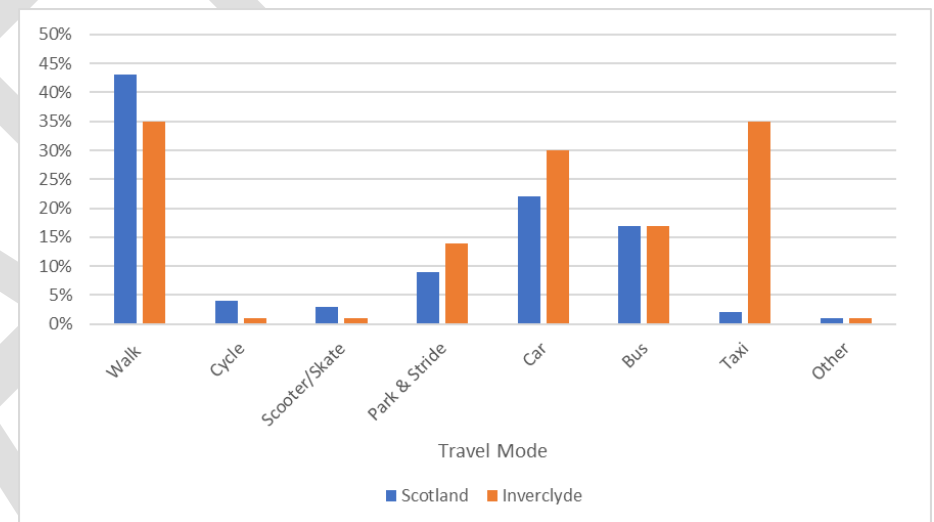
Overall, very few people in Inverclyde, less than 1%, use bicycle as a main method of transport. However, walking to work/study has increased to 15.1% in 2011 from 11.3% in 2001.<sup>1</sup>

Similar results have been recorded for Scotland as shown overleaf:

<sup>8</sup> 2011 Census



Active travel levels amongst Inverclyde’s young people is slightly better. According to the 2016 Sustrans ‘Hands Up Scotland Survey’ (HUSS) which is undertaken across schools in Scotland every September, 36.7% of pupils in Inverclyde travelled to school in an active way (walking; cycling or scooter/skate).<sup>10</sup> The figure below shows a comparison of different travel modes to schools across Scotland and Inverclyde in 2016.



Furthermore, according to the 2015 Scottish Household Survey (SHS), 74% of households in Inverclyde do not own a bicycle for private use, whilst 12% own one bicycle and 14% own two or more bicycles. The 2016 SHS Annual Report also noted that over a third of the households in Inverclyde (35%) have no access to cars and vans, while more than half (56%) of households located in the most deprived areas in Inverclyde do not have access to a car. The below-national average level of car ownership highlights the potential for active travel in Inverclyde to also serve as a means of accessing public transport services.

Nearly one-third of Inverclyde residents use the bus every week, with one in every nine (11%) using a bus to travel to work<sup>9</sup>. It is therefore vital that the public transport network in Inverclyde is stable, safe and integrated, in order to support all residents to meet their travel needs.

At an individual mode level, there is:

- Overall, a steady decline in pupils reporting walking to school, from 45.8% in 2010 to 42.8% in 2016 across Scotland. Similar results have been reported in Inverclyde, with a decline from 45% in 2010 to 36% in 2016.

<sup>9</sup> Inverclyde Transport Outcome Report 2015/16

<sup>10</sup> Hands Up Scotland Survey 2016



- An increasing trend in cycling across Scotland, from 2.8% in 2010 to 3.6% in 2016. However, in Inverclyde, this percentage has remained consistently less than 1% between 2008 and 2016, with the exception of 2011, where cycling to school accounted for 1.2%.
- A higher number of pupils travelling to school by Park and Stride in Inverclyde (13.8%), compared to the Scottish average (9.3%) in 2016.

**1.2.1 Examples of existing Active Travel Initiatives in Inverclyde by the Council and Partners**

The **Action Plan** within the **Local Transport Strategy 2011 – 2016** illustrates that the Council is actively pursuing many of the actions recommended in the Plan. For example, and of note in the context of this ATS is:

- The annual capital investment in roads, footways, bridges and lighting;
- The introduction of asset management plans for roads, footways, bridges, lighting and street furniture, in order to optimise maintenance resources;
- The introduction of 20 mph speed restriction zones in appropriate residential areas;
- The creation of safer routes to schools and school travel plans; and
- Extensions of the NCN75 National Cycle Network route.

Also, in 2016-2017, Inverclyde Council delivered improvements to **Regional Cycle Route 21** Greenock - Port Glasgow, specifically between the residential development at Kingston, Port Glasgow and Newark

Castle. The scheme was funded through contributions from Inverclyde Council, SPT and Sustrans.

As part of Inverclyde Council’s Road Safety Education Programme, Council Road Safety Officers undertake practical training in primary schools throughout Inverclyde. This includes pedestrian and cyclist training to provide children with the chance to encounter real road situations in a controlled environment. Road Safety Officers also manage the Bikeability training scheme for young cyclists in Primaries 5 and 6.

In addition, schools participate in the JRSO (Junior Road Safety Officers) Scheme, which allows senior pupils to get more actively involved in promoting road safety in their area.

For Secondary school pupils, Inverclyde Council use Theatre in Education, with all schools having access to ‘Your Call’ (S1-S3) and ‘Crash Magnets’ (S4-6) – resources which engage young people in the issues related to cycling, distraction in the road environment, and being a newly qualified driver with friends as passengers.

**Community Tracks Inverclyde** provide a low carbon travel and transport hub within Inverclyde, and deliver activities to support and encourage local people to make more journeys by bike or foot. The activities and services are free to all but targeted at more disadvantaged groups, with the aim being to remove barriers that currently prevent active travel options being considered. Broadly, the project aims are to:

- Reduce waste/Reduce CO2 emissions.
- Develop skills.
- Promote social inclusion.
- Enhance employability through developing skills.



These objectives are being achieved through, for example:

- Recycling bikes from landfill into the community to offer affordable cycling opportunities and reduce carbon emissions associated with landfill;
- Teaching cycle maintenance classes, including educational and industry recognised qualifications, to help the local community develop skills, gain qualifications and the ability to maintain the bikes offered to them by the project;
- Fix-your-own-bike workshops which allow local people to learn how to maintain and renovate their own bikes using the tools and know-how of the project staff. This extends the life of existing bikes and again offers low carbon travel options to be considered;
- Cycle training and riding confidence sessions;
- Cycle tours and guided rides within the local area for people unable to cycle or feel their skills need updating or confidence grown.

**Clyde Muirshiel Regional Park** is a well-utilised and recognisable resource of walking and cycle routes, including off road trails, quiet lanes and sections of the National Cycle Route 7, which links to National Cycle Network 75. The Park works closely with partners, including Cycling Scotland and Sustrans, to facilitate and promote health activity. Active travel related initiatives and activities promoted by Cycle Muirshiel Regional Park and partners include:

- Walking Festival 2018 – a three-day walking festival offering guided walks within the Park and surrounding area, including the

Clyde Coastal Path, with various distances and durations to cater for a range of abilities;

- Signed walking routes and Health Walks;
- Pedal in the Park – this annual charity event, organised in partnership with Ride63 Community Cycling Club, is a 100km Cycling Sportive using road routes within the Park boundary;
- Access to Ride 63’s adapted hand bikes and trikes;
- Cycle Hire at Castle Semple Visitor Centre (outwith Inverclyde Council area boundary); and
- Promotion of cycle routes and trails.

**NHS Greater Glasgow and Clyde** - the Active Staff Service supports staff to get more physically active, including encouragement for staff to walk and cycle to work. For example, through Smarter Choices Smarter Places funding, a walking and cycling guide was produced for Inverclyde Royal Hospital.

A further key activity is the ongoing development of a Green Network for the Glasgow City Region, which is being led by the Glasgow & Clyde Valley (GCV) Green Network Partnership. The Partnership aims to develop habitat and access networks, with the aim being to ensure everyone who lives and works in the Glasgow City Region will be no more than a 5 minute walk (400m) from a quality greenspace, which is well connected to the wider Green Network.

The underpinning principle for the Access Network is that, as far as possible, the Green Network should aid off-road movement and connect people to places they want to go to, such as shops, schools and transport hubs, places of work, and places for recreation, such as parks. Key steps involve:



- Identifying strategic locations, or “nodes”, across the city region where people migrate to and from on a daily basis, including town, village and community centres, retail and business parks, and attractions such as country parks;
- Linking identified nodes by “notional” Access Network connections to highlight the key routes that people are likely to use and where the Green Network can play an important role in changing the way people make that journey;
- Assessing each connection to identify which Green Network components exist and need to be protected, which need to be enhanced, where there are gaps and what opportunities might exist to address the gaps. The assessment comprises desk based GIS analysis of greenspace and paths data and a site visit.

Tourists, beginner’s classes for new cyclists, and service and repair of Bikes. The company have also worked with Cycling UK as part of the Big Bike Revival project, which seeks to deliver group-led rides, skills and maintenance sessions.

In 2018/2019 **Cycling UK**, supported by Inverclyde Council, was successful in receiving Smarter Choices Smarter Places grant funding for a Bike Bothy project. Based in the high footfall Gourock Train Station, it is envisaged that the Bothy will assist to amalgamate and coordinate the activities of community groups that encourage active travel in Inverclyde. It will also offer people, who are not currently engaged in social activities, information and support to get involved and volunteer in any community project run at or supported by The Bothy. Key outcomes of the Bothy project will be to:

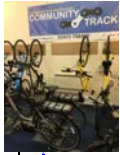
The above process results in a series of actions identified for each connection which, when aggregated up, creates an action plan for delivery of a city region wide Access Network. Defining the Access Network draws on earlier Partnership work such as the Greenspace Quality Guidance and the production of greenspace audits with local authority partners.

The connections would typically connect town centres, business parks and retail centres etc. In the case of Inverclyde, there are nine strategic connections linking, for example, Greenock Town Centre and Port Glasgow Town Centre.

Clyde Activity Bikes provide one example of private sector involvement in active travel in Inverclyde. This Inverclyde based company was set up to bring cycling and cycle tours to local residents and visitors, including cruise ship visitors. The company provide a number of cycling related services such as escorted bike trips for Health & Well-Being Groups &

- Increase opportunities for all in the community to become involved in walking and cycling for everyday local journeys;
- Increase the number of women engaging with cycling and walking;
- Support local employers to achieve Cycling Scotland’s Cycle Friendly Award status and encourage staff to travel actively;
- Increase opportunities for community feedback and opinion on infrastructure and place to reach decision makers in a constructive way, which empowers people and influences positive change;
- Create a group and network for family cycling and walking across Inverclyde; and
- Support the development of an All-Ability Cycling group in Inverclyde.





### 1.3 Structure of document

Following this introduction chapter, the strategy is structured as follows:

- **Chapter 2** provides the rationale for Inverclyde’s Active Travel Strategy, in terms of benefits, policy context and wider linkages;
- **Chapter 3** sets out the process followed in developing the strategy: reviewing the walking and cycling network; and considering the outcomes of the public and stakeholder consultations
- **Chapter 4** sets out the ambitions, objectives of the strategy;
- **Chapter 5** sets out the Action Plan through which the Objectives will be met – it includes actions on Leadership, Infrastructure and Network Development, Cycle Parking, Interchange, and Marketing and Promotion; and
- **Chapter 6** sets out an initial monitoring framework and key actions to monitor progress in achieving our ambitions.
- **Appendix A** describes potential ways in which infrastructure can be improved to develop, enhance and extend the active travel network in Inverclyde;
- **Appendix B** provides indicative active travel route prioritisation assessment criteria for future use and development.



## **2. THE STRATEGY IN CONTEXT: NATIONAL, REGIONAL AND LOCAL POLICY**

### **2.1 Introduction**

With higher levels of walking and cycling comes a wealth of benefits for individuals, business and society more generally. Policy areas beyond transport have recognised the significance of transport in achieving their own objectives. Hence this Active Travel Strategy is firmly placed in this wider context, seeking to develop synergies with policy and delivery partners beyond mobility.

### **2.2 National Context**

#### **2.2.1 Transport Policy Context**

The National Transport Strategy (NTS) sets the long-term vision for transport policy in Scotland. It was first published in 2006, refreshed in 2015, and is currently undergoing a review with an anticipated completion date of summer 2019. As part of the national review, the following draft vision for transport was proposed:

**“Scotland will have a cleaner, inclusive and accessible transport system delivering a healthier, prosperous and fairer nation for communities, businesses and visitors”.**

The NTS is complemented by mode specific policies, including *A Long Term Vision for Active Travel in Scotland 2030* (Transport Scotland, 2014) which contains the vision that:

**“Scotland’s communities are shaped around people, with walking or cycling the most popular choice for shorter everyday journeys. This helps people make healthy living choices and assists in delivering places that are happier, more inclusive and equal, and more prosperous. Travelling by foot or cycle, or with a personal mobility aid such as a mobility scooter, is a realistic option for all local journeys as individuals. People are confident to walk and cycle more often and they value and use their local transport networks (streets, roads and path networks), which offer safe, high quality, realistic and predictable journey options for active travel.”**



As well as achieving transport outcomes, increasing active travel will also contribute to all of the Scottish Government's five National Performance Framework Objectives, helping in a variety of ways to enable Scotland to be Wealthier & Fairer, Safer & Stronger, Greener and Smarter, as well as Healthier.

The Cycling Action Plan for Scotland 2013 (CAPS) (Transport Scotland, 2013) sets out clear ambitions for increasing the proportion of short journeys completed by walking or cycling, including trips to/from school. This is underpinned by the vision that by 2020, 10% of everyday journeys will be undertaken by bike. An "everyday" journey includes travelling to school, college/university, work and personal business. CAPS also actions the preparation of an Active Travel Strategy by local authorities.

This is also a recommendation of the Let's Get Scotland Walking: The National Walking Strategy (Scottish Government, 2014), which sets out the following strategic aims:

- Create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being
- Better quality walking environments with attractive, well designed and managed built and natural spaces for everyone
- Enable easy, convenient and safe independent mobility for everyone

### 2.2.2 Travel Trends

Scottish Household Survey (SHS) travel to work statistics underpin Scotland's National Indicator: "*Increase the proportion of journeys to work made by public or active travel*". The most recent SHS (No 36, 2017 edition) reveals slight changes in travel to work modes between 2006 and 2016. While the rise from 2% to 3% of journeys to work by bicycle (and 4% in urban areas) is encouraging, it highlights the low baseline from which the government and policy makers in Scotland are working.





Travel to Work Mode	2006	2016
Driver	60	62
Passenger	7	5
Bus	12	10
Walking	14	12
Rail, including underground	4	5
Other	2	2
Bicycle	2	3

One per cent of all trips in 2016 were made by bicycle, according to the latest SHS data, which is far short of the 10% of all everyday journeys aspired to. More progress, however, has been made on increasing walking rates. In 2016, 69% of adults made a journey of more than a quarter of a mile by foot to go somewhere in the previous seven days – the highest proportion seen in the past ten years. In addition, 61% of adults said that they had walked for pleasure or to keep fit at least once in the previous seven days – also the highest in recent times.

### 2.2.3 Health and Well-being

Increased use of motorised transport modes has been one of the major contributing determinants of Scottish people’s increased sedentary lifestyles over the last few decades. The costs of this to individual’s physical health and mental well-being are now well documented<sup>11</sup> and can be enormous. These costs include the financial costs to the Scottish Government<sup>12</sup> and 2,500 premature deaths per annum.

The 2014 Glasgow Commonwealth Games raised the profile of sport and physical activity in Scotland. Building on this, the Scottish Government committed to increasing rates of physical activity and, through the Active Scotland Outcomes Framework and Physical Activity Implementation Plan, a vision of a more

<sup>11</sup> In a wide variety of publications, not least from the 2003 Scottish Executive paper Let’s Make Scotland More Active.

<sup>12</sup> NHS Health Scotland estimated in 2013 that the NHS in Scotland faced costs of over £90M per annum because of low levels of physical activity in the population.



active Scotland. The *Framework* sets out Scotland’s ambitions for a more active Scotland, including improving our active infrastructure. Success will rely on the collective efforts of communities, individuals and a wide range of partners in areas such as health and social care, education, environment, transport, communities, and sport and active recreation. The outcomes will be achieved through the delivery of *A More Active Scotland, the Physical Activity Implementation Plan*, with key outcomes including the improvement of active infrastructure for people and places, and encouraging and enabling the inactive to be more active.

Furthermore, the obesity strategy for Scotland, *Preventing Overweight and Obesity in Scotland* (Scottish Government, 2010) highlights increasing opportunities for uptake of physical activity as a core action in obesity prevention; a message that will likely be continued when the updated strategy, *A Healthier Future - Action and Ambitions on Diet, Activity, and Healthy Weight* is published in 2018.

The Scottish Health Survey (SHeS)<sup>13</sup> indicated that in 2016, almost two-thirds (64%) of adults met the guidelines for moderate or vigorous physical activity (MVPA), with men remaining significantly more likely than women to meet the MVPA guidelines (69% compared with 59%). Physical activity levels among adults were significantly associated with age, with younger age groups more likely than older age groups to meet the MVPA guidelines. Of particular note is that adult physical activity levels were significantly associated with area deprivation. For men, the age-standardised prevalence of adherence to the MVPA guidelines declined from 77% in the least deprived areas to 61% in the most deprived areas. Among women, the age-standardised prevalence of adherence to the MVPA guidelines declined from 71% to 48%.

In addition, the SHeS noted that in 2016 two thirds of adults in Scotland were overweight, including 29% who were obese, reporting that these figures are largely unchanged since 2008.

#### **2.2.4 Air quality**

*Cleaner Air for Scotland – The Road to a Healthier Future (CAFS)*, published by the Scottish Government in 2015, provides a national framework which outlines how the Government proposes to achieve further reductions in air pollution. The document sets an ambitious target for “Scotland’s air quality will be the best in Europe.” The mission of the document is to protect and enhance health, wellbeing and the environment through improved air quality across Scotland. Of particular relevance to this strategy is that one of its key objectives is for:

<sup>13</sup> The Scottish Government (2016) – Scottish Health Survey



**“A Scotland that reduces transport emissions by supporting the uptake of low and zero emission fuels and technologies, promoting a modal shift away from the car, through active travel (walking and cycling) and reduced need to travel.”**

The Climate Change (Scotland) Act 2009 sets out the statutory framework for greenhouse gas emissions reductions in Scotland. This establishes an interim 42% reduction target for 2020 and an 80% reduction target for 2050, underpinned by annual targets. The Government’s Report on Proposals and Policies (RPP) is published annually and sets out how Scotland can deliver its climate change targets, as set by the Climate Change Act. With the transport sector accounting for approximately 25% of CO<sub>2</sub> emissions, more sustainable and greener travel choices for all trips have an important contribution to make towards achieving the targets set by the Climate Change Act.

In late 2017, the Scottish Government was consulting with partners on its new draft document, Building Scotland’s Low Emission Zones. This document will set out the proposed arrangements and options to deliver consistent, well-designed and managed Low Emission Zones (LEZs) in Scotland.

### 2.2.5 Planning

*Scottish Planning Policy* (SPP 2014) and *National Planning Framework*<sup>3</sup> (NPF3) advocate sustainable and well-connected development, with the Scottish Government’s *Designing Streets* (2010) policy statement setting out guidance that *puts ‘place and people before the movement of motor vehicles’*.

In addition, *Creating Places: A Policy Statement on Architecture and Place for Scotland* (Scottish Government, 2013) promotes well connected places which prioritise for pedestrians. It also includes the intention to develop a sustainability ‘Gold’, ‘Silver’ and ‘Bronze’ labelling scheme for new schools (similar to new homes).

### 2.2.6 Promoting a Stronger Economy

Sustrans makes an economic case for investment in active travel in its recent infographic report, *Moving Forward: The Economic Benefits of Active Travel in Scotland*<sup>14</sup>. It argues that town centres that are walking and cycle friendly attract and support a wide variety of shoppers and visitors, thereby increasing retail spend. It quotes evidence from Living Streets and the Department of Transport that walking and cycling projects have led to significant increases in retail sales, with cycling parking space associated with a retail spend five times higher than that of car parking space.

<sup>14</sup> Sustrans (2017) Moving Forward: The Economic Benefits of Active Travel in Scotland



Moreover, developing quality walking and cycling infrastructure not only creates and sustains jobs, it has been found to improve access to employment and employment opportunities for jobseekers.<sup>15</sup>

*The Pedestrian Pound*<sup>16</sup>, a study undertaken by Just Economics and commissioned by Living Streets, puts forward a strong case for public realm investment in streets and places. The report sets out the impact of public realm improvements on consumer and business satisfaction; urban regeneration; and existing business performance. It posits, for example, that well-planned improvements to public spaces can boost footfall and trading by up to 40%; and that investing in better streets and spaces for walking can provide a competitive return compared to other transport projects - walking and cycling projects can increase retail sales by 30%.

### **2.2.7 Tourism**

Walking and leisure cycling tourism provides a boost to the Scottish economy. According to Sustrans, leisure cycling is thriving, with 152,000 holidaymakers recorded as spending a day or more cycling during their stay, each spending on average £62.50 a day. Not only do walking and leisure cycling tourists support outdoor pursuit businesses, they provide revenue for cafes, hotels, visitor attractions and accommodation providers.

## **2.3 Regional Context**

### **2.3.1 Regional Transport**

At the regional level, the Strathclyde Partnership for Transport (SPT) considers and plans for all modes of transport across the region, developing the transport system in partnership with the individual member Councils. The Regional Transport Strategy 2008-2021 identifies the complementary regional priorities which set the scene in working toward the four key transport outcomes of improved connectivity, access for all, reduced emissions, and attractive, seamless and reliable travel. The RTS sets out the following regional priorities:

1. Encouraging modal shift to sustainable modes – to increase the proportion of trips undertaken by walking, cycling and public transport;
2. Promoting ‘Smarter Choices’, travel planning and active travel;
3. Improving interchange between modes; and
4. Improving health and protecting the environment by minimising emissions and the consumption of resources and energy by the transport system.

The RTS is complemented by a set of supporting documents, including an Active Travel Regional Strategy.

<sup>15</sup> Sustrans(2012). Helping jobseekers in Derby get to work by removing transport barriers.

<sup>16</sup> Living Streets (2014) – The Pedestrian Pound – The business case for better streets and spaces



SPT will commence the development of a new Regional Transport Strategy in 2018.

### **2.3.2 Planning – Access to Education, Employment and Services**

The *Clydeplan Strategic Development Plan (SDP)*, approved in July 2017, seeks to ensure the delivery of high quality places that provide safe and convenient opportunities for walking and cycling. Linking the city region’s open spaces through green and blue network planning will help reduce carbon emissions, deliver improved health and well-being benefits and make walking and cycling a more attractive and practical everyday option. The Vision and Spatial Development Strategy of the SDP supports pedestrian and cyclist friendly environments that are connected by a strategic walking and cycling network for both active travel and recreation purposes. This is underpinned by Policy 18 – Strategic Walking and Cycling Network and an indicative strategic network of existing, planned and aspirational routes across the region.

The City Deal for the Glasgow city-region, which aims to fund major infrastructure projects; create thousands of new jobs, improve public transport and connectivity, drive business innovation and generate billions in private sector investment, represents a great opportunity to develop and renew the area. This should provide good opportunities for new high-quality infrastructure and strengthened links between communities. There are three projects in Inverclyde; a joint infrastructure and development project by Inverclyde Council and Scottish Power to address the restricted network and junction capacity on the A78 trunk road at four locations in and around Inverkip; the development of a dedicated cruise liner quay and visitor centre at Greenock Ocean Terminal; and a partnership project between Inverclyde Council and Peel Ports to promote, make market ready and secure key sector investment in the site at Inchgreen, Greenock. These projects bring with them the opportunity to plan for enhanced walking and cycling facilities at the design stage.

### **2.3.3 Clyde Muirshiel Regional Park**

Clyde Muirshiel Regional Park covers an area of 265kms<sup>2</sup> across three local authority areas; Inverclyde Council, Renfrewshire Council and North Ayrshire Council. The Clyde Muirshiel Regional Park Strategy for 2016-2021<sup>17</sup> identifies three priorities, which provide a focus for activity in the Park during the period of the strategy, namely; leisure activity and health; education and outdoor learning; and environmental management. In particular, the strategy notes that the Park is a well-utilised, recognisable resource.

Of note for this Active Travel Strategy are the following desired outcomes:

- Outdoor leisure activities will attract participants from a wide area and the Park will be recognised and respected as a high-quality provider;
- The Park will be more accessible and enjoyed by more people;

<sup>17</sup> Clyde Muirshiel Regional Park: Park Strategy 2016-2021



- The Park will continue to be at the forefront of accessible sport development and provide an education hub for clubs and centres all over Scotland;
- The Park will become a key resource for those seeking to improve their physical and mental health and well-being; and
- Increased participation in formal and informal outdoor learning activities.

### **2.3.4 Central Scotland Green Network (CSGN)**

The CSGN is a national development within the National Planning Framework<sup>3</sup> (NPF3), which aims to make ‘a significant contribution to Scotland's sustainable economic development’. CSGN are working with partners to deliver a high-quality ‘green network’ across Central Scotland that will meet a number of environmental, social and economic goals designed to improve people’s lives, promote economic success, allow nature to flourish and help Scotland respond to the challenge of climate change. Key ambitions of the CSGN are:

- Creating attractive, safe, and well-maintained green space or accessible countryside within easy walking distance of every home in Central Scotland;
- Significantly increasing the area of land used by the community for growing plants, fruit and vegetables, such as allotments, orchards and gardens; and
- Developing a strategic network of high-quality routes for active walking and cycling and recreation throughout Central Scotland.





## 2.4 Local context

### 2.4.1 Local Transport

The regional and local transport priorities are implemented in Inverclyde through the Inverclyde *Local Transport Strategy* (LTS) 2011 - 2016. From the four possible options identified in the LTS 2011 – 2016 to address the Council’s priority objectives, the recommended way forward was to extend and diversify the transport infrastructure to provide more travel choice, in particular the development of walking, cycling and public transport infrastructure.

The *Inverclyde Area Renewal and the Green Network Study* (2010) presented a strategic review of the existing green space network and set out a series of recommendations. Key points of note were around:

- Residential neighbourhoods being disconnected and isolated.
- At a strategic level, there being a lack of legible, accessible, high quality links between the waterfront and the Regional Park.

In response, three strategic approaches and plans were identified to:

- Create strategic legible links between the waterfront and the regional park.
- Create major green public routes through the urban area - coherent links that tie together the area’s major ‘environmental assets’ and which are legible and accessible for both residents and visitors.
- The links tie into the main urban centres; rail stations; National Cycle Route; existing public open space; vacant/derelict sites; potential development sites and watercourses.

More recently, Upper Greenock was one of the locations identified through Clydeplan as a key site for delivery of the Green Network, known as Strategic Delivery Areas (SDA). *The Clydeplan Green Network Spatial Strategies – Upper Greenock* was published in 2016 and highlights:

- The majority of core paths in the study area are on street, with limited and isolated portions of ‘off-street’ green network.
- With regard to the wider core path network, while the area forms a strategic connection between the coastal core path and the Clyde Muirshiel core path network, a direct, legible route does not currently exist. This reflects a combination of localised topography, a lack of pedestrian signage and barriers such as the A78, railway and existing development.
- Routes need to be made continuous and legible to help create a cohesive green network.
- There is a need for way-marking and visual markers for on-street connections.
- There are significant breaks in the network.



The strategy recognises that the opportunity exists to create a significant, well connected green network with an action plan centred on three projects – Coves Local Nature Reserve, Open Space Improvement Projects, and a Heritage Park.

#### **2.4.2 Health and Well-being**

At the local level, the Inverclyde Alliance published the *Inverclyde Active Living Strategy* in May 2014, with an overarching vision that “*Inverclyde will have the most active population in Scotland by 2022*”. The Active Living Strategy was developed through intensive partnership working, with each partner responsible for delivering change within their service area. In order to deliver the Active Living Strategy a number of short, medium and long-term outcomes have been established. These include, for example, that workplaces encourage employees to use forms of active travel to and from work and throughout the working day in order that sedentary behaviour is reduced and daily physical activity levels are increased; that by 2022 80% of school children will utilise a form of active travel to and from school; and that Partners promote and sustain efforts to increase physical activity across the immediate population.

#### **2.4.3 Air Quality**

Poor air quality in urban areas has become an issue of national and international significance, leading to the development of the European Commission Clean Air Policy Package, the objectives of which are reflected in the UK-wide Air Quality Strategy. Transport policy has an important role to play as it is a major contributor to poor air quality in urban areas. Achieving a modal shift to walking and cycling can contribute to improved local air quality as these travel modes do not produce any CO<sub>2</sub> or NO<sub>x</sub> emissions.

Transport related carbon emissions are falling in Inverclyde and the local authority is in a stronger position than some, with no Air Quality Management Areas currently declared. However, more work remains to reduce travel by private car and encourage more people to walk and cycle.

#### **2.4.4 Planning – Access to Education, Employment and Services**

Active travel will also have a key role in supporting the future development of the area, including the seven Major Areas of Change identified in the Local Development Plan. These areas cover larger scale development sites which have the potential to contribute most to the transformation of Inverclyde.

The *Local Development Plan* (2014) promotes more sustainable forms of transport - walking and cycling, public transport, rail, and park and ride - to service existing and particularly new developments. The settlement strategy directs new development to the existing urban areas, which are well served by core paths, cycle routes, public transport services and the strategic and local road networks, while the policies promote a shift to more sustainable modes of transport, in the order of walking, cycling and public transport.





The Plan also safeguards core paths and National Cycle Routes, and supports the development of the Inverclyde Coastal Route, recognising that encouraging more active travel within Inverclyde and increasing walking and cycling related tourism (day and short stay) requires good networks that can be used for both active travel and recreational pursuits. This is underpinned by Policy TRA2 – Sustainable Access:

*New major trip-generating developments will be directed to locations accessible by walking, cycling and public transport, and developers will be required to submit a transport assessment and a travel plan, if appropriate. Such developments will be required to recognise the needs of cyclists and pedestrians as well as access to public transport routes and hubs, and have regard to the Council’s Core Paths Plan, where appropriate. Where development occurs which makes it necessary to close Core Paths and other safeguarded routes, provision of an alternative route will be required.*

*The Council will also support and seek to complete the Inverclyde Coastal Route with developers required to make appropriate provision when submitting planning applications. National Routes 75 and 753 of the National Cycle Network will also be protected.*

The Council is currently in the process of preparing a new Local Development Plan for the Inverclyde area. The Local Development Plan: Proposed Plan, published in April 2018, identifies Connecting People and Places as one of the main components of its Sustainable Development Strategy. This aims to support sustainable and active travel by directing new development to sustainable locations. The plan requires new developments to provide safe and convenient opportunities for walking and cycling access, while also protecting the existing path network.

**2.4.5 Promoting a Stronger Local Economy and Tourism**

With more than 40,000 commuters traveling to, from or across Inverclyde every day and the local economy (including Renfrewshire, East Renfrewshire and Inverclyde) generating around 5% of the Scottish GVA<sup>18</sup>, maintaining and enhancing connectivity is key to encouraging future investment and business opportunity. This Active Travel Strategy therefore can contribute to future economic growth in Inverclyde.

Whilst difficult to quantify, there is a significant body of research on the wider social and economic benefits of active travel. For example, work undertaken by Sustrans has shown that for every £1 invested in cycling infrastructure there is an associated benefit/cost saving of £16.30. The return on investment is therefore considerable, with the more extensive and integrated the network, the more these benefits can be realised.

The Council and partners recognise the importance of the tourism sector in Inverclyde and the potential for its future growth. The role of Active Travel within the tourism sector was acknowledged in the previous Inverclyde Tourism Strategy 2009 – 2016, which contained an action (Action 1.vi) to:

<sup>18</sup> Inverclyde Transport Outcome Report 2015/16



“Encourage, develop and promote the availability of the quality open/green space provision in Inverclyde including the network of safe cycle, walking and horse riding routes and the potential for the development of a range of water and land based activities.”

The Strategy has recently been updated, with The Inverclyde Regional Tourism Strategy 2016 – 2020<sup>19</sup> noting that tourism is worth £60m to the local economy and employs up to 1,000 people. Furthermore, the Regional Tourism Strategy highlights that:

Inverclyde sits in an enviable position of being a maritime destination, rich in history and heritage and linked directly with Glasgow and the Clyde Estuary...Inverclyde is ideally suited to maximise its location as an events base for local, regional and international water based activities.

The strategy has a Vision that:

“By 2020 Inverclyde will be recognised as a leading coastal and day visit destination of first class memorable customer experiences delivered by skilled and passionate hosts.”

With an associated Mission:

This strategy seeks to grow the value of tourism by £4m, the volume of visits, and the likelihood to return to the area so increasing jobs and the economic contribution tourism makes to the Inverclyde area.

The Strategy calls for a collaborative approach with the formation of an ‘Inverclyde Tourism Partnership’. The Strategy Action Plan, which is currently under development, will contain detailed and measurable actions, led by the aforementioned Partnership, which has representation from private and public stakeholders. In conclusion, the Strategy notes that:

Inverclyde has the very real potential to stake a claim as Scotland’s leading maritime waterfront destination with a strong offering attracting the lucrative day visit family market.

<sup>19</sup> Coigach Consulting (March 2016): Inverclyde Regional Tourism Strategy 2016-2020



Section 2.2.7 highlighted the economic value of walking and leisure cycling tourism. Visitor numbers across Clyde Muirshiel Regional Park have increased in recent years, with a 7% growth reported between 2012 and 2016 (606,649 to 649,465 annual visits)<sup>20</sup>. With assets such as the National Cycle Network coastal route, (including proximity of rail stations on or adjacent to the route) and Clyde Muirshiel Regional Park by way of examples, there is undoubtedly a significant potential to enhance walking and cycling leisure tourism in Inverclyde.

### 2.4.6 Partnership Working

Partnership working is an integral part of local community planning and delivery in Inverclyde. Partnerships of note in the context of this ATS include:

- **Inverclyde Alliance** - the Community Planning Partnership for Inverclyde was established in 2003 and re-launched in August 2007. The alliance includes representation from the voluntary, business and public sectors. The Inverclyde Outcomes Improvement Plan (LOIP) 2017-2022 sets out the outcomes that the Inverclyde Alliance seeks to achieve. The overarching aim of the LOIP is to improve the well-being and quality of life of Inverclyde residents, with a particular focus on reducing inequality and poverty. The Plan is centred on three key priority areas: Repopulation; Reducing Inequalities; and Environment, Culture and Heritage. Chapter 4 illustrates the shared desired outcomes of this Active Travel Strategy and those of the Inverclyde Alliance.
- **Glasgow & Clyde Valley Green Network Partnership** – A key component of the Central Scotland Green Network, the main focus of the partnership is the development of strategies which help partners to prioritise resources to where delivery of the Green Network will be most efficient, effective and capable of realising desired outcomes. The partnership was formed in June 2007 and brings together the eight regional authorities as well as Forestry Commission Scotland, the Scottish Environmental Protection Agency, Scottish Enterprise, Scottish Natural Heritage and the Glasgow Centre for Population Health. The key role of the partnership is to make the case for a Green Network vision, secure new funding and deliver on the ground.
- **Strathclyde Regional Transport Partnership** - the partnership is responsible for working together with member Councils to plan and deliver a transport network that functions from a regional perspective;
- **Community Tracks Inverclyde** - is an active travel initiative and complementary bike repair and recycle workshop within an existing facility owned by the Inverclyde Community Development Trust. The initiative is jointly funded by The Climate Challenge Fund, part of Keep Scotland Beautiful, and by Smarter Places Smarter Choices, in association with Paths for All and Inverclyde Council. The intention is to create an active travel hub within Inverclyde to support and encourage local people to make more journeys by bike or by foot. Community Tracks Inverclyde has also established an Active Travel Steering Group for Inverclyde, which aims to:
  - provide a forum for the local community and local organisations to be involved in, and continue to have ownership of the project.

<sup>20</sup> Clyde Muirshiel Regional Park: Park Strategy 2016 - 2021



- Ensure that the activities being delivered are in line with the needs of the community.
- bring input from national cycling organisations into a community setting and keep the project informed about best practices and successful strategies learned from other areas and projects.

Current steering group organisations include Inverclyde Council; Inverclyde Community Development Trust; Cycling UK; Belles on Bikes Inverclyde; Cycle Activity Bikes; Canny Cycling; Clyde Muirshiel Regional Park; and Police Scotland.

### 3. STRATEGY DEVELOPMENT

#### 3.1 Public Survey – Place Standard Consultation

This Active Travel Strategy represents a key supporting document to the Inverclyde Alliance Local Outcome Improvement Plan (LOIP) 2017-2022. The LOIP was informed by the Our Place Our Future survey and a Strategic Needs Assessment.

##### 3.1.1 Our Place Our Future Survey – Place Standard Assessment

Inverclyde Alliance used the Scottish Government/NHS Health Scotland/Architecture & Design Scotland’s Place Standard Tool to survey people across Inverclyde on the quality of their place. The survey included questions on 14 physical and social elements, including moving around, traffic and parking, facilities and amenities, streets and spaces, and natural spaces. A total of 1310 people completed the survey, with 83 young people responding to an adapted survey featuring some of the same questions. This represents 1.7% of the total population of Inverclyde, which is the highest number of respondents Inverclyde Alliance has ever had to an engagement process.

