

A meeting of the Environment & Regeneration Committee will be held on Thursday 17 January 2019 at 3pm within the Municipal Buildings, Greenock.

GERARD MALONE
Head of Legal and Property Services

BUSINESS

**** Copy to follow**

1.	Apologies, Substitutions and Declarations of Interest	
PERFORMANCE MANAGEMENT		
2.	Environment & Regeneration Revenue Budget 2018/19 – Period 7 (31 October 2018) Report by Chief Financial Officer and Corporate Director Environment, Regeneration & Resources	p
3.	Environment & Regeneration Capital Programme 2018/19 to 2020/21 – Progress Report by Chief Financial Officer and Corporate Director Environment, Regeneration & Resources	p
4.	Environment, Regeneration & Resources CDIP Performance Report Report by Corporate Director Environment, Regeneration & Resources	p
NEW BUSINESS		
5. **	Barrhill Road – Councillor C McEleny Report by Corporate Director Environment, Regeneration & Resources	
6.	Review of Riverside Inverclyde Report by Corporate Director Environment, Regeneration & Resources	p
7. **	Withdrawal from the European Union – Audit Scotland Implications Report by Corporate Director Environment, Regeneration & Resources	
8.	Removal of Core Path 26B “South of Berryards” from the Core Paths Plan Report by Corporate Director Environment, Regeneration & Resources	p
9.	Transient Visitor Taxes in Scotland – Supporting a National Discussion (Consultation) Report by Corporate Director Environment, Regeneration & Resources	p

10.	Cemetery Development Update Report by Head of Environmental & Public Protection	p
11.	Environmental and Public Protection (Roads) – Proposed RAMP Capital Programme for Carriageway Protective Surface Treatments (2019/20) Report by Corporate Director Environment, Regeneration & Resources	p
12.	RAMP/Capital Lighting – Progress Update Report by Corporate Director Environment, Regeneration & Resources	p
13.	Flood Risk Management – Update Report 14 Report by Corporate Director Environment, Regeneration & Resources	p
14.	Proposed Traffic Regulation Order – The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) (Variation No. 9) Order 2018 Report by Corporate Director Environment, Regeneration & Resources	p
15.	Proposed Traffic Regulation Order – The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) (Variation No. 10) Order 2018 Report by Corporate Director Environment, Regeneration & Resources	p
16.	Proposed Traffic Regulation Order – The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) (Variation No. 6) Order 2018 Report by Corporate Director Environment, Regeneration & Resources	p
17.	Proposed Traffic Regulation Order – The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm and Quarrier’s Village) (Waiting Restrictions) (Variation No. 6) Order 2018 Report by Corporate Director Environment, Regeneration & Resources	p
18.	Proposed Traffic Regulation Order – The Inverclyde Council (Various Roads) (Gourock, Inverkip and Wemyss Bay) (Waiting Restrictions) (Variation No. 6) Order 2018 Report by Corporate Director Environment, Regeneration & Resources	p
19.	Rapid Rehousing Transition Plan Report by Corporate Director Environment, Regeneration & Resources	p
20.	Registration of Private Landlords – Progress Update Report by Corporate Director Environment, Regeneration & Resources	p
21. **	Care and Repair Saving Update Report by Corporate Director Environment, Regeneration & Resources	
22.	Riverside Inverclyde’s Waterfront Land Holdings Report by Corporate Director Environment, Regeneration & Resources	p
<p>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.</p>		

23.	Building Services Unit - Review and Business Plan Report by Corporate Director Environment, Regeneration & Resources on a review of the Building Services Unit and presenting a Business Plan	Paras 1 & 11	p
24.	Clune Park Regeneration Plan Progress Report: Update on Current Actions Report by Head of Environmental and Public Protection providing an update on the current actions to implement the Council's decisions on the Clune Park Estate	Paras 6, 9, 12 & 13	p
25.	McLean's Yard, Cove Road, Gourock Report by Corporate Director Environment, Regeneration & Resources on the outcome of further discussions with the Cardwell Bay Association of Small Boat Owners in relation to McLean's Yard, Cove Road, Gourock	Paras 2, 6 & 9	p
26.	Upper Kirn Drive Development Proposal Report by Corporate Director Environment, Regeneration & Resources on ongoing negotiations regarding the disposal of land at Upper Kirn Drive, Gourock	Paras 2, 6 & 9	p
27.	Property Asset Management Report Report by Corporate Director Environment, Regeneration & Resources making recommendations in respect of a number of property assets	Paras 2, 6 & 9	p
28.	Review of Riverside Inverclyde Report by Corporate Director Environment, Regeneration & Resources updating Members on the outcome of a Riverside Inverclyde Board meeting and providing legal and staffing implications	Paras 1 & 12	p

Enquiries to – **Rona McGhee** – Tel 01475 712113

Report To:	Environment & Regeneration Committee	Date:	17 January 2019
Report By:	Chief Financial Officer and Corporate Director Environment, Regeneration and Resources	Report No:	FIN/04/19/AP/MMcC
Contact Officer:	Mary McCabe	Contact No:	01475 712222
Subject:	Environment and Regeneration 2018/19 Revenue Budget – Period 7 (31 October 2018)		

1.0 PURPOSE

1.1 To advise the Committee of the 2018/19 Revenue Budget position at period 7 to 31 October 2018.

2.0 SUMMARY

2.1 The revised 2018/19 budget for Environment and Regeneration is £22,267,000 which excludes Earmarked Reserves.

2.2 The latest projection, excluding Earmarked Reserves, is an underspend of £12,000, a reduction in projected spend of £124,000 since the last Committee.

2.3 The latest projection now includes known additional costs resulting from the Council's recycling contractor Greenlight going into administration, not previously reported.

2.4 The major variances projected at Period 7 are:

- i. An over recovery of Planning Development Control income of £165,000, an increase in projected income of £142,000 from period 5. In addition to this over recovery a further £69,000 of income is projected which will be earmarked through the smoothing reserve for use in future years and is not being reported as an over recovery against Committee income in the current year.
- ii. An under recovery of Refuse Collection trade waste income of £96,000. This under recovery is partially offset by reduced residual waste disposal costs.
- iii. An overspend in the Recycling contract line of £121,000, mainly due to additional costs associated with Greenlight going into administration. These costs are partially offset by a reduction in Food Waste contract costs of £46,000, due to revised rates.

2.5 Operational Earmarked Reserves for 2018/19 total £3,955,000 of which £1,261,000 is projected to be spent in the current financial year. This is a reduction of £517,000 since the last Committee, mainly due to slippage in Repopulation and Employability reserves. As detailed in Appendix 4 expenditure of £613,000 (49% of projected spend or 95% of phased budget) has been incurred to Period 7.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that the Committee note the current projected underspend for 2018/19 of £12,000 as at 31 October 2018.

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 and to highlight the main issues contributing to the projected underspend.
- 4.2 The revised 2018/19 budget for Environment and Regeneration, excluding earmarked reserves, is £22,267,000. This is an increase of £87,000 from the approved budget, prior to transfers to earmarked reserves. Appendix 1 gives details of this budget movement.

5.0 2018/19 CURRENT POSITION

- 5.1 The current projection for 2018/19 is an underspend of £12,000 (0.05%).

5.2 Regeneration & Planning - £163,000 underspend

The current projected out-turn for Regeneration & Planning is an underspend of £163,000, a reduction in net projected spend of £219,000 since Period 5.

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 dictate.

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

(a) Employee Costs

There is a projected overspend of £55,000 in employee costs, £16,000 less spend than previously reported, mainly due to a seconded post within Economic Development funded from Scottish Government income of £60,000.

(b) Supplies & Services

Within Building Services there are projected overspends on direct purchases and subcontractors of £40,000 and £60,000 respectively, due to the current workload. These overspends are offset by additional income and are an increase of £20,000 for both direct purchases and subcontractors.