In terms of demographics:

- 64.5% of respondents were female and 33.9% male, with 1.5% preferring not to answer this question. Similar proportions of young males and females answered the young people’s survey.
- The majority of respondents were in full time work (42%), with retired people being the next largest category at 17.5%. Part time workers made up 16.8%, followed by unemployed people (11.9%). Disabled people, students and carers made up the rest of respondents.
- The majority of respondents were homeowners (63.7%), with the remainder, 36.3%, being tenants.
- The majority of respondents were aged 40 to 59 years, with 25 – 39-year olds being the next highest proportion of respondents.
- 85.2% of young people who responded were under 18 years, with 14.8% aged 18 -24 years

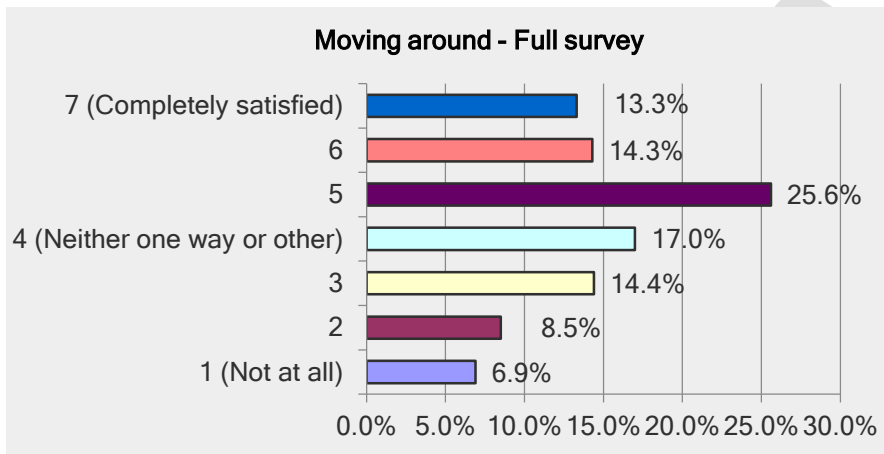


Key survey findings of relevance to the Active Travel Strategy

Moving around

Question: Can I easily walk and cycle around using good quality routes? Are there safe, accessible, good quality pathways and routes for walking and cycling?

The average score for this question was 4.4.



Just over 50% of respondents were largely satisfied about moving around in Inverclyde, with 17% neutral and just under 30% not satisfied. Key comments included:

- Pot holes are a problem in a number of places;
- Broken glass on cycle paths is a problem;

- Not all the cycle paths are joined up and provision is better in some areas than others;
- Respondents would like to see more cycle path provision, although some thought that the current provision was very good;
- Disabled access at some of the stations could be improved and uneven surfaces are hazardous for those who are mobility impaired;
- Cars parked on pavements is problematic;
- There are still issues regarding pavement and road resurfacing;
- Many respondents felt that groups of people hanging around on paths could be intimidating;
- Busy traffic on the roads puts many people off cycling, cycle lanes on main roads would help with this; and
- Some routes are over grown and overhanging vegetation can be an issue.

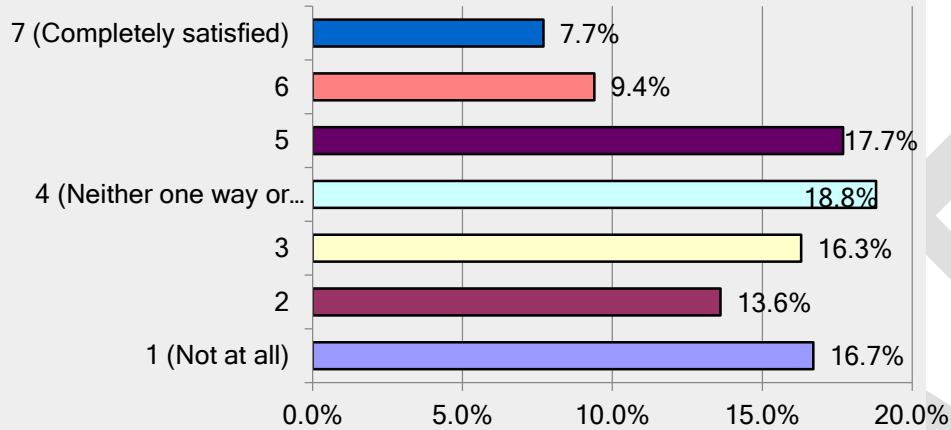
Traffic and Parking

Question: Do traffic and parking arrangements allow people to move around safely and meet the community's needs? Does this allow people to move around safely and meet your community's needs? (E.g. pedestrian crossings, off street parking, levels of traffic).

The average score for this question was 3.7.



### Traffic and Parking - full survey



46.6% of people were unsatisfied with traffic and parking in Inverclyde, compared to 34.8% who were satisfied. Those who were not at all satisfied were more than double those who were completely satisfied. Key issues that were raised about traffic and parking of relevance to this Active Travel Strategy include:

- People parking without care and attention on pavements and at junctions cause hazards;
- Enforcement for dangerous and careless parking required, particularly at junctions and corners;
- More pedestrian crossings required in key areas;
- Speeding cars are an issue in a number of areas;
- Marking of parking bays would help to reduce random parking;
- There are issues with parking around schools;

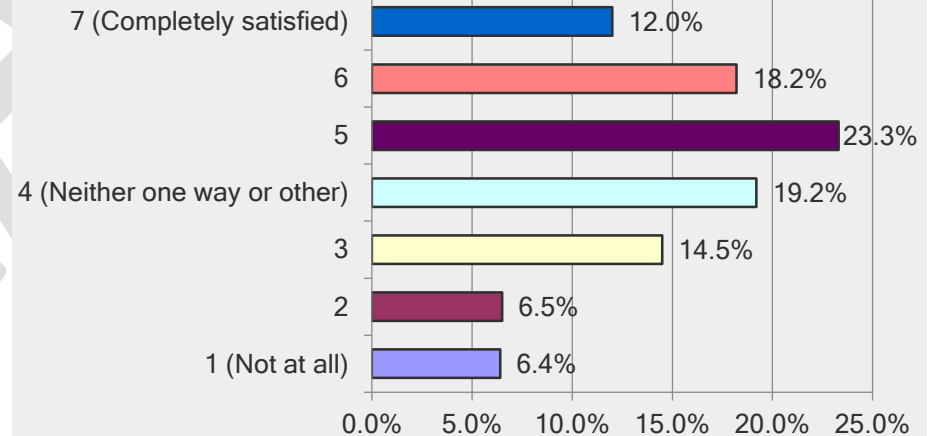
- People parking at dropped kerbs is a major issue for mobility impaired people

### Streets and spaces

Question: Do buildings, streets and public spaces create an attractive place that is easy to get around? Is this a good place to live, do you feel positive about the area and is it safe and easy to get around both night and day?

The average score for this question was 4.5.

### Streets and spaces - full survey



Most people who answered this question were either neutral (19.2%) or felt satisfied (53.5%) with streets and spaces, with those who were completely satisfied nearly double those who were not at all satisfied.





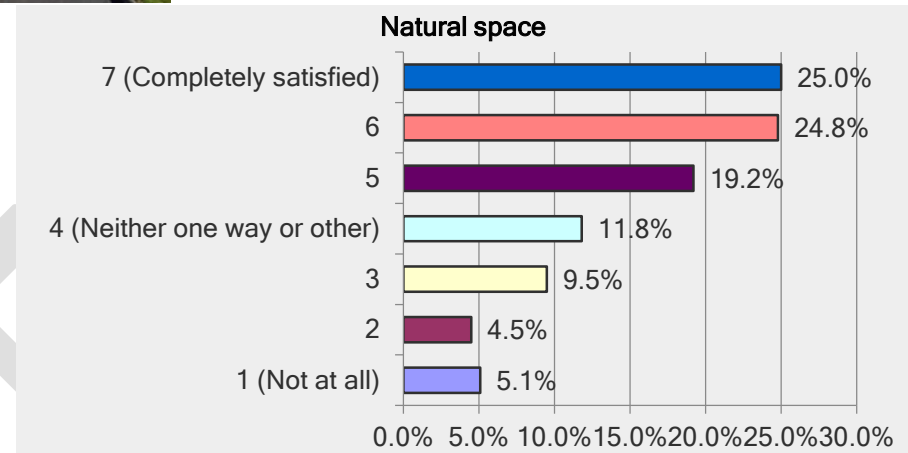
Key issues raised in relation to streets and spaces of relevance to this Active Travel Strategy were as follows:

- There are some issues regarding poor lighting;
- Some people are intimidated by groups of young people congregating;
- People feel that Port Glasgow and Gourock town centres have improved, but Greenock town centre is declining, with the Oak Mall closing at night a particular issue as it cuts off the town;
- There were a number of comments about the poor state of pavements;
- Quite a few people would like to see more Police and Community Wardens in their area;
- Overgrown bushes and trees can make using certain footpaths dangerous or makes people feel unsafe;
- People think that the waterfront area is well developed for walking and access; and
- A number of people suggested that more outdoor spaces/seating areas for people to meet and enjoy would be helpful.

**Natural space**

Question: Can you regularly experience good quality natural space?  
Can you easily access clean and pleasant parks and green natural spaces?

The average score for this question was 5.1.



The majority of people, 69%, who responded to this question indicated that they were satisfied on the whole with access to good quality natural green spaces in Inverclyde. The percentage who were completely satisfied is the second highest from all the questions asked. Comments on this question included:

- Some people don't feel safe in the parks;
- There are concerns that anti-social behaviour in parks is preventing people from using them;
- Some people have to travel a distance to access natural space and this can be difficult without a car; and
- Access to areas such as the Greenock Cut is not possible by public transport.



### 3.2 Consultation with stakeholders

Consultation with stakeholders was undertaken through a series of meetings, phone calls and email correspondence. This phase of consultation focussed upon:

- ongoing active travel projects in Inverclyde;
- barriers to active travel;
- existing cycle route infrastructure in Inverclyde and opportunities for improvement;
- priorities for infrastructure development; and
- opportunities for future partnership working.

The following key external stakeholders were consulted during the development of the strategy:

- NHS Greater Glasgow and Clyde
- Clyde Muirshiel Regional Park
- Cycling UK/Belles on Bikes
- River Cycle Homes
- Inverclyde Council Officers from Roads, Tourism and Planning
- Central Scotland Green Network Trust
- Glasgow and Clyde Valley Green Network Partnership
- Clyde Activity Bikes
- Inverclyde Community Development Trust
- Paths for All
- SPT
- SUSTRANS
- Cycling Scotland
- Living Streets

#### 3.2.1 Cycling UK

In March 2018, Cycling UK hosted a Networking Event in Inverclyde, which was part of a series of events being held across Scotland for community cycling groups. The event was open to organisations interested in local grassroots cycling projects, community cycling opportunities, organisations that hosted Big Bike Revival events, national cycling organisations, Cycling UK affiliated groups and Member groups.

At the time of the event, the outcome of the funding bid for the Bike Bothy in Gourock was unknown; however the event provided an insight into the considerable opportunities for closer working by organisations involved in cycling projects in Inverclyde. The issues raised have fed in to the development of this strategy and the draft action plan presented in chapter 6.

#### 3.2.2 Stakeholder Workshop

Following review of the initial draft strategy objectives, action plan and active travel corridor maps by Inverclyde Council, a stakeholder workshop was held. The workshop was attended by representatives from Inverclyde Community Development Trust, Cycling UK/Belles on Bikes; SUSTRANS; Cycling Scotland; SPT; Clyde Activity Bikes; GCV Green Network Partnership, Central Scotland Green Network Trust and Inverclyde Council.

At the workshop, the draft strategy objectives, action plan and active travel corridor maps were discussed and refined. Prioritisation of actions and network development were also discussed. The outcomes of the workshop informed the production of this Strategy document.





### **3.3 Active Travel Network Development**

To support the vision of this Strategy, opportunities to improve key active travel corridors were identified through a desktop mapping exercise, a high level on site audit of key corridors, and the stakeholder consultations and workshop. Appendix A identifies the potential infrastructure enhancements, subject to further study and detailed audit, to develop, enhance and extend the active travel network in Inverclyde.

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## **4. OUR AMBITION FOR ACTIVE TRAVEL IN INVERCLYDE**

### **4.1 Our ambition**

We recognise the barrier that the topography of Inverclyde presents to active travel. However, there remains considerable potential to increase levels of active travel in Inverclyde. Thus, the overarching ambition of this Active Travel Strategy is to:

**Make active travel a realistic, convenient and attractive choice for everyone to make everyday journeys in Inverclyde.**

This ambition supports the Inverclyde Outcomes Improvement Plan vision for Inverclyde of “Nurturing Inverclyde: Getting it right for every Child, Citizen and Community”, and the vision of the Inverclyde Active Living Strategy that, “Inverclyde will have the most active population in Scotland by 2022.”

### **4.2 Our objectives**

The following objectives have been developed to guide the delivery of the Active Travel Strategy and, in doing so, support the Inverclyde Alliance Outcomes Improvement Plan (2017), the National Transport Strategy for Scotland (2016); the Cycling Action Plan for Scotland vision that by 2020 10% of everyday journeys will be undertaken by bike; and the strategic aims of Let’s Get Scotland Walking: The National Walking Strategy (2014). Progress on implementing our objectives will, of course, be highly dependent upon available funding.

**Objective 1: By 2022, to have increased the number of walking and cycling trips made for both commuting and leisure purposes.**

As noted in Chapter 1, levels of walking and cycling remain low for everyday journeys across Scotland and, in particular, in Inverclyde, as illustrated by the mode share for people travelling to work/study reported in the 2011 Census. Overall, very few people in Inverclyde, less than 1%, use the bicycle as a main method of transport. Walking has also reduced to 8% in 2011 from 10% in 2001.

**Objective 2: Through a range of methods promote the benefits of and opportunities for walking and cycling in Inverclyde**

We will promote walking and cycling as enjoyable recreational activities and as viable and safe modes of transport for Inverclyde residents and visitors. Walking is the most affordable mode of transport, involving virtually no cost. Cycling can also be very affordable, with very low maintenance costs compared



to other modes of transport. Promoting and enabling active travel has the potential to help reduce inequalities in Inverclyde by improving non-motorised access to jobs, education and services. With no emissions at the point of use, no noise pollution and an exceptionally low overall carbon footprint, the environmental benefits of walking and cycling are well established. Places where more people choose to cycle or walk for everyday journeys will benefit from lower air and noise pollution, becoming more attractive places to live, work or visit. Improving conditions for pedestrians and cyclists in town centres and leisure destinations will help to create an environment where people want to spend time and shop rather than pass through. Improving active travel access therefore has the potential to increase visitor numbers to Inverclyde, thereby supporting the local economy. Congestion in the transport network has a cost to the economy. Highly space efficient modes, adapted to the short journeys most people make, means that increasing the mode share of walking and cycling has the potential to make the transport system deliver more and cost less to the local economy.

### **Objective 3: To achieve a better quality walking and cycling environment with attractive and well-designed spaces and routes**

We will seek an improvement of walking and cycling infrastructure through investment in the creation of safer and, where possible, segregated routes connecting trip generators to improve accessibility for all users. We will seek to provide safer and more convenient active travel routes, including separation from motorised traffic, where appropriate. We will aim to achieve better quality walking and cycling environments through use of industry standard guidance in any new public realm improvements. The active travel network developed as part of the Active Travel Strategy will be integrated with other modes of transport by providing high quality access to rail and bus stations as well as bus stops. Active cooperation with other transport operators and authorities will support walking and cycling to access public transport.

### **Objective 4: Lead and promote partnership working to ensure that active travel is high on the agenda in Inverclyde**

We will seek to lead by example through enhanced leadership and governance, including addressing active travel needs in all relevant transport, tourism and planning activities. Through the planning process, we will ensure that all new offices, retail and other developments have suitable walking and cycling provision, such as permeability, cycle parking, travel planning and showers, etc. With footways, paths and cycle routes which are maintained to a high standard being the most likely to enable and attract more people to use them, we will further integrate walking and cycling route maintenance into general maintenance schedules. Maintenance issues include, for example, the management of overhanging vegetation, maintenance of lighting and ensuring surface quality is maintained, especially in the winter.



Figure 1. Summary of our vision, objectives and actions



### 4.3 Our proposed actions

This section summarises the actions identified to deliver the objectives of the Strategy. The actions are presented in the tables overleaf, under the following themes:

- ACTION 1:** Leadership, governance and Council processes
- ACTION 2:** Facilitating interchange and cycle parking
- ACTION 3:** Marketing, promotion and training
- ACTION 4:** Infrastructure enhancements and development

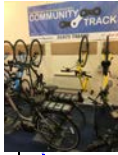
While delivery of the actions are, as noted in Chapter 4, highly dependent upon funding streams, we have split the timescale for delivery into short term and longer term. Many of the short term actions are 'quick wins', with the aim being to have substantially delivered within the next 3 years. We will seek a partnership approach in the delivery of these actions and continue to engage with stakeholders throughout.

The actions contained in this strategy will be reviewed and refined by Inverclyde Council and the Active Travel Steering Group on an annual basis. Depending upon available funding, opportunities may arise to accelerate certain initiatives, which will be reflected in the annual review reporting process.



**Action 1: Leadership, Governance and Council processes**

Action Code	Issue Identified in Consultation	Action (all funding dependent and subject to further investigation as appropriate)	Timescale
LG 1	Council leadership of active travel	<ul style="list-style-type: none"> <li>• Designate an Inverclyde Council Active Travel Champion to ensure that active travel is high on the Council agenda;</li> <li>• Development of an Employer Travel Plan for the Council; Travel Plan should include updated mode share targets, incentives to promote cycling within the Council, and promotion of cycle training opportunities</li> <li>• Register as a Cycle Friendly Employer with Cycling Scotland;</li> <li>• Provide training to appropriate staff in Inverclyde Council (Maintenance, Planning, Road Safety, Education, etc.) on topics such as cycle friendly design, cycle training etc.;</li> <li>• Encourage Cycle Friendly Employer registration and status for all Community Planning Partners' major work sites.</li> </ul>	SHORT-TERM
LG 2	Existing Active Travel Steering Group membership should be enhanced to improve communication with stakeholders and local groups.	<ul style="list-style-type: none"> <li>• Widen membership of the Active Travel Steering Group – regular (at least quarterly) meetings of local organisations and stakeholders to discuss issues and desired actions related to walking and cycling in the Inverclyde Council area</li> </ul>	SHORT TERM
LG 3	Consider active travel as part of the planning process.	<ul style="list-style-type: none"> <li>• Ensure that opportunities to integrate active travel into new developments are identified and, where appropriate, funded through developer contributions. The design of active travel infrastructure should be based on industry best practice guidance, including permeability for active travel modes, links to/from the active travel network, and appropriate signage and consideration for cycle parking.</li> </ul>	SHORT TERM AND ONGOING



Action Code	Issue Identified in Consultation	Action (all funding dependent and subject to further investigation as appropriate)	Timescale
LG 4	Funding for Active Travel	<ul style="list-style-type: none"> <li>● Inverclyde Council to consider a target %age spending commitment of its annual transport budget on measures to encourage active travel, reporting on progress.</li> <li>● Take advantage of, and respond to opportunities to gain external funding to improve walking and cycling infrastructure. For example, the Community Links grant schemes.</li> </ul>	SHORT TERM
LG 5	Enhancement of cross boundary working.	<ul style="list-style-type: none"> <li>● Continue to work with neighbouring local authorities and other stakeholders to ensure development of active travel routes to/from Inverclyde are effectively linked.</li> </ul>	SHORT TERM
LG 6	Maintenance of footpaths and cycle routes	<ul style="list-style-type: none"> <li>● Review how footpaths and cycle paths are addressed in Asset Management Plans.</li> </ul>	SHORT TERM
LG 7	Ensure the use and application of industry standard design guidance	<ul style="list-style-type: none"> <li>● Use the principles of Designing Streets when designing shared space solutions. Where appropriate in an Inverclyde context, reference and utilise Cycling by Design, Transport Scotland (2010) and the London Cycling Design Standards (2016) when designing new cycle infrastructure and wider transport schemes.</li> </ul>	SHORT TERM
LG 8	Further development of the Active Travel Strategy	<ul style="list-style-type: none"> <li>● Produce detailed and separate neighbourhood walking and cycling action plans to take forward the recommendations of this strategy.</li> </ul>	SHORT TERM





**Action 2: Facilitating Interchange and cycle parking**

Action Code	Issue Identified	Action (all funding dependent and subject to further investigation as appropriate)	Timescale
ICP 1	Cycle parking at Inverclyde Council offices and key destinations	<ul style="list-style-type: none"> <li>● Provide convenient and visible cycle parking at Inverclyde Council offices for staff and visitors.</li> <li>● Develop and initiate a programme to install secure, branded cycle parking at key destinations such as parks, sports centres, public transport hubs, town and neighbourhood centres;</li> <li>● Establish a protocol of installing bike parking on request, after appropriate consideration (see MPPT 3).</li> </ul>	SHORT TERM AND ONGOING
ICP 2	Location of cycle parking	<ul style="list-style-type: none"> <li>● As per Scottish Planning Policy, ensure that secure cycle parking is more conveniently located to building entrances within new developments.</li> </ul>	SHORT TERM AND ONGOING
ICP 3	Cycle storage lockers at key stations in Inverclyde.	<ul style="list-style-type: none"> <li>● Engage with Abellio and other stakeholders to explore opportunities for partnership working to improve bike/rail interchange, through ensuring increased provision of covered cycle parking and installation of lockers.</li> </ul>	SHORT TERM
ICP 4	Improve clarity and continuity of cycle route through Gourrock station.	<ul style="list-style-type: none"> <li>● Engage with Abellio and other stakeholders to improve cycle access through the station.</li> </ul>	LONG TERM
ICP 5	Active travel linkages to public transport hubs.	<ul style="list-style-type: none"> <li>● As part of the development of the active travel network, ensure improvements sought will include better sign posting, secure cycle parking, and access links to all rail and bus stations.</li> </ul>	LONG TERM





**Action 3: Marketing, Promotion, Tourism and Training**

Action Code	Problem Identified	Action (all funding dependent and subject to further investigation as appropriate)	Timescale
MPPT 1	Coordination of active travel promotional events/initiatives	<ul style="list-style-type: none"> <li>● Expand Active Travel Steering Group (see Action Code LG2) to act as a focal point for awareness, coordination and promotion of events/initiatives organised by partners.</li> <li>● Promote Cycling U.K.'s Bike Bothy to encourage closer working and sharing of resources between all partners and active travel groups</li> <li>● Actively support and promote other initiatives which promote physical activity, community health and outdoor access etc. including, for example, events/initiatives such as the:               <ul style="list-style-type: none"> <li>● Clyde Muirshiel Regional Park/Ride 63 Pedal in the Park;</li> <li>● Health walk programmes within Clyde Muirshiel Park;                   <ul style="list-style-type: none"> <li>■ the Clyde Muirshiel Walking Festival;</li> <li>■ The Big Bike Revival; and</li> <li>■ the Inverclyde Globetrotters Walking Network.</li> </ul> </li> </ul> </li> </ul>	SHORT TERM AND ONGOING
MPPT 2	Branding for active travel in Inverclyde	<ul style="list-style-type: none"> <li>● Develop a clear overarching brand for active travel in Inverclyde. This will be used for wayfinding materials, cycle parking, online and hard copy information, and promotional materials.</li> </ul>	SHORT TERM
MPPT 3	Public engagement	<ul style="list-style-type: none"> <li>● Establish a protocol for the public to request active travel related infrastructure improvements (e.g. signage, routes, parking, and minor works) via the Council website, potentially through an expansion of the roads and footway reporting form.</li> </ul>	SHORT TERM



Action Code	Problem Identified	Action (all funding dependent and subject to further investigation as appropriate)	Timescale
MPPT 4	Improve cycle training opportunities	<ul style="list-style-type: none"> <li>Further support and develop the Community Tracks Inverclyde project, which offers cycle maintenance classes, workshops, recycled bikes, cycle training and cycle tours</li> <li>Promote opportunities for cycle tours and training to health and wellbeing groups, tourists and adult beginners;</li> <li>Continue to support Bikeability training in schools and participation in national initiatives such as Living Streets Walk to School Week, Walk Once a Week (WOW), and Sustrans Big Pedal.</li> </ul>	SHORT TERM AND ONGOING
MPPT 5	Promote new cycle routes once delivered	<ul style="list-style-type: none"> <li>After key infrastructure improvements have been delivered, ensure they are promoted through an Active Travel Marketing Strategy (see MPPT2).</li> </ul>	SHORT TERM AND ONGOING

#### Action 4: Infrastructure/network development

Action Code	Issue Identified	Action (all funding dependent and subject to further investigation as appropriate)	Timescale
INF 1	Topography is a major barrier to encouraging active travel in Inverclyde	<ul style="list-style-type: none"> <li>Consider installation of cycle wheeling ramps on stepped accesses along the active travel network.</li> <li>Support and promote initiatives that offer electric bikes for hire/ try-out within Inverclyde.</li> </ul>	LONG TERM
INF 2	Tourism potential of Coastal route	<ul style="list-style-type: none"> <li>Undertake route improvements, including detailed feasibility studies, along sections of the Coastal route from Wemyss Bay to Port Glasgow, prior to further promotion of the route. Improvements to include addressing existing pinch points and maintenance.</li> </ul>	SHORT-LONG TERM



Action Code	Issue Identified	Action (all funding dependent and subject to further investigation as appropriate)	Timescale
INF 4	A78/A8 represent major barriers to active travel	<ul style="list-style-type: none"> <li>● Liaise with Transport Scotland and Transerv to identify opportunities to improve the A8/A78 corridor and crossing points for active travel, in order to ensure continuity of active travel routes and the potential improvements identified through initial route option and feasibility studies.</li> </ul>	LONG TERM
INF 5	Short crossing times and long waiting times at crossings	<ul style="list-style-type: none"> <li>● Review signal timings at junctions and crossings, in order to provide an improved level of service for people crossing on foot and by bike. Engage with Transport Scotland as appropriate.</li> </ul>	SHORT-LONG TERM
INF 6	Improve coherence of cycle network	<ul style="list-style-type: none"> <li>● Inverclyde Council will work with partners to complete a planned network of strategic, high-quality, continuous cycle routes, which are segregated from general motor traffic where possible.</li> </ul> <p>Strategic high-level maps of the existing and potential Active Travel Network are presented in Figures 2 - 6 of this strategy (Appendix A). Routes or sections to develop in priority from this network will be identified in cooperation with partners through the Active Travel Steering Group (see action CP2), using the criteria in Appendix B. These will be further outlined in a future Cycling Action Plan to support this Active Travel Strategy.</p> <p>The number of schemes to be taken forward each year will be dependent upon available budget. Feasibility studies to be commissioned and delivered to ensure projects can be implemented as and when funding is available.</p>	LONG TERM



Action Code	Issue Identified	Action (all funding dependent and subject to further investigation as appropriate)	Timescale
INF 7	Safety of road junctions for pedestrians and cyclists.	<ul style="list-style-type: none"> <li>Through data analysis and consultation, review and identify the significant collision and near miss sites for pedestrians and cyclists. The target sites to be addressed every year will be dependent on the findings of the initial review.</li> </ul>	SHORT TERM AND ONGOING
INF 8	Investigate opportunities for advanced stop lines at signal controlled junctions in Inverclyde	<ul style="list-style-type: none"> <li>Develop and implement (subject to budget availability) a programme of installing Advanced Stop Lines at signal controlled crossings along key corridors identified in the Active Travel Network Plan. Further locations and key priorities to be identified in partnership with the Active Travel Steering Group and included in the future Cycling Action Plan.</li> </ul>	LONG TERM
INF 9	Improve opportunities for walking and cycling as outdoor leisure activities within the Clyde Muirshiel Park	<ul style="list-style-type: none"> <li>Work towards implementation of the recommendations in the Inverclyde Area Renewal &amp; the Inverclyde Green Network – Integrated Masterplanning of New Neighbourhoods report (2010), specifically to create strategic, legible links between the waterfront and the regional park.</li> </ul>	LONG TERM
INF 10	Quality of existing cycling infrastructure	<ul style="list-style-type: none"> <li>Develop and implement (subject to budget availability) a programme to upgrade existing routes or sections of existing cycle routes (see LG7)</li> </ul>	LONG TERM
INF 11	Maintenance of cycle routes and core path network	<ul style="list-style-type: none"> <li>Review, develop and implement (subject to budget availability) a programme for maintenance along existing cycle routes and key walking routes. For example, issues to be addressed include lack of dropped kerbs at crossings, uneven surfaces, overgrown vegetation, defective</li> </ul>	SHORT TERM - LONG TERM



Action Code	Issue Identified	Action (all funding dependent and subject to further investigation as appropriate)	Timescale
		handrails, drainage issues, lighting faults and broken signage.	
INF 14	One- way streets in town centres are a barrier to cycling.	<ul style="list-style-type: none"> <li>Review existing one-way streets for opportunities for two-way cycling.</li> <li>Implement two-way cycling wherever possible for future schemes.</li> </ul>	LONG TERM
INF 15	Dropped kerbs within urban centres	<ul style="list-style-type: none"> <li>To build upon this strategy, undertake a detailed active travel audit in each of the major urban centres of Inverclyde. These audits should include issues faced by Disabled People and reference Roads for All: Good Practice Guide for Roads, Transport Scotland (2013)</li> </ul>	SHORT TERM – LONG TERM
INF 16	Signposting on walking and cycling routes	<ul style="list-style-type: none"> <li>Review signposting along the walking and cycling network and address any issues identified.</li> <li>Include signposting provision in the design of future routes.</li> </ul>	SHORT TERM – LONG TERM
INF 17	Environment for walking and cycling in major urban centres	<ul style="list-style-type: none"> <li>Seek to identify and implement urban realm improvement schemes in key locations which are complementary to economic regeneration initiatives and improve the active travel environment, in line with the principles of Designing Streets.</li> </ul>	LONG TERM
INF 18	Traffic speeds are a barrier to walking and cycling	<ul style="list-style-type: none"> <li>Identify further areas suitable for 20mph speed limits to encourage people to walk and cycle. Reference Living Streets Low Speed Communities Toolkit</li> </ul>	LONG TERM



#### **4.4 Our desired outcomes**

Delivering on the objectives and actions set out above will contribute to achieving the following outcomes:

- Improved health through an increase in physical activity;
- Reduced environmental impact and congestion on the highway network by providing increased travel choices;
- Reduced inequalities through improved access to employment opportunities, education and services by non-motorised transport modes;
- Improved access to the Inverclyde green network from the urban areas of Inverclyde;
- Safer conditions for walking and cycling in Inverclyde;
- Improved partnership working in the delivery and promotion of active travel initiatives in Inverclyde; and
- Increased awareness of opportunities for active travel in Inverclyde through coordinated marketing, public engagement and promotional activities.

#### **4.5 Complementary outcomes**

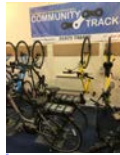
Increased active travel has significant cross-agency benefits and this Active Travel Strategy should not be viewed in isolation. Earlier chapters in this strategy have demonstrated the wide variety of complementary strategies, policy linkages and activities of our partners and stakeholders in Inverclyde. The desired outcomes of our Active Travel Strategy would also contribute to the agreed outcomes presented overleaf:



Table 1. Agreed Outcomes Related to the Active Travel Strategy

Agreed Outcomes Related to the ATS	What this means for the ATS
<p>Inverclyde Outcomes Improvement Plan, 2017- 2022</p>	
<p>The Active Travel Strategy will contribute to the outcomes of the Inverclyde Outcomes Improvement Plan (2017-2022), particularly the Safe, Healthy, Active and Included outcomes. Specific agreed outcomes of direct relevance to the Active Travel Strategy are presented below:</p>	
<p><b>Priority 1: Population</b>            Inverclyde’s population will be stable and sustainable with an appropriate balance of socio - economic groups that is conducive to local economic prosperity and longer-term population growth.            Respected: feedback from local people indicated that they would welcome a campaign to help promote Inverclyde and encourage citizens to have a sense of pride in the Inverclyde area.            Included: Inverclyde’s current population will be satisfied with the area as a place to live and that they will choose to continue living here.</p>	<p>Improved access to key destinations by active travel modes. Marketing and promotion of active travel.</p>
<p><b>Priority 2: Inequalities</b>            There will be low levels of poverty and deprivation and the gap between the richest and poorest members of our communities will be reduced.            Healthy: Encouraging physical activity amongst children will help to reduce childhood obesity, while sustaining and developing local health improvement programmes will improve healthy life expectancy.</p>	<p>Bikeability training and increased opportunities for active travel within Inverclyde</p>
<p><b>Priority 3: Environment, Culture and Heritage</b>            Inverclyde’s environment, culture and heritage will be protected and enhanced to create a better place for all Inverclyde residents and an attractive place in which to live, work and visit.            Healthy: improving access to greenspace and encouraging citizens to be more active will have positive physical and mental health benefits.            Active: we will encourage more people to increase their levels of physical activity via sustained</p>	<p>Improved and safer access to greenspace from urban areas by active travel modes. Coordinated marketing and promotion of active travel.</p>





Agreed Outcomes Related to the ATS	What this means for the ATS	
	positive changes to both their lifestyle and natural environment, for example, by utilising the green space in their local neighbourhood.	
Clyde Muirshiel Park Strategy 2016 -20121	<p>The Park will be more accessible and enjoyed by more people;</p> <p>Outdoor leisure activities will attract participants from a wide area and the Park will be recognised and respected as a high quality provider</p> <p>The Park will become a key resource for those seeking to improve their physical and mental health and well-being</p>	Improved and safer access to Clyde Muirshiel Regional Park from urban areas by active travel modes. Coordinated marketing and promotion of active travel.
Central Scotland Green Network (CSGN)	<p>Key outcomes include more people using and enjoying outdoor spaces, improved levels of physical and mental well-being, and a reduction in health inequalities. Ambitions include:</p> <ul style="list-style-type: none"> <li>the creation of attractive, safe and well-maintained green space or accessible countryside within easy walking distance of every home in Central Scotland</li> <li>Developing a strategic network of high-quality routes for active walking and cycling and recreation throughout Central Scotland</li> </ul>	Delivery of the network and recommendations of the Clydeplan Green Network Spatial Strategy for Upper Greenock, Green Network Delivery Study (2016), and the Area Renewal and the Inverclyde Green Network (2010) studies.
Inverclyde Active Living Strategy, Inverclyde Alliance	<p><b>Strategic Theme 1 - Workplace:</b> Inverclyde employers advocate physical activity and support the facilitation of an active Inverclyde workforce</p> <p><b>Strategic Theme 2 – Greenspace:</b> All Inverclyde residents and visitors will have opportunities to access and participate in a range of quality physical activities within greenspace and the Inverclyde green network</p>	<p>Engagement with major employers to promote the Cycle Friendly Employer award and adult cycle training opportunities. Improved access to key destinations by active travel modes</p> <p>Improved and safer access to greenspace from urban areas by active travel modes</p>





Agreed Outcomes Related to the ATS	What this means for the ATS	
	<p><b>Strategic Theme 4 – Early years:</b> children and young people within Inverclyde will achieve the national physical activity targets by 2022.</p> <p><b>Strategic Theme 5 – Health Improvement:</b> Health inequalities are lower due to increased participation rates in physical activity and the population of Inverclyde is benefitting from the associated health outcomes</p> <p><b>Strategic Theme 6 – Built Environment:</b> The built environment within Inverclyde facilitates quality accessible opportunities for physical activity and will encourage residents and visitors to be more physically active.</p> <p><b>Strategic Theme 7 – Communication:</b> The opportunities and benefits to accessing physical activity are effectively promoted across Inverclyde to both visitors and residents</p> <p><b>Overarching Theme – Community Engagement and capacity:</b> Community engagement and capacity building forms the foundation of all efforts to increase physical activity levels by concentrating on the assets of local communities</p>	<p>Bikeability training and increased opportunities for active travel within Inverclyde</p> <p>Improved access to key destinations by active travel modes. Marketing and promotion of active travel.</p> <p>Improved access to key destinations by active travel modes</p> <p>Marketing and promotion of active travel</p> <p>Improved coordination of existing and future active travel related initiatives. Increased community engagement on development of active travel related infrastructure.</p>
<p>Inverclyde Tourism Strategy 2016 -2020</p>	<p><b>Waterfront</b> - maximise access to, and the potential of Inverclyde’s waterfront as an attraction, as Scotland’s busiest cruise ship port, and to host events and attract new operators associated with coastal and marine tourism.</p> <p><b>Inland</b> – fully maximise the potential of outdoor activities and recreation products associated with Inverclyde’s rich and diverse countryside through product development and promotional initiatives.</p>	<p>Improved cycling infrastructure along and to/from the Waterfront.</p> <p>Promotion of active travel within Inverclyde</p>



**Agreed Outcomes Related to the ATS**

**What this means for the ATS**

Further develop town and village signage, gateway signage and trail signage

Improved signage of the active travel network under a consistent brand

Working with Abellio Scotrail to develop growth of train passenger visits and local partnership tourism products to boost arrivals.

Tourism potential of integrated active travel journeys; e.g. cycle hire at stations, access to stations via active travel modes.

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## 5. MONITORING FRAMEWORK

The Inverclyde Outcomes Improvement Plan 2017 – 2022 contains key indicators, some of which relate to this Active Travel Strategy. While these indicators will inform progress on delivery, a key action of this strategy is the setting of more specific targets and timeframes against which progress towards achieving the ambition and objectives of the ATS will be monitored.

To inform the setting of such targets, a more comprehensive set of baseline data requires to be established. In light of this, we will investigate undertaking new walking and cycling surveys along selected cordon sites on selected key routes and locations throughout Inverclyde. This will enable the setting of targets that are challenging, but also realistic in the Inverclyde context.

To add to this dataset, we will also ensure that before and after data is gathered for infrastructure projects, in particular those aimed at walking and cycling. This will include those schemes developed as part of the planning process.