(c) Payments to Other Bodies

There is a projected overspend of £173,000, £7,000 less spend than at Period 5. This is mainly due to spend on grant funded projects – Innovation & Integration and Smarter Choices, offset by additional income.

(d) Income

There is a net over recovery in income of £514,000, an increase in projected income of £254,000 from last report, made up as follows:

- i. An over recovery of £165,000 within Development Control, which is partially offset by £11,000 additional employee costs. This is £142,000 more income than was projected at the last Committee. A further £69,000 of income is projected which will be earmarked through the smoothing reserve for use in future years.
- ii. At Period 5 Committee, an under recovery of Industrial, Commercial income of

£62,000 was projected. Since the report, £60,000 has been allocated from the non-pay inflation contingency to compensate for unapplied inflation to void properties in prior years. The result of this and minor movements in rental income is that this line is now projecting to outturn on budget.

- iii. Additional grant income of £176,000, offset by additional expenditure under Payments to Other Bodies, above, as previously reported.
- iv. Scottish Government income for a seconded employee of £60,000, offset by additional employee costs, per 5.2(a)(ii) above.
- v. An over recovery of Building Services income of £100,000, in line with increased supplies and services costs, as detailed above.

5.3 **Property Services - £40,000 overspend**

The current projected out-turn for Property Services is an overspend of £40,000, a reduction in expenditure of £47,000 from the last Committee.

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

(a) **Property Costs**

There is a projected overspend of £41,000 within property costs, mainly due to minor overspends within Surplus Property NDR and utilities and Physical Assets other property costs.

(b) **Administration Costs**

There is a projected overspend of £265,000, a reduction of £3,000 since Period 5. This overspend is mainly due to agency staff costs of £260,000 which are offset by additional capital recharge income.

(c) **Income**

There is a projected over recovery in income of £261,000, an increase in income of £34,000 from the last Committee. This is mainly due to an over recovery of Capital recharge income of £260,000 in line with increased agency worker costs.

5.4 **Environmental & Public Protection - £127,000 overspend**

The current projected out-turn for Environmental & Public Protection is an overspend of £127,000, an increase in projected spend of £161,000 since the last Committee. It should be noted that this projection now includes the additional costs associated with the Greenlight situation, which were not previously quantified.

The major variances projected within the Environmental & Public Protection budget are detailed below and in Appendix 3:

(a) **Employee Costs**

There is a projected underspend of £120,000 in employee costs, an increase of £30,000 since the last Committee, mainly due to:

- i. Additional turnover savings within Management of £27,000 due to the early achievement of a 2019/20 management restructure saving. This is an increase in spend of £10,000 from Period 5, due to the filling of vacant posts. This underspend is partially offset by increased overtime costs of £20,000, not previously reported.
- ii. Turnover savings within Refuse Collection of £47,000, as previously reported. This

underspend is more than offset by additional agency worker costs – see 6.4(d) and 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.

- iii. Turnover savings within Vehicle Maintenance of £34,000, £8,000 less spend than previously reported.
- iv. A projected underspend in Ground Maintenance employee costs of £20,000, mainly due to the early achievement of a future year saving. This is an increase in spend of £14,000 from last period, mainly resulting from increased overtime costs.
- v. Within Social Protection Team Wardens there is a projected overspend of £20,000, which is offset by income from RCH.
- vi. Within Trading Standards, turnover savings of £31,000 due to non-filling of a vacant post, not previously reported.

(b) Property Costs

The CCTV Maintenance contract is currently projecting to outturn on budget. Officers are in the process of seeking clarification of the final charges from the current supplier. An updated position will be reported to the Committee at Period 9.

(c) Supplies & Services

There is a projected overspend on supplies and services of £70,000, £25,000 more expenditure than the last report. This is mainly due to a £40,000 overspend in Vehicle Maintenance materials and sub-contractors, offset by additional non-routine maintenance income.

(d) Administration Costs

There is a projected overspend of £76,000, £16,000 more spend than was previously reported. This is mainly due to an overpsend within Refuse Collection agency staff costs of £60,000, as explained at 6.4(a)(ii) above and previously reported.

(e) Payments to Other Bodies

There is a projected overspend of £69,000 in payments to other bodies, £86,000 more spend than previously reported. These projections include additional costs associated with the Greenlight situation. The main variances being as follows:

- i. A projected underspend in the food waste contract of £46,000, a further reduction in spend of £10,000 from the last report.
- ii. A projected underspend on the residual waste contract of £20,000. This is a reduction in spend of £45,000 from what was previously reported. It should be noted that this underspend would have been considerably higher if income from Greenlight had been received. This related to second pass waste that the Council disposed of for Greenlight and amounted to £83,000.
- iii. A projected overspend of £31,000 within non contract waste disposal, £9,000 more spend than was reported at the last Committee.
- iv. A projected underspend in the Waste Strategy other expenditure budget of £26,000, an increase in spend of £13,000. This increase is due to ongoing maintenance at the MRF, not previously anticipated.
- v. There is a projected overspend of £121,000 on recycling and glass recycling. This projection allows for costs associated with: Greenlight to May, the temporary contracts which were put in place following the Greenlight contract ending, the new contracts recently awarded pending a decision on the future strategy (projected to the year-end), the additional costs of three employees (glass collection and hooklift operator) and the costs of hiring a hooklift.

(f) Income

There is a projected under recovery in income of £34,000, £11,000 more income than was reported at Period 5, mainly due to the following:

- i. A projected over recovery in Vehicle Maintenance non-routine income of £40,000, in line with increased supplies and services spend, as previously reported.
- ii. A projected under recovery in Trade Waste income of £96,000, a further reduction of £26,000 from the last Committee. This under recovery is partially offset by reduced waste disposal costs.
- iii. A projected over recovery of tipping charges of £26,000, as previously reported.
- iv. A projected under recovery of Crematorium income of £40,000 due to a reduction in the number of cremations. The number of cremations taking place in Inverclyde between April and October 2018 was 50 fewer than in the same period the previous year. This position will continue to be monitored and any variances reported accordingly.
- v. Projected income from RCH of £20,000 within Social Protection Team Wardens, offset by additional overtime costs, per 5.4(a)(v).

5.5 Roads - £16,000 underspend

The current projected out-turn for Roads is an underspend of £16,000, a reduction in spend of £19,000 from Period 5.

The main issues contributing to this position are detailed below and in Appendix 3:

(a) Employee Costs

There are turnover savings projected within Roads Operations of £46,000 due to delays in filling vacant posts. This is a reduction in spend of £3,000 since the last report.

(b) Supplies & Services

There is a projected underspend of £475,000 projected, £270,000 less spend than was reported at Period 5, mainly due to:

- i. An underspend on Roads Operations' materials of £590,000, which is offset by a reduction in income. This is in line with the current work programme and is £270,000 less spend than was previously anticipated.
- ii. Roads Client rechargeable spend of £130,000, offset by additional recharge income. This is an increase of £34,000 from the last Committee.

(c) Transportation & Plant

There is a projected underspend of £32,000, a reduction in projected spend of £68,000 from the last Committee. This is mainly due to:

- i. An overspend on Roads Operations' non-routine vehicle maintenance of £24,000, as previously reported.
- ii. An underspend on external hires of £61,000, a reduction in spend of £74,000 from last report. This underspend is offset by a reduction in income.

(d) Income

Income is projected to be under recovered by £515,000, £305,000 less income than at Period 5, due mainly to the following:

- i. An under recovery of Roads Operations income of £661,000, offset by reduced costs

and in line with the current work programme. This is a reduction of £343,000 since the last Committee.

- ii. Increased Roads Client recharge income of £130,000, offset by increased costs under Supplies and Services.
- iii. A projected over recovery in Parking fine income of £40,000, £15,000 more income than at the last Committee. This is partially offset by a projected shortfall in carpark fees and charges income of £25,000, £7,000 less income than previously reported.

5.6 **Corporate Director - £nil Variance**

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

6.0 **EARMARKED RESERVES**

6.1 There is a planned contribution of £1,615,000 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 (49% of projected spend).

7.0 **VIREMENTS**

7.1 There are no virement requests in this report.

8.0 **IMPLICATIONS**

Finance

8.1 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

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

Human Resources

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

Equalities

8.4 There are no equality issues arising from this report.

Repopulation

8.5 There are no repopulation issues within this report.

9.0 CONSULTATIONS

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

10.0 CONCLUSIONS

10.1 The Committee is currently reporting an underspend of £12,000.

11.0 LIST OF BACKGROUND PAPERS

11.1 There are no background papers relating to this report.

Environment & Regeneration Budget Movement - 2018/19**PERIOD 7: 1st April 2018- 31st October 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	3,716	59	19		(617)	3,177
Property Services	3,298		28		(688)	2,638
Environmental & Public Protection	12,765	(10)	(6)		(310)	12,439
Roads	3,867		(3)			3,864
Corporate Director	149					149
Totals	<u>23,795</u>	<u>49</u>	<u>38</u>	<u>0</u>	<u>(1,615)</u>	<u>22,267</u>

Movement Details

£000

External ResourcesInflation

Contribution from non-pay inflation contingency to cover Get Ready for Work shortfall	9
Return of management restructure allocation to inflation contingency	(20)
Contribution from non-pay inflation contingency to cover shortfalls in Industrial, Commercial budget	60

49Virements

Virement to realign Turnover Savings budgets - Councilwide	55
Virement from Property Services to Legal Services - employee costs admin restructure	(17)

38Supplementary Budgets087

ENVIRONMENT AND REGENERATION COMMITTEE**REVENUE BUDGET MONITORING REPORT****PERIOD 7: 1st April 2018- 31st October 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	14,958	14,843	(115)	(0.77)%
Property Costs	5,315	5,407	5,447	40	0.74%
Supplies & Services	4,841	4,840	4,540	(300)	(6.20)%
Transport Costs	2,294	2,294	2,277	(17)	(0.74)%
Administration Costs	554	553	922	369	66.69%
Payments to Other Bodies	9,508	9,528	9,796	268	2.81%
Other Expenditure	699	699	668	(31)	(4.43)%
Income	(14,506)	(14,397)	(14,623)	(226)	1.57%
TOTAL NET EXPENDITURE	23,795	23,882	23,870	(12)	(0.05)%
Transfer to Earmarked Reserves *	0	(1,615)	(1,615)	0	0.00%
TOTAL NET EXPENDITURE EXCLUDING EARMARKED RESERVES	23,795	22,267	22,255	(12)	(0.05)%

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	3,716	3,794	3,631	(163)	(4.30)%
Property Services	3,298	3,326	3,366	40	1.20%
Environmental & Public Protection	12,765	12,749	12,876	127	1.00%
Roads	3,867	3,864	3,848	(16)	(0.41)%
Corporate Director	149	149	149	0	0.00%
TOTAL NET EXPENDITURE	23,795	23,882	23,870	(12)	(0.05)%
Transfer to Earmarked Reserves *	0	(1,615)	(1,615)	0	0.00%
TOTAL NET EXPENDITURE EXCLUDING EARMARKED RESERVES	23,795	22,267	22,255	(12)	(0.05)%

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

ENVIRONMENT AND REGENERATION COMMITTEE**REVENUE BUDGET MONITORING REPORT****MATERIAL VARIANCES****PERIOD 7: 1st April 2018- 31st October 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>31-Oct-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>
	REGENERATION & PLANNING							
459	Economic Development Admin	Employee Costs	442	242	269	484	42	9.50%
334	Development Control	Employee Costs	321	176	183	352	31	9.66%
							73	
288	Building Services - Direct Purchases	Supplies and Services	164	96	171	204	40	24.39%
151	Building Services - Subcontractors	Supplies and Services	220	128	186	280	60	27.27%
							100	
0	Employability - Innovation & Integration grant expenditure	PTOB	0	0	0	101	101	
75	Economic Development - Smarter Choices	PTOB	0	0	0	75	75	
							176	
0	Employability - Innovation & Integration grant income	Income	0	0	0	(101)	(101)	
(34)	Economic Development Admin	Income	0	0	(31)	(60)	(60)	
(75)	Economic Development - Smarter Choices	Income	0	0	0	(75)	(75)	
(378)	Development Control	Income	(266)	(155)	(367)	(431)	(165)	62.03%
(660)	Building Services - Work Won in Tender	Income	(603)	(352)	(131)	(720)	(117)	19.40%
							(518)	
	PROPERTY SERVICES							
251	Technical Services - Agency Staff	Administration	0	0	154	260	260	
							260	
(1,066)	Technical Services - Recharges to Capital	Income	(758)	(442)	0	(1,018)	(260)	34.30%
							(260)	

ENVIRONMENT AND REGENERATION COMMITTEE**REVENUE BUDGET MONITORING REPORT****MATERIAL VARIANCES****PERIOD 7: 1st April 2018- 31st October 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>31-Oct-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>
	ENVIRONMENTAL & PUBLIC PROTECTION							
171	Public Protection - Trading Standards	Employee Costs	119	65	54	88	(31)	(26.05)%
1,034	Public Protection - Social Protection/ Wardens	Employee Costs	885	485	514	920	35	3.95%
1,545	Grounds Maintenance	Employee Costs	1,590	871	917	1,570	(20)	(1.26)%
812	Vehicle Maintenance	Employee Costs	845	463	442	811	(34)	(4.02)%
1,493	Refuse Collection	Employee Costs	1,424	780	794	1,377	(47)	(3.30)%
							(97)	
321	Vehicle Maintenance - Materials & Subcontractors	Supplies and Services	272	159	200	312	40	14.71%
							40	
62	Refuse Collection - Agency Staff	Administration	20	12	52	80	60	300.00%
							60	
88	Waste Strategy - Food Waste	PTOB	96	56	24	50	(46)	(47.92)%
37	Waste Strategy - Other Expenditure	PTOB	67	39	31	41	(26)	(38.81)%
2,786	Refuse Transfer - Residual Waste	PTOB	2,874	1,677	1,492	2,854	(20)	(0.70)%
74	Refuse Transfer - Non contract Waste	PTOB	48	28	55	79	31	64.58%
172	Waste Strategy - Payments to Greenlight	PTOB	204	119	66	325	121	59.31%
							60	
(392)	Vehicle Maintenance - Non-routine Labour & Materials income	Income	(252)	(147)	(177)	(292)	(40)	15.87%
(659)	Refuse Collection - Trade Waste	Income	(803)	(468)	(542)	(707)	96	(11.96)%
(341)	Refuse Transfer - Tipping Charges	Income	(273)	(159)	(152)	(299)	(26)	9.52%
(637)	Crematorium - Cremations Income	Income	(676)	(394)	(304)	(636)	40	(5.92)%
(57)	Burial Grounds - Sale of Lairs	Income	(98)	(57)	(40)	(78)	20	(20.41)%
0	Public Protection - Social Protection/ Wardens	Income	0	0	0	(20)	(20)	
							70	