This data will in turn inform the development of robust targets, which will be set in partnership with the Active Travel Steering Group. Progress against these targets will be reviewed on an annual basis.

At this stage, we propose the following initial targets, in addition to those of the Inverclyde Outcomes Improvement Plan (2017-2022).

### Targets:

Increase in % of adults (aged 16-74) travelling to work/study by bicycle /walking in Inverclyde

Year on year increase in walking and cycling trips across monitoring cordon sites in Inverclyde

100% of primary school children receiving Bikeability Level 2 (or equivalent standard) training

A reduction in the number of cyclists killed or seriously injured per million kilometres cycled

Targets are set for 2023, as this will allow Scottish Household Survey data to be combined with the 2021 Census data for a robust snapshot. Road safety data is also better considered over a long time frame, using Police Scotland’s Stats 19 data.

Following the derivation of more robust baseline data, we envisage setting targets over a longer timeframe to allow for measures contained in this strategy to be implemented and take effect.



Table 2. Summary of existing Local Outcomes Improvement Plan (2017-2022) Active Travel related targets

Existing Inverclyde Outcomes Improvement Plan (LOIP) Indicator	Targets
<p><b>LOIP (2017-2022) Indicator:</b> % of people cycling                      % of Inverclyde households with access to one or more bikes for private use.                      Source: Annual Cycling Monitoring Reports</p>	<p>Year on year increase</p>
<p><b>LOIP (2017-2022) Indicator:</b> Number of inactive people in Inverclyde:                      % of Inverclyde residents participating in sport/similar activity at least every two weeks                      Source: Inverclyde Council's Citizens Panel</p>	<p>Year on year decrease                      Year on year increase</p>
<p><b>LOIP (2017-2022) Indicator:</b> CO2 emissions within the scope of influence of the local authority, per capita                      Source: www.gov.uk</p>	<p>Year on year decrease</p>
<p><b>LOIP (2017-2022) Indicator:</b> Green space – walking distance to the nearest green space by 20% most deprived SIMD areas                      Source: Annual Scottish Household Survey</p>	<p>Year on year decrease in 11-minute walk or less</p>
<p><b>Green Network:</b>                      Number of households living within 400m actual walking distance of a useable greenspace                      The degree to which greenspaces are connected to each other                      Source: Glasgow and Clyde Valley Green Network Partnership</p>	<p>TBC</p>
<p><b>Current LOIP (2017-2022) Indicator:</b> Average score of residents who feel satisfied with moving around Inverclyde                      Source: Our Place Our Future Survey 2020</p>	<p>Increase in average score                      (2016/2017 baseline = 4.3)</p>
<p><b>Current LOIP (2017-2022) Indicator:</b> Average score of residents who feel satisfied with streets and spaces in Inverclyde                      Source: Our Place Our Future Survey 2020</p>	<p>Increase in average score                      (2016/2017 baseline = 4.5)</p>



## APPENDIX A: TOWARDS AN INTEGRATED ACTIVE TRAVEL NETWORK

While levels of walking and cycling remain relatively low in Inverclyde, and the topography presents challenges, there are opportunities to develop a more coherent active travel network. Key assets include the existing Core Path Network, the National Cycle Route and the Coastal Route, which, with the addition of connecting links, have considerable potential for both leisure and utility trips.

The provision of a network of safe and convenient routes to key destinations is essential to enable more every-day journeys to be walked or cycled. It is acknowledged that more must be done to create a network from all origins to all destinations, which is safe and convenient for all users. Beginning to develop such conditions is a high priority in this strategy. This will be achieved through network-wide actions, upgrading existing routes and the provision of new links.

### 5.1 Improving walking conditions

The walking network is already largely in place, albeit not always in the best place, following desire lines or in the best condition. Most roads have adjacent footways where required and there is an extensive Core Path Network throughout Inverclyde. Improvement to the walking network will mostly focus on upgrading the infrastructure already in place, with the aim of:

- Improving accessibility for all, e.g. through dropped kerbs, ramps where practical, and wider footways
- Walking and accessibility town centre audits.

- Consideration of the principles of *Designing Streets*<sup>21</sup> in urban town centre improvement schemes, such as:
  - Tighter corners at junctions - pedestrians crossing side streets will benefit from shorter more direct routes along the desire line;
  - De-cluttered footways through, for example, removal of redundant signs and posts;
  - Minimum clear footway widths to allow comfortable pedestrian movement; and
  - Making routes more attractive through, for example, footway widening where required, the addition of pedestrian stages at all relevant signalised crossings where they are missing, and repair of damaged surfaces.

The above will be considered further in a Walking Action Plan to be produced in support of this Strategy.

### 5.2 Developing the cycle network

Inverclyde benefits from NCN75 and NCN753 providing a coastal cycle route from Inverkip in the west, through Gourock, Greenock and Port Glasgow to Kilmacolm. At Greenock, the NCN route deviates away from the waterfront via Port Glasgow towards Kilmacolm.

Regional Cycle Route R21 broadly follows the south shoreline of the Clyde Estuary and provides a link between Greenock and Port Glasgow.

<sup>21</sup> Designing Streets, The Scottish Government (2010)



Maintaining and improving the National Cycle Network and further development of the Coastal Route for cycling, including linkages from the major urban areas throughout its length, are key priorities of this strategy.

A map of Active Travel corridors to form a coherent network has been further developed as part of this strategy. The corridors presented on this map will be used as a basis to identify schemes and to obtain funding for their delivery. The routes to be developed will aim to:

- create strategic, legible links between the waterfront and the regional park; and
- create legible routes through the urban area
- tie into the main urban centres, rail stations, potential development sites and public open space.

This network will enable us to take advantage of any route development opportunities which may arise in the future (e.g. through development, master-planning, wider road network improvements) and to develop a coherent signage strategy. While timescales will be dependent upon funding, this draft network provides a sound basis to inform the future Cycling Action Plan.

### **5.2.1 Prioritisation of future active travel corridor development.**

All route options shown on Figures 2-6 (Appendix A) would have value in a cycle network and could be implemented in the longer term to create a coherent and comprehensive cycle network. Appendix B provides an example of an initial assessment criteria that we will develop to assist in the prioritisation of route development going forward.

### **5.2.2 Initial list of potential infrastructure improvements identified during development of the strategy**

Through feedback from stakeholder engagement and our desktop review, the following issues and potential improvements have been identified as a basis for further development and to inform future Cycling Action Plan and Walking Action Plans. The tables overleaf should be viewed alongside Figures 2-7, which set out the draft network plans.



Table 3. Map Area 1:

Reference	Route	Issue/Opportunity Identified	Action
Figure 3: 1	Wemyss Bay to Inverkip (NCN75)	<ul style="list-style-type: none"> <li>● Provision of linkages to/from and through the MAC site of the former Inverkip Power Station. Significant opportunities for walking /cycling route enhancements.</li> <li>● Cycling/Walking access to be integral to site access considerations.</li> <li>● Existing NCN ends beyond the public conveniences adjacent to the A78 in Inverkip. A study is being commissioned by Sustrans to examine improvements to the NCN between Ardrossan and Gourock, which would include examining feasibility of improvements between Wemyss Bay and Inverkip.</li> <li>● Improved crossing facilities on the A78.</li> <li>● Improved active travel links to Inverkip Community Hub</li> <li>● Potential for cycle route adjacent to the A78.</li> </ul>	Discussion with Transport Scotland – potential route option /feasibility study
Figure 3: 2	Links from Wemyss Bay/Inverkip to Greenock Cut Centre	<ul style="list-style-type: none"> <li>● Opportunity for shared footway/cycleway along Spey Road to link the former Inverkip Power Station MAC site with Core Path to Greenock Cut Centre.</li> <li>● Signage improvements to be considered.</li> </ul>	Detailed audit and option study.
Figure 3: 3	Greenock Cut Centre to NCN east-west route	<ul style="list-style-type: none"> <li>● Resurfacing, signage and junction improvements along existing Core Path route from Greenock Cut Centre to NCN75 at Auchenbothie Road.</li> </ul>	Feasibility study to examine improvement options
Figure 3: 4	Inverkip to Greenock Cut	<ul style="list-style-type: none"> <li>● Improved signage along route linking Inverkip with the Greenock Cut Centre</li> </ul>	To be considered in Cycling Action Plan





Table 4. Map Area 2:

Reference	Location	Issue/Opportunity Identified	Action
Figure 4: 1	Inverkip to Branchton	<ul style="list-style-type: none"> <li>Opportunities for shared footway/cycleway adjacent to the A78 to ensure that the Spango Valley MAC site can be accessed by active travel modes from Inverkip and the urban area.</li> <li>Potential for footway widening along some sections to enable segregated cycle route. However, pinch points will be an issue. Shared footway/cycleway may be an option, but early liaison with pedestrian groups necessary.</li> </ul>	Discussion with Transport Scotland – potential route option /feasibility study
Figure 4: 2	Inverkip to Gourock	<p>The coastal sections of this route are a significant active travel asset for tourists and residents.</p> <ul style="list-style-type: none"> <li>Designated parking has been provided at Cloch Lighthouse. Monitor to ensure that vehicles do not park outwith designated area.</li> <li>A770 Gourock: review opportunities to enhance coherence and continuity of existing NCN.</li> <li>Faulds Park Road/A770 junction: Review potential for crossing improvements at, or in the vicinity of this junction to improve access for active travel modes.</li> <li>Gourock Station: potential to improve continuity and coherence of NCN.</li> <li>Gourock Bay (Local Development Plan, MAC3) - Continuity of existing NCN and route improvements should be sought as part of the strategy for this area.</li> </ul>	<p>Ongoing and regular liaison.</p> <p>Feasibility and route options study at these locations.</p> <p>Discussions with Abellio Scotrail</p>





Reference	Location	Issue/Opportunity Identified	Action
Figure 4: 3	Gourock to Branchton	<ul style="list-style-type: none"> <li>● Gourock Park/Larkfield Road/Broomberry Drive: Gap in network accessing Gourock. Signage and crossings to be addressed for active travel modes.</li> <li>● Hilltop Road/Larkfield Road: Enhanced off road routes as identified in the Clydeplan Green Network Spatial Strategy: Upper Greenock.</li> <li>● Access to Coves Reserve: Enhanced off road routes as identified in the Clydeplan Green Network Spatial Strategy: Upper Greenock.</li> </ul>	Detailed walking and cycling audit to be undertaken

**Table 5. Map Area 3:**

Reference	Route	Issue/Opportunity Identified	Action
Figure 5: 1	Gourock to Greenock and James Watt Dock Marina	<ul style="list-style-type: none"> <li>● Routing of NCN75 via Container Way: maintenance, coherence and comfort issues not ideal with container traffic.</li> <li>● The Harbours (Local Development Plan, MAC1 site): Poor surfacing of existing NCN route and crossing provision at Cartsburn St. A8/ Rue End Street should be improved for active travel modes.</li> <li>● Coastal route from A8 Rue End Street to James Watt Dock: Consider designating route as a cycle route, with appropriate dropped crossings and signage. Continuity of route is highlighted as part of current James Watt Dock/Garvel Island (MAC) Local Development Plan strategy.</li> <li>● A8 Main Street: potential opportunity for a segregated cycle route utilising the wide verge adjacent to the A8.</li> </ul>	<p>Feasibility and detailed audit.</p> <p>Discussion with Transport Scotland – potential route corridor /feasibility study</p>



Reference	Route	Issue/Opportunity Identified	Action
Figure 5: 2	Greenock West link	<ul style="list-style-type: none"> <li>● Lyle Road - Newton Street: Potential for shared footway/cycleway.</li> <li>● Newton Street: Gap in the network. Potential for improved signage for cyclists along Newton Street through an existing 20mph area.</li> </ul>	Feasibility and detailed audit.
Figure 5: 3	Branchton to Greenock West	<ul style="list-style-type: none"> <li>● A78 Inverkip Road: Wide sections of A78 linking to Brachelston Street. Potential continuation of existing sections of shared footway/cycleway to improve coherence and provide links to Rankin Park.</li> </ul>	Discussion with Transport Scotland – potential route corridor /feasibility study
Figure 5: 4	Branchton to Drumfrochar	<ul style="list-style-type: none"> <li>● Peat Road/Hole Farm – Local Development Plan MAC site 6: Active Travel considerations and linkages to the wider network should be an integral part of the Local Development Plan Strategy for this site.</li> </ul>	Ongoing through LDP
Figure 5: 5	Drumfrochar to Whinhill	<ul style="list-style-type: none"> <li>● Dunlop Street – Drumfrochar Road: Opportunity for East-West link. Wide footways along some sections, however reduced widths could affect coherence of route provided.</li> </ul>	Feasibility and detailed route audit.
Figure 5: 6	Overton to Greenock	<ul style="list-style-type: none"> <li>● Broomhill Street: While topography is an issue, this route offers opportunities to improve linkage through the urban area, with potential for wheeling ramps, cycle cut throughs and junction improvements</li> <li>● Laird Street: opportunity for signage and junction improvements to facilitate improved access to the town centre from the existing NCN.</li> </ul>	Feasibility and detailed route audit



Reference	Route	Issue/Opportunity Identified	Action
Figure 5: 7	Drumfrochar to Greenock	<ul style="list-style-type: none"> <li>Lynedoch Street – Waterfront: Route identified in Central East Greenock Masterplan (APC 1, Local Development Plan 2014). Provides access to the waterfront and existing coastal route. Signage and improved crossing provision of the A8 required.</li> </ul>	Feasibility and detailed route audit. Discussions with Transport Scotland
Figure 5: 8	Whinhill to Greenock	<ul style="list-style-type: none"> <li>Cartsburn Street: As identified in the Local Development Plan (2014), this route provides a link to the wider green network from the Coastal Route. Signage, surfacing and landowner consent required.</li> </ul>	Feasibility and detailed route audit
Figure 5: 9	James Watt Dock Marina to NCN75	<ul style="list-style-type: none"> <li>Sinclair Street/Gilmour Street: Potential for an alternative NCN route to waterfront, utilising Sinclair Street and Gilmour Street and including improved crossing provision of the A8 East Hamilton Street.</li> </ul>	Feasibility and detailed route audit. Discussions with Transport Scotland

Table 6. Map Area 4:

Reference	Location	Issue/Opportunity Identified	Action
Figure 6: 1	James Watt Dock Marina to Port Glasgow	<ul style="list-style-type: none"> <li>James Watt Dock/ Garvel Island (Local Development Plan 2014 MAC2): Potential to provide active travel route through the site to link the existing section of the NCN/Coastal route, thereby providing an alternative to cycling on or adjacent to the A8.</li> <li>Bogston - Port Glasgow: Potential for signage and infrastructure enhancements to provide link along a quieter route, utilising Port Glasgow Road and Brown Street</li> <li>Waterfront - Port Glasgow Station: Opportunities for improvements to Toucan crossing and signage to link waterfront with Port Glasgow Station. Existing one-way system results in a lack of permeability of the town centre for cycling.</li> </ul>	Ongoing through LDP  Feasibility and detailed route audit  Discussion with Transport Scotland in



Reference	Location	Issue/Opportunity Identified	Action
		<ul style="list-style-type: none"> <li>Ferguson Marine - Port Glasgow centre: Improve signage and coherence of existing cycle route. Potential for crossing improvements and use of quiet roads to access town centre. Improved accessibility from A761 to Port Glasgow, the waterfront and station identified in Local Development Plan 2014, Inner Port Glasgow (APC2).</li> </ul>	connection with A8 crossings and Greenock Road/A761 roundabout.
Figure 6: 2	Devol Road Link	<ul style="list-style-type: none"> <li>Resurfacing and signage of existing Core Path Route to provide linkage from the NCN/urban area to Auchentiber Road and the wider green network.</li> </ul>	Feasibility and detailed route audit
Figure 6: 3	Waterfront to Birkmyre Park and NCN75	<ul style="list-style-type: none"> <li>Potential to improve signage and coherence of link from the waterfront via the Toucan crossing through Tesco.</li> <li>NCN75 Devol Burn Link: The existing closure of the NCN at this location and the significant ensuing diversion represents a significant barrier to further promotion of this route</li> </ul>	Feasibility and detailed route audit
Figure 6: 4	Clune Park Regeneration Area	<ul style="list-style-type: none"> <li>Opportunity to link the Clune Park regeneration area with NCN75 and the wider green network</li> </ul>	Feasibility and detailed route audit
Figure 6: 5	Port Glasgow to Woodhall	<ul style="list-style-type: none"> <li>Glasgow Road: Existing carriageway width of Glasgow Road in the Clune Park Regeneration area offers an opportunity for road space reallocation to active travel modes.</li> <li>Woodhall (Local Development Plan 2014 MAC5): As part of the Local Development Plan Strategy, there is an opportunity to link the creation of a new neighbourhood with improvements along Glasgow Road, including Woodhall Station and Kelburn Park</li> </ul>	Feasibility and detailed route audit



# APPENDIX A: INVERCLYDE NETWORK DEVELOPMENT PLAN

Figure 2: Inverclyde Network Development - Overview

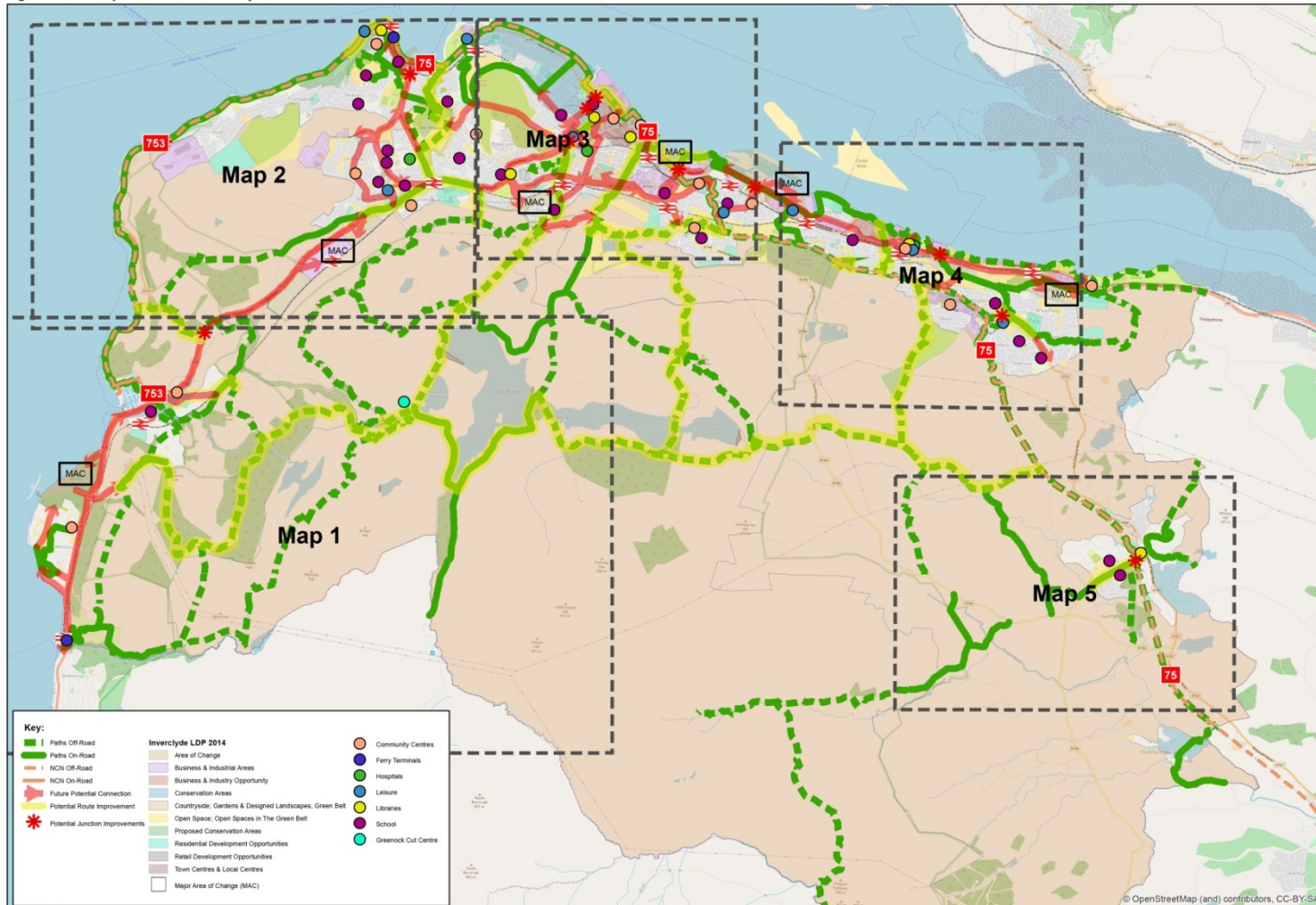






Figure 3: Network Development Plan





Figure 4: Network Development Plan







Figure 5: Network Development Plan

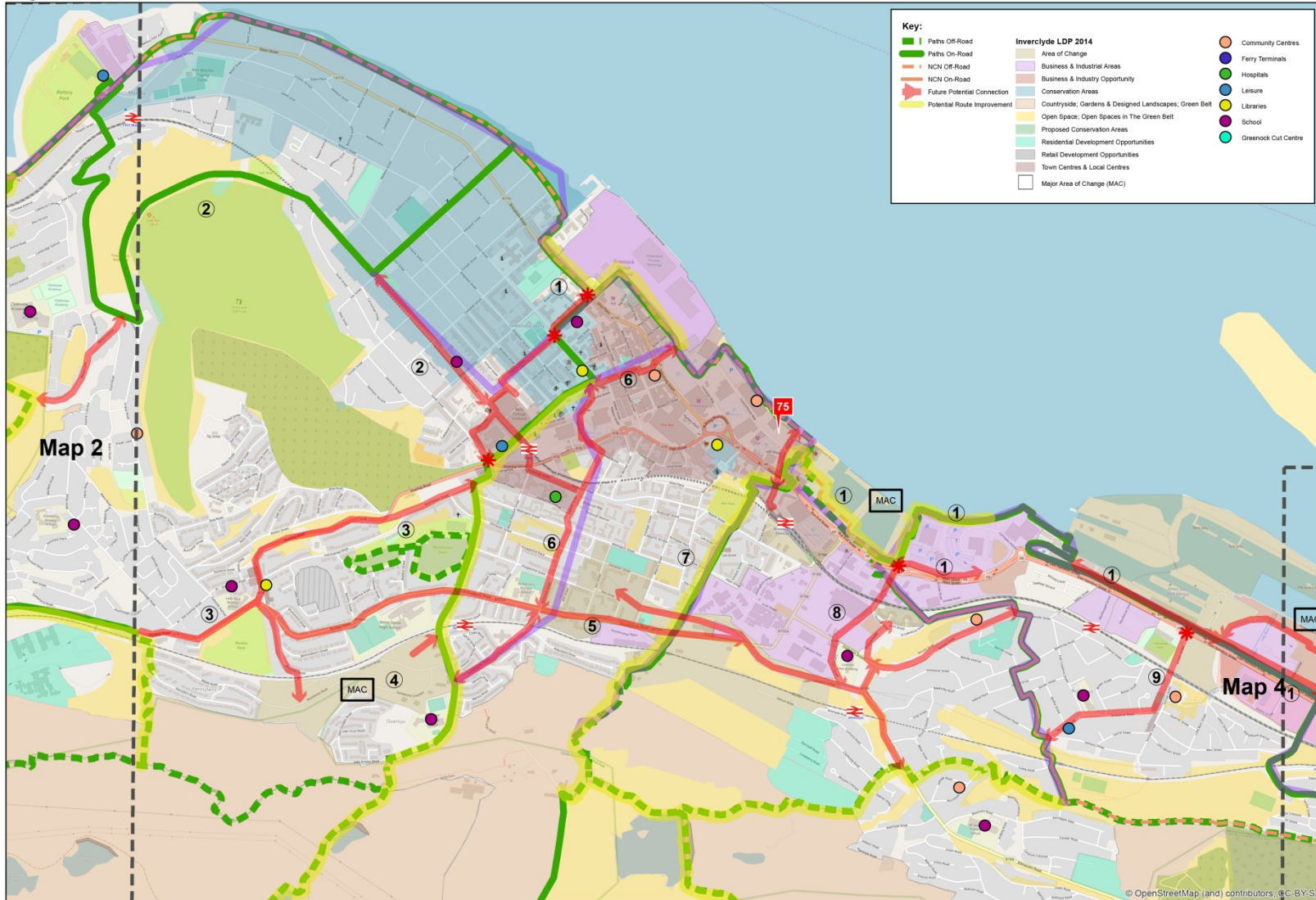
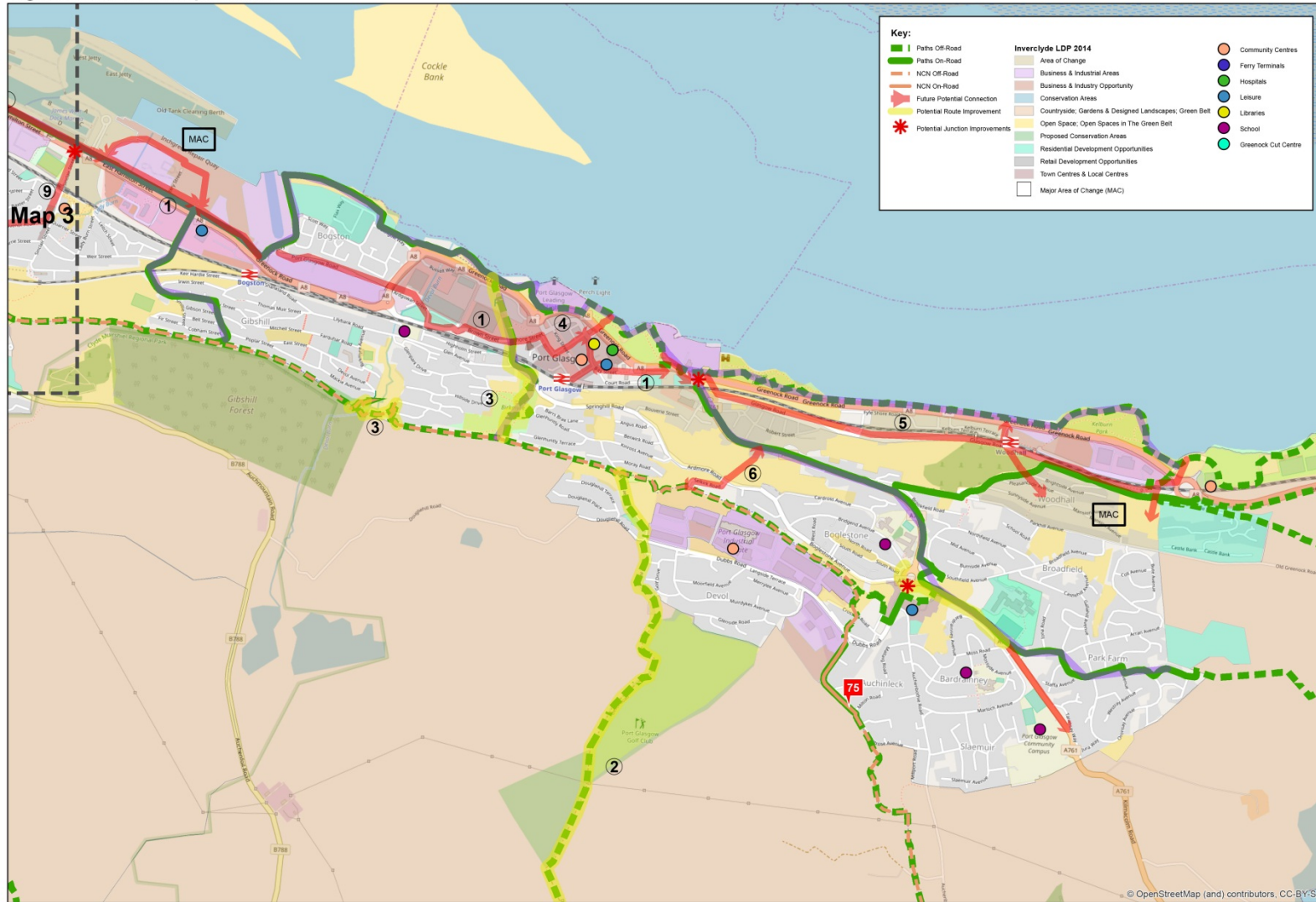




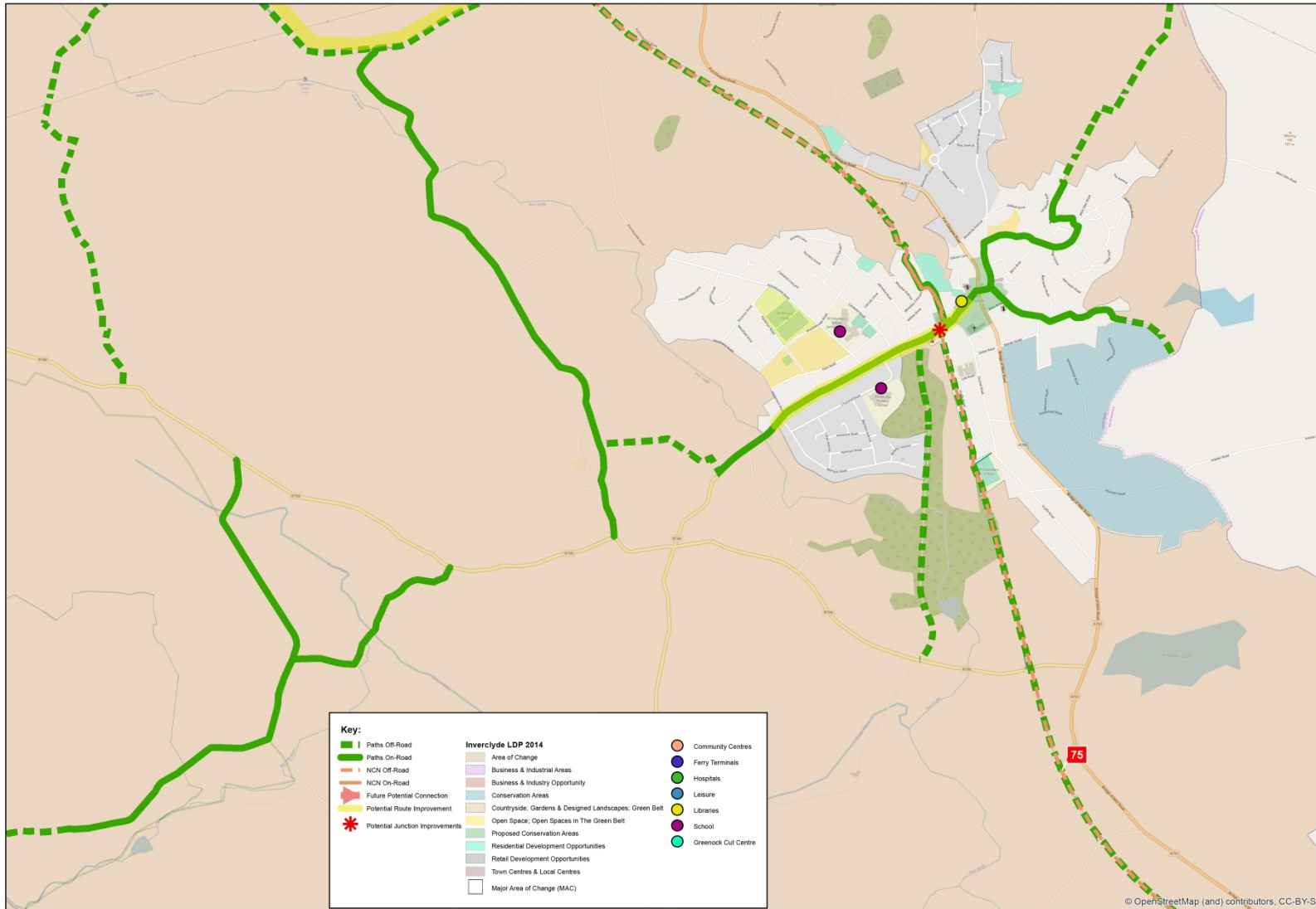


Figure 6: Network Development Plan





**Figure 7: Network Development Plan**





## APPENDIX B: INDICATIVE ACTIVE TRAVEL ROUTE PRIORITISATION ASSESSMENT CRITERIA

Table 7. Indicative active travel route prioritisation assessment criteria

Category	Criterion	Rank			
		Low	Medium	High	
Demand	Likely demand	How well does the route serve key trip generators? Density of population within 400m buffer. Population with no access to car within 400m	The route alignment serves few key destinations, although it probably serves residential population and local destinations.	The route alignment serves the surrounding residential area and local destinations, as well as key destinations in the city, mainly directly along the route.	The route alignment serves multiple key destinations in addition to the surrounding residential area, as closely as possible.
Cycle Network Integration	Regional/national cycle connections	How well integrated is the route with the regional and national cycle network?	No or limited benefit or connection to regional/national cycle routes.	Some connection to regional/national cycle routes, possibly indirect.	Good connection to the regional and national cycle network, possibly improves on it / fills a gap.
	Does the route contribute to extending/enhancing the network?	The proposed corridor is already served by a cycling route of reasonable quality and level of service.	There is an existing cycle route along the corridor, but the infrastructure is inadequate.	The proposed route would create links where no cycling infrastructure at all exists.	Does the route contribute to extending/enhancing the network?
Wider Transport Benefits	Interaction with public transport / P&R	Does the route serve another key mode of transport?	The route option does not serve key transport interchange, and connecting them would be complex and/or onerous.	Route option serves key transport nodes (rail station, bus station, P&R, pedestrian zones), but indirectly, requiring additional links/spurs.	The route option directly serves key transport nodes (rail station, bus station, P&R, pedestrian zones).



Category	Criterion	Rank			
		Low	Medium	High	
Wider Transport Benefits	Benefits to pedestrian / wider public realm improvement	Does the implementation of this route deliver benefits to pedestrian facilities and wider public realm?	The route would not provide improvements to other sustainable/active modes or public realm quality.	The route would provide limited benefits to other active and sustainable modes or public environment.	Delivering this route option would have benefits for pedestrians and the general quality of the public realm, and all those benefiting from an increase in footfall.
	Potential to alleviate congestion	Is there a significant congestion issue, that a switch to cycling could help address?	There is no significant congestion.	There is congestion, but not considered a priority area	There is significant congestion problem along this corridor
All modes road safety	Would the scheme bring the opportunity to address a collision black spot?	Collision resulting in cyclist/pedestrian casualty over past 5 years	No serious cyclist/pedestrian casualty recorded.	Serious cyclists/pedestrian casualty, no fatalities.	Fatality and/or multiple serious cyclists/pedestrian casualties recorded along or near the corridor.
Policy Integration	Impact on areas with higher levels of deprivation	Could the cycle route increase transport connections between areas with higher levels of deprivation and key destinations, services and employment?	Limited impact - the route does not serve areas with higher levels of deprivation (neither 10% nor 20% most deprived deciles).	Some impact - connection to areas with higher levels of deprivation, 20% most deprived decile.	High impact-the route directly serves areas with higher levels of deprivation, most deprived decile.



Category	Criterion	Rank			
		Low	Medium	High	
Deliverability	Affordability	What level of investment is required?	The route requires significant changes to the infrastructure to be of good standard.	Some infrastructure work required, but not major.	The alignment would require little additional work to be delivered.
	Physical constraints	Are there significant pinch points or barriers which will be difficult to overcome?	Significant constraint along most of the length of the route, good standard infrastructure would be very difficult to deliver.	Localised physical constraints which may require compromise in the design of the infrastructure, but not affecting the entire route.	No significant physical constraints identified.
	Integration with other projects	Will the route benefit, or benefit from, any committed, planned or aspirational projects?	No other significant scheme ongoing or planned along the route.	Long term aspirations, no specific scheme, or not directly relevant to cycling / transport.	Major scheme in which cycling could have an important function.
	Acceptability	How much support is there from stakeholders for the change required? Mention at a workshop, email or previous consultation documents.	The need for new redesigned infrastructure was not identified during consultation or previous documents.	There is some support, but also concerns about the infrastructure changes required.	The need to provide this route alignment was mentioned during a workshop/ consultation and widely supported.



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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>30 August 2018</b>
<b>Report By:</b>	<b>Corporate Director Environment, Regeneration &amp; Resources</b>	<b>Report No:</b>	<b>ENV025/18/MM</b>
<b>Contact Officer:</b>	<b>Steven Walker</b>	<b>Contact No:</b>	<b>714828</b>
<b>Subject:</b>	<b>Scottish Roads Maintenance Condition Survey (Phase 4)</b>		

---

## 1.0 PURPOSE

- 1.1 The purpose of this report is to advise the Committee on the proposal to enter into a collaborative procurement for Phase 4 of the Scottish Roads Maintenance Condition Survey (SRMCS).

## 2.0 SUMMARY

- 2.1 Under Section 10 of the Public Finance and Accountability (Scotland) Act 2000, Audit Scotland incorporated statutory performance indicators in respect of road condition. A Consortium of 32 Scottish Local Authorities agreed to determine the condition of the Scottish local public road network using a vehicular based survey system - the Scottish Road Maintenance Condition Survey (SRMCS).
- 2.2 The Councils have previously entered into an agreement for the purpose of regulating the basis on which they wish to co-operate and fund the Project, with Perth and Kinross Council the Lead Authority.
- 2.3 Phases 1 to 3 of the SRMCS have been carried out since 2006, with Phase 3 ending in 2018. It is proposed to continue the Project into Phase 4 of the SRMCS, and this will commence in 2019 for an initial period of 4 years, with a possible extension of 3 years subject to satisfactory performance.
- 2.4 The Lead Authority will carry out a procurement exercise on behalf of the Consortium.