ENVIRONMENT AND REGENERATION COMMITTEE**REVENUE BUDGET MONITORING REPORT****MATERIAL VARIANCES****PERIOD 7: 1st April 2018- 31st October 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>31-Oct-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>
754	ROADS Roads Operations Unit	Employee Costs	740	405	351	694	(46)	(6.22)%
							(46)	
1,192	Roads Operations Unit - Materials	Supplies and Services	1,525	633	690	935	(590)	(38.69)%
66	Roads Client - Design Rechargeable	Supplies and Services	0	0	122	122	122	
							(468)	
89	Roads Operations - Non Routine Vehicle Maintenance	Transport & Plant	23	13	26	47	24	104.35%
268	Roads Operations - External Hires	Transport & Plant	305	122	166	244	(61)	(20.00)%
							(37)	
(950)	Roads Operations Unit - Recharges at Dayworks	Income	(770)	(313)	(295)	(822)	(52)	6.75%
(2,111)	Roads Operations Unit - Recharges Schedule of Rates	Income	(2,705)	(1,098)	(1,202)	(1,918)	787	(29.09)%
(98)	Roads Operations Unit - NCI	Income	(26)	(11)	(75)	(100)	(74)	284.62%
(66)	Roads Client - Design Rechargeable	Income	0	0	(122)	(122)	(122)	
(295)	Parking - PCN Income	Income	(231)	(135)	(129)	(271)	(40)	17.32%
(74)	Parking - Sales Fees and Charges	Income	(118)	(69)	(50)	(93)	25	(21.19)%
							524	
							(63)	
Total Material Variances							(63)	

EARMARKED RESERVES POSITION STATEMENT

COMMITTEE: Environment & Regeneration

<u>Project</u>	<u>Total Funding</u>	<u>Phased Budget To Period 7</u>	<u>Actual To Period 7</u>	<u>Projected Spend</u>	<u>Amount to be Earmarked for 2019/20 & 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>	
Renewal of Clune Park Area	1,542	107	122	190	1,352	The projected expenditure in 2018/19 relates to Legal Fees and Professional fees.
Youth Employment	715	37	48	270	445	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	2	18	600	Marketing, Council Tax discounts, relocation packages, Tourism, Business Support and self build plots to attract residents to Inverclyde. Action Plan currently being developed by repopulation group.
Employability Initiatives	154	70	0	54	100	Contracts to local organisations and individuals for general employability.
Town and Village Centre Environmental Improvements	314	162	218	314	0	To deliver a range of environmental improvements in towns and villages across Inverclyde in consultation with Local Communities. Will be spent in full in 18/19.
Economic Development Initiatives	70	45	16	70	0	Start up grants and shopfront improvements. Expected to be spent in full in 18/19.
CEF Energy Audit	88	20	2	21	67	Funding for specialist Energy Audits and subsequent energy efficiency projects identified as part of audits. Initial energy audit progressing.

EARMARKED RESERVES POSITION STATEMENT

COMMITTEE: Environment & Regeneration

<u>Project</u>	<u>Total Funding</u>	<u>Phased Budget To Period 7</u>	<u>Actual To Period 7</u>	<u>Projected Spend</u>	<u>Amount to be Earmarked for 2019/20 & 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>	
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.
Traffic Management Studies	30	0	0	30	0	Full spend will be achieved 18/19 through traffic calming studies throughout Inverclyde.
Refurbishment of Ashton Prom	50	0	1	50	0	Quotations have been returned and works being progressed.
Master Plan Gourock Park	20	0	0	20	0	Tender being prepared in line with timescale.
Investment Roads & Footpaths	204	204	204	204	0	Repairs have been completed to carriageways and footways with the additional funding provided after the prolonged and poor winter weather.
Total Category C to E	3,955	645	613	1,261	2,694	

Report To: Environment & Regeneration Committee **Date:** 17 January 2019

Report By: Chief Financial Officer and Corporate Director Environment, Regeneration and Resources **Report No:** FIN/05/19/AP/CA

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

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

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 8.2 that the projected spend is £90.567m, which means the total projected spend is on budget.

2.3 Expenditure at 31 October is 44.75% of 2018/19 projected spend, there is net slippage of £0.262m (1.8%). This is an increase in slippage of £0.466m (3.20%) from the net acceleration reported to the last Committee and is mainly due to slippage in Pottery Street (£0.306m), SPT (£0.350m), Flooding Strategy – Future Schemes (£0.300m) offset by acceleration within the Carriage Way Glazed Roof (£0.080m), Play Areas (£0.128m), Clune Park Regeneration (£0.070m), Scheme of Assistance (£0.158m) and Regeneration of Town and Village Centres (£0.076m).

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 costs in connection with the additional works for the District Court Room restoration are likely to increase and additional funding will be required and this will be advised in due course (6.3).

3.3 That the Committee note and approve the further allocation of funding from the 2019/20 Core Property allocation to address the continuation of the general fabric upgrade of the Greenock Municipal Buildings (6.3).

3.4 That the Committee note the current City Deal progress detailed in 7.0 and Appendix 3.

Alan Puckrin
Chief Financial Officer

Scott Allan
Corporate Director
Environment, Regeneration & Resources

4.0 BACKGROUND

4.1 On March 15 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 £6.184m comprising of core £2.154m and RAMP £4.030m.
- 5.2 **Carriageways:** All 12 major resurfacing schemes are complete. 6 of the 14 large patching schemes are complete. The remaining 8 are programmed to be completed by the end of March 2019. Proprietary thin surfacing treatment was completed mid-September with lining completed mid-October. Ironwork is still to be completed.
- 5.3 **Footways:** 9 of 20 footway schemes are now complete which includes the 9 reserve schemes. The remaining 11 footway schemes are programmed to be complete by end March 2019. Two large patching footway schemes have also been completed.
- 5.4 **Street Lighting:** The tender for work package 5 comprising the replacement of 3,500 lanterns, has been awarded and lantern delivery started December 2018, with lantern erection January to March 2019. The column replacement contract, which comprises the renewal of 750 concrete/steel columns with new LED lanterns, is substantially complete.
- 5.5 **Structures:** Cardwell Road Rail Bridge waterproofing works have been postponed until May 2019. Tender documents for parapet works at Bogston ramp are being prepared. Scour Protection works at Auchenfoil and Milton Bridge are complete.
- 5.6 **Flood Risk Management (Central Greenock):** Flood Protection works at Crescent Street are complete. The clearing out of Eastern Line of Falls works are currently being prepared.
- 5.7 **Flood Risk Management (Flood Risk Management Plan):** Design drawings for Bouverie Burn have been received from the external consultant and service diversion quotes are being obtained, the main contract documents are being reviewed. Officers are progressing with an attenuation solution at Glen Mosston Burn. Gotter Water design is ongoing with delivery programmed for 2019.
- 5.8 **Cycling, Walking & Safer Streets:** The signalling of the junction at Drumfrochar Road and Cornhaddock Street is progressing on site.
- 5.9 **Traffic Safety Measures:** Ardgowan Street footway extension and crossing point are programmed to start in February 2019. This year's priority locations for Traffic Calming Measures are programmed to start late January 2019.
- 5.10 **SPT:** Access improvement works at Princes Street, Port Glasgow are progressing on site. Access improvements works to footways in Greenock are complete. Bus Access Improvements at Chapelton Bridge are ongoing with service diversion works complete and the main bridge widening project programmed to start in February 2019. Gibshill Road junction improvements are currently being designed. Baker's Brae improvement works are progressing on site. Quality Bus Corridor schemes are programmed to start in February 2019. A770 Lunderston Bay bus laybys are programmed to start late January 2019.

- 5.11 **Vehicle Replacement Programme:** The Vehicle Replacement Programme budget for 2018/19 is £1.378m. £0.660m of assets have been delivered with a further £0.846m 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 at Gibshill is now complete and open for public use. A letter of comfort from River Clyde Homes regarding proposed improvement works at the Sir Michael Street/Ann Street play area (7/11/18) has been received and this will now be progressed. Funding of £0.090m for Branchton Play Area was provided by Youth Link Scotland.
- 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 led budget, 2018/19 projected spend has increased by £0.144m and it is now projected to spend £0.870m.
- 5.14 **Public Space CCTV:** By the time of the Committee it is expected that the replacement Public Space CCTV system will be fully installed and operational.

6.0 PROGRESS (Regeneration Major Projects)

6.1 Core Regeneration:

Bakers Brae Road Realignment: 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. Surfacing of Bakers Brae is currently underway and weather permitting, is on track to be opened to vehicular traffic on the 20 December 2018.

Port Glasgow Town Centre Regeneration: Works on the Roundabout Spur Road achieved practical completion in early March 2018. The Defects Liability Period will continue until March 2019.

Baker Street Food & Drink Hub: The Contractor, Stewart and Shields, has commenced enabling works to clear the site in anticipation of the main build starting upon receipt of the building warrant.

Towns & Villages Environmental Improvements: The contract to improve the footpaths and carriageway in Princes Street, Port Glasgow started on site on Monday 17 September 2018. Phases 1, 2 and 3 have been handed over to date and the Contractor will return to site in the new year to complete the footpaths and carry out the carriageway resurfacing.

- 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 have been identified below utilising the 2019/20 allocation 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, 2 and 4 are complete. Phase 3, dealing with the Wallace Place elevation will commence on site in January to complete by the end of the financial year. Listed Building Consent for a further phase has been submitted addressing windows at lower ground level on the Wallace Place elevation.

Carriageway Glazed Roof: The Contractor has been appointed with Listed Building Consent (though the Design & Build Contractor) submission imminent. The current programme as submitted by the Contractor will see works commence on site in the current financial year.

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 loading restrictions, and more recently in connection with a number of

unforeseen additional areas of work addressing dry rot, remedial wall ties and external stonework deterioration. An initial extension of time has been awarded and a further extension in connection with the above additional works is currently being reviewed. The current projected completion for internal works is end of December/early January with external works completion anticipated by the end of January subject to delivery of sandstone lintel. The Committee is requested to note that the costs in connection with the additional works are currently being quantified but additional funding will be required and this will be advised in due course. It is intended that this will be contained within the current Core Property allocations.

Clyde Square Elevation Re-roofing: The Committee is requested to note and approve the further allocation of funding from the Core Property Services 2019/20 allocation to address the continuation of the general building fabric upgrade of the Greenock Municipal Buildings. The previous phase of re-roofing addressed the Wallace Place elevation and the Clyde Square elevation is currently suffering water ingress with a similar scope of works required as the previous phase to address substantial chimney works, re-roofing and associated leadwork. The estimate cost of this phase of works is £1.02m which includes approximately £0.100m of window replacement addressing high level windows in the area of the roofing works. The continued investment in the Municipal Buildings is required to address the overall condition rating of C – Poor highlighted through the 2014 externally procured condition surveys and as detailed within the previous report to Committee of 1 June 2016. Externally procured elemental condition surveys (based on Scottish Government Guidance) are undertaken on the basis of a 5 year rolling programme. The next 5 yearly external surveys are due in 2019 and the procurement of those is currently on-going with a view to carrying out and completing the surveys over 1st Quarter 2019.

6.4 **Greenock Cemetery Complex (Ivy House):** Formal planning and listed building consent is in place with building warrant application submitted. Tenders have been issued with anticipated site start in February subject to tender evaluation and formal legal acceptance.

6.5 **King George VI Building:**

Phase 1 – works involve essential roofing, electrical and structural works. Planning, listed building consent and building warrant are all in place. Tenders were returned at the end of November and are currently being evaluated with a site start anticipated in the new year.

Phase 2 – As previously reported interest has been intimated by a local group who wish to enter into a long term lease for the property and who have also investigated funding through the Regeneration Capital Grant Fund (RCGF) from the Scottish Government to supplement the residual funding. The stage 1 application has been successful and a stage 2 application has now been submitted as recently reported to the special Environment & Regeneration Committee of 27 November.

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 following packages of work are being progressed subject to available budget and competitive tender.

Boiler replacement – detail design currently being progressed.

Fire/panic alarm – this item will be progressed following the boiler replacement works.

Building energy management system – this item is partly addressed through the boiler replacement project.

Training Pool Floating Floor – further specialist design input is currently being sought to determine the most appropriate technical solution for the possible replacement.

6.7 **Lady Octavia Recreation Centre/Bridgend Road:** Work on the first phase involved the extension/expansion of the existing Centre car park was completed in July 2018. The phase 2 works addressing improvements to on street parking is programmed for tender issue in mid-

December with Scottish Power utility diversion work anticipated to commence at the end of January and the balance of works prior to the end of the financial year.

6.8 Boglestone Community Centre

Car Park: The resurfacing of the existing centre car park and removal of the existing roundabout including the provision of additional car parking was completed in summer 2018.

Re-Roofing: Planning application has been submitted. As previously reported the work will be taken forward in phases with priority given to the areas affected by the separate Inverclyde Leisure investment reported through the Education & Communities capital programme.

6.9 **Clyde Square Piazza:** A formal acceptance has been issued with a site start anticipated in January to complete by the end of the current financial year. The work includes uplifting the existing concrete slabs and replacing the waterproof membrane paying particular attention to the junction at parapets and walls where there is a history of water ingress. The existing slabs will be re-laid subject to their condition.

6.10 Minor Works

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 and is now anticipated mid-January.

Greenock Municipal Buildings Town Hall Stair to Former Court Room: A works order has been issued with site start anticipated in January.

6.11 **Former Tied Houses:** The allocation addresses lifecycle replacement and improvement works identified from detailed condition surveys. The current programme has been substantially completed with the exception of potential external insulation improvement works which are currently being scoped and which will be considered for spring/summer 2019.

6.12 Asset Management Plan – Depots:

Pottery Street Integrated Depot:

Vehicle Wash Installation: Works commenced on site in July and have been substantially completed. The Contractor and design team are currently investigating a water pressure issue affecting operation of the new facility.

Fuel Installation: Works commenced on site in July with civil works complete and fuel apparatus to be installed in December. Upon completion the existing fuel installation will be decommissioned.

Pottery Street Office & Depot Refurbishment: Works involve partial demolition and refurbishment of existing offices and depot building. An acceptance has been issued with site start pending receipt of the contract performance bond.

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. Works are programmed to commence on completion of the Pottery Street Office & Depot refurbishment project above.

7.0 PROGRESS – City Deal

7.1 **Greenock Ocean Terminal:** The planning application for the terminal building has been submitted and will be considered by the Planning Board early in the new year. The Harbour Revision Order for marine works was published at the beginning of October and has now been approved.

7.2 **Inverkipp:** Ongoing discussions with Transport Scotland relating to the design solution has resulted in significant slippage.

7.3 **Inchgreen:** Following approval by the November Committee the Strategic Business case will be submitted to the PMO.

8.0 FINANCIAL IMPLICATIONS

Finance

8.1 The figures below detail the position at 31 October 2018. Expenditure is £6.391 (44.75% of the 2018/19 projected spend).

8.2 The current budget is £90.567m. The current projection is £90.567m which means total projected spend is on budget.

8.3 The approved budget for 2018/19 is £14.542m. The Committee is projecting to spend £14.280m with net slippage of £0.262m mainly due to slippage in Pottery Street (£0.371m), SPT (£0.350m), Flooding Strategy – Future Schemes (£0.300m), King George VI Refurbishment (£0.247m) and Boglestone Community Centre Roof (£0.185m) offset by acceleration within Bakers Brae Realignment (£0.404m), RAMP (£0.101m), Play Areas (£0.128m), Clune Park regeneration (£0.320m), Scheme of Assistance (£0.144m) and Regeneration of Town and Village Centres (£0.099m).