## 3.0 RECOMMENDATIONS

- 3.1 That this Committee, in accordance with Order 12.0 - Framework And Non-Exempt Collaborative Agreements, of the Council's Standing Orders Relating to Procurement, give approval to enter into a collaborative contract for Inverclyde Council to participate in Phase 4 of the SRMCS for a period of 4 years, with a possible extension of a further 3 years, and at a cost of £5k per annum.

**Martin McNab**  
**Head of Environmental & Protection**

## 4.0 BACKGROUND

- 4.1 Under Section 10 of the Public Finance and Accountability (Scotland) Act 2000, Audit Scotland incorporated statutory performance indicators in respect of road condition. A Consortium of 32 Scottish Local Authorities agreed to determine the condition of the Scottish local public road network using a vehicular based survey system - the Scottish Road Maintenance Condition Survey (SRMCS). The Councils have previously entered into an agreement for the purpose of regulating the basis on which they wish to co-operate and fund the Project, with Lead Authority, Perth and Kinross Council. The Lead Authority, and Consortium Steering Group, oversee the Project and determine the programme of Work, sanction any necessary expenditure to meet the aims of the Project within the approved budget, as defined in the Schedule, subject to increases triggered by the price fluctuation clause within the Survey Term Contract to take account of inflation and to advise the Lead Authority as appropriate. They also agree the appointment of any consultants and contractors.
- 4.2 Phases 1 to 3 of the SRMCS have been carried out since 2006, with Phase 3 ending in 2018. It is proposed to continue the Project into Phase 4 of the SRMCS, and this will commence in 2019 for an initial period of 4 years, with a possible extension of 3 years subject to satisfactory performance. The Lead Authority, and Consortium Steering Group, will carry out a procurement exercise on behalf of the Consortium.
- 4.3 It is estimated that Inverclyde's contribution to the SRMCS will be £5,000 per annum for Phase 4.
- 4.4 The SRMCS assist in the allocation of Roads capital and revenue budgets for the purpose of maintenance and this has led to the road condition improving over the last 5 years since RAMP investment commenced in 2013. Roads Officers have access to online mapping which categorises the roads network based on the SRMCS. All 32 Authorities are in the consortium and the data from the Condition Survey allows authorities to bench mark and share best practice through the APSE family groups. The Road Condition Indicators are reported on Inverclyde Performs.

## 5.0 PROPOSALS

- 5.1 That this Committee, in accordance with Order 12.0 - Framework And Non-Exempt Collaborative Agreements, of the Council's Standing Orders Relating to Procurement, give approval to enter into a collaborative contract for Inverclyde Council to participate in Phase 4 of the SRMCS for a period of 4 years, with a possible extension of a further 3 years, and at a cost of £5k per annum.

## 6.0 IMPLICATIONS

### 6.1 Finance:

This is an annual allocation as part of the Consortium to cover the costs of the surveys over an initial 4 year period with a possible extension for a further 3 years.

#### One-off costs:

Cost Centre	Budget Heading	Budget Years	Proposed spend this report (£000s)	Virement from	Other comments
N/A					

#### Annually recurring costs:

Cost Centre	Budget Heading	Budget Years	Proposed spend this report (£000s)	Virement from	Other comments
Roads	Revenue	2019/26	5 per annum		To be contained within existing budgets



---

## **Legal**

- 6.2 There are no legal implications arising from this report.

## **Human Resources**

- 6.3 There are no specific HR implications arising from this report.

## **Equalities**

- 6.4 As this report does not involve a new policy or a new strategy, there are no equalities issues arising.

## **Repopulation**

- 6.5 The quality of the roads network is an influencing factor in the perception which people have of the area and the work associated with this report will have a positive benefit to the Council's Repopulation Strategy.

## **7.0 CONSULTATIONS**

- 7.1 The Chief Financial Officer, Head of Legal & Property Services, and the Corporate Procurement Manager have been consulted on the contents of this report.

## **8.0 LIST OF BACKGROUND PAPERS**

- 8.1 None.

**Report To: Environment & Regeneration  
Committee**

**Date: 30 August 2018**

**Report By: Corporate Director, Environment,  
Regeneration & Resources**

**Report No:  
E+R/18/08/04/SJ/AW**

**Contact Officer: Alan Williamson  
Planning Policy Team Leader**

**Contact No: 01475 712491**

**Subject: Request for a new road name at James Watt Dock, Greenock**

---

## **1.0 PURPOSE**

1.1 The purpose of this report is to seek approval of a name for a road at James Watt Dock, Greenock.

## **2.0 SUMMARY**

2.1 The road leading from East Hamilton Street (to the east of the sugar sheds) towards the Great Harbour requires a name (see Appendix 1).

2.2 Following consultation with Ward Councillors, it is recommended that this road be named Great Harbour Road.

## **3.0 RECOMMENDATIONS**

3.1 It is recommended that the new road is named Great Harbour Road.

**Scott Allan, Corporate Director  
Environment, Regeneration and Resources**

## 4.0 BACKGROUND

- 4.1 The road leading from East Hamilton Street (at the south east end of the sugar sheds) towards the Great Harbour requires a name (see Appendix 1).
- 4.2 Ward councillors were consulted on the suggestion of Great Harbour Road. An alternative of that it be shortened to Harbour Road was suggested. However, it is felt that because the road leads to the Great Harbour, then Great Harbour Road remains appropriate.

## 5.0 IMPLICATIONS

### Finance

- 5.1 There are no financial implications associated with this report.

#### Financial implications

##### One-off Costs

Cost Centre	Budget Heading	Budget Year	Proposed Spend this Report	Virement From	Other Comments
n/a	n/a	n/a	n/a	n/a	n/a

##### Annually recurring costs/(savings)

Cost Centre	Budget Heading	Budget Year	Proposed Spend this Report	Virement From	Other Comments
n/a	n/a	n/a	n/a	n/a	n/a

### Legal

- 5.2 There are no legal issues associated with this report.

### Human Resources

- 5.3 There are no personnel issues associated with this report.

### Equalities and diversity

- 5.4 There are no equality issues associated with this report.

### 5.5 Repopulation

There are no repopulation issues associated with this report.

## 6.0 CONSULTATIONS

- 6.1 Ward councillors were consulted in respect of the proposed road name.


## 7.0 LIST OF BACKGROUND PAPERS

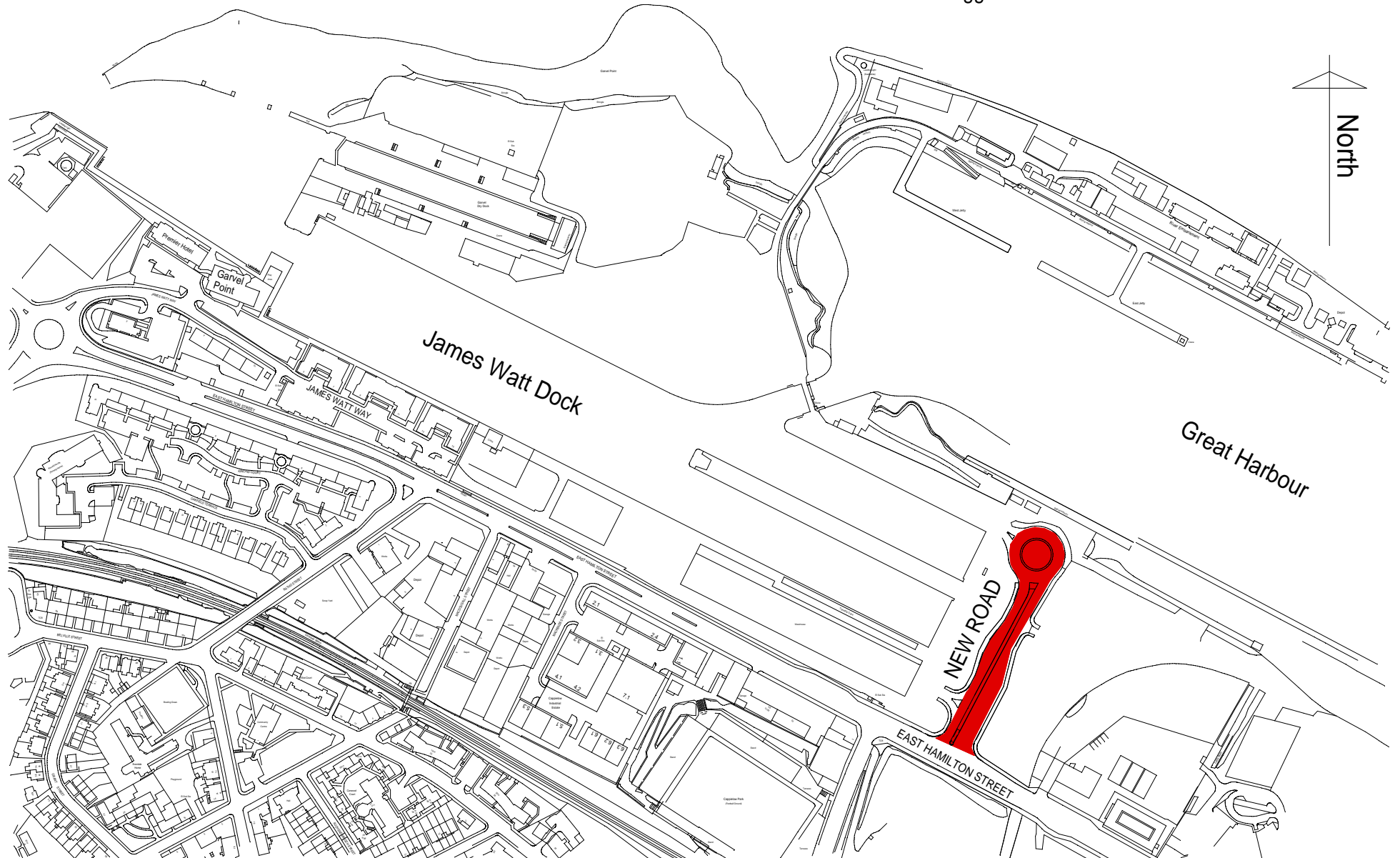
- 7.1 None

# Proposed New Street Name in Greenock

New road leading from East Stewart Street towards the Great Harbour

APPENDIX 1

 Suggested Street Name - Great Harbour Road



**Report To: Environment & Regeneration  
Committee**

**Date: 30 August 2018**

**Report By: Corporate Director, Environment,  
Regeneration & Resources**

**Report No:  
E+R/18/08/03/SJ/AW**

**Contact Officer: Alan Williamson  
Planning Policy Team Leader**

**Contact No: 01475 712491**

**Subject: Request for a new road name in Port Glasgow Town Centre**

---

## **1.0 PURPOSE**

1.1 The purpose of this report is to seek approval of a name for a road in Port Glasgow Town Centre.

## **2.0 SUMMARY**

2.1 A new road leading from Shore Street to the Comet roundabout on the A8 has been formed (see Appendix 1) and requires a name.

2.2 Following consultation with Ward Councillors and Port Glasgow West Community Council, it is recommended that this road be named Comet Road.

## **3.0 RECOMMENDATIONS**

3.1 It is recommended that the new road is named Comet Road.

**Scott Allan, Corporate Director  
Environment, Regeneration and Resources**

## 4.0 BACKGROUND

- 4.1 A new road leading from Shore Street to the Comet roundabout on the A8 has been formed (see Appendix 1) and requires a name.
- 4.2 Ward councillors and Port Glasgow Community Council were consulted on the suggestion of Comet Way. Comet Road was suggested as an alternative by a ward councillor and this has been accepted.

## 5.0 IMPLICATIONS

### Finance

- 5.1 There are no financial implications associated with this report.

#### Financial implications

##### One-off Costs

Cost Centre	Budget Heading	Budget Year	Proposed Spend this Report	Virement From	Other Comments
n/a	n/a	n/a	n/a	n/a	n/a

##### Annually recurring costs/(savings)

Cost Centre	Budget Heading	Budget Year	Proposed Spend this Report	Virement From	Other Comments
n/a	n/a	n/a	n/a	n/a	n/a

### Legal

- 5.2 There are no legal issues associated with this report.

### Human Resources

- 5.3 There are no personnel issues associated with this report.

### Equalities and diversity

- 5.4 There are no equality issues associated with this report.

### 5.5 Repopulation

There are no repopulation issues associated with this report.

## 6.0 CONSULTATIONS

- 6.1 Ward councillors and Port Glasgow Community Council were consulted in respect of the new road name.

## 7.0 LIST OF BACKGROUND PAPERS

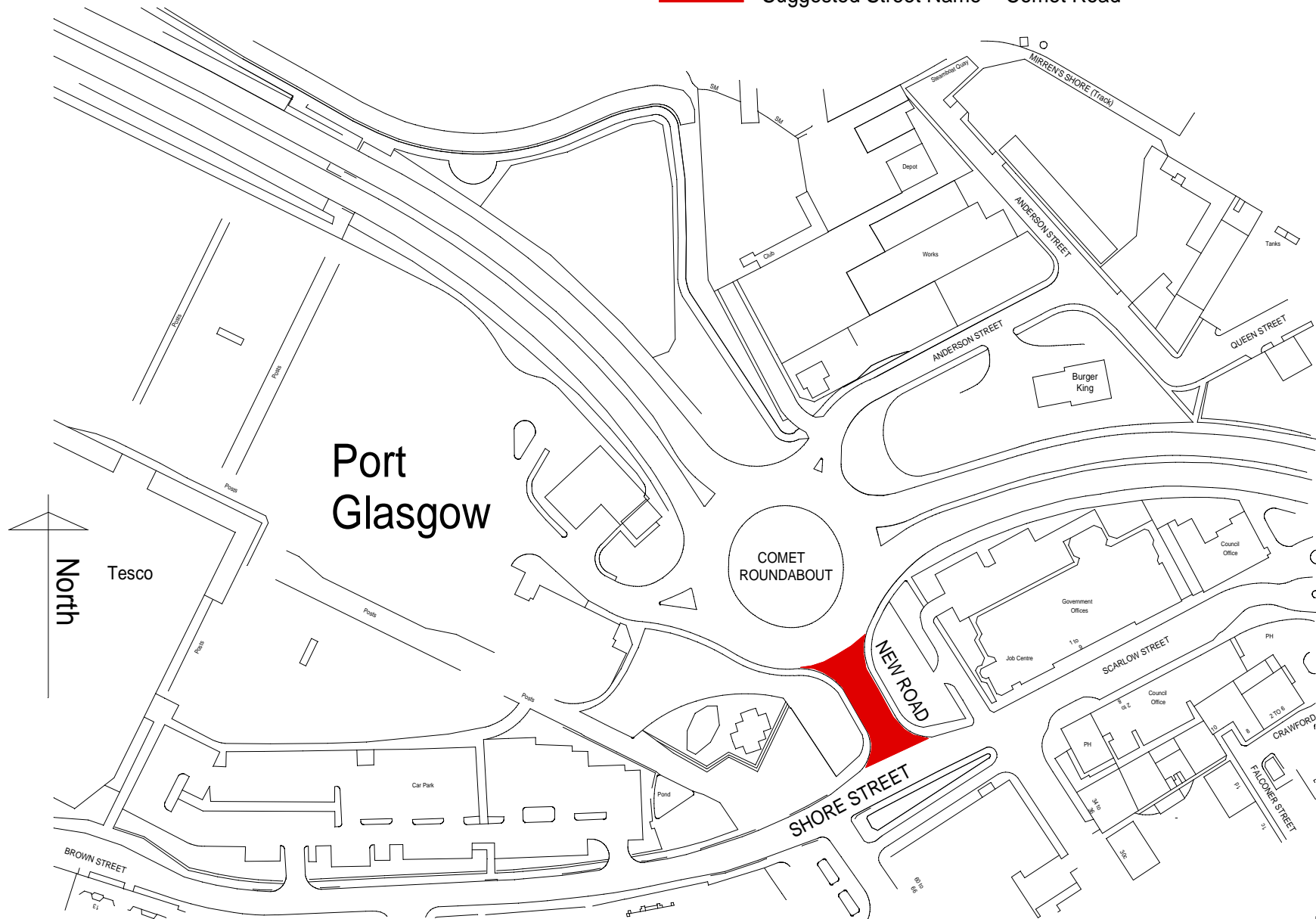
- 7.1 None

# Proposed New Street Name in Port Glasgow

New road leading from Shore Street towards the Comet Roundabout

## APPENDIX 1

 Suggested Street Name - Comet Road



---

<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>30 August 2018</b>
<b>Report By:</b>	<b>Corporate Director Environment, Regeneration And Resources</b>	<b>Report No:</b>	<b>LP/080/18</b>
<b>Contact Officer:</b>	<b>Caroline Ross</b>	<b>Contact No:</b>	<b>2115</b>
<b>Subject:</b>	<b>Stopping Up Order – The Stopping Up Of Road And Footpath, Inverclyde (Mavis Lane, Greenock) Order 2018</b>		

---

## 1.0 PURPOSE

1.1 The purpose of this report is to:-

- (a) introduce the Stopping Up Order – The Stopping Up of Road and Footpath, Inverclyde (Mavis Lane, Greenock) Order 2018; and
- (b) seek the Committee's authority to:
  - i. authorise the Head of Legal and Property Services to promote The Stopping Up of Road and Footpath, Inverclyde (Mavis Lane, Greenock) Order 2018; and
  - ii. authorise the Head of Legal and Property Services, after the 28 day period for statutory objections to be lodged has expired and provided there are no maintained objections to same, to confirm The Stopping Up of Road and Footpath, Inverclyde (Mavis Lane, Greenock) Order 2018.

## 2.0 SUMMARY

2.1 The procedure for the stopping up of roads and footpaths in association with a planning permission is set out in Sections 207 and 208 and Schedule 16 of the Town and Country Planning (Scotland) Act 1997, as amended. A Stopping Up Order is made if the planning authority is satisfied that it is necessary to enable the approved development to be carried out. Planning permission was granted on 19 April 2018 for the erection of palisade fence and pedestrian barriers (in retrospect) at open space between Mavis Road and Kestrel Crescent, Greenock (Planning Permission 18/0013/IC).

## 3.0 RECOMMENDATION

3.1 It is recommended that:

- (a) The Head of Legal and Property Services be authorised to promote The Stopping Up of Road and Footpath, Inverclyde (Mavis Lane, Greenock) Order 2018.
- (b) If after the 28 day period for statutory objections no such objections are made or maintained, delegated authority be granted to the Head of Legal and Property Services to take all necessary action in connection therewith, including the confirmation of the Order.

**Gerard Malone**  
Head of Legal and Property Services

## 4.0 BACKGROUND



- 4.1 Local Authorities are empowered to make orders under the Town and Country Planning (Scotland) Act 1997, as amended, and under the Council's Scheme of Administration the Head of Regeneration and Planning is responsible for the grant of planning consent and, if necessary, Stopping Up Orders in implementation of same.
- 4.2 Planning permission was granted on 19 April, 2018 for the erection of palisade fence and pedestrian barriers (in retrospect) at open space between Mavis Road and Kestrel Crescent, Greenock (Planning Permission 18/0013/IC).
- 4.3 An advisory note to the aforementioned Planning Permission states that the existing road and footpath within the site shall be stopped up resulting in this application for a Road and Footpath Closure Order under Sections 207 and 208 of the Town and Country Planning (Scotland) Act 1997.
- 4.4 Following the making of the Stopping Up Order, the procedures require the Order to be advertised in the local press and the Edinburgh Gazette with Notices sent to the landowner and any statutory undertaker who has apparatus in the road or footpath which is to be stopped up.
- 4.5 If there is no maintained objection to the Order, authority thereafter needs to be sought from the Committee to confirm any Order before it comes into effect. An Order in respect of which there are any maintained objections has to be confirmed by the Scottish Ministers.

## **5.0 IMPLICATIONS**

- 5.1 There are no financial implications arising from this report. The cost of advertising the Stopping Up Orders is met by the developer in question.

### **Legal**

- 5.2 The Stopping Up Order complies with the Town and Country Planning (Scotland) Act 1997, as amended. The stopping up of the road and footpath is required to ensure proper implementation of the Planning Permission which has been granted. Failure to complete the statutory process to stop up the road and footpath as mentioned in the aforesaid Order will lead to the Planning Permission which has previously been granted not being lawfully implemented.

### **Human Resources**

- 5.3 There are no HR implications arising from this report.

### **Equalities**

- 5.4 There are no equalities implications arising from this report.

### **Repopulation**

- 5.5 There are no repopulation implications arising from this report.

## **6.0 CONSULTATIONS**

6.1 In terms of the statutory requirements the Stopping Up Order will be advertised in the Greenock Telegraph and the Edinburgh Gazette and full details of the proposals will be made available for public inspection during normal office hours at the offices of the Head of Regeneration and Planning and the Head of Legal and Property Services in the Customer Service Centre. A copy of the proposed Stopping Up Order is appended hereto for Members' information. Appendix 1

## **7.0 LIST OF BACKGROUND PAPERS**

7.1 Decision Notice - Conditional Planning Permission 18/0013/IC dated 19 April 2018.

**THE INVERCLYDE COUNCIL****TOWN & COUNTRY PLANNING (SCOTLAND) ACT 1997****THE STOPPING UP OF ROAD & FOOTPATH, INVERCLYDE (MAVIS LANE,  
GREENOCK) ORDER 2018**

The Inverclyde Council, in exercise of the powers conferred on it by Sections 207 and 208 of the Town and Country Planning (Scotland) Act 1997, being satisfied that it is necessary to authorise the stopping up of the road and footpath as hereinafter specified in this Order for the erection of palisade fence and pedestrian barriers (in retrospect) to enable the approved development to be carried out in accordance with planning permission 18/0013/IC at open space between Mavis Road and Kestrel Crescent, Greenock granted under Part III of the said Act, hereby make the following Order:-

1. This Order may be cited as “The Stopping Up of Road and Footpath, Inverclyde (Mavis Lane, Greenock) Order 2018 and shall come into operation on #####, Two thousand and eighteen.
2. In this Order:-  
  
“Road” means the length of the Road in the area of Inverclyde which is specified in the Schedule to this Order.  
  
“Footpath means the length of the Footpath in the area of Inverclyde which is specified in the Schedule to this Order.
3. The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
4. The Stopping Up of the Road and Footpath is hereby authorised.
5. Where, immediately before the date of this Order, there are any rights of statutory undertakers or telecommunications code system operators in respect of any apparatus of theirs which is under, in, over, along or across the Road and Footpath, such undertakers shall thereafter without prejudice to the provisions of Section 224 and 225 of the Act, as read with Section 213(5) of the Act have the same rights in respect of that apparatus as they had immediately before that date.

The person or persons carrying out development which affects the Road and Footpath shall be bound and obliged to pay the costs and expenses incurred by the statutory undertakers or telecommunications code system operators who deem it necessary to make special provision (by way of protection or otherwise) for or relocate any apparatus of theirs which is under, in, on, over, along or across the Road or Footpath.

SEALED/...

SEALED with the Common Seal of The Inverclyde Council and subscribed for and on its behalf by #####, Proper Officer, at Greenock on the ##### day of #####, Two thousand and eighteen.

DRAFT

## **SCHEDULE**

### **ROAD TO BE STOPPED UP**

The area of ground to be stopped up extending to six hundred and forty square metres (640m<sup>2</sup>) or thereby Metric Measure is shown coloured red on the plan docketed “Town & Country Planning (Scotland) Act 1997, Sections 207 & 208, Stopping Up of Road & Footpath, Inverclyde (Mavis Lane, Greenock) Order 2018” annexed and executed as relative to this Order.



### **FOOTPATH TO BE STOPPED UP**

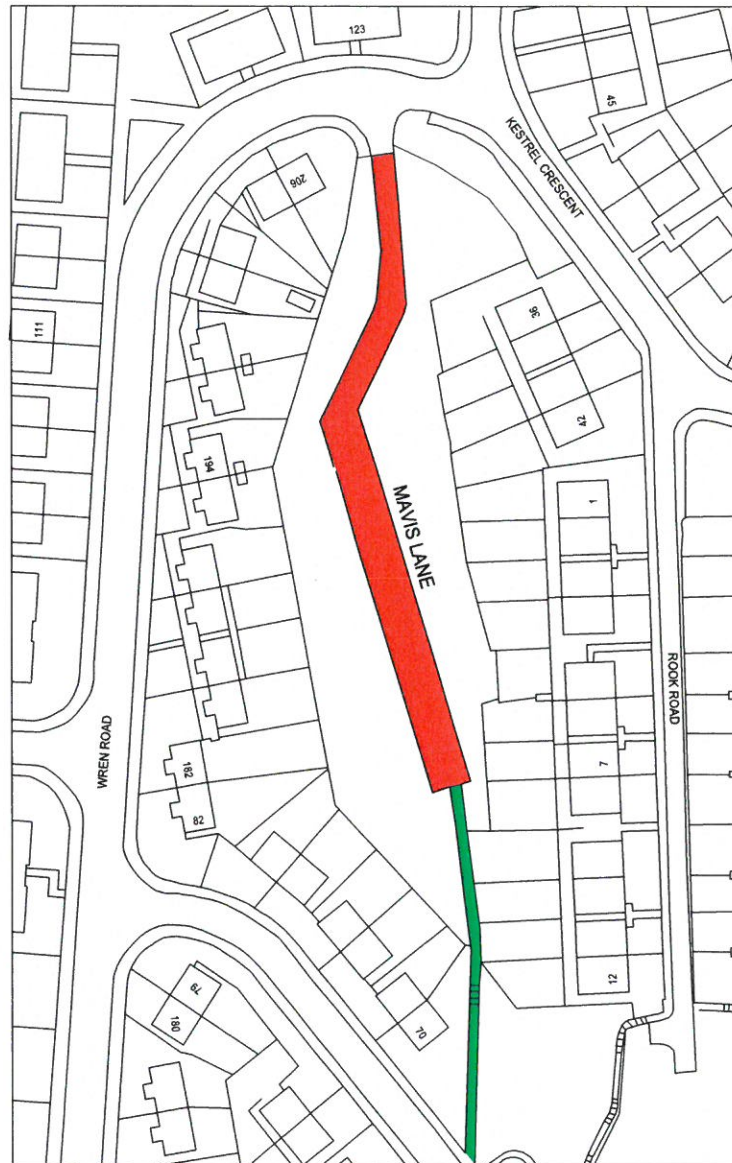
The area of ground to be stopped up extending to one hundred and three square metres (103m<sup>2</sup>) or thereby Metric Measure is shown coloured green on the plan docketed “Town & Country Planning (Scotland) Act 1997, Sections 207 & 208, Stopping Up of Road & Footpath, Inverclyde (Mavis Lane, Greenock) Order 2018” annexed and executed as relative to this Order.

# The Town & Country Planning (Scotland) Act 1997 Section 207 & 208 Stopping Up of Road & Footpath

Inverclyde (Mavis Lane, Greenock) Order 2018



-  Road area - 640 square metres or thereby
-  Footpath area - 103 square metres or thereby



1:1 250 Scale Plan

At Greenock  
This is the plan referred to in the foregoing Order of even date

Proper Officer \_\_\_\_\_

Inverclyde Council  
Regeneration & Planning  
Municipal Buildings  
Greenock

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**Report To:** Environment & Regeneration Committee    **Date:** 30 August 2018

**Report By:** Corporate Director, Environment, Regeneration & Resources    **Report No:** LP/077/18

**Contact Officer:** Caroline Ross    **Contact No:** 01475 712115

**Subject:** Proposed Traffic Regulation Order – Disabled Persons’ Parking Places (On Street) Order No. 2 2018

---

## 1.0 PURPOSE

- 1.1 Local Authorities are empowered to make Orders under the Road Traffic Regulation Act 1984 as amended and under the Council’s Scheme of Administration the Head of Environmental and Public Protection is responsible for the making, implementation and review of Traffic Management Orders and Traffic Regulation Orders.
- 1.2 The provision of on-street parking places for use by disabled drivers, who are the holders of a Disabled Person’s Badge, is regulated by The Disabled Persons’ Parking Places (Scotland) Act 2009. Inverclyde Council is required to promote a Traffic Regulation Order to regulate the use of such parking places.

## 2.0 SUMMARY

- 2.1 In order to comply with The Disabled Persons’ Parking Places (Scotland) Act 2009, Section 5, it is proposed to introduce a Traffic Regulation Order to accompany the provision of parking places for the disabled. This will restrict parking to drivers displaying a Disabled Person’s Badge only and will enable the Police to enforce such restrictions. The proposed Order will also revoke those parking places no longer required in order to maximise street parking capacity.

## 3.0 RECOMMENDATION

- 3.1 That the Committee recommend to The Inverclyde Council the making of the Traffic Regulation Order – Disabled Persons’ Parking Places (On-Street) Order No. 2 2018 and remit it to the Head of Environmental and Public Protection and the Head of Legal and Property Services to arrange for its implementation.

**Gerard Malone**  
**Legal and Property Services**

## **4.0 BACKGROUND**

- 4.1 Currently no Traffic Regulation Orders exist at the locations shown in the Order which would prohibit the allocation of parking places for Disabled Person's Badge holders.
- 4.2 Two maintained objections to the disabled parking bay at 59 Flax Way were received to the proposed Order. In order not to delay further the other applications for disabled parking bays, 59 Flax Way has now been removed from the proposed Order and will be the subject of a new Traffic Regulation Order in due course.
- 4.3 The Committee is asked to note that, if approved, the Order may not be implemented until the making of the Order has been advertised to allow any persons who so wish a period of six weeks to question the validity of the Order in terms of the Road Traffic Regulation Act 1984.

## **5.0 IMPLICATIONS**

### **Finance**

- 5.1 There are no financial implications arising from this report.

### **Legal**

- 5.2 There are no legal implications arising from this report.

### **Human Resources**

- 5.3 There are no HR implications arising from this report.

### **Equalities**

- 5.4 There are no equalities implications arising from this report.

### **Repopulation**

- 5.5 There are no repopulation implications arising from this report.

## **6.0 CONSULTATIONS**

- 6.1 The proposals have been advertised in the Greenock Telegraph and full details of the proposals have been made available for public inspection during normal office hours at the offices of the Head of Environmental and Public Protection, the Head of Legal and Property Services and at Central, Port Glasgow, and Gourock Libraries. A copy of the draft Order is appended hereto for Members' information.

Appendix 1

## **7.0 LIST OF BACKGROUND PAPERS**

- 7.1 None



**THE INVERCLYDE COUNCIL**  
**DISABLED PERSONS' PARKING PLACES**  
**(ON-STREET) ORDER NO. 2 2018**  
**TRAFFIC REGULATION ORDER**

DRAFT

**THE INVERCLYDE COUNCIL**  
**DISABLED PERSONS' PARKING PLACES (ON-STREET)**  
**ORDER NO. 2 2018**

The Inverclyde Council in exercise of the powers conferred on them by Section 32(1) of the Road Traffic Regulation Act 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Constable of Police Scotland in accordance with Part III of Schedule 9 to the Act hereby make the following Order.

1. This Order may be cited as "The Inverclyde Council Disabled Persons' Parking Places (On-Street) Order No. 2 2018" and shall come into operation on ????????????, 2018.
2. In this Order the following expressions have the meanings hereby assigned to them:-
  - "Council" means The Inverclyde Council or its successors as Roads Authority;
  - "disabled person's badge" means:
    - (a) a badge issued under Section 21 of the Chronically Sick and Disabled Persons Act 1970 (as amended);
    - (b) a badge issued under a provision of the law of Northern Ireland corresponding to that section; or
    - (c) a badge issued by any member State other than the United Kingdom for purposes corresponding to the purposes for which badges under that section are issued;and which has not ceased to be in force;
  - "disabled person's vehicle" means a vehicle lawfully displaying a disabled person's badge;
  - "parking attendant" means a person employed in accordance with Section 63A of the Act to carry out the functions therein;
  - "parking place" means an area of land specified by number and name in Columns 1 and 2 in the Schedule to this Order;
  - "traffic sign" means a sign prescribed or authorised under Section 64 of the Act; and
  - "vehicle" unless the context otherwise requires, means a vehicle of any description and includes a machine or implement of any kind drawn or propelled along roads whether or not by mechanical power.
3. The Schedule titled "Disabled Persons' Parking Places (On Street) Order No. 2 2018" forms the Schedule to this Order.
4. Each area of road which is described in the Schedule to this Order and the plans relative to this Order is hereby designated as a parking place.
5. The parking places shall only be used for the leaving of disabled persons' vehicles displaying a valid disabled person's badge.

6. The limits of each parking place shall be indicated on the carriageway as prescribed by The Traffic Signs Regulations and General Directions 2016.
7. Every vehicle left in any parking place shall stand such that no parking place is occupied by more than one vehicle and that every part of the vehicle is within the limits of the parking place provided that, where the length of a vehicle precludes compliance with this paragraph, such vehicle shall be deemed to be within the limits of a parking place if:-  
  
the extreme front portion or, as the case may be, the extreme rear portion of the vehicle is within 300mm of an indication on the carriageway provided under this Order in relation to the parking place; and  
  
the vehicle, or any part thereof, is not within the limits of any adjoining parking place.
8. Any person duly authorised by the Council or a police officer in uniform or a traffic warden or parking attendant may move or cause to be moved in case of any emergency, to any place they think fit, vehicles left in a parking place.
9. Any person duly authorised by the Council may suspend the use of a parking place or any part thereof whenever such suspension is considered reasonably necessary:-  
  
for the purpose of facilitating the movement of traffic or promoting its safety;  
  
for the purpose of any building operation, demolition, or excavation in or adjacent to the parking place or the laying, erection, alteration, removal or repair in or adjacent to the parking place of any sewer or of any main, pipe, apparatus for the supply of gas, water electricity or of any telecommunications apparatus, traffic sign or parking meter;  
  
for the convenience of occupiers of premises adjacent to the parking place on any occasion of the removal of furniture from one office or dwellinghouse to another or the removal of furniture from such premises to a depository or to such premises from a depository;  
  
on any occasion on which it is likely by reason of some special attraction that any street will be thronged or obstructed; or  
  
for the convenience of occupiers of premises adjacent to the parking place at times of weddings or funerals or on other special occasions.
10. A police officer in uniform may suspend for not longer than twenty four hours the use of a parking place or part thereof whenever such suspension is considered reasonably necessary for the purpose of facilitating the movement of traffic or promoting its safety.

11. This Order insofar as it relates to the parking places to be revoked (R) and amended, as specified in the Schedule to this Order, partially revokes and amends The Inverclyde Council Disabled Persons' Parking Places (On-Street) Order Nos. 01/1997, 01/2002, 01/2004, 02/2008, 01/2013, 03/2016 and 01/2017 respectively.

Sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by #####, Proper Officer, on the ##### day of #####, Two Thousand and Eighteen.

DRAFT

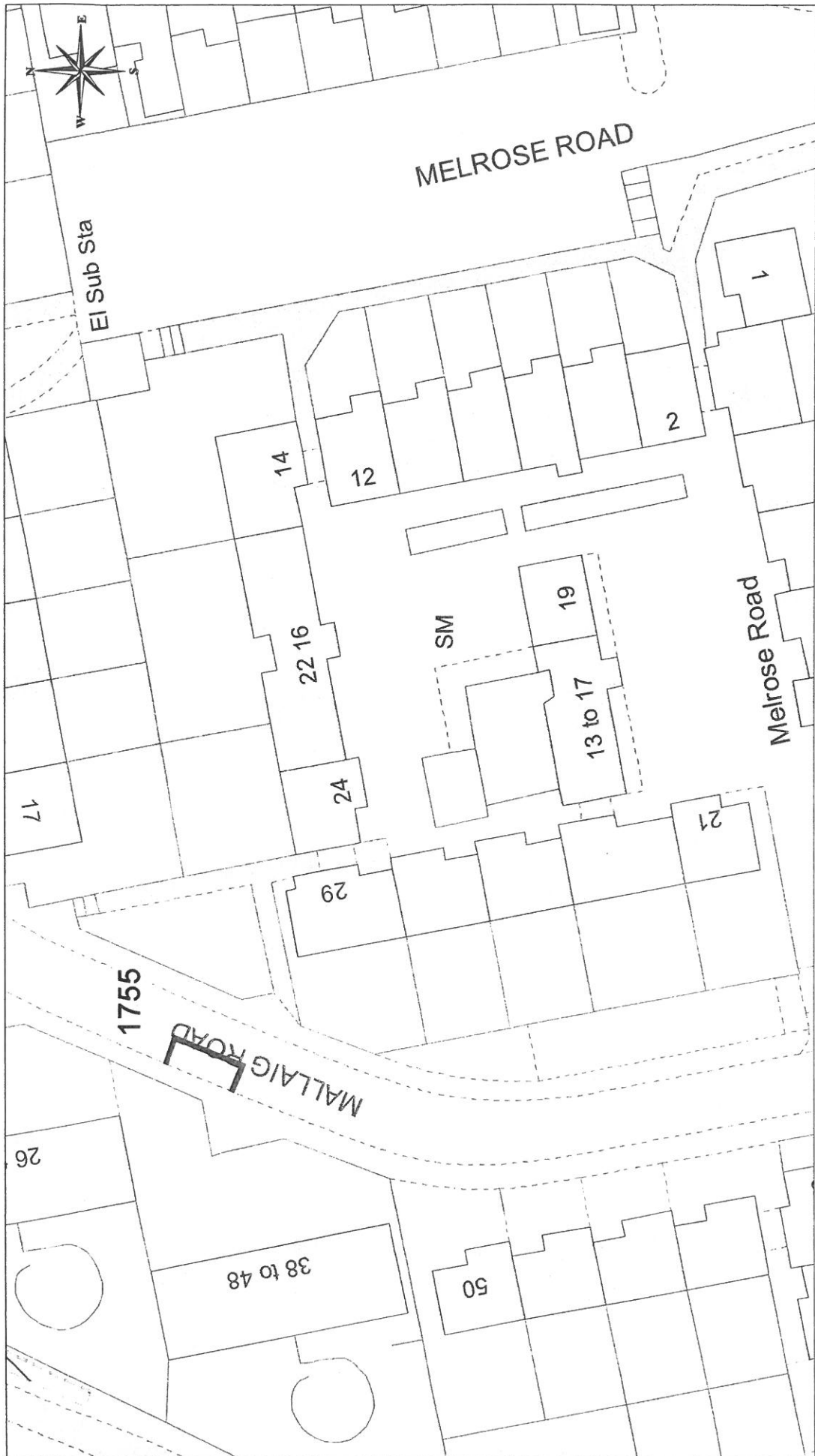
**THE INVERCLYDE COUNCIL**  
**DISABLED PERSONS' PARKING PLACES**  
**(ON-STREET) ORDER NO. 2 2018**

**Statement of Reasons for Proposing to Make  
the above Order**

It is considered necessary in order to comply with The Disabled Persons' Parking Places (Scotland) Act 2009, Section 5, to make the above Order to provide assistance for disabled persons who hold a badge under the Disabled Persons (Badges for Motor Vehicles) (Scotland) Regulations 2000 as amended and by revoking those parking places no longer required to maximise street parking capacity.