8.4 One off Costs

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

Annually Recurring Costs/ (Savings)

8.5

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

9.0 CONSULTATION

9.1 Legal

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

9.2 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.

9.3 Equalities

There are no equalities implications in this report.

9.4 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.

10.0 LIST OF BACKGROUND PAPERS

10.1 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 31/10/18	Est 2019/20	Est 2020/21	Future Years
	£000	£000	£000	£000	£000	£000	£000	£000
Roads								
<u>Core Programme</u>								
Traffic Measures	521	333	188	188	145	0	0	
Cycling, Walking & Safer Streets	108	0	108	108	23	0	0	
SPT	1,600	0	1,600	1,250	105	350	0	
Flooding Strategy - Greenock Central	2,216	1,843	373	373	39	0	0	
Flooding Strategy - Future Schemes	1,426	25	501	201	0	1,200	0	
Kirn Drive Passing Places	200	0	15	25	0	175	0	
Complete on Site	9	0	9	9	0	0	0	
Roads - Core Total	6,080	2,201	2,794	2,154	312	1,725	0	0
<u>Roads Asset Management Plan</u>								
Carriageways	23,572	17,198	2,234	1,782	1271	1,633	2,959	
Footways	3,847	3,189	107	335	133	323	0	
Structures	2,032	1,020	355	203	98	809	0	
Lighting	5,356	3,483	1,316	1,225	471	648	0	
Other Assets	351	0	0	171	36	180	0	
Staff Costs	2,701	1,977	(83)	314	298	410	0	
Roads Asset Management Plan Total	37,859	26,867	3,929	4,030	2,307	4,003	2,959	0
Roads Total	43,939	29,068	6,723	6,184	2,619	5,728	2,959	0
Environment & Public Protection Services								
Scheme of Assistance	3,225	0	726	870	411	742	1,613	
Clune Park Regeneration	1,000	0	0	320	104	680	0	
Public Space CCTV	201	0	201	201	0	0	0	
Cemetery Development	1,530	30	50	50	0	1,450	0	
Cremator Replacement	1,650	0	200	200	0	1,450	0	
Zero Waste Fund	489	329	40	40	20	60	60	
Vehicles Replacement Programme	16,931	11,842	1,378	1,378	660	1,535	2,176	
Sir Michael Street Play Area - Phase 2	261	169	92	92	0	0	0	
Various Other Play Areas	315	166	19	147	147	2	0	
Play Areas complete on Site	8	0	8	8	0	0	0	
Investment in Park Assets	150	127	23	23	23	0	0	
Park, Cemeteries & Open Spaces AMP	850	107	193	193	34	300	250	
Environment & Public Protection Services Total	26,610	12,770	2,930	3,522	1,399	6,219	4,099	0
Roads, Environment & Public Protection Services Total	70,549	41,838	9,653	9,706	4,018	11,947	7,058	0

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 31/10/18	Est 2019/20	Est 2020/21	Future Years
	£000	£000	£000	£000	£000	£000	£000	£000
Regeneration and Planning								
<u>Core Regeneration:</u>								
Port Glasgow Town Centre Regeneration	1,960	1,246	78	78	38	636	0	
Central Gourrock	150	130	20	20	0	0	0	
Bakers Brae Re-alignment	2,360	780	1,376	1,580	1258	0	0	
Bakers Brae Re-alignment contribution from SPT grant	(500)	0	(500)	(500)	(495)	0	0	
Enterprise Hub	300	0	0	200	0	100	0	
Regeneration of Town & Village Centres	2,500	0	200	299	299	701	1,500	
Core Regeneration Total	6,770	2,156	1,174	1,677	1,100	1,437	1,500	0
Regeneration Services Total	6,770	2,156	1,174	1,677	1,100	1,437	1,500	0
Property Assets								
<u>Core Property Assets</u>								
General Provision	2,086	0	0	0	0	86	2,000	
Feasibility Studies	250	62	68	44	44	144	0	
Greenock Municipal Buildings Window Replacement	250	71	79	99	6	80	0	
Greenock Municipal Buildings Basement Storage	65	46	19	19	0	0	0	
Carriageway Glazed Roof	350	8	102	102	1	240	0	
District Court Room Restoration	465	19	396	396	255	50	0	
Greenock Cemetery - Ivy House Refurbishment	300	28	187	100	18	172	0	
King George VI Refurbishment	1,000	43	347	100	11	447	410	
Waterfront Leisure Centre Lifecycle Works	930	406	107	30	0	464	30	
Lady Octavia Recreation Centre/Bridgend Rd	296	0	215	215	132	81	0	
Lady Octavia Recreation Centre/Bridgend Rd Contribution from RAMP	(136)	0	(100)	(100)	0	(36)	0	
Boglestone Community Centre Car Park	85	35	15	40	32	10	0	
Boglestone Community Centre Roof	300	5	205	20	0	275	0	
Clyde Square Piazza - Roof Membrane	85	0	0	75	0	10	0	
Greenock Municipal Buildings - Clyde Square Re-roofing	1,020	0	0	15	0	905	100	
<u>Minor Works</u>								
Farms	15	0	7	5	1	10	0	
Minor Demolitions	40	0	14	15	2	20	5	
Inverclyde Leisure Properties	200	0	22	50	39	100	50	
General Works	200	0	24	83	83	97	20	
Design & Pre-Contract	100	0	72	50	9	50	0	
Reservoirs	100	0	50	50	1	30	20	
<u>Statutory Duty Works</u>								
Electrical	60	0	28	25	5	30	5	
Lightning Protection	20	0	10	10	0	10	0	
Lifts	20	0	1	5	2	10	5	
Water	80	0	19	25	7	40	15	
Gas	25	0	9	10	6	10	5	
Asbestos	100	0	17	43	43	37	20	
Fire Risk	100	0	8	30	6	50	20	
DDA/Equality	250	0	111	120	120	80	50	
Capital Works on Former Tied Houses	600	104	51	83	83	13	50	350
Complete on Site Allocation	103	7	65	65	0	31	0	
Core Property Assets Total	9,359	834	2,148	1,824	906	3,546	2,805	350
<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	248	25	0	
Fuel Installation	300	38	237	237	63	25	0	
Pottery Street Offices & Depot Refurbishment	934	13	771	400	28	521	0	
Completion Works (Decommission Fuel Tanks / Weighbridge Portacabin / Road Repairs & Markings)	203	0	50	50	22	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	0	78	78	0	0	0	
Kirn Drive Civic Amenity Site	360	70	80	10	0	280	0	
Materials Recycling Facility	1,250	994	56	16	6	140	100	
Asset Management Plan Total	3,889	1,160	1,567	1,073	367	1,406	250	0
Property Assets Total	13,248	1,994	3,715	2,897	1,273	4,952	3,055	350
Regeneration Total	20,018	4,150	4,889	4,574	2,373	6,389	4,555	350

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 31/10/18	Est 2019/20	Est 2020/21	Future Years
	£000	£000	£000	£000	£000	£000	£000	£000
City Deal								
Greenock Ocean Terminal	9,729	256	2,586	130	50	7,900	1,443	0
Inverkip	3,250	8	2,000	0	0	1,000	2,242	0
Inchgreen	9,427	0	0	0	0	0	0	9,427
City Deal Total	22,406	264	4,586	130	50	8,900	3,685	9,427
City Deal Total	22,406	264	4,586	130	50	8,900	3,685	9,427

Report To: Environment & Regeneration Committee **Date:** 17 January 2019
Report By: Corporate Director Environment,
Regeneration & Resources **Report No:** 002/19/SA/KL
Contact Officer: Kenny Lang **Contact No:** 01475 715906
Subject: Environment, Regeneration & Resources CDIP Performance Report

1.0 PURPOSE

- 1.1 The purpose of this report is to provide the Committee with an update on progress towards the achievement of key objectives as set out in the Environment, Regeneration & Resources Corporate Directorate Improvement Plan (CDIP) 2016/19.
- 1.2 This report focuses on improvement actions that sit within the Environment, Regeneration & Resources Directorate, with the exception of those improvement actions which cover Finance, ICT and Legal and Property Services as these are reported separately to the Policy & Resources Committee in the Corporate Services Performance Report.

2.0 SUMMARY

- 2.1 The Environment, Regeneration & Resources Corporate Directorate Improvement Plan 2016/2019 details the improvement actions identified with the Environment, Regeneration & Resources Directorate Plan.
 - Environment, Regeneration & Resources Directorate Plan actions (appendix 1)
 - Key performance indicators contained within the CDIP (appendix 2)

The Plan is a key component of the Council's Strategic Planning and Performance Management Framework.

- 2.2 This is the final performance report for the Environment, Regeneration & Resources Corporate Directorate Improvement Plan (CDIP) 2016/19 .A review of the CDIP was submitted to the Committee in August.
- 2.3 All the relevant Environment, Regeneration & Resources Directorate Plan actions are on track.
- 2.4 Key performance measures from the previous report are up across 5 of the 10 reported indicators, two indicators have stayed the same with one of these remaining at 100% while three of the indicators are down on the figures previously reported to this Committee.

3.0 RECOMMENDATIONS

3.1 It is recommended that the Committee note:

- a. that this report reflects the progress made by the Environment, Regeneration & Resources Directorate in delivering their key improvement actions and performance targets as detailed in the Environment, Regeneration and Resources CDIP; and
- b. That a new three year CDIP from 2019 to 2022 will be presented to Committee for approval.

Scott Allan
Corporate Director Environment, Regeneration & Resources

4.0 BACKGROUND

- 4.1 The Corporate Directorate Improvement Plan is a Directorate's key improvement planning document which sets out the projects and improvement actions that will be implemented to help the Council deliver the strategic wellbeing outcomes identified within the Single Outcome Agreement and Corporate Statement. These wellbeing outcomes are Safe, Healthy, Achieving, Nurturing, Active, Respected & Responsible and Included (SHANARRI).
- 4.2 The Council's Corporate Directorate Improvement Plans cover the period 2016-2019 and are reviewed annually to ensure they are fit for purpose. The CDIP contains a number of service improvement actions to be delivered within the life of the report. A refreshed plan was presented to this Committee in August 2018. (Min Ref 447)
- 4.3 Each improvement action has been designated with a 'BRAG' status, i.e. Blue – complete; Red – significant slippage; Amber – slight slippage; Green – on track. Appendix 1 highlights the key actions and their current BRAG status. Performance information has been recorded on the Council's electronic performance management system, Inverclyde Performs.
- 4.4 The CDIP also contains a number of key performance indicators, consisting of a mixture of statutory performance indicators (SPIs) and local service or operations indicators. These indicators provide a measure of how each service's individual performance contributes to the Council's overall strategic aims. A number of key performance indicators within the CDIP are gathered on an annual basis, whilst other are compiled on a more frequent basis. Appendix 2 contains the most up to date information on performance for the KPIs.

5.0 DIRECTORATE IMPROVEMENT PLAN PROGRESS

- 5.1 A number of key actions are identified in the Environment, Regeneration & Resources Directorate Plan which contribute to the Council's Single Outcome Agreement and Corporate Statement wellbeing outcomes and include:

- Environmental and Commercial Services
 - Improve and standardise productivity levels across facilities management
 - Promote free school meal uptake
 - Develop scoping plan in line with recycling code of practice
 - Expand the traffic parking strategy
 - Development of shared services with West Dunbartonshire Council
 - Continuation of the RAMP
 - Development of flood risk management plan
 - Increase burial space availability and replace cremators

- Regeneration and Planning Services
 - Publication of Local Development Plan
 - Implementation of the Single Operating Plan with RI
 - Implementation of the Key City Deal Projects

Further actions within the remit of the Directorate which are included within the CDIP specifically relevant to Finance Services and Legal and Property Services are reported to the Policy & Resources Committee. This report includes performance relating to Facilities Management which has now transferred to the Education, Communities and Organisational Development directorate.

It should further be noted that a number of the actions identified in the CDIP are reported through the regular Capital report (e.g. Roads Asset Management Plan, flood action plan etc).

5.2 The action plan is a live document and a number of key actions reflect this as follows:

- Public consultation will be undertaken and reported back to the Committee regarding the parking strategy across a number of areas throughout Inverclyde as per Committee decision on 25 October 2018.
- The Roads Shared Services have appointed a new Shared Head of Service.
- Reports on the City Deal projects at Inverkip and Inchgreen have been presented to the Committee on 25 October and 27 November 2018 respectively.

5.3 Indicators are up across 3 of the 10 indicators from the previous CDIP Performance Report, with 3 out of 10 indicators remaining static albeit it 2 of those are at 100%.

5.4 Percentage of all planning applications decided in under 2 months has declined largely as a result of long term staff illness plus a change in application profile with a significant rise in the number of complex and large scale proposals. This has been compounded by the quality of information in a number of applications requiring officers to seek clarification thus delaying the time to determine planning applications.

5.5 Free School meals provision has also dropped, largely as a result of the new parent pay reporting system. The old manual system would record all free school meals globally, the new system splits free school meals into universal free school meals (P1 to P3) and free school meals for (P4 to P7s). The system records those families whose children from P1 to P3 would be eligible for free school meals and excludes them from the universal tally.

5.6 While this report is the last performance report relating to the Environment, Regeneration & Resources Corporate Directorate Improvement Plan (CDIP) 2016/19 a new report will be developed and reported to Committee covering the period from 2019 to 2022. It is likely that a number of pre-existing actions will remain reflecting the Council's longer terms aims and ongoing commitments.

6.0 IMPLICATIONS

6.1 Finance
None

Legal
None

Human Resources
None

Equality & Diversity

None

Repopulation

Actions identified within the repopulation action plan should contribute to addressing the decline in Inverclyde's population.

7.0 CONSULTATION

7.1 Information on the progress that has been made in delivering the Environment, Regeneration and Resources CDIP has been provided by the lead officers of each improvement action.

8.0 BACKGROUND PAPERS

8.1 Environment, Regeneration & Resources Corporate Directorate Improvement Plan 2016-19.

Directorate Action Plan

Ref no	Area of Directorate activity	Where do we want to be?	How will we get there	BRAG status	Comment/Update	SOA and Wellbeing Outcome
CA3	ECS – Facilities management	All schools and other buildings working to the agreed productivity level for the building category	Revised productivity targets have been set however to achieve these will require non filling of vacancies over time.	● Green On Track	Productivity goals have been met.	SOA 8 Achieving
CA5	ECS Facilities management	To promote and increase the level of uptake of the Free school meals provision	Through monitoring and assessing the provision and promotion of the initiative to parents and children through each school.	● Green On Track	Increase in provision costs are externally funded.	SOA 4 Healthy
ECS1	ECS Waste Strategy	The Council have approved the sign up to the Household Recycling Charter aimed to align Waste Services and provide high levels of participation and recycling quality	Scoping meetings have been undertaken with Zero Waste Scotland which will identify any available funded support.	● Green On Track	Meetings scheduled with Zero Waste Scotland to discuss future options,	SOA 7 Responsible
ECS2	ECS Roads	Expansion of Residents Parking Scheme within Greenock Town Centre & Wemyss Bay. Alterations to disc enforcement regime in Kilmacolm. Various minor amendments to existing Traffic Regulation Orders.	Expansion of Residents Parking Scheme within Greenock Town Centre & Wemyss Bay. Various minor amendments to existing Traffic Regulation Orders.	● Green On Track Ref no	Traffic Parking Strategy report being presented to committee	SOA 3 SOA 7 Safe Responsible
ECS3	ECS – service wide	Appointment of a lead change officer for Roads shared services and the production of a detailed Business Plan	Through joint collaborative working and with partner authority and the successful implementation of the detailed Business Plan from April 2018	● Green On Track	Shared Head of Service now in post.	SOA 8 Safe Achieving