Willie Rennie  
Head of Environmental & Commercial Services  
1 Ingleston Park  
Cartsburn Street  
GREENOCK  
PA15 4UE






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**DISABLED PERSONS' PARKING PLACE**  
**38 MALLAIG ROAD, PORT GLASGOW**  
**PLACE No. 1755**

**Inverclyde**  
 council  
**Environmental Services**

Regeneration & Environment  
 Corporate Director: Aubrey Fawcett  
 Municipal Buildings  
 Clyde Square  
 Greenock  
 PA15 1LY  
 Tel: 01475 712712  
 Fax: 01475 712731  
 aubrey.fawcett@inverclyde.gov.uk



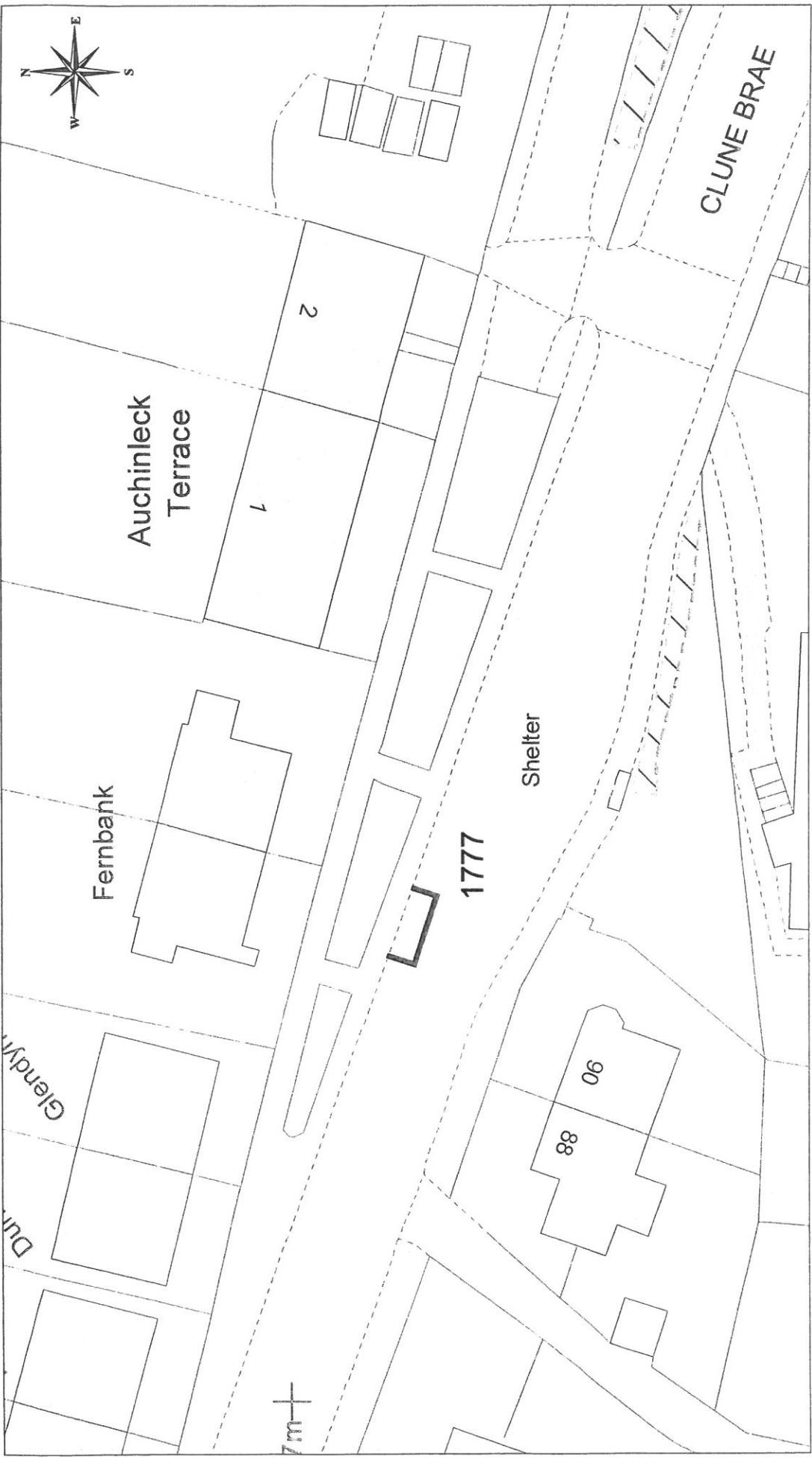
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**DISABLED PERSONS' PARKING PLACE**  
 17 LEWIS ROAD, PORT GLASGOW  
 PLACE No. 1776

**Inverclyde**  
 council  
 Environmental Services

Regeneration & Environment  
 Corporate Director: Aubrey Fawcett  
 Municipal Buildings  
 Civic Square  
 Greenock  
 PA15 1LY  
 Tel: 01475 712712  
 Fax: 01475 712731  
 aubrey.fawcett@inverclyde.gov.uk





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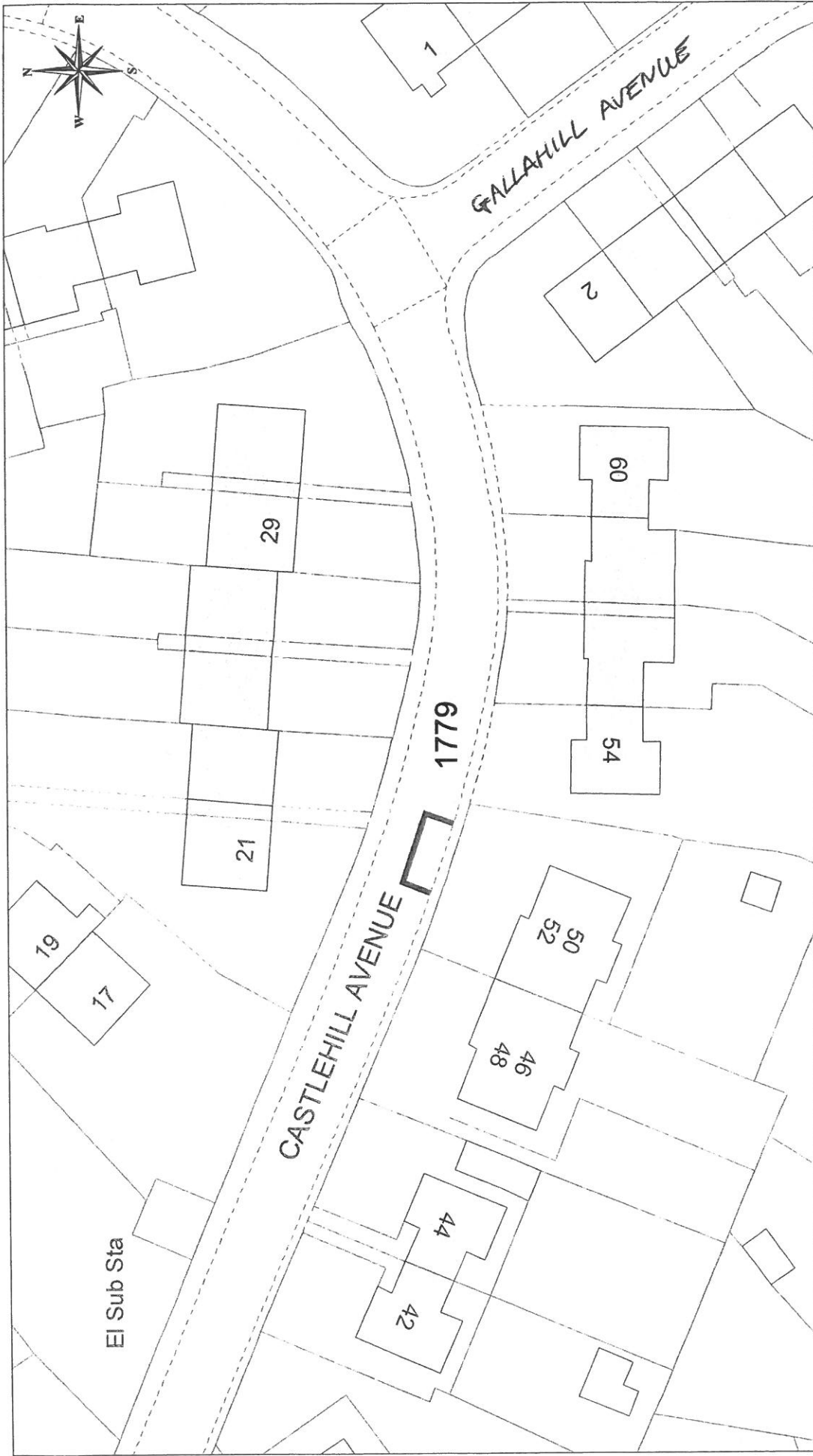
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**DISABLED PERSONS' PARKING PLACE**  
**CLUNEBRAEHAD, PORT GLASGOW**  
**PLACE No. 1777**

**Inverclyde**  
 council  
 Environmental Services

Regeneration & Environment  
 Corporate Director: Aubrey Fawcett

Municipal Buildings  
 Clyde Square  
 Greenock  
 PA15 1LY  
 Tel: 01475 712712  
 Fax: 01475 712731  
 aubrey.fawcett@inverclyde.gov.uk

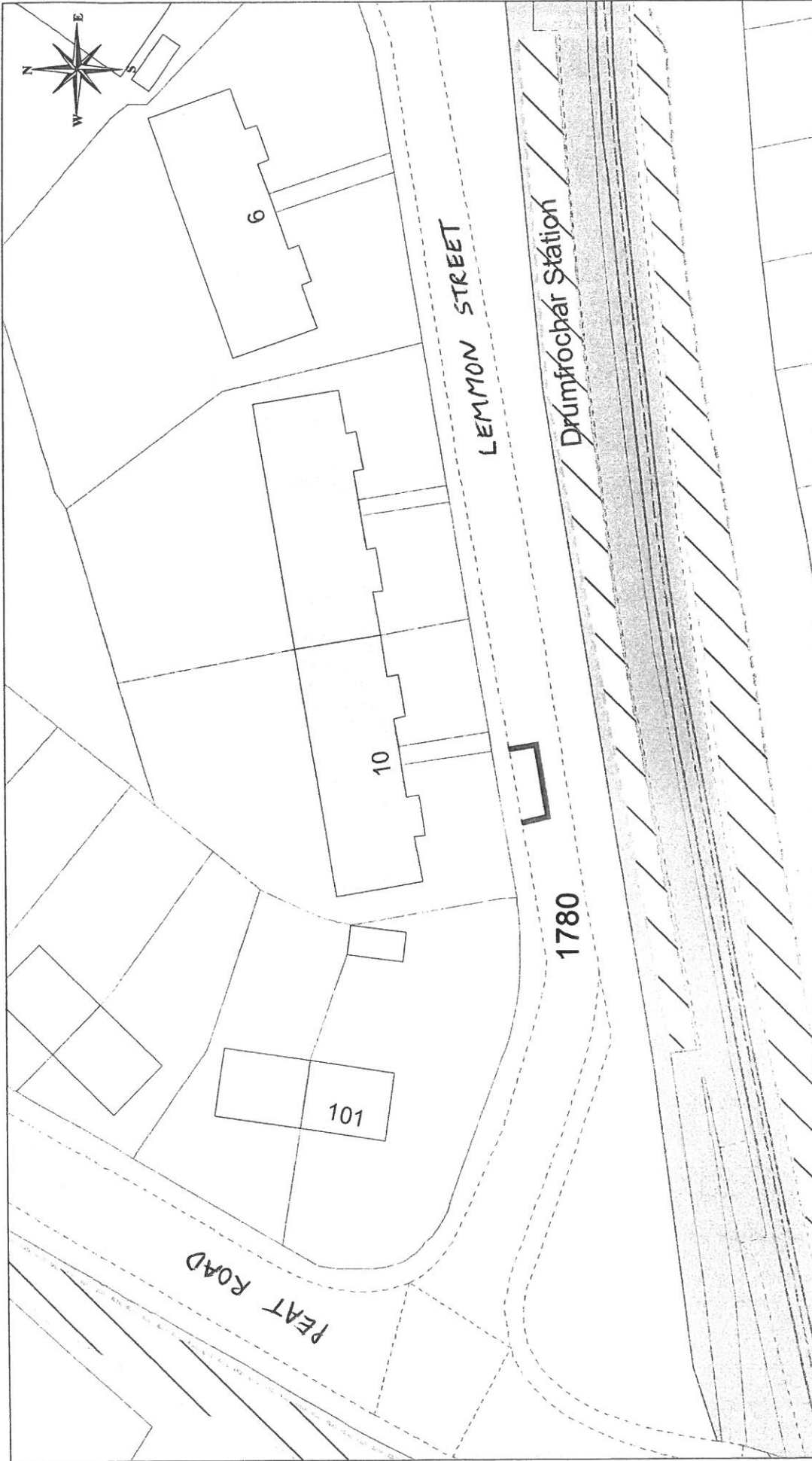


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**Inverclyde**  
 council  
 Environmental Services

Regeneration & Environment  
 Corporate Director: Aubrey Fawcett  
 Municipal Buildings  
 Clyde Square  
 Greenock  
 PA 15 1LY  
 Tel: 01475 712712  
 Fax: 01475 712731  
 aubrey.fawcett@inverclyde.gov.uk

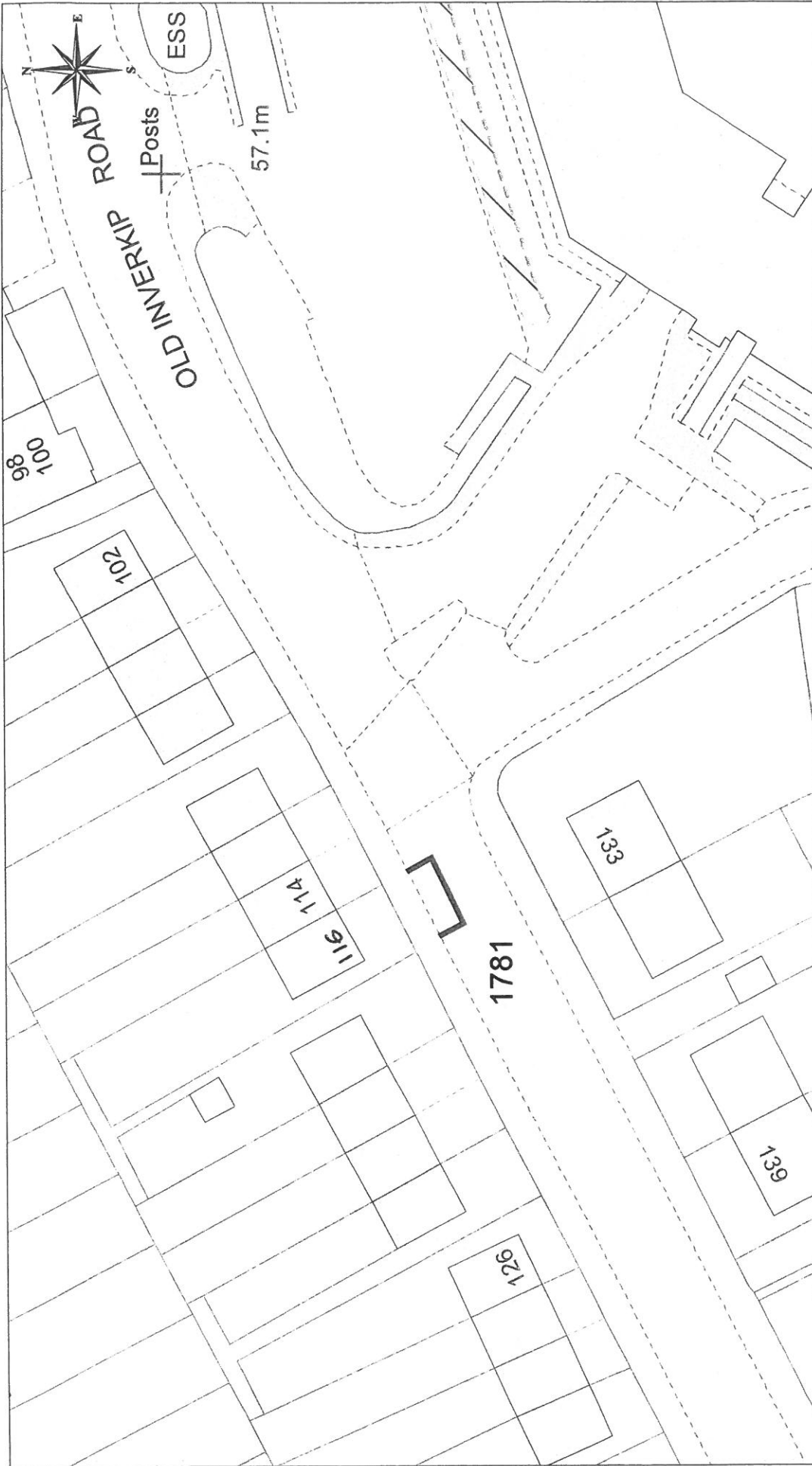
**DISABLED PERSONS' PARKING PLACE**  
**52 CASTLEHILL AVENUE, PORT GLASGOW**  
**PLACE No. 1779**




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**DISABLED PERSONS' PARKING PLACE**  
**10A LEMMON STREET, GREENOCK**  
**PLACE No. 1780**

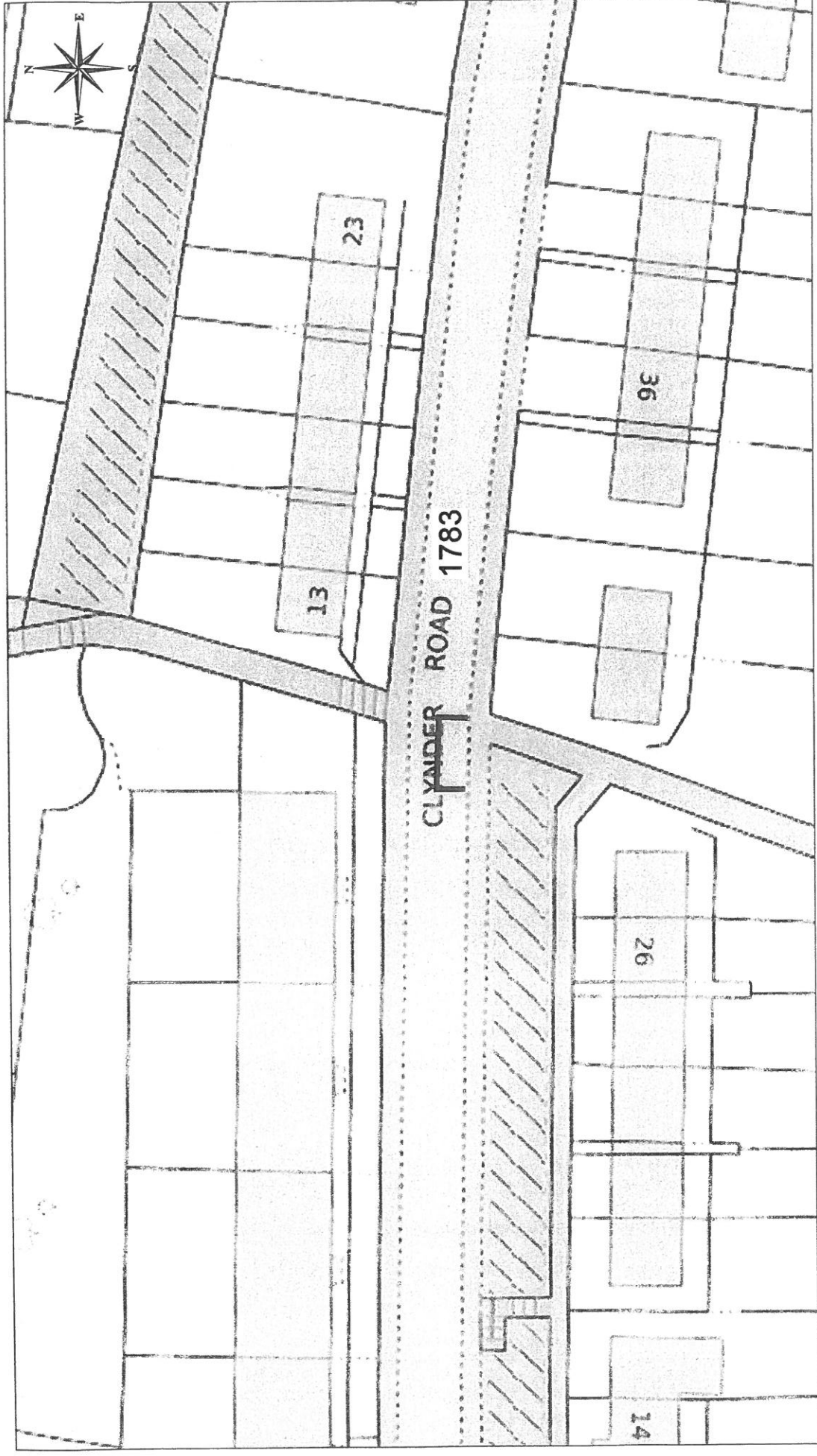
**Inverclyde**  
 council  
**Environmental Services**  
 Regeneration & Environment  
 Corporate Director: Aubrey Fawcett  
 Municipal Buildings  
 Clyde Square  
 Greenock  
 PA15 1LY  
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**DISABLED PERSONS' PARKING PLACE**  
**116 OLD INVERKIP ROAD, GREENOCK**  
**PLACE No. 1781**

**Inverclyde**  
 council  
**Environmental Services**  
 Regeneration & Environment  
 Corporate Director: Aubrey Fawcett  
 Municipal Buildings  
 Civic Square  
 Greenock  
 PA15 1LY  
 Tel: 01475 712712  
 Fax: 01475 712731  
[aubrey.fawcett@inverclyde.gov.uk](mailto:aubrey.fawcett@inverclyde.gov.uk)

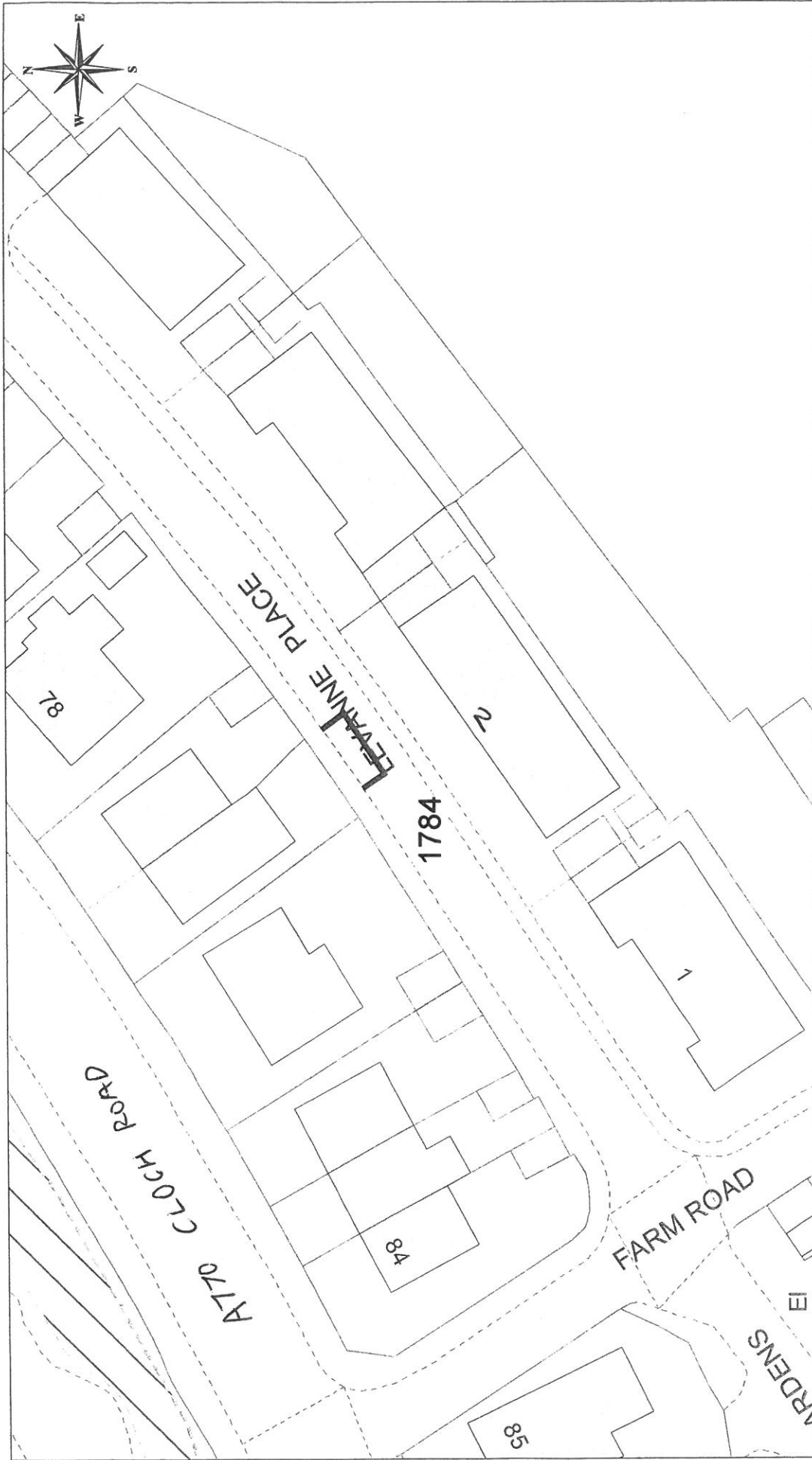


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DISABLED PERSONS' PARKING PLACE  
 28 CLYNDER ROAD, GREENOCK  
 PLACE No. 1783

**Inverclyde**  
 council  
 Environmental Services

Regeneration & Environment  
 Corporate Director: Aubrey Fawcett  
 Municipal Buildings  
 Clyde Square  
 Greenock  
 PA15 1LY  
 Tel: 01475 712712  
 Fax: 01475 712731  
 aubrey.fawcett@inverclyde.gov.uk

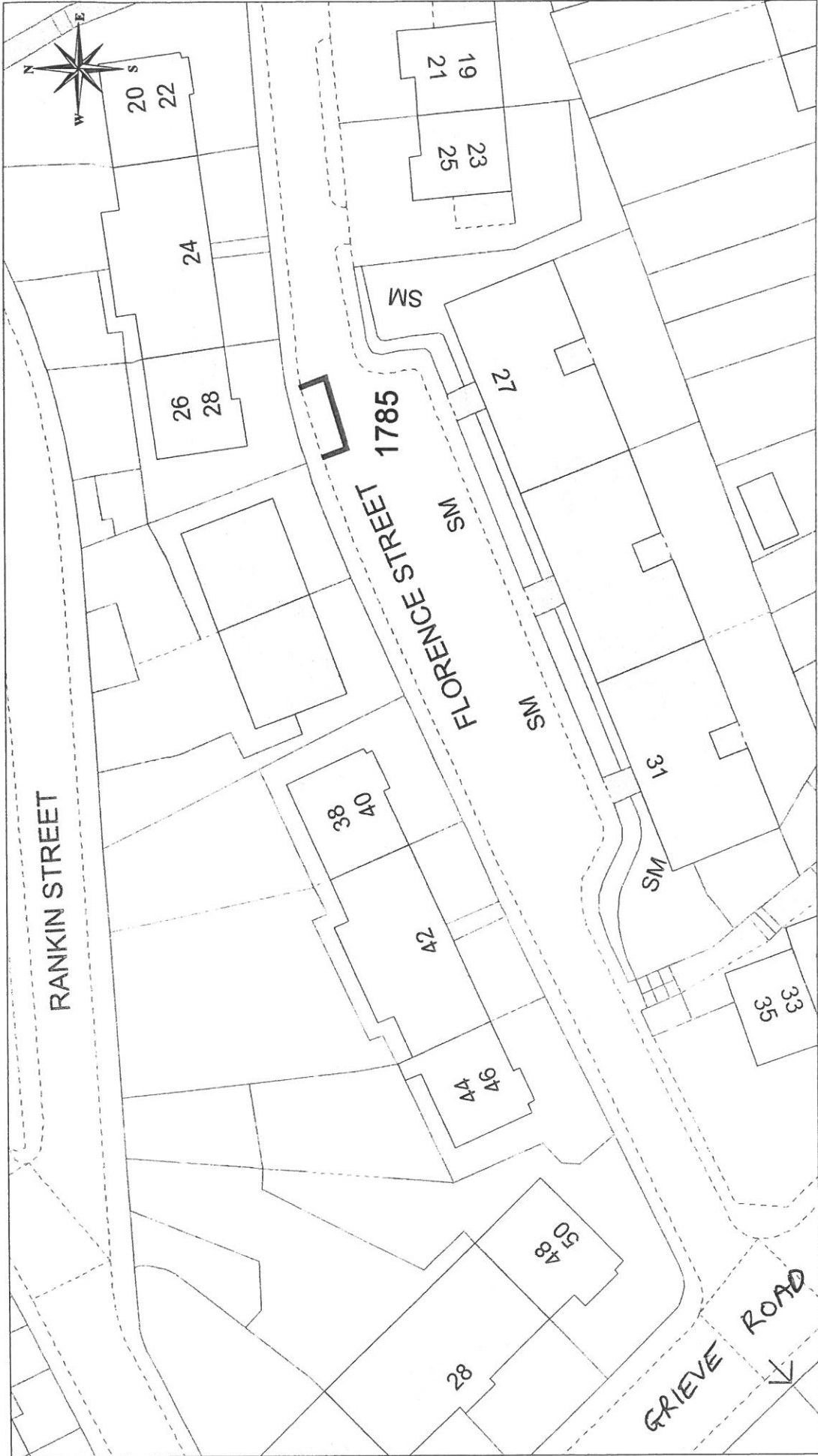



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**DISABLED PERSONS' PARKING PLACE**  
**2 LEVANNE PLACE, GOUROCK**  
**PLACE No. 1784**

**Inverclyde**  
 council  
**Environmental Services**  
 Regeneration & Environment  
 Corporate Director: Aubrey Fawcett  
 Municipal Buildings  
 Clyde Square  
 Greenock  
 PA15 1LY  
 Tel: 01475 712712  
 Fax: 01475 712731  
 aubrey.fawcett@inverclyde.gov.uk

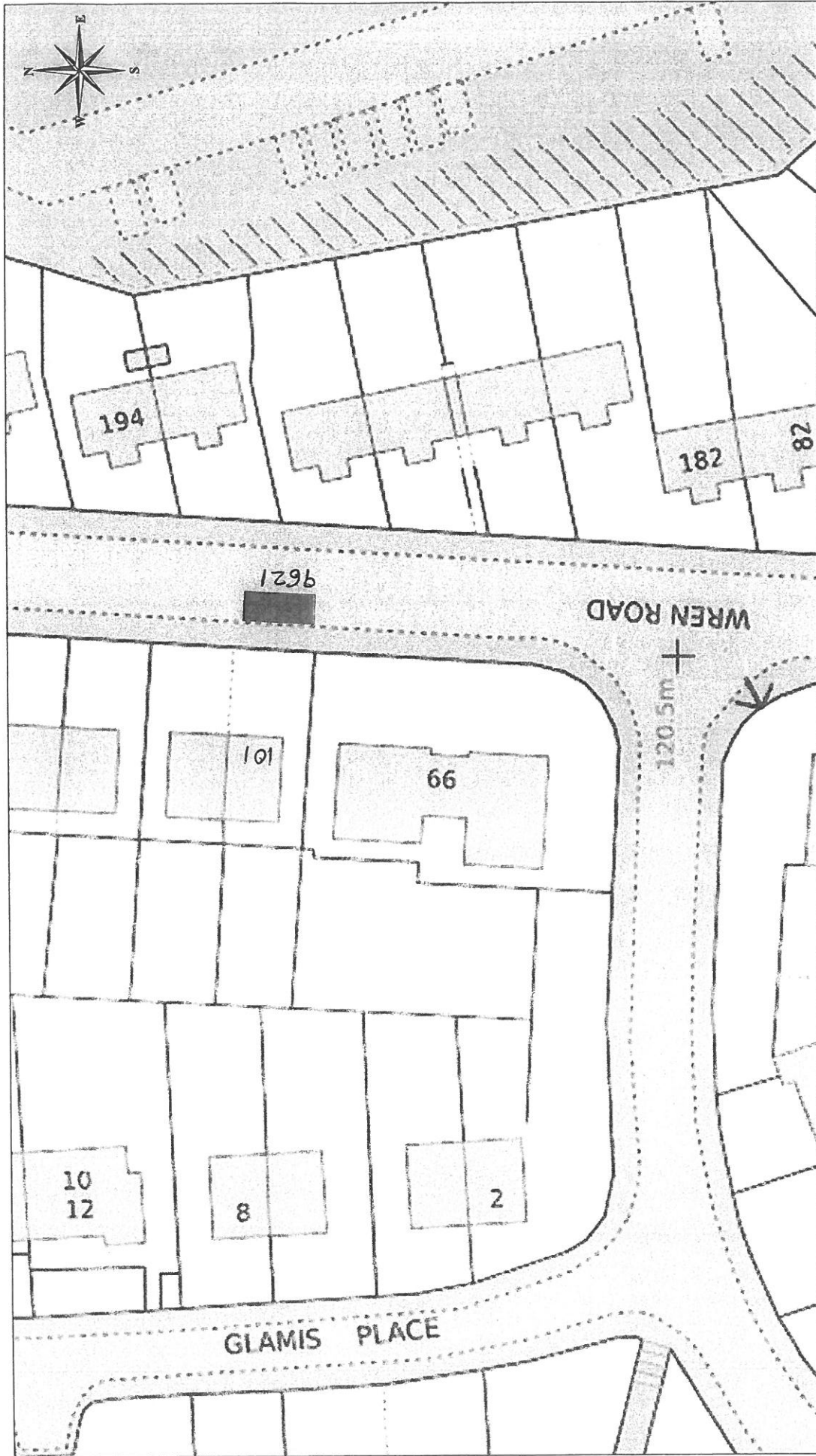





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**DISABLED PERSONS' PARKING PLACE**  
**26 FLORENCE STREET, GREENOCK**  
**PLACE No. 1785**

**Inverclyde**  
 council  
**Environmental Services**  
 Regeneration & Environment  
 Corporate Director: Aubrey Fawcett  
 Municipal Buildings  
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 PA15 1LY  
 Tel: 01475 712712  
 Fax: 01475 712731  
[aubrey.fawcett@inverclyde.gov.uk](mailto:aubrey.fawcett@inverclyde.gov.uk)

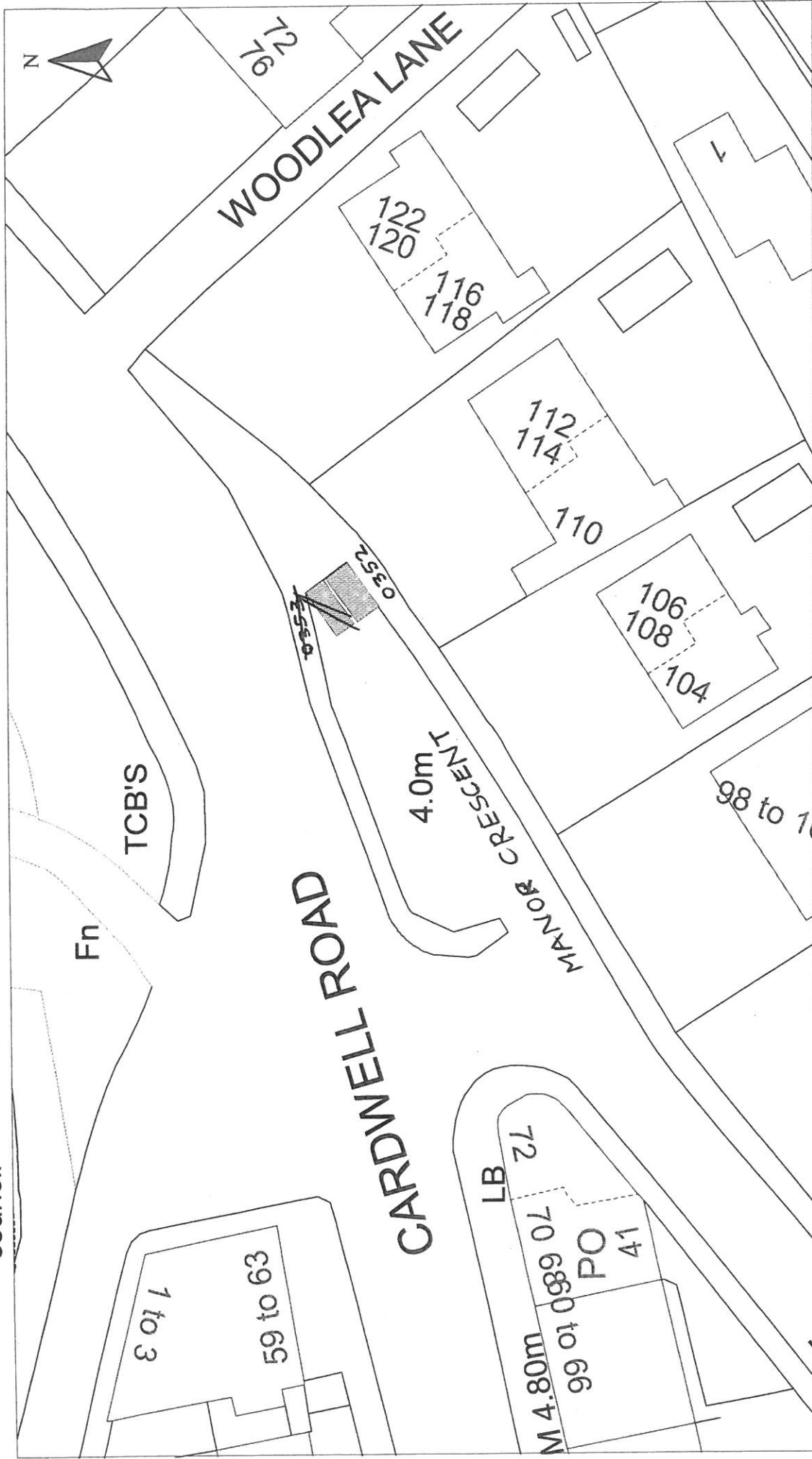



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**DISABLED PERSONS' PARKING PLACE**  
**101 WREN ROAD, GREENOCK**  
**PLACE No. 9621 REVOCATION**

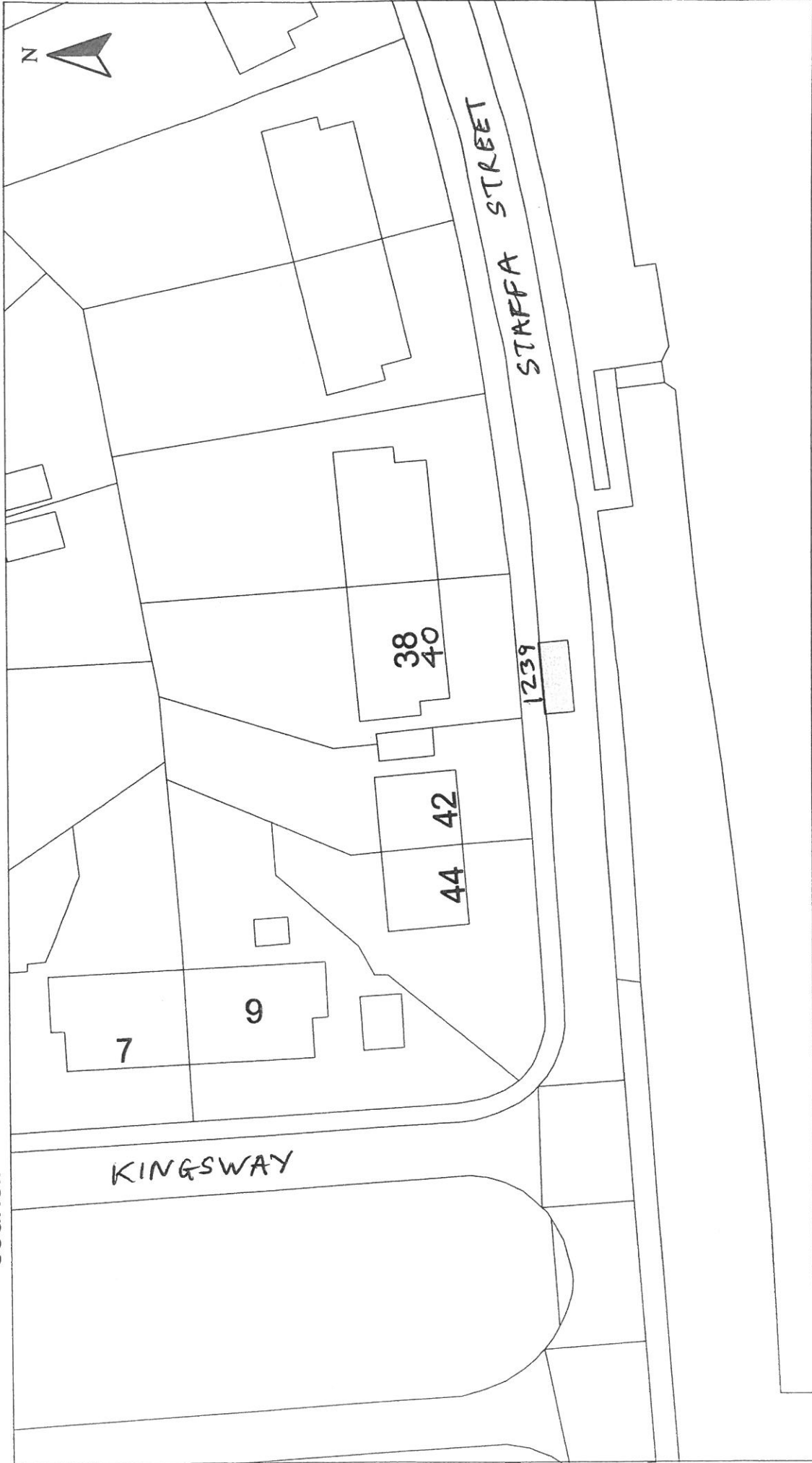
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**Environmental Services**  
 Regeneration & Environment  
 Corporate Director: Aubrey Fawcett  
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<p>HEAD OF TRANSPORTATION AND ROADS R.J. SMALL B.Sc., C.Eng., M.I.C.E.</p>		<p>DISABLED PERSONS' PARKING PLACE 108 MANOR CRESCENT, GOUROCK PLACE No. 0352 REVOCATION</p>		<p>Scale : 1:500</p>	<p>Date : JULY 2004</p>
<p>71 EAST HAMILTON STREET GREENOCK, PA15 2UA</p>		<p>Prepared by : R. MACKAY</p>		<p>Checked by :</p>	
<p>Disabled Bays</p>		<p>Drawn by : R. MACKAY</p>		<p>Approved by :</p>	
		<p>Drawing No. :</p>		<p>File No. : 19/12</p>	

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HEAD OF SERVICE  
IAN MOFFAT

71 EAST HAMILTON STREET  
GREENOCK, PA15 2UA

Disabled Bays

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**DISABLED PERSONS' PARKING PLACE**  
40 STAFFA STREET, GOUROCK  
PLACE No. 1239 REVOCATION

Scale : 1:500

Prepared by : R. MACKAY

Drawn by : R. MACKAY

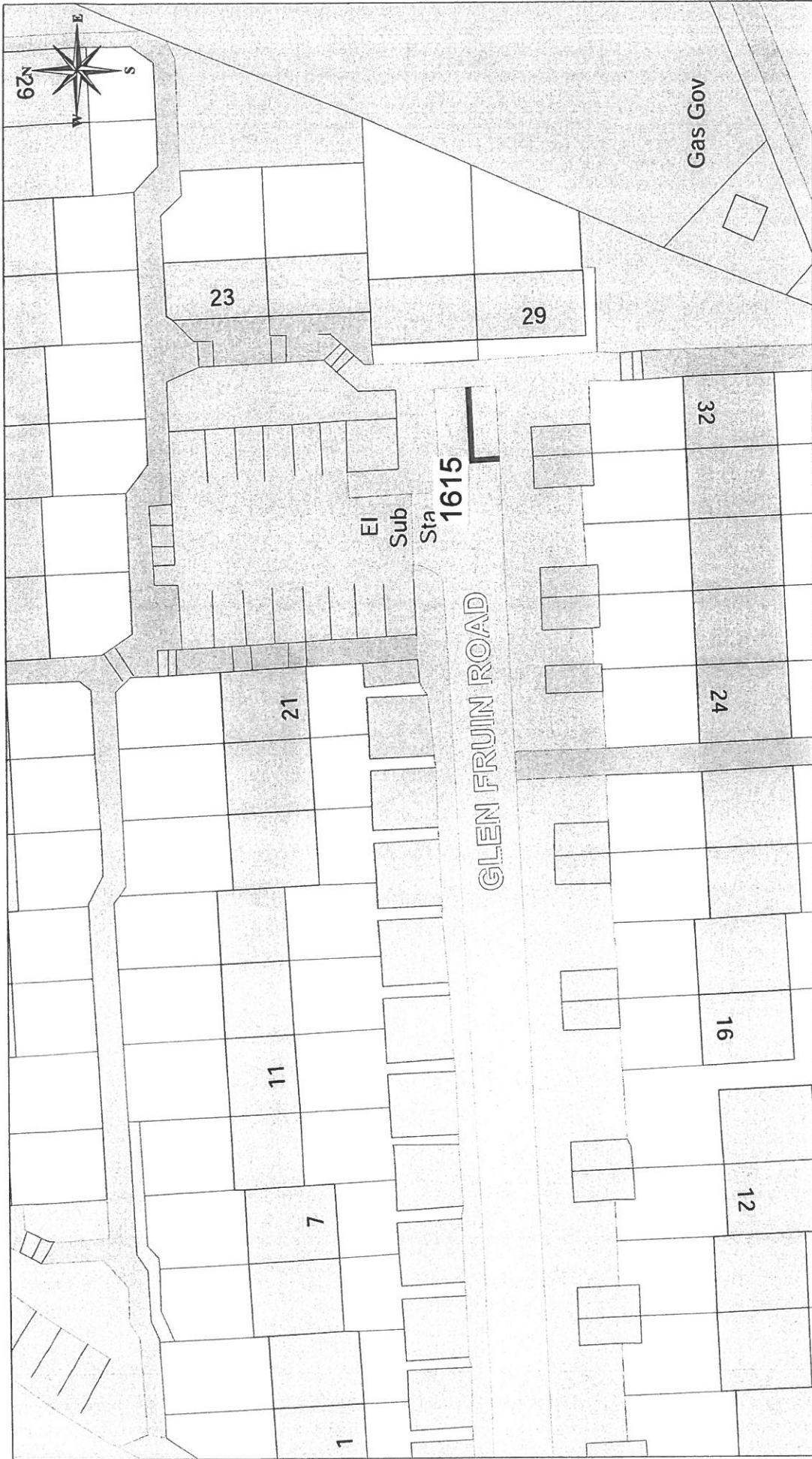
Drawing No. :

Date : NOV 2012

Checked by :

Approved by :

File No. : 19/12



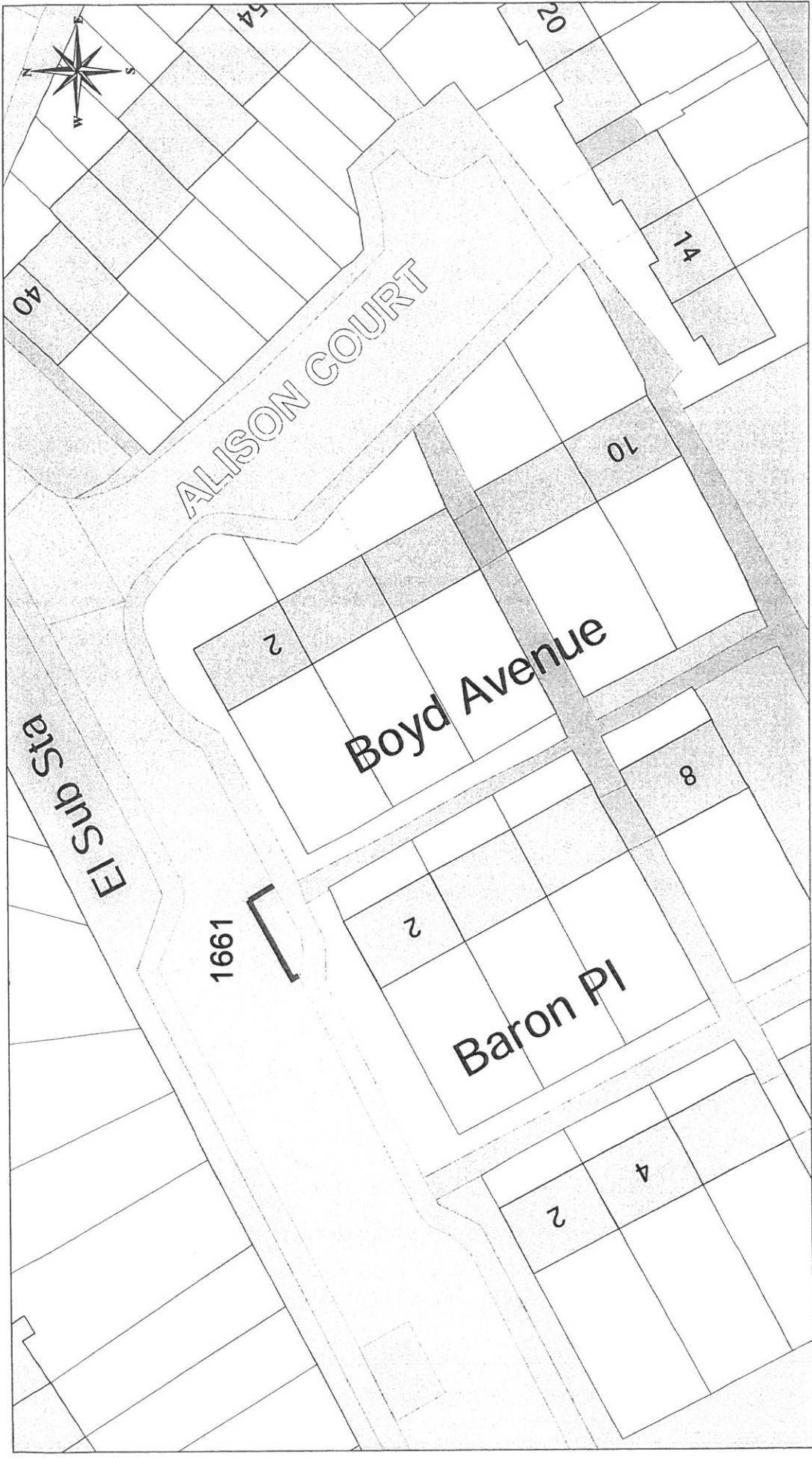
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**Inverclyde**  
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**Environmental Services**

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**DISABLED PERSONS' PARKING PLACE**  
29 GLEN FRUIN ROAD, GREENOCK  
PLACE NO. 1615 REVOCATION




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**DISABLED PERSONS' PARKING PLACE**  
**8 BOYD AVENUE, INVERKIP**  
**PLACE No. 1661 REVOCATION**

**Inverclyde**  
 council  
**Environmental Services**  
 Regeneration & Environment  
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 PA15 1LY  
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**Report To:** Environment & Regeneration Committee    **Date:** 30 August 2018

**Report By:** Corporate Director, Environment, Regeneration & Resources    **Report No:** Lp/079/18

**Contact Officer:** Caroline Ross    **Contact No:** 01475 712115

**Subject:** Proposed Traffic Regulation Order – Disabled Persons’ Parking Places (On Street) Order No. 3 2018

---

## 1.0 PURPOSE

- 1.1 Local Authorities are empowered to make Orders under the Road Traffic Regulation Act 1984 as amended and under the Council’s Scheme of Administration the Head of Environmental and Public Protection is responsible for the making, implementation and review of Traffic Management Orders and Traffic Regulation Orders.
- 1.2 The provision of on-street parking places for use by disabled drivers, who are the holders of a Disabled Person’s Badge, is regulated by The Disabled Persons’ Parking Places (Scotland) Act 2009. Inverclyde Council is required to promote a Traffic Regulation Order to regulate the use of such parking places.

## 2.0 SUMMARY

- 2.1 In order to comply with The Disabled Persons’ Parking Places (Scotland) Act 2009, Section 5, it is proposed to introduce a Traffic Regulation Order to accompany the provision of parking places for the disabled. This will restrict parking to drivers displaying a Disabled Person’s Badge only and will enable the Police to enforce such restrictions. The proposed Order will also revoke those parking places no longer required in order to maximise street parking capacity.

## 3.0 RECOMMENDATION

- 3.1 That the Committee recommend to The Inverclyde Council the making of the Traffic Regulation Order – Disabled Persons’ Parking Places (On-Street) Order No. 3 2018 and remit it to the Head of Environmental and Public Protection and the Head of Legal and Property Services to arrange for its implementation.

**Gerard Malone**  
**Legal and Property Services**

## **4.0 BACKGROUND**

- 4.1 Currently no Traffic Regulation Orders exist at the locations shown in the Order which would prohibit the allocation of parking places for Disabled Person's Badge holders.
- 4.2 No objections were received to the proposed Order.
- 4.3 The Committee is asked to note that, if approved, the Order may not be implemented until the making of the Order has been advertised to allow any persons who so wish a period of six weeks to question the validity of the Order in terms of the Road Traffic Regulation Act 1984.

## **5.0 IMPLICATIONS**

### **Finance**

- 5.1 There are no financial implications arising from this report.

### **Legal**

- 5.2 There are no legal implications arising from this report.

### **Human Resources**

- 5.3 There are no HR implications arising from this report.

### **Equalities**

- 5.4 There are no equalities implications arising from this report.

### **Repopulation**

- 5.5 There are no repopulation implications arising from this report.

## **6.0 CONSULTATIONS**

- 6.1 The proposals have been advertised in the Greenock Telegraph and full details of the proposals have been made available for public inspection during normal office hours at the offices of the Head of Environmental and Public Protection, the Head of Legal and Property Services and at Central, Port Glasgow, and Gourock Libraries. A copy of the draft Order is appended hereto for Members' information. Appendix 1

## **7.0 LIST OF BACKGROUND PAPERS**

- 7.1 None

**THE INVERCLYDE COUNCIL**  
**DISABLED PERSONS' PARKING PLACES**  
**(ON-STREET) ORDER NO. 3 2018**  
**TRAFFIC REGULATION ORDER**



**THE INVERCLYDE COUNCIL**  
**DISABLED PERSONS' PARKING PLACES (ON-STREET)**  
**ORDER NO. 3 2018**

The Inverclyde Council in exercise of the powers conferred on them by Section 32(1) of the Road Traffic Regulation Act 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Constable of Police Scotland in accordance with Part III of Schedule 9 to the Act hereby make the following Order.

1. This Order may be cited as "The Inverclyde Council Disabled Persons' Parking Places (On-Street) Order No. 3 2018" and shall come into operation on ???????, 2018.

2. In this Order the following expressions have the meanings hereby assigned to them:-

"Council" means The Inverclyde Council or its successors as Roads Authority;

"disabled person's badge" means:

- (a) a badge issued under Section 21 of the Chronically Sick and Disabled Persons Act 1970 (as amended);
- (b) a badge issued under a provision of the law of Northern Ireland corresponding to that section; or
- (c) a badge issued by any member State other than the United Kingdom for purposes corresponding to the purposes for which badges under that section are issued;

and which has not ceased to be in force;

"disabled person's vehicle" means a vehicle lawfully displaying a disabled person's badge;

"parking attendant" means a person employed in accordance with Section 63A of the Act to carry out the functions therein;

"parking place" means an area of land specified by number and name in Columns 1 and 2 in the Schedule to this Order;

"traffic sign" means a sign prescribed or authorised under Section 64 of the Act; and

"vehicle" unless the context otherwise requires, means a vehicle of any description and includes a machine or implement of any kind drawn or propelled along roads whether or not by mechanical power.

3. The Schedule titled "Disabled Persons' Parking Places (On Street) Order No. 3 2018" forms the Schedule to this Order.

4. Each area of road which is described in the Schedule to this Order and the plans relative to this Order is hereby designated as a parking place.

5. The parking places shall only be used for the leaving of disabled persons' vehicles displaying a valid disabled person's badge.



6. The limits of each parking place shall be indicated on the carriageway as prescribed by The Traffic Signs Regulations and General Directions 2016.

7. Every vehicle left in any parking place shall stand such that no parking place is occupied by more than one vehicle and that every part of the vehicle is within the limits of the parking place provided that, where the length of a vehicle precludes compliance with this paragraph, such vehicle shall be deemed to be within the limits of a parking place if:-

the extreme front portion or, as the case may be, the extreme rear portion of the vehicle is within 300mm of an indication on the carriageway provided under this Order in relation to the parking place; and

the vehicle, or any part thereof, is not within the limits of any adjoining parking place.

8. Any person duly authorised by the Council or a police officer in uniform or a traffic warden or parking attendant may move or cause to be moved in case of any emergency, to any place they think fit, vehicles left in a parking place.

9. Any person duly authorised by the Council may suspend the use of a parking place or any part thereof whenever such suspension is considered reasonably necessary:-

for the purpose of facilitating the movement of traffic or promoting its safety;

for the purpose of any building operation, demolition, or excavation in or adjacent to the parking place or the laying, erection, alteration, removal or repair in or adjacent to the parking place of any sewer or of any main, pipe, apparatus for the supply of gas, water electricity or of any telecommunications apparatus, traffic sign or parking meter;

for the convenience of occupiers of premises adjacent to the parking place on any occasion of the removal of furniture from one office or dwellinghouse to another or the removal of furniture from such premises to a depository or to such premises from a depository;

on any occasion on which it is likely by reason of some special attraction that any street will be thronged or obstructed; or

for the convenience of occupiers of premises adjacent to the parking place at times of weddings or funerals or on other special occasions.

10. A police officer in uniform may suspend for not longer than twenty four hours the use of a parking place or part thereof whenever such suspension is considered reasonably necessary for the purpose of facilitating the movement of traffic or promoting its safety.

11. This Order insofar as it relates to the parking places to be revoked (R) and amended, as specified in the Schedule to this Order, partially revokes and amends The Inverclyde Council Disabled Persons' Parking Places (On-Street) Order Nos. 01/2007, 02/2010, 01/2010, 02/2011, 03/2011, 04/2013, 02/2015, 03/2015, 04/2017 and 01/2018 respectively.

Sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by ????????????, Proper Officer, on the ?????????? day of ????????, Two Thousand and Eighteen.

**THE INVERCLYDE COUNCIL**

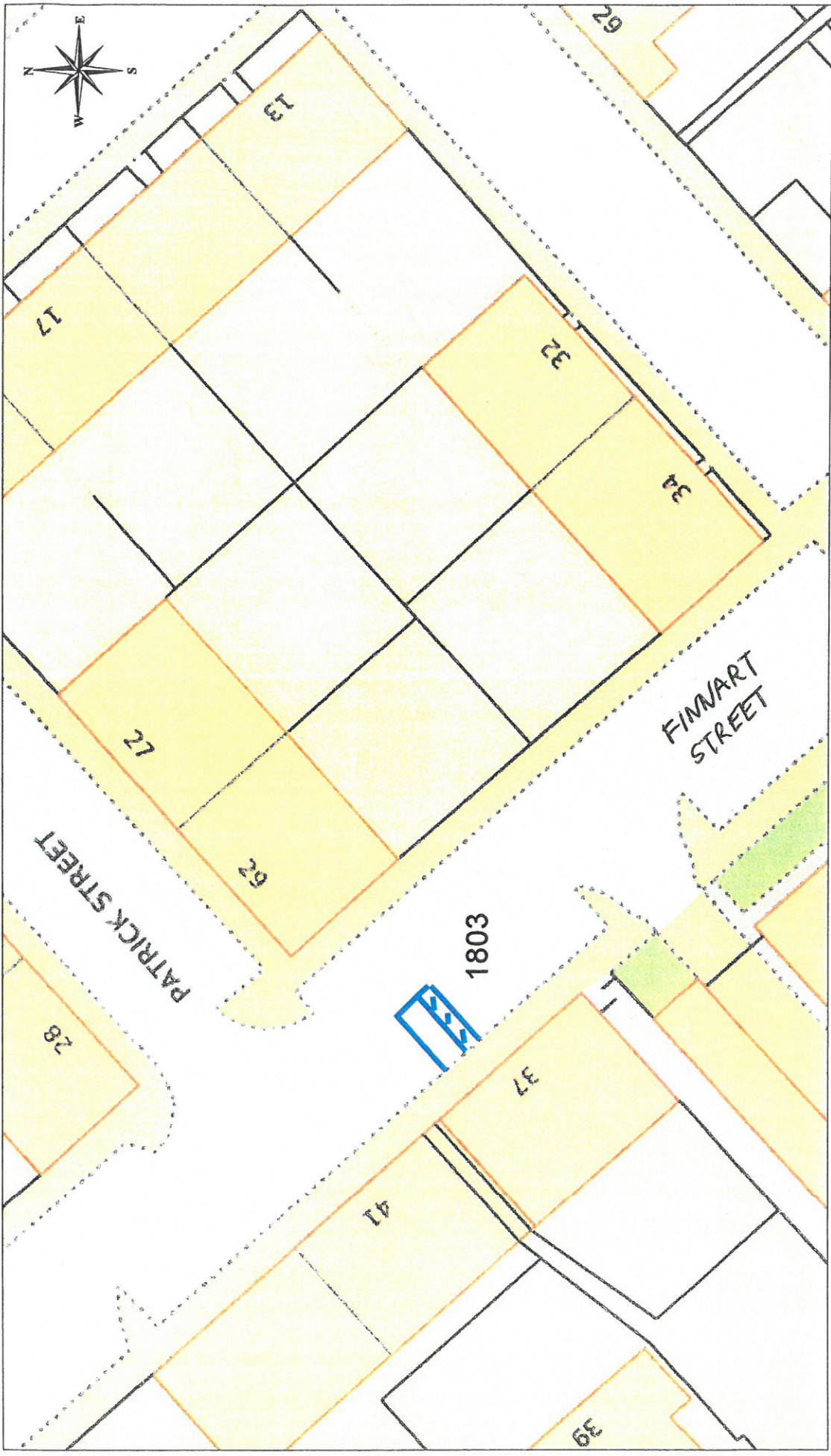
**DISABLED PERSONS' PARKING PLACES  
(ON-STREET) ORDER NO. 3 2018**

**Statement of Reasons for Proposing to Make  
the above Order**

It is considered necessary in order to comply with The Disabled Persons' Parking Places (Scotland) Act 2009, Section 5, to make the above Order to provide assistance for disabled persons who hold a badge under the Disabled Persons (Badges for Motor Vehicles) (Scotland) Regulations 2000 as amended and by revoking those parking places no longer required to maximise street parking capacity.

Willie Rennie  
Head of Environmental & Commercial Services  
1 Ingleston Park  
Cartsburn Street  
GREENOCK  
PA15 4UE





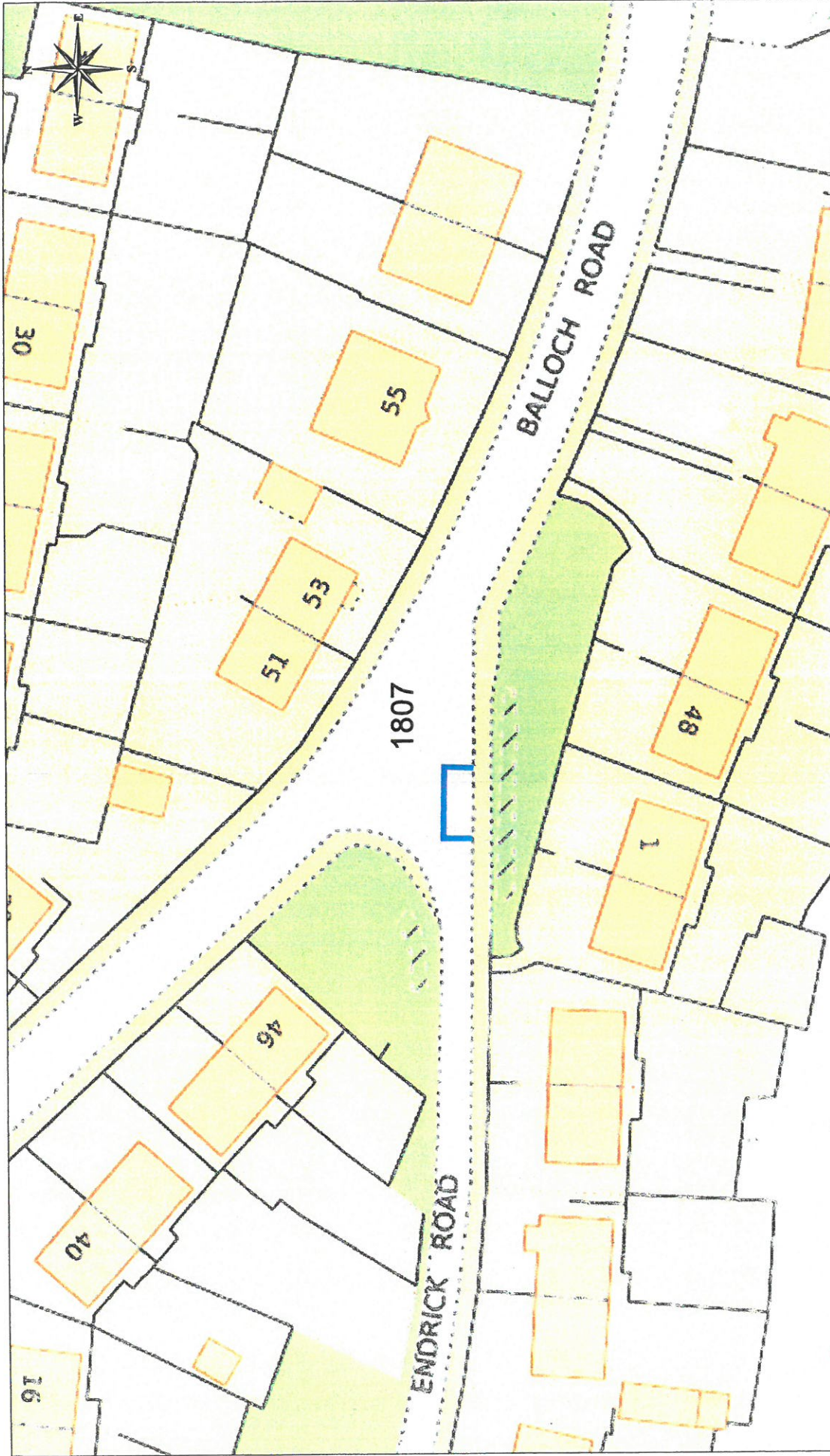

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**DISABLED PERSONS' PARKING PLACE**  
**37 FINNART STREET, GREENOCK**  
**PLACE No. 1803**

**Inverclyde**  
**council**  
 Environmental and Commercial Services

Environment, Regeneration & Resources  
 Corporate Director: Scott Allan BSc., C.Eng., M.I.C.E.  
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 Greenock  
 PA15 1LY  
 Tel: 01475 712712  
 Fax: 01475 712731  
 scott.allan@inverclyde.gov.uk






  
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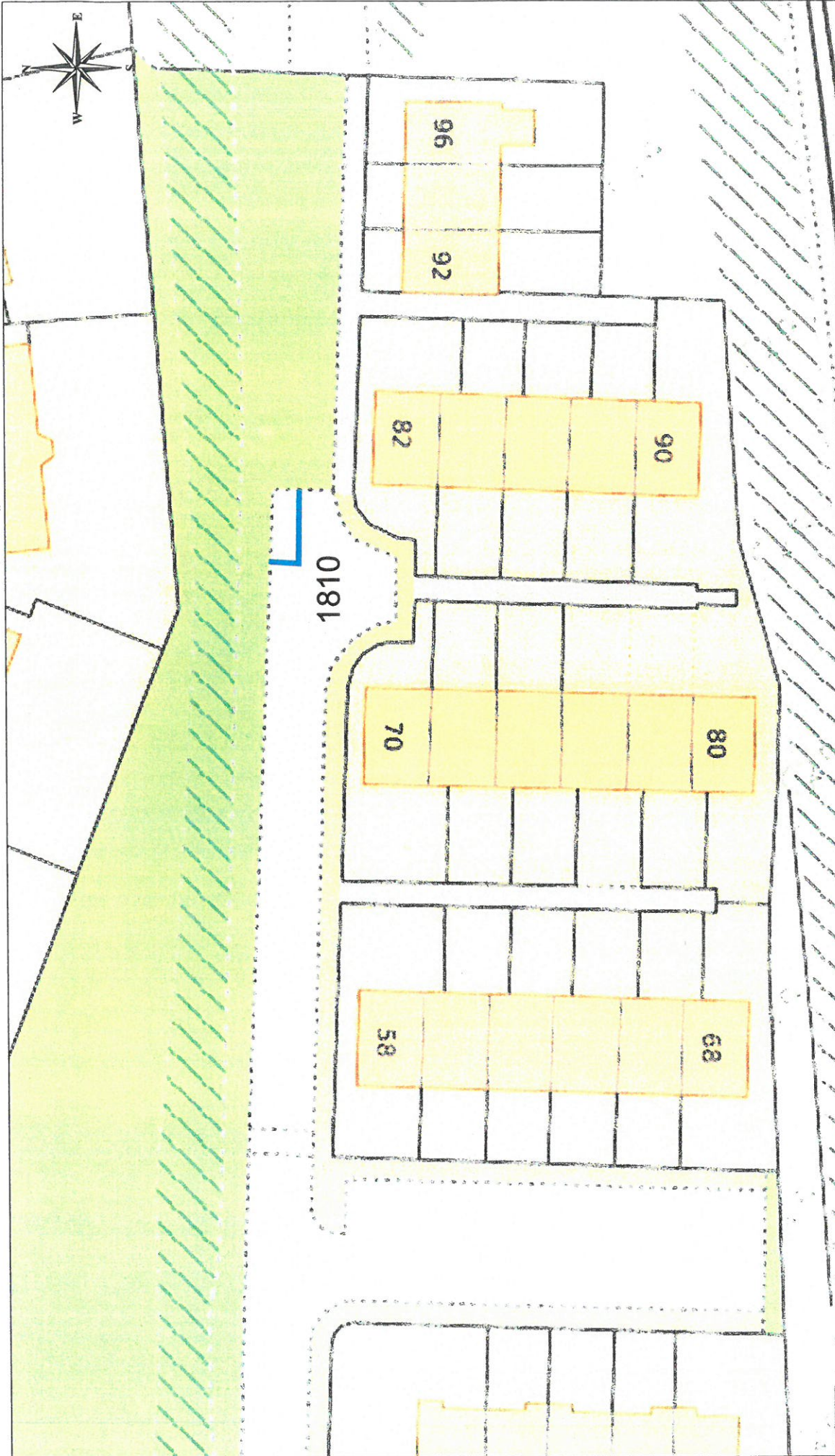
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**DISABLED PERSONS' PARKING PLACE**  
**1 ENDRICK ROAD, GREENOCK**  
**PLACE No. 1807**

**Inverclyde**  
**Council**

**Environmental and Commercial Services**  
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 scott.allan@inverclyde.gov.uk





**Inverclyde**  
Council

Environmental and Commercial Services

Environment, Regeneration & Resources  
Corporate Director: Scott Allan BSc., C.Eng., M.I.C.E.