Ref no	Area of Directorate activity	Where do we want to be?	How will we get there	BRAG status	Comment/Update	SOA and Wellbeing Outcome
RP1	Local Development Plan2	Main Issues Report published and consulted on	Publication of proposed plan	● Green On Track	Local Development Plan is available on the Council's website	SOA 7 Responsible
RP3	Regeneration	Implementation of Single Operating Plan 2016-19	Through workshops and engagement with key stakeholder groups including Riverside Inverclyde	● Green On Track	Report presented to Committee November 2018.	SOA 3 Achieving
RP4	Regeneration	Implementation of projects in respect of Key City Deal Projects	Outline business cases were presented in October 2017 for Inverkip and Ocean Terminal, FBC will follow in early 2019. The SBC for Inchgreen was submitted in in December 2018.	● Green On Track	Report presented to Committee November 2018	SOA 1 SOA 3 SOA 7 Responsible Achieving

Appendix 2

The Environment, Regeneration & Resources Directorate has a core set of key performance indicators that help to demonstrate its performance in terms of its strategic and operational objectives. These indicators include Statutory Performance Indicators and Local Performance Indicators. Some of these indicators are gathered on an annual basis and performance will be reported to Committee following the end of this financial year. Other indicators are gathered on a more frequent basis and the most recent performance information is provided here.

					Target	Lower limit Alarm	2017/18 Rank average
	2015/16	2016/17	2017/18	Current			
P1 to P3 – Free school meals provision	88%	88%	94.3%	77%	90%	85%	P1 to P3 – Free school meals provision
Facilities management Productivity	81%	91%	74.5%	100%	80%	75%	
Category 1 Potholes – Make safe/repair within 24 hours of identification	88%	94.3%	100%	100%	90%	85%	
Category 2 Potholes – Make safe/repair within 7 days of identification.	91%	74.5%	94.8%	100%	80%	75%	
Street Lighting Failed Dark Lamp	91%	89%	89%	90%	92%	87%	
Waste Recycling (households)	56%	54%	56%	57.2%	50%	47%	45.6% National average
Number of Business/Property assists	20	28	26	27	25	15	n/a
Percentage of all planning applications decided in under 2 months	89%	89%	94%	81%	90%	80%	n/a
Percentage of householder planning applications decided in under 2 months	97%	99%	96%	93%	95%	90%	87% national average
Percentage of building warrants assessed within 20 working days of registration	99%	99%	97%	97%	95%	90%	90% national average

Report To:	Environment & Regeneration Committee	Date:	17 January 2019
Report By:	Corporate Director Environment, Regeneration & Resources	Report No:	ENV/010/19/SA
Contact Officer:	Scott Allan	Contact No:	01475 712764
Subject:	Review of Riverside Inverclyde		

1.0 PURPOSE

- 1.1 The purpose of this report is to update Members on the outcome of a Board meeting of Riverside Inverclyde on 13 December 2018. The Council and Scottish Enterprise's position as agreed by Committee on 27 November 2018 was presented to the Board for consideration.

2.0 SUMMARY

- 2.1 Members will recall the report to this Committee on 27 November 2018 regarding the future direction of economic regeneration in Inverclyde and the role of Riverside Inverclyde. The report as approved on 27 November 2018 confirmed the positive progress that has been made by Riverside Inverclyde over a number of years. The report highlighted however the change in the funding landscape due to the very significant reduction in capital regeneration funds available in future years. In this context, the Committee agreed to submit to the Board of Riverside Inverclyde a proposal which would integrate the delivery of economic regeneration within the Council. The proposals anticipate the continuation of Riverside Inverclyde and Riverside Inverclyde Property Holdings but on the basis that there would be no employees directly engaged. Instead, the Council would deliver all physical regeneration within an integrated team and would provide support in the operation of Riverside Inverclyde Property Holdings and the administrative services to Riverside Inverclyde.
- 2.2 The Board of Riverside Inverclyde in considering the Council's and Scottish Enterprise's position requested time to consider the proposals. The Board considers it may be able to meet with the Council and Scottish Enterprise towards the end of January/early February. At that time, the Board hopes to articulate a consensus position.
- 2.3 A report on the potential RI extension is included on the agenda for this meeting at agenda item 28 and this contains details on legal and staffing implications.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that the Committee:
- (i) note the consideration by the Board of Riverside Inverclyde of the proposals for the delivery of regeneration activities in Inverclyde as approved by this Committee on 27 November 2018,
 - (ii) approve a continuation of the matter to allow the Board to consider the proposals with a view to reverting to the Council and Scottish Enterprise for further discussion at the end of January/early February 2019,
 - (iii) consider as agenda item 28 the staffing implications.

Scott Allan
Corporate Director
Environment, Regeneration & Resources

4.0 BACKGROUND

- 4.1 Following the approval of a report concerning the future delivery of economic regeneration services in Inverclyde as approved at this Committee on 27 November 2018, a report was submitted by the Corporate Director Environment, Regeneration & Resources to Riverside Inverclyde's Board on 13 December 2018. The report reflected the decision of the Committee and presented a summary of the consultancy report into the delivery of economic regeneration and the future of Riverside Inverclyde. The Board was also provided with a copy of the Consultancy report.
- 4.2 The key messages as presented to this Committee regarding the significantly changed funding landscape will result in a very significant reduction in capital regeneration projects in future years.
- 4.3 In consideration of the 6 options as presented in the Consultancy report and recommendation as included in the report by the Corporate Director Environment, Regeneration & Resources the Board accepted that there needed to be a change to the current model for service delivery. A particular concern was the need to address the salary cost within Riverside Inverclyde which in future years will become a significant proportion of total spend. The best value implications of this need to be addressed in the context of further reducing budgets.
- 4.4 The Board of RI, in considering these issues, has sought an extension of time and the legal and staffing implications arising therefrom are as detailed in the report at agenda item 28 on this agenda and that report is exempt from public consideration as it contains specified information in terms of the Local Government Acts.

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
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

5.2 There are no legal implications.

Human Resources

5.3 There are no human resources implications.

Equalities

5.4 Has an Equality Impact Assessment been carried out?

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.

Repopulation

5.5 The report through proposing integration of economic regeneration activities within the Council as opposed to the current situation where delivery is split between the Council and Ri, will result in more effective and focused support for repopulation at a time of diminishing budgets.

6.0 CONSULTATIONS

6.1 N/A.

7.0 CONCLUSIONS

7.1 N/A.

8.0 BACKGROUND PAPERS

8.1 N/A.

Report To:	Environment and Regeneration Committee	Date:	17 January 2019
Report By:	Corporate Director Environment, Regeneration and Resources	Report No:	E&R/19/01/03/SJ/AW
Contact Officer:	Ash Hamilton	Contact No:	01475 712463
Subject:	Removal of Core Path 26B 'South of Berryards' from the Core Paths Plan		

1.0 PURPOSE

- 1.1 The purpose of this report is to seek Committee approval to remove Core Path 26B 'South of Berryards' from the Inverclyde Core Paths Plan.

2.0 SUMMARY

- 2.1 Under the Land Reform (Scotland) Act 2003, all local authorities are required to identify a network of routes which provide sufficient levels of access for local communities. This network is known as a Core Paths Network and is formally presented in a Core Paths Plan.
- 2.2 The Council, in conjunction with the Inverclyde Local Access Forum