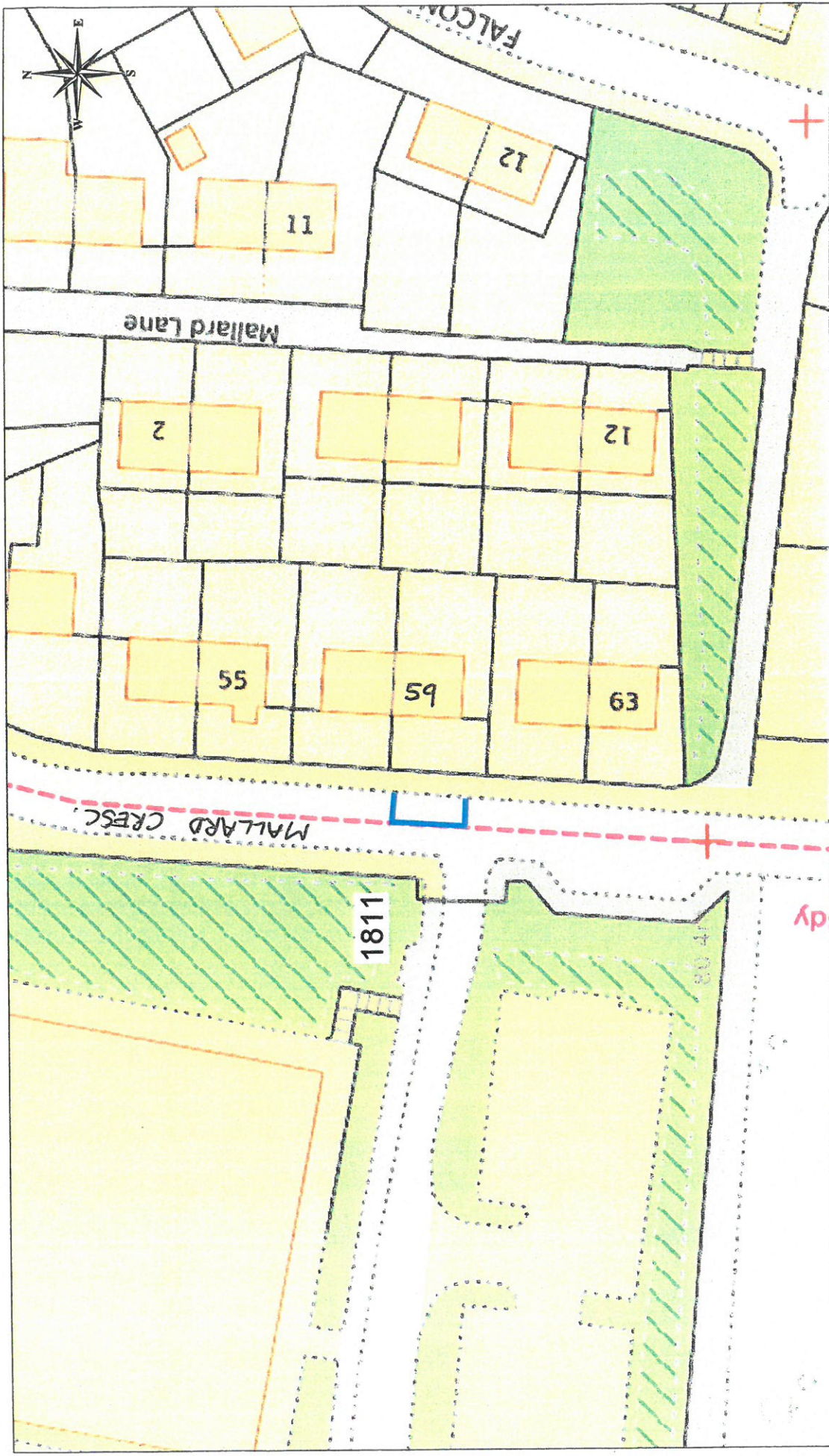
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PA15 1LY  
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DISABLED PERSONS' PARKING PLACE  
96 SINCLAIR STREET, GREENOCK  
PLACE No. 1810





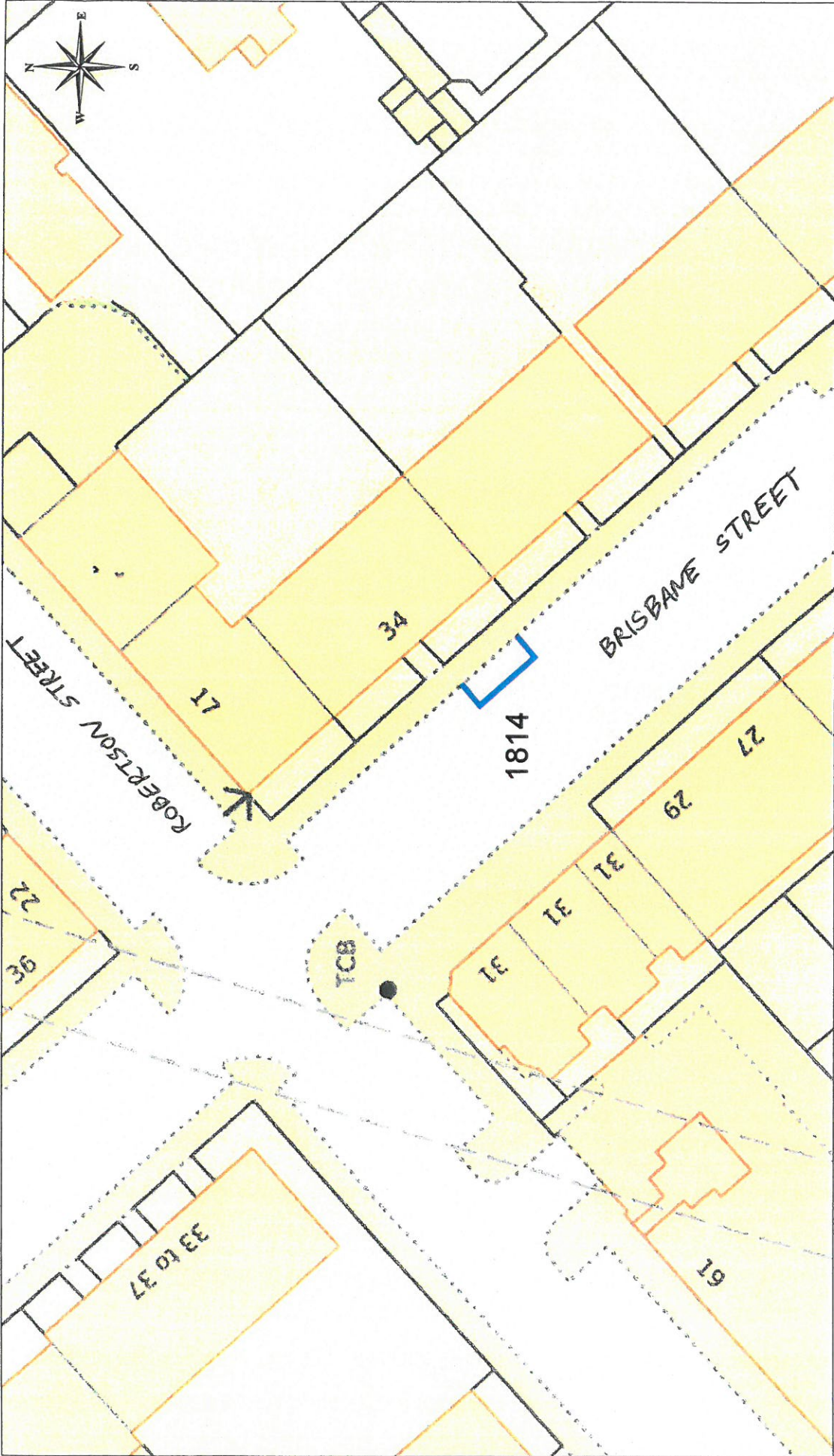
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**DISABLED PERSONS' PARKING PLACE**  
**59 MALLARD CRESCENT, GREENOCK**  
**PLACE NO. 1811**

**Inverclyde**  
 council  
 Environmental and Commercial Services

Environment, Regeneration & Resources  
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 Clyde Square  
 Greenock  
 PA15 1LJ  
 Tel: 01475 712712  
 Fax: 01475 712711  
 scott.allan@inverclyde.gov.uk





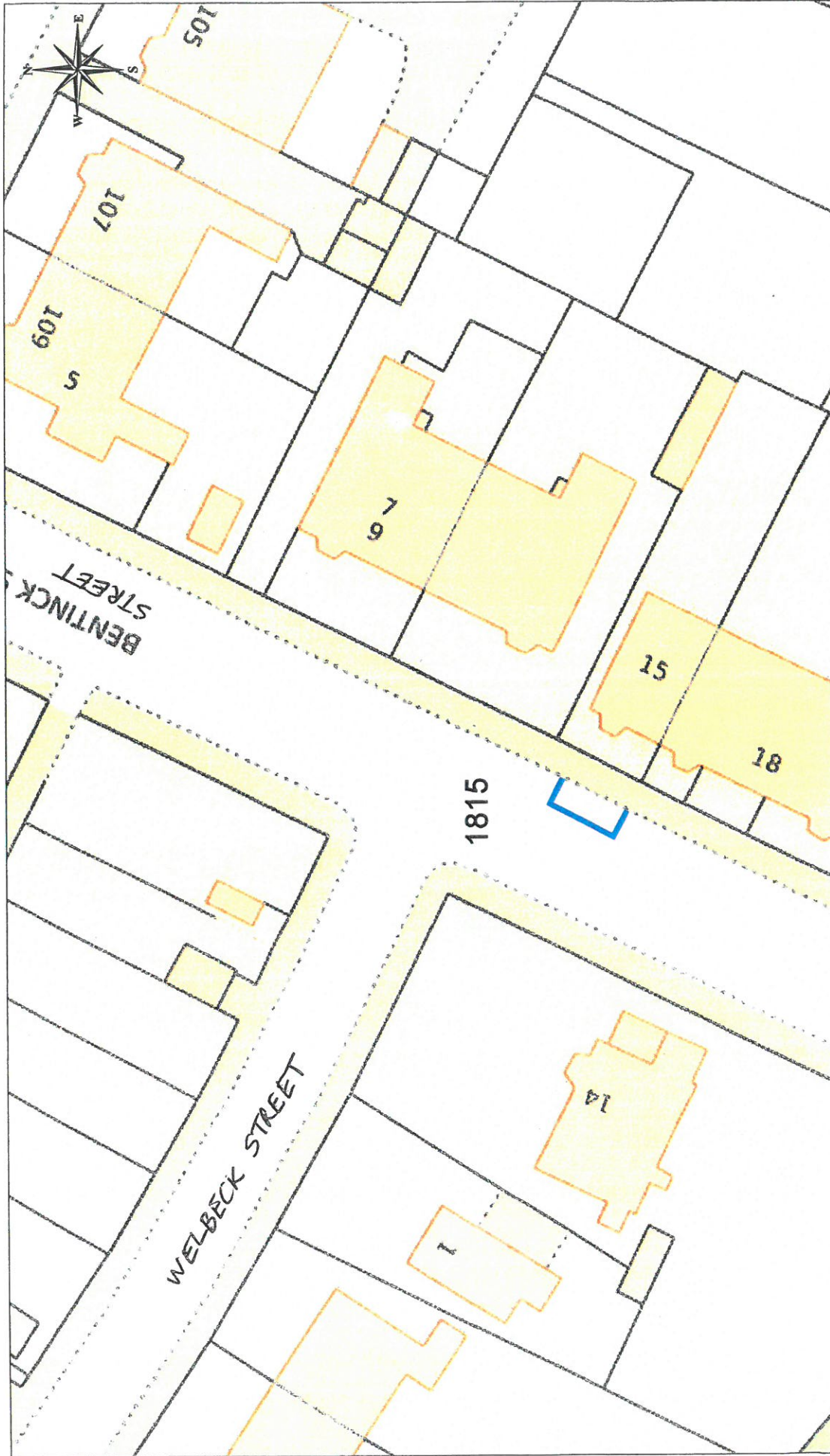

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 scott.allan@inverclyde.gov.uk

DISABLED PERSONS' PARKING PLACE  
 34 BRISBANE STREET, GREENOCK  
 PLACE No. 1814

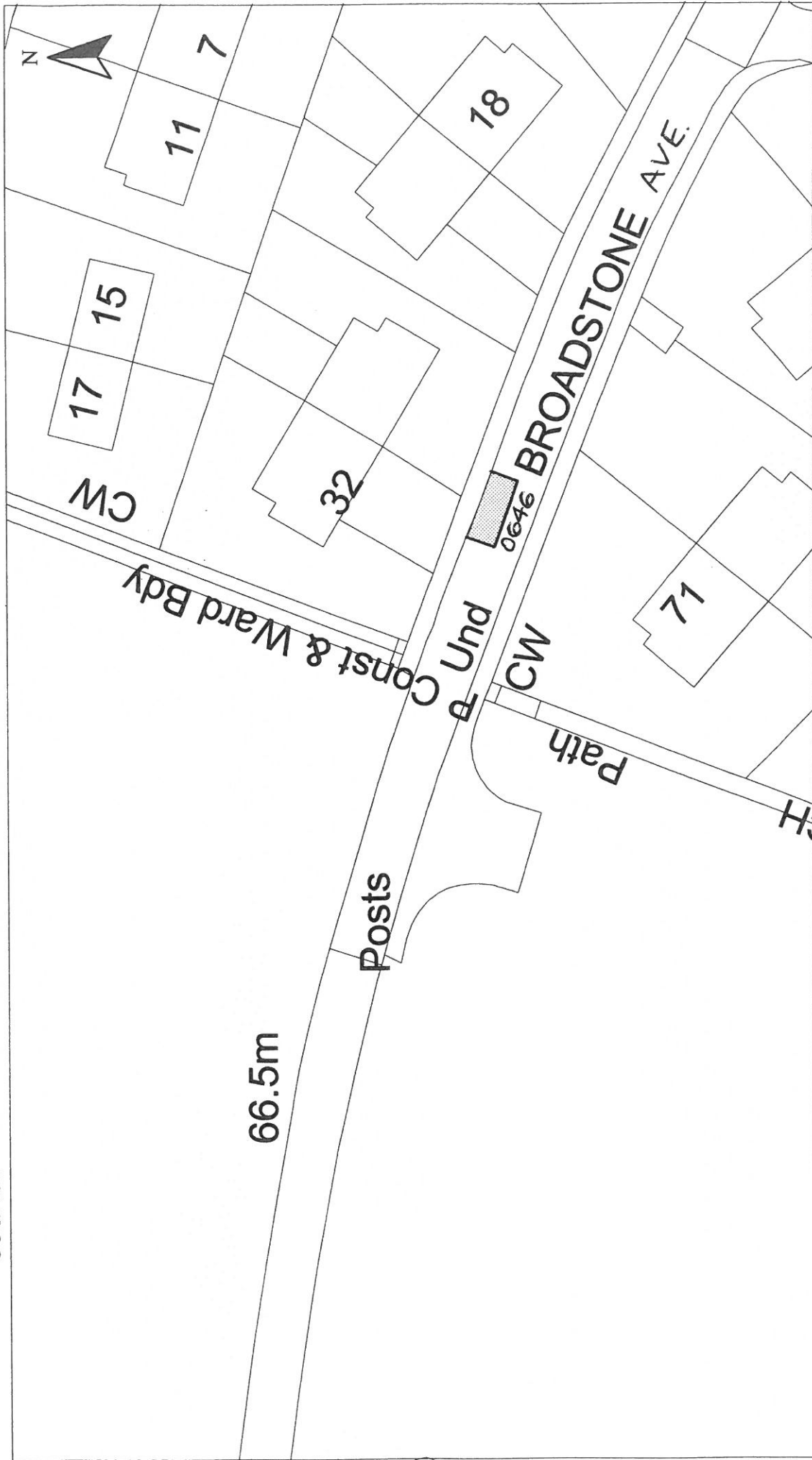




DISABLED PERSONS' PARKING PLACE  
 15 BENTINCK STREET, GREENOCK  
 PLACE No. 1815

**Inverclyde** council  
 Environmental and Commercial Services

Environment, Regeneration & Resources  
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HEAD OF PLANNING AND TRANSPORTATION  
F. K. WILLIAMSON

Disabled Bays

6 CATHCART SQUARE  
GREENOCK, PA15 1LS

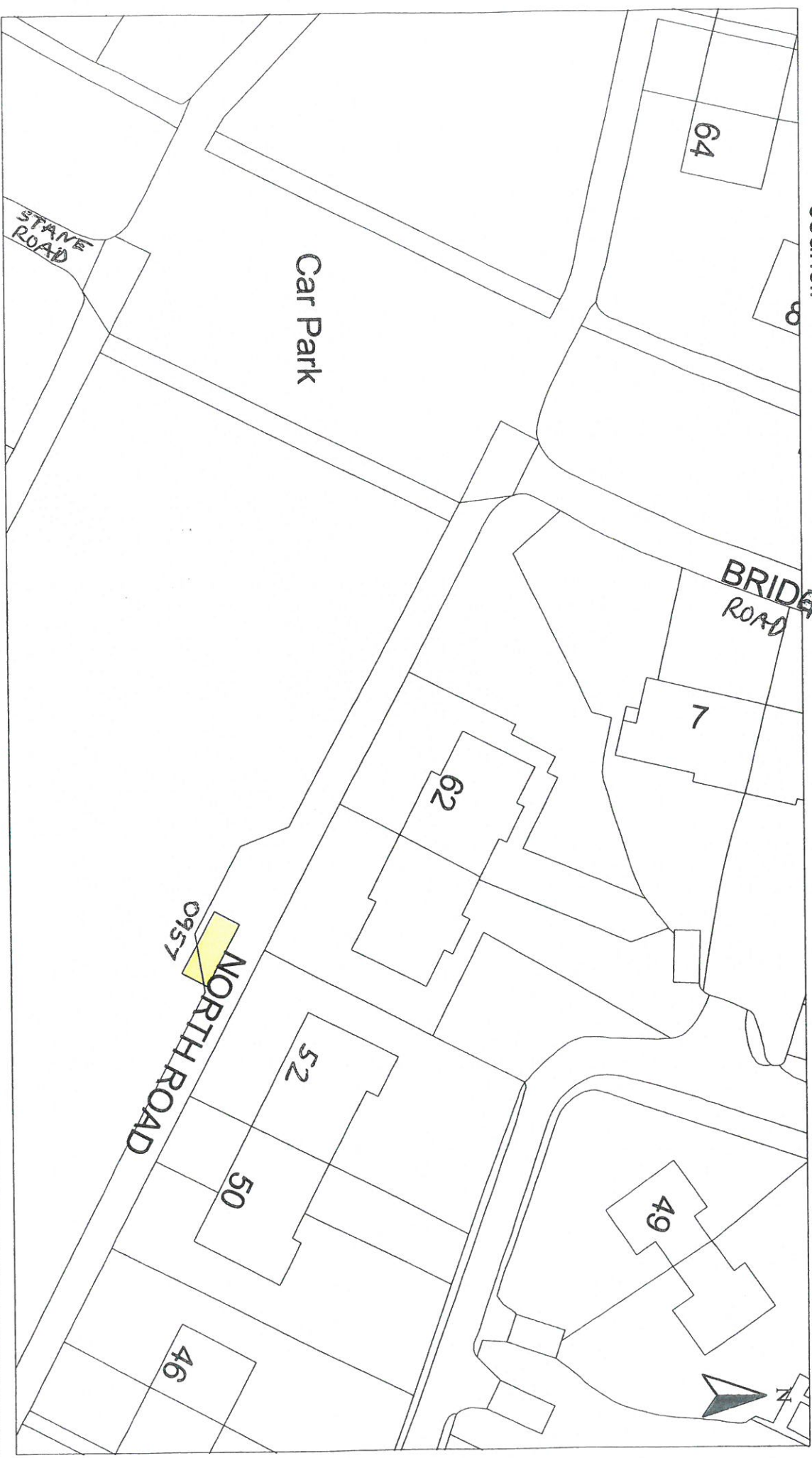
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DISABLED PERSONS' PARKING PLACE  
71 BROADSTONE AVENUE, PORT GLASGOW  
PLACE No. 0646 REVOCATION

Scale : 1:500  
Prepared by : R. MACKAY  
Drawn by : R. MACKAY  
Drawing No. :  
Date : FEB 2007  
Checked by :  
Approved by :  
File No. : 19/12

# Inverclyde council ENVIRONMENTAL SERVICES



HEAD OF SERVICE  
ALAN G BARNES MCIMM CENV

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GREENOCK, PA15 2UA

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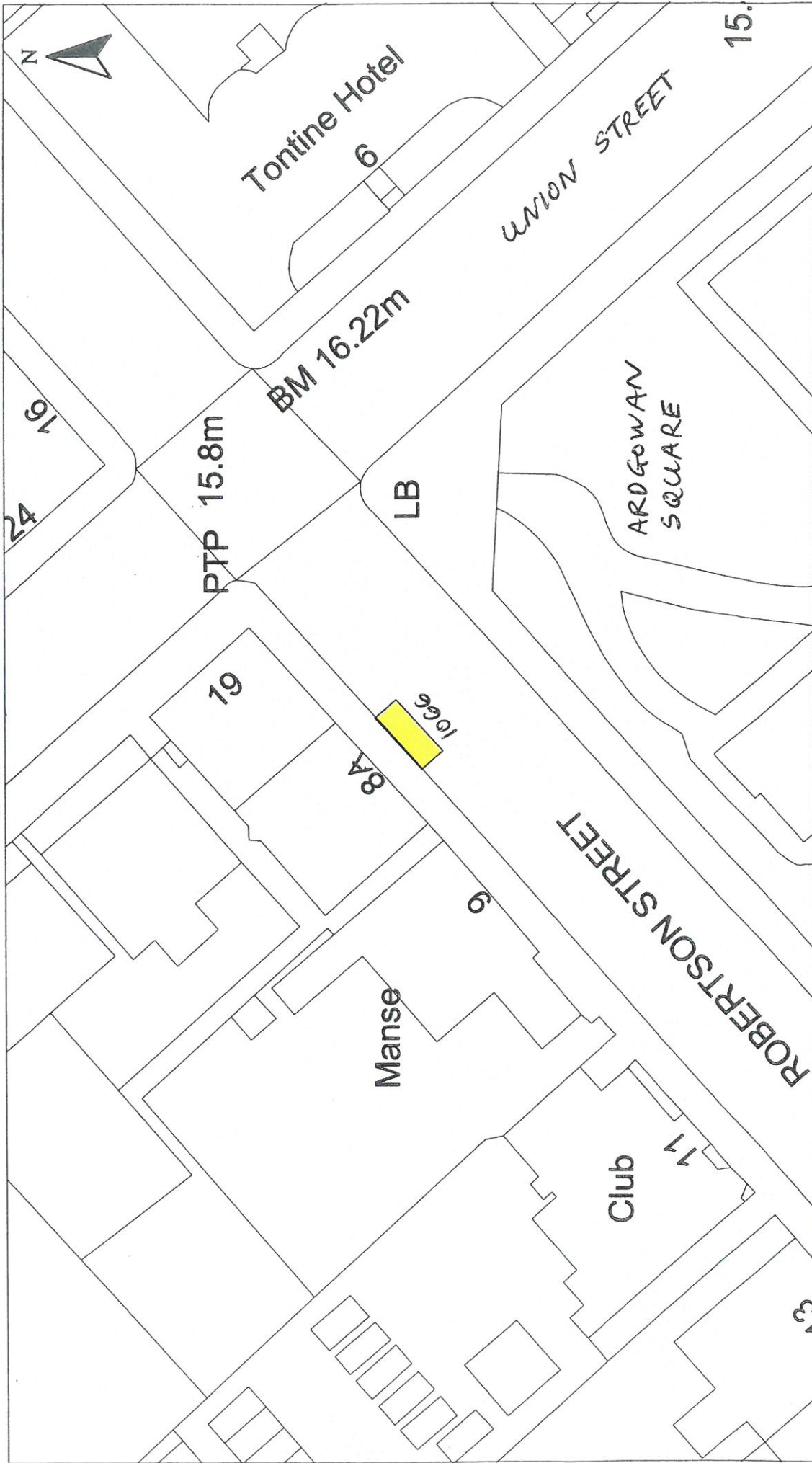
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52 NORTH ROAD, PORT GLASGOW  
PLACE No. 0957 REVOCATION

Scale :	1:500	Date :	MAR 2010
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Drawn by :	R. MACKAY	Approved by :	
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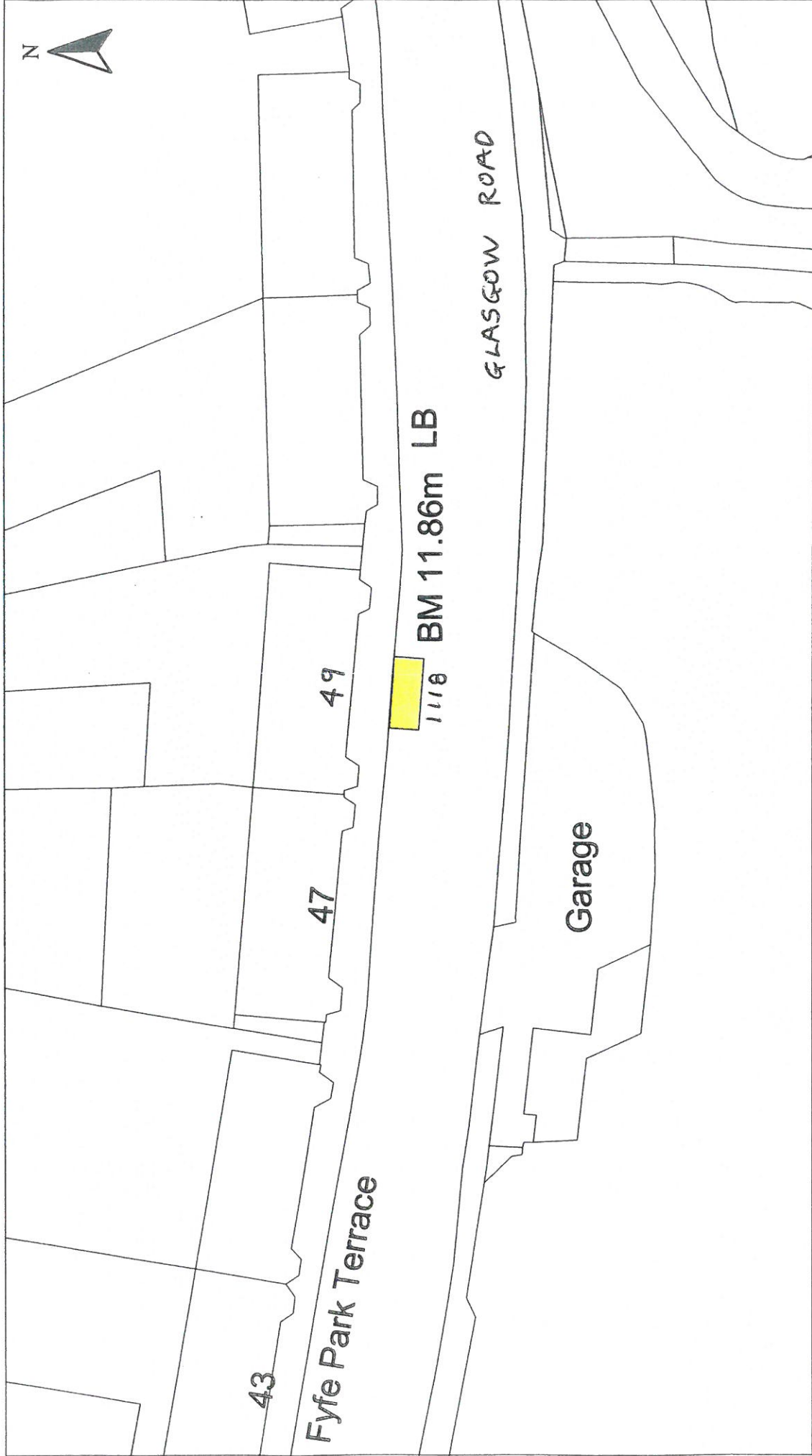
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DISABLED PERSONS' PARKING PLACE 64 FANCY FARM ROAD, GREENOCK PLACE No. 0966 REVOCATION		Scale : 1:500 Date : NOV 2009 Prepared by : R. MACKAY Checked by : Drawn by : R. MACKAY Approved by : Drawing No. : File No. : 19/12	




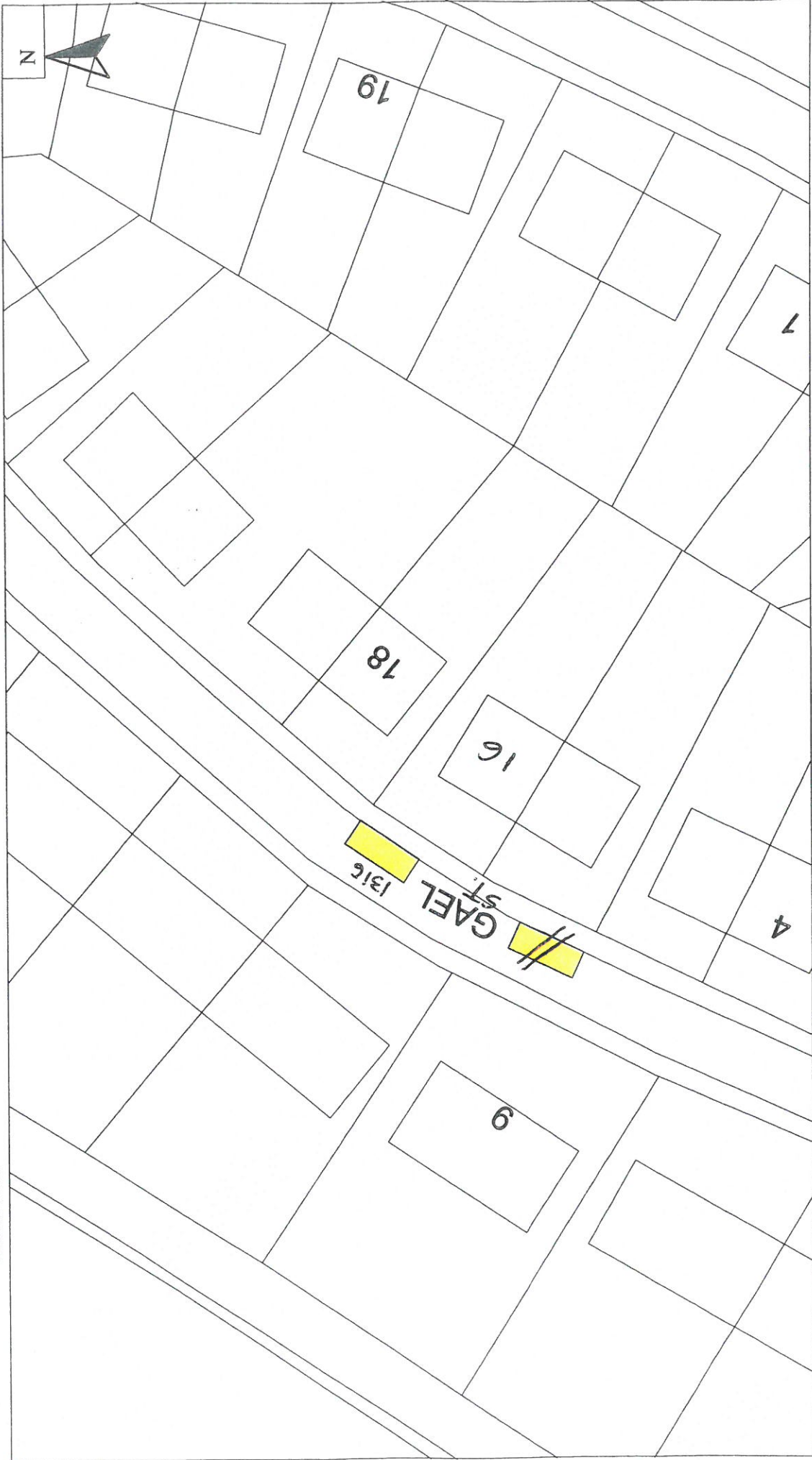
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<p>HEAD OF SERVICE IAN MOFFAT</p>		<p>Scale : 1:500</p>		<p>Date : APR 2011</p>	
<p>71 EAST HAMILTON STREET GREENOCK, PA15 2JA</p>		<p>Prepared by : R. MACKAY</p>		<p>Checked by :</p>	
<p>Disabled Bays</p>		<p>Drawn by : R. MACKAY</p>		<p>Approved by :</p>	
<p>DISABLED PERSONS' PARKING PLACE 49 GLASGOW ROAD, PORT GLASGOW PLACE No. 1118 REVOCATION</p>		<p>Drawing No. :</p>		<p>File No. : 19/12</p>	
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HEAD OF SERVICE  
IAN MOFFAT

71 EAST HAMILTON STREET  
GREENOCK, PA15 2UA

Disabled Bays

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**DISABLED PERSONS' PARKING PLACE**  
16 GAEL STREET, GREENOCK  
PLACE No. 1316 REVOCATION

Scale : 1:500

Prepared by : R. MACKAY

Drawn by : R. MACKAY

Drawing No. :

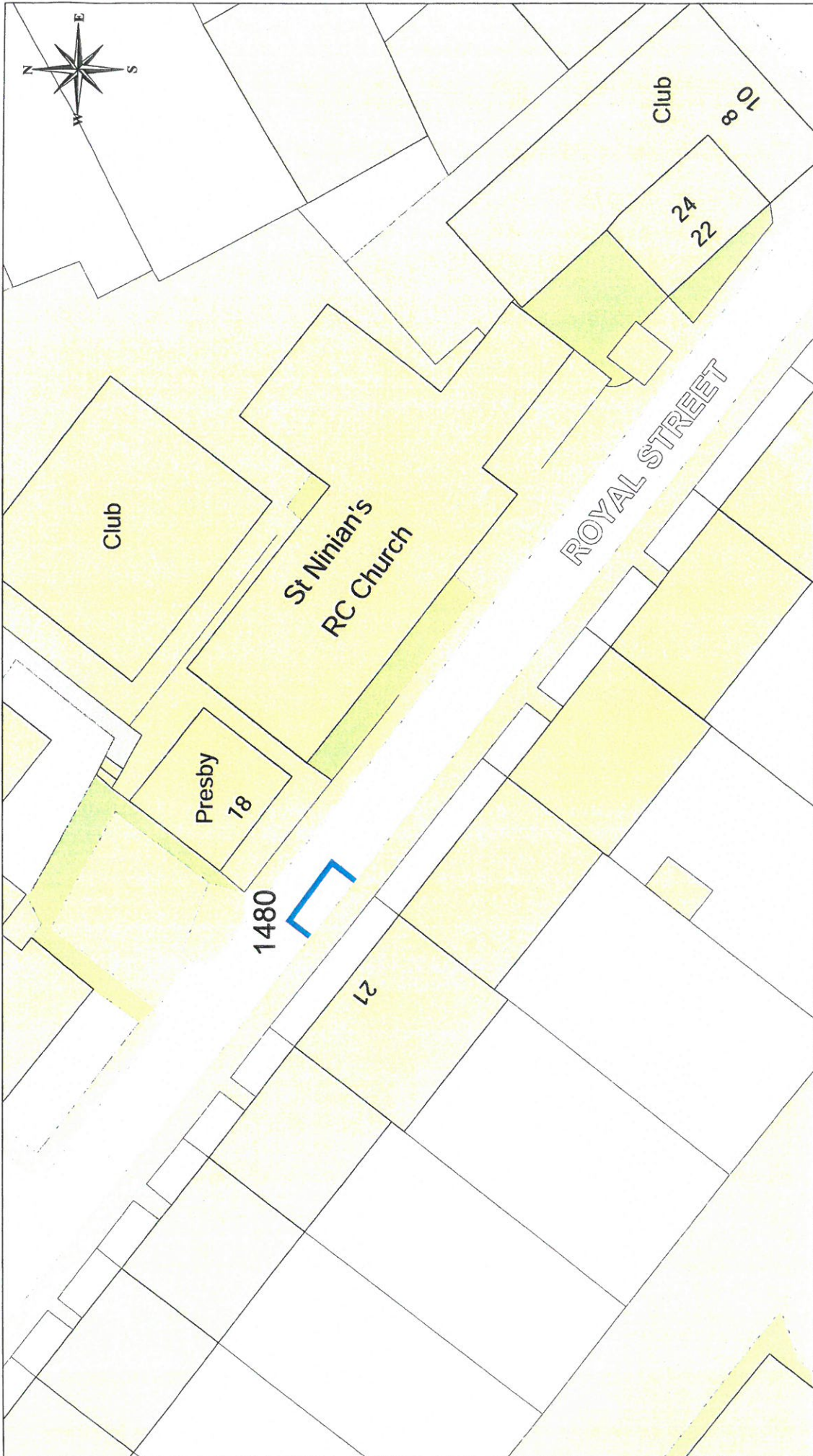
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Checked by :

Approved by :

File No. : 19/12





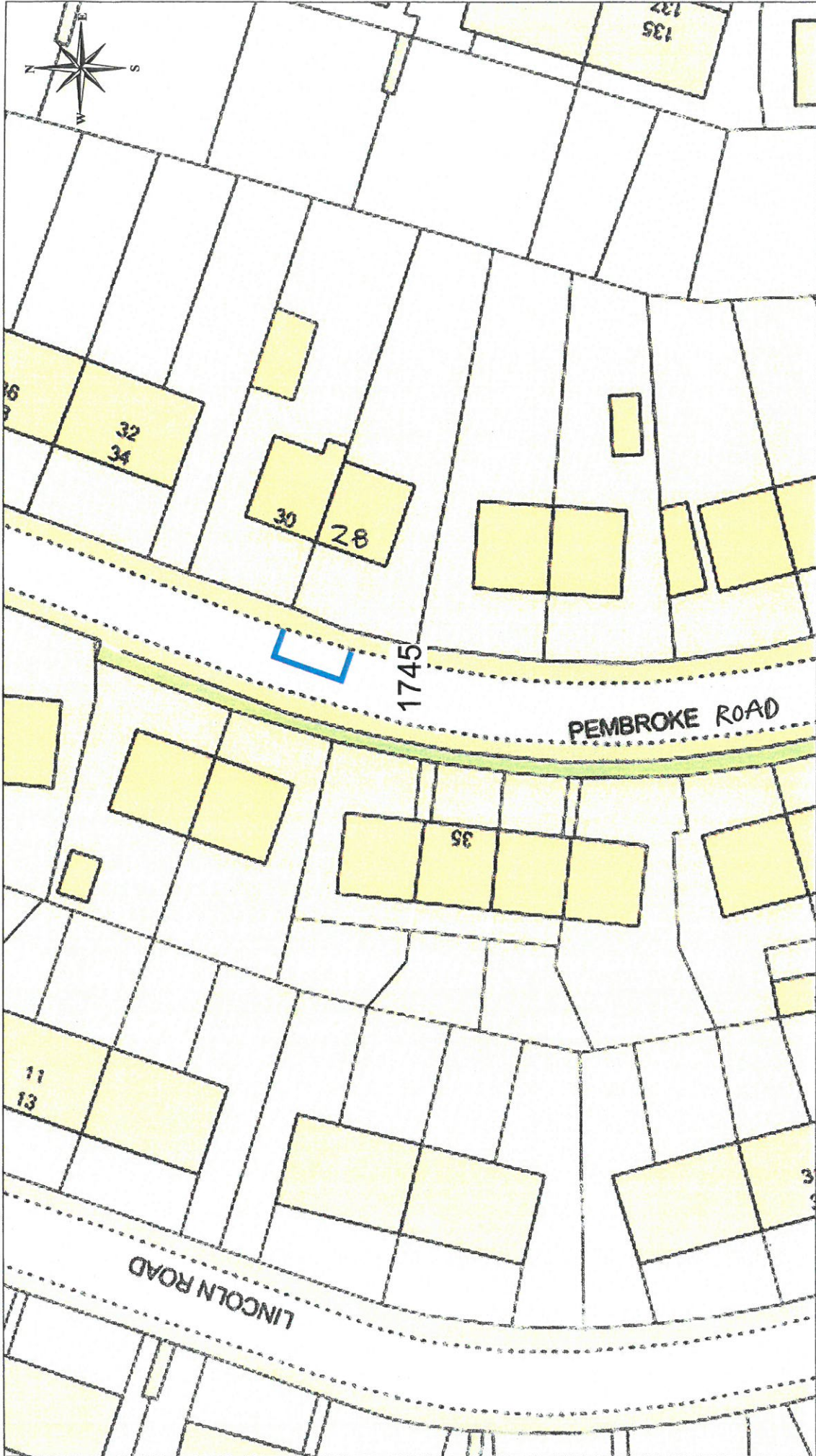
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**21 ROYAL STREET, GOUROCK**  
**PLACE No. 1480 REVOCATION**





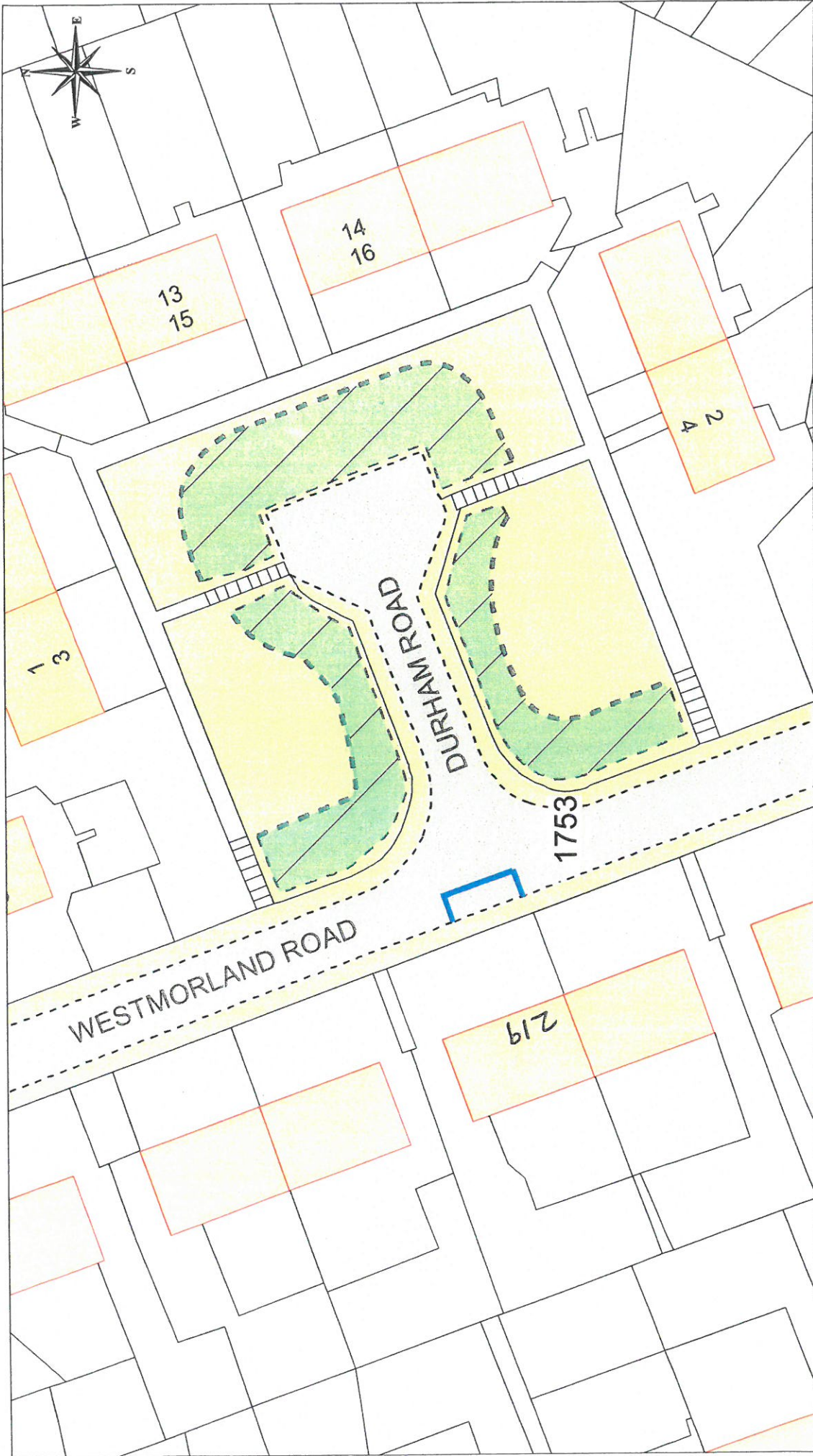
**DISABLED PERSONS' PARKING PLACE**  
**53 SHANKLAND ROAD, GREENOCK**  
**PLACE No. 1514 REVOCATION**





**DISABLED PERSONS' PARKING PLACE**  
**28 PEMBROKE ROAD, GREENOCK**  
**PLACE No. 1745 REVOCATION**






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**DISABLED PERSONS' PARKING PLACE**  
**219 WESTMORLAND ROAD, GREENOCK**  
**PLACE No. 1753 REVOCATION**

**Inverclyde**  
 council  
**Environmental Services**  
 Regeneration & Environment  
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 PA15 1LY  
 Tel: 01475 712712  
 Fax: 01475 712731

**Report To:** Environment & Regeneration Committee      **Date:** 30 August 2018

**Report By:** Corporate Director, Environment,  
Regeneration & Resources      **Report No:** LP/073/18

**Contact Officer:** Joanna Dalgleish      **Contact No:** 01475 712123

**Subject:** Proposed Traffic Regulation Order – The Inverclyde Council  
(Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting  
Restrictions) (Variation No. 5) Order 2018

---

## 1.0 PURPOSE

- 1.1 Local Authorities are empowered to make Orders under the Road Traffic Regulation Act 1984 as amended and under the Council's Scheme of Administration the Head of Environmental and Public Protection is responsible for the making, implementation and review of Traffic Management Orders and Traffic Regulation Orders.
- 1.2 The purpose of the report is to introduce the proposed Traffic Regulation Order – The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) (Variation No.5) Order 2018.

## 2.0 SUMMARY

- 2.1 The proposed Traffic Regulation Order (TRO) will introduce a “No waiting at any time” restriction on parts of Station Road, Station Avenue, Finnockbog Road and Fran Terrace, all in Inverkip.

## 3.0 RECOMMENDATION

- 3.1 That the Committee recommend to The Inverclyde Council the making of the Traffic Regulation Order – The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) (Variation No.5) Order 2018 and remit it to the Head of Environmental and Public Protection and the Head of Legal and Property Services to arrange for its implementation.

**Gerard Malone**  
**Legal and Property Services**

#### 4.0 BACKGROUND

- 4.1 The Inverclyde Council introduced Decriminalised Parking Enforcement throughout Inverclyde in 2014. Since that time numerous requests have been received to introduce waiting and loading restrictions at various locations in Inverkip. This TRO promotes a restriction to address one of these requests.
- 4.2 The Committee is asked to note that, if approved, the Order may not be implemented until the making of the Order has been advertised to allow any persons who so wish a period of six weeks to question the validity of the Order in terms of the Road Traffic Regulation Act 1984.

#### 5.0 IMPLICATIONS

##### Finance

- 5.1 There will be a cost for introducing the signs and road markings for the new restrictions.

##### One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
02506	Parking Strategy Revenue	2018/19	£5,000		New signs and lines contained within existing budgets

##### Legal

- 5.2 There are no legal implications arising from this report.

##### Human Resources

- 5.3 There are no HR implications arising from this report.

##### Equalities

- 5.4 There are no equalities implications arising from this report.

##### Repopulation

- 5.5 There are no repopulation implications arising from this report.

#### 6.0 CONSULTATIONS

- 6.1 The proposals have been advertised in the Greenock Telegraph and full details of the proposals have been made available for public inspection during normal office hours at the offices of the Head of Environmental and Public Protection, the Head of Legal and Property Services and at Central Library and Inverkip & Wemyss Bay Library. A copy of the draft Order is appended hereto for Members' information. Appendix 1
- 6.2 One objection was received to the proposed TRO but this has been withdrawn.

#### 7.0 LIST OF BACKGROUND PAPERS

- 7.1 None

**THE INVERCLYDE COUNCIL**  
**(VARIOUS ROADS) (GOUROCK, INVERKIP &**  
**WEMYSS BAY) (WAITING RESTRICTIONS)**  
**(VARIATION NO. 5) ORDER 2018**

**TRAFFIC REGULATION ORDER**



**THE INVERCLYDE COUNCIL  
(VARIOUS ROADS) (GOUROCK, INVERKIP & WEMYSS BAY)  
(WAITING RESTRICTIONS) (VARIATION NO. 5) ORDER 2018**

We, The Inverclyde Council in exercise of the powers conferred on us by Sections 1(1), 2(1) to (3), 53, 101 and 102 of the Road Traffic Regulation Act 1984 (as amended) ("the Act") and of Part IV of Schedule 9 to the Act and of all other enabling powers and after consulting the Chief Constable of the Police Service of Scotland (Seirbheis Phoillis na h-Alba) in accordance with Part III of Schedule 9 to the Act hereby make the following Order:

**1.0 Commencement and citation**

1.1 This Order shall come into operation on the \*\* day of \*\*, Two Thousand and \*\* and may be cited as "The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) (Variation No. 5) Order 2018".

**2.0 Interpretation**

2.1 Except where otherwise stated, any reference in this Order to a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order.

2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, modified, re-enacted, replaced or supplemented by any subsequent enactment.

2.3 The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any regulation made or having effect as if made under the Act or by or under any other enactment provided that where a prohibition or restriction which is imposed, varied or revoked by this Order is in conflict with a prohibition or restriction imposed by a previous Order, then the provision of this Order shall prevail.

2.4 The On-Street Plans forming Schedule 1 to this Order and titled "The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) (Variation No. 5) Order 2018 On-Street Plans" are hereby incorporated into "The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) Order 2013" and recorded in in "The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) Order 2013 Plan Index".

2.5 The Plan Index forms Schedule 2.

2.6 The Interpretation Act 1978 (as amended) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

*This Order and the two Schedules annexed hereto are sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by ##.*

**SCHEDULE 1**

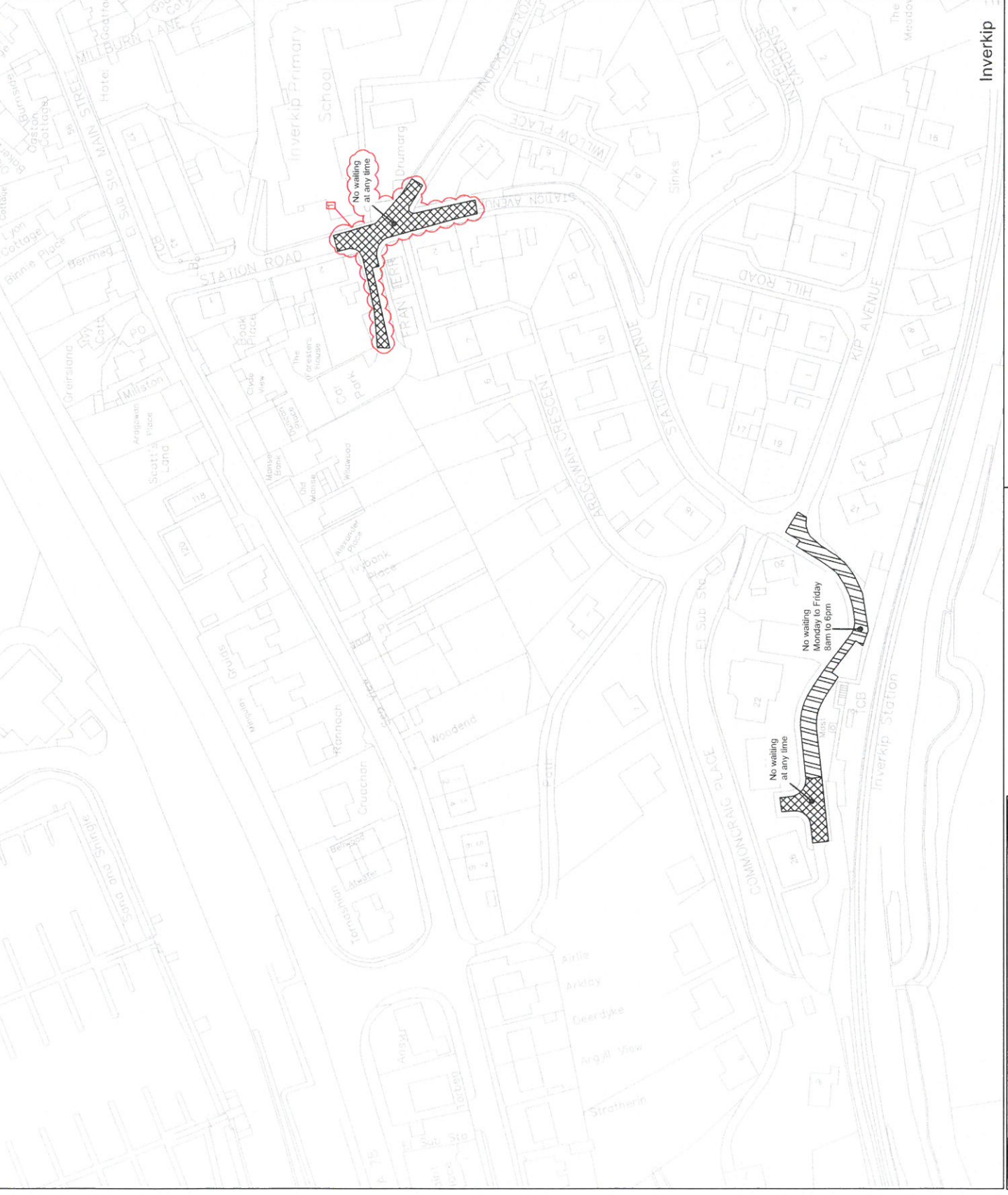
**The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions)  
(Variation No. 5) Order 2018 On-Street Plans**

**Key**

No waiting at any time  
 No loading at any time  
 No unloading at any time  
 No waiting at any time except taxis  
 Unloading only  
 Disabled person's parking place  
 Loading bay  
 Loading bay at bus stop  
 Loading bay at bus stop with wheelchair access

- Vehicle Markings**
- Type A: Blue/White. No return within 30 mins.
  - Type B: Blue/White. Saturday 08:00-17:00, 30 mins.
  - Type C: Blue/White. 2 hours. No return within 1 hour.
  - Type D: Blue/White. 2 hours. No return within 30 mins.
  - Type E: Blue/White. 2 hours. No return within 30 mins.
  - Type F: Blue/White. 2 hours. No return within 30 mins.
  - Type G: Blue/White. 2 hours. No return within 30 mins.
  - Type H: Blue/White. 2 hours. No return within 30 mins.
  - Type I: Blue/White. 2 hours. No return within 30 mins.
  - Type J: Blue/White. 2 hours. No return within 30 mins.
  - Type K: Blue/White. 2 hours. No return within 30 mins.
  - Type L: Blue/White. 2 hours. No return within 30 mins.
  - Type M: Blue/White. 2 hours. No return within 30 mins.
  - Type N: Blue/White. 2 hours. No return within 30 mins.
  - Type O: Blue/White. 2 hours. No return within 30 mins.
  - Type P: Blue/White. 2 hours. No return within 30 mins.
  - Type Q: Blue/White. 2 hours. No return within 30 mins.

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Ref	Proposed or Issue	Date	Job
1	NEW STOPS/NEW PROPOSED JUSTICE	EP JUN 15	EP
2	NEW RESTRICTIONS AHEAD SIGNAGE	EP JUN 15	EP

**INVERCLYDE COUNCIL**  
 Vehicle Maintenance Facility  
 8 Polarity Street  
 Greenock  
 PA15 2JH  
 Tel: 01475 717171  
 Email: road@inverclyde.gov.uk  
 www.inverclyde.gov.uk

**Inverclyde council**

THE INVERCLYDE COUNCIL (VARIOUS ROADS)  
(GOUROCK, INVERKIP & WEYMSS BAY)  
(WAITING RESTRICTIONS) (VARIATION No. 5)  
ORDER 2018

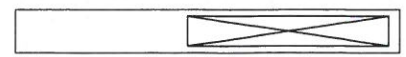
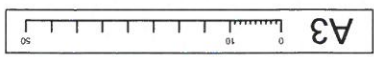
EFFECTIVE DATE:

Issue No	1:1250	Original/Issue	Original/EP	Published	1/18
Date	JUN 15	Date	JUN 15	Date	JUN 15
Sheet	P	Drawing Number	TR/RO/C133-012	Rev	1

1 TR/RO/C133-012

Sheet Drawing Number

DO NOT SCALE



SCHEDULE 2

SCHEDULE 3

THE INVERCLYDE COUNCIL (VARIOUS ROADS) (GOUROCK, INVERKIP & WEMYSS BAY) (WAITING RESTRICTIONS) ORDER 2013  
PLAN INDEX

Plan Reference	Effective date of original plan	Effective date of Plan Revision												
		1	2	3	4	5	6	7	8	9	10	11		
TR/TRO/C133-001	06/10/2014	#####												
TR/TRO/C133-002	06/10/2014													
TR/TRO/C133-003	06/10/2014	#####												
TR/TRO/C133-004	06/10/2014													
TR/TRO/C133-005	06/10/2014	04/04/2016	#####											
TR/TRO/C133-006	06/10/2014	04/04/2016	14/11/2016	#####										
TR/TRO/C133-007	06/10/2014	04/04/2016												
TR/TRO/C133-008	06/10/2014	04/04/2016	#####											
TR/TRO/C133-009	06/10/2014	04/04/2016	#####											
TR/TRO/C133-010	06/10/2014	#####												
TR/TRO/C133-011	06/10/2014													
TR/TRO/C133-012	04/04/2016	#####												
TR/TRO/C133-013	04/04/2016	14/11/2016	#####											
TR/TRO/C133-014	04/04/2016	#####												
TR/TRO/C133-015	04/04/2016													
TR/TRO/C133-016	04/04/2016	#####												
TR/TRO/C133-017	#####													
TR/TRO/C133-018	#####													

**Report To:** Environment & Regeneration Committee    **Date:** 30 August 2018

**Report By:** Corporate Director, Environment,  
Regeneration & Resources    **Report No:** LP/074/18

**Contact Officer:** Joanna Dalgleish    **Contact No:** 01475 712123

**Subject:** Proposed Traffic Regulation Order – The Inverclyde Council  
(Various Roads) (Outer Greenock) (Waiting Restrictions)  
(Variation No. 8) Order 2018

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## 1.0 PURPOSE

- 1.1 Local Authorities are empowered to make Orders under the Road Traffic Regulation Act 1984 as amended and under the Council's Scheme of Administration the Head of Environmental and Public Protection is responsible for the making, implementation and review of Traffic Management Orders and Traffic Regulation Orders.
- 1.2 The purpose of the report is to introduce the proposed Traffic Regulation Order – The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) (Variation No. 8) Order 2018.

## 2.0 SUMMARY

- 2.1 The proposed Traffic Regulation Order (TRO) will:-
- vary a section of “No waiting at any time” and “Limited Waiting Monday to Friday 8am to 6pm, 2 hour, No return within 30 minutes except for Zone GR2 Permit holders” restrictions on part of Tobago Street to introduce a Loading Bay; and
  - vary a section of “No waiting at any time” restrictions on part of Bearhope Street to introduce a Loading Bay.

## 3.0 RECOMMENDATION

- 3.1 That the Committee recommend to The Inverclyde Council the making of the Traffic Regulation Order – The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) (Variation No. 8) Order 2018 and remit it to the Head of Environmental and Public Protection and the Head of Legal and Property Services to arrange for its implementation.

**Gerard Malone**  
**Legal and Property Services**



## 4.0 BACKGROUND

- 4.1 The Inverclyde Council introduced Decriminalised Parking Enforcement throughout Inverclyde in 2014. Since that time numerous requests have been received to introduce waiting and loading restrictions at various locations including the request to introduce Loading Bays in Tobago Street and Bearhope Street, Greenock. This TRO addresses the request to introduce these Loading Bays.
- 4.2 The Committee is asked to note that, if approved, the Order may not be implemented until the making of the Order has been advertised to allow any persons who so wish a period of six weeks to question the validity of the Order in terms of the Road Traffic Regulation Act 1984.

## 5.0 IMPLICATIONS

### Finance

- 5.1 There will be a cost for introducing the signs and road markings for the new restrictions.

#### One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
02506	Parking Strategy Revenue	2018/19	£5,000		New signs and lines contained within existing budgets

### Legal

- 5.2 There are no legal implications arising from this report.

### Human Resources

- 5.3 There are no HR implications arising from this report.

### Equalities

- 5.4 There are no equalities implications arising from this report.

### Repopulation

- 5.5 There are no repopulation implications arising from this report.

## 6.0 CONSULTATIONS

- 6.1 The proposals have been advertised in the Greenock Telegraph and full details of the proposals have been made available for public inspection during normal office hours at the offices of the Head of Environmental and Public Protection, the Head of Legal and Property Services and at Central Library. A copy of the draft Order is appended hereto for Members' information. Appendix 1

- 6.2 No objection has been received to the proposed TRO.

## 7.0 LIST OF BACKGROUND PAPERS

- 7.1 None

**THE INVERCLYDE COUNCIL**  
**(VARIOUS ROADS) (OUTER GREENOCK)**  
**(WAITING RESTRICTIONS)**  
**(VARIATION NO. 8) ORDER 2018**

**TRAFFIC REGULATION ORDER**



**THE INVERCLYDE COUNCIL  
(VARIOUS ROADS) (OUTER GREENOCK)  
(WAITING RESTRICTIONS) (VARIATION NO. 8) ORDER 2018**

We, The Inverclyde Council in exercise of the powers conferred on us by Sections 1(1), 2(1) to (3), 53, 101 and 102 of the Road Traffic Regulation Act 1984 (as amended) ("the Act") and of Part IV of Schedule 9 to the Act and of all other enabling powers and after consulting the Chief Constable of the Police Service of Scotland (Seirbheis Phoilis na h-Alba) in accordance with Part III of Schedule 9 to the Act hereby make the following Order:

**1.0 Commencement and citation**

1.1 This Order shall come into operation on the \*\* day of \*\*, Two Thousand and \*\* and may be cited as "The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) (Variation No. 8) Order 2018".

**2.0 Interpretation**

2.1 Except where otherwise stated, any reference in this Order to a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order.

2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, modified, re-enacted, replaced or supplemented by any subsequent enactment.

2.3 The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any regulation made or having effect as if made under the Act or by or under any other enactment provided that where a prohibition or restriction which is imposed, varied or revoked by this Order is in conflict with a prohibition or restriction imposed by a previous Order, then the provision of this Order shall prevail.

2.4 The On-Street Plans forming Schedule 1 to this Order and titled "The Inverclyde Council (Various Roads) (Outer Greenock) (Variation No. 8) Order 2018 On-Street Plans" are hereby incorporated into "The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) Order 2013" and recorded in "The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) Order 2013 Plan Index".

2.5 The Plan Index forms Schedule 2.

2.6 The Interpretation Act 1978 (as amended) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament

*This Order and the two Schedules annexed hereto are sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by ##.*

**SCHEDULE 1**

**The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions)  
(Variation No. 8) Order 2018 On-Street Plans**



**Key**

- No waiting at any time
- No loading at any time
- No unloading at any time
- No waiting at times shown
- No loading at times shown
- No unloading at times shown
- No waiting except taxis
- Unrestricted waiting
- Permitted waiting
- Permitted loading
- Permitted unloading
- Permitted waiting and loading
- Permitted waiting and unloading
- Permitted waiting, loading and unloading
- Permitted waiting, loading and unloading with disabled person's parking place
- Permitted waiting, loading and unloading with disabled person's parking place and loading bay

**Other Councils' Roadside Parking**

**Parking Charge Area**

**Legend/Notes**

- Type A: Motorist, 2 hours. No return within 2 hours.
- Type B: Motorist, 1 hour. No return within 1 hour.
- Type C: Motorist, 30 minutes. No return within 30 minutes.
- Type D: Motorist, 15 minutes. No return within 15 minutes.
- Type E: Motorist, 10 minutes. No return within 10 minutes.
- Type F: Motorist, 5 minutes. No return within 5 minutes.
- Type G: Motorist, 2 minutes. No return within 2 minutes.
- Type H: Motorist, 1 minute. No return within 1 minute.
- Type I: Motorist, 30 seconds. No return within 30 seconds.
- Type J: Motorist, 15 seconds. No return within 15 seconds.
- Type K: Motorist, 10 seconds. No return within 10 seconds.
- Type L: Motorist, 5 seconds. No return within 5 seconds.
- Type M: Motorist, 2 seconds. No return within 2 seconds.
- Type N: Motorist, 1 second. No return within 1 second.
- Type O: Motorist, 0.5 seconds. No return within 0.5 seconds.
- Type P: Motorist, 0.2 seconds. No return within 0.2 seconds.
- Type Q: Motorist, 0.1 seconds. No return within 0.1 seconds.
- Type R: Motorist, 0.05 seconds. No return within 0.05 seconds.
- Type S: Motorist, 0.02 seconds. No return within 0.02 seconds.
- Type T: Motorist, 0.01 seconds. No return within 0.01 seconds.
- Type U: Motorist, 0.005 seconds. No return within 0.005 seconds.
- Type V: Motorist, 0.002 seconds. No return within 0.002 seconds.
- Type W: Motorist, 0.001 seconds. No return within 0.001 seconds.
- Type X: Motorist, 0.0005 seconds. No return within 0.0005 seconds.
- Type Y: Motorist, 0.0002 seconds. No return within 0.0002 seconds.
- Type Z: Motorist, 0.0001 seconds. No return within 0.0001 seconds.

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Serial	Purpose of Issue	Date	Auth
1	LOADING BAY TOWN	EP APR 16 EP OL	EP
2	NO WAITING PERMITS ADDY/REARNS ST AREA	EP OCT 17 EP OB	EP
3	NO WAITING PERMITS ADDY/REARNS ST AREA	EP OCT 17 EP OB	EP
4	NO WAITING PERMITS ADDY/REARNS ST AREA	EP OCT 17 EP OB	EP
5	NO WAITING PERMITS ADDY/REARNS ST AREA	EP OCT 17 EP OB	EP
6	NO WAITING PERMITS ADDY/REARNS ST AREA	EP OCT 17 EP OB	EP
7	NO WAITING PERMITS ADDY/REARNS ST AREA	EP OCT 17 EP OB	EP
8	NO WAITING PERMITS ADDY/REARNS ST AREA	EP OCT 17 EP OB	EP
9	NO WAITING PERMITS ADDY/REARNS ST AREA	EP OCT 17 EP OB	EP
10	NO WAITING PERMITS ADDY/REARNS ST AREA	EP OCT 17 EP OB	EP

**INVERCLYDE COUNCIL**  
 Vehicle Maintenance Facility  
 8 Polkley Street  
 Greenock  
 PA15 2BT  
 Tel: 01475 717171  
 Email: roadworks@inverclyde.gov.uk  
 www.inverclyde.gov.uk

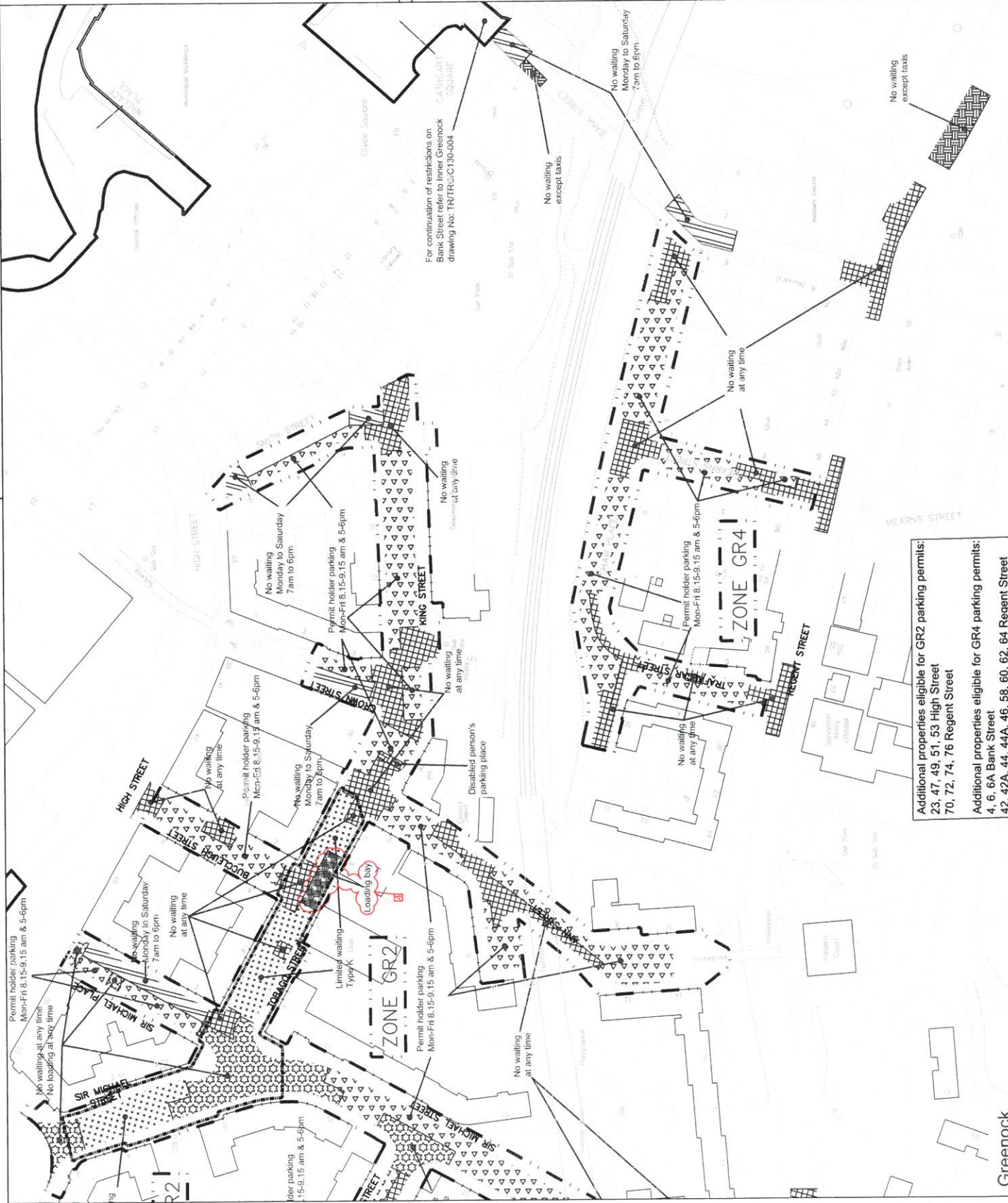
Serial	Original Issue	Cancelled	Issue
A3	1:1250	FEB 13	FEB 13

Order No: TR/RO/C131-012

**Inverclyde Council**

THE INVERCLYDE COUNCIL (VARIOUS ROADS) ORDER RESTRICTING WAITING AND LOADING (VARIATION No. 8)

EFFECTIVE DATE:







SCHEDULE 2

SCHEDULE 3

THE INVERCLYDE COUNCIL (VARIOUS ROADS) (OUTER GREENOCK) (WAITING RESTRICTIONS) ORDER 2013 PLAN INDEX

Plan Reference	Effective date of original plan	Effective Date of Plan Revision												
		1	2	3	4	5	6	7	8	9	10	11		
TR/TRO/131-001	06/10/2014													
TR/TRO/131-002	06/10/2014													
TR/TRO/131-003	06/10/2014													
TR/TRO/131-004	06/10/2014													
TR/TRO/131-005	06/10/2014													
TR/TRO/131-006	06/10/2014													
TR/TRO/131-007	06/10/2014													
TR/TRO/131-008	06/10/2014													
TR/TRO/131-009	06/10/2014													
TR/TRO/131-010	06/10/2014	21/11/2014	25/04/2016											
TR/TRO/131-011	06/10/2014	25/01/2015	25/04/2016	30/04/2018										
TR/TRO/131-012	06/10/2014	21/11/2014	25/04/2016	30/04/2018	#####									
TR/TRO/131-013	06/10/2014													
TR/TRO/131-014	06/10/2014	23/04/2016	25/04/2016											
TR/TRO/131-015	06/10/2014	25/04/2016												
TR/TRO/131-016	06/10/2014													
TR/TRO/131-017	06/10/2014	23/04/2016												
TR/TRO/131-018	06/10/2014													
TR/TRO/131-019	06/10/2014													
TR/TRO/131-020	06/10/2014	21/11/2014	25/04/2016											
TR/TRO/131-021	06/10/2014	25/01/2015	25/04/2016											





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**Report To:** Environment & Regeneration Committee      **Date:** 30 August 2018

**Report By:** Corporate Director Environment, Regeneration & Resources      **Report No:** E+R/18/08/08/SJ

**Contact Officer:** Stuart Jamieson      **Contact No:** Ext. 2402

**Subject:** Port Glasgow Industrial Estate – support for demolition programme

---

## 1.0 PURPOSE

- 1.1 The purpose of this report is to seek Members agreement for a policy to support selective demolitions at Port Glasgow Industrial Estate.

## 2.0 SUMMARY

- 2.1 Port Glasgow Industrial Estate is situated in the Dubbs Road area of upper Port Glasgow. The estate was constructed post second world war and became the location for a number of major employers in the 1960's and 70's.
- 2.2 In more recent times the closure of facilities has resulted in a number of buildings becoming redundant and difficult to secure. The estate still has significant employers and it is essential that any decisions made on the future of the estate recognises their importance.
- 2.3 As part of the 2018/19 budget setting process Members requested that a policy be developed to provide financial support, by way of grant intervention, to assist owners with the costs of demolition in order that the issue of redundant building in the estate can be addressed.
- 2.4 It is proposed to provide grant intervention of up to 20% to a maximum of £30,000 for premises which have been redundant for a period of a minimum of 12 months where the owner can demonstrate that they have marketed the premises unsuccessfully for 6 months. All statutory consent requirements remain. The grant will be paid on evidence of paid invoices to the demolition contractor.

## 3.0 RECOMMENDATION

- 3.1 It is recommended that Committee consider the report and agree to the policy identified in paragraph 2.4.
- 3.2 A report on the outcome will be submitted to a future meeting of the Committee.

**Stuart Jamieson**  
**Head of Service – Regeneration & Planning**



## 4.0 BACKGROUND

- 4.1 Port Glasgow Industrial Estate is a post war industrial estate situated in the Dubbs Road area of Upper Port Glasgow. Whilst the majority of the buildings are of the post war era there are a number of more modern buildings together with some of the older buildings have been subject of ongoing investment.
- 4.2 The estate was the location for a number of major employers in Port Glasgow including Playtex and North Face and is still the location of important employers such as McLaren Packaging.
- 4.3 The Local Development Plan (2014) safeguards Port Glasgow Industrial Estate as a business and industrial area, with a presumption in favour of business, general industrial, and storage/distribution uses. Acknowledging that parts of the Industrial Estate are characterised by vacant and derelict units, the Plan provides scope for other uses, which would either contribute to permanent employment generation or are clearly supportive of existing uses, to be considered in the central area (ECN1c).
- 4.4 The Local Development Plan: Proposed Plan (2018) has increased the level of protection for employment generating uses by identifying the north west and south east areas (25e) as 'Economic Mixed Use Areas'. These areas are safeguarded for business, general industrial, and storage/distribution uses, along with other uses, which would either contribute to permanent employment creation or clearly support the operation of existing businesses. Non-employment uses, which are supported by the current Local Development Plan, are not supported by the Proposed Plan. The north east area, formerly safeguarded for business and industrial uses, is allocated for 200 residential units.
- 4.5 It is estimated that the current total floor area within the industrial estate equates to approximately 803,000ft<sup>2</sup> of which approximately 324,000ft<sup>2</sup> is void.
- 4.6 Regular engagement has taken place with the owners of the vacant units regarding the future of the units however the age, size and condition of the buildings are key in any acquisition considerations.
- 4.7 Unfortunately the estate has suffered from some antisocial behaviour and because of the size and configuration of the redundant buildings it is difficult to maintain a security cordon.
- 4.8 As part of the 2018/19 budget setting process Members requested that a policy be developed to provide financial support, by way of grant intervention, to assist owners with the costs of demolition in order that the issue of redundant building in the estate can be addressed.
- 4.9 It is proposed to provide grant intervention of up to 20% to a maximum of £30,000 for premises which have been redundant for a period of a minimum of 12 months where the owner can demonstrate that they have marketed the premises unsuccessfully for 6 months. All statutory consent requirements remain. The grant will be paid on evidence of paid invoices to the demolition contractor.
- 4.10 Recognising that the budget for the scheme is limited to £150,000, Officers will contact all of the owners within the estate to establish their up to date intentions for their buildings and consider this as part of any wider policy implications. Subject to appropriate quotations and consents grant offers will be issued by the Regeneration and Planning Service.

## 5.0 IMPLICATIONS

### Finance

#### 5.1 Financial Implications:

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
PG Demolition		2018-19 2019-20	60 90		

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact £000	Virement From (if Applicable)	Other Comments

### Legal

5.2 There are no legal implications arising from this report.

### Human Resources

5.3 There are no HR implications arising from this report.

### Equalities

5.4 There are no equalities implications arising from this report.

### Repopulation

5.5 There are no equalities implications arising from this report.

## 6.0 CONSULTATIONS

6.1 None

## 7.0 LIST OF BACKGROUND PAPERS

7.1 None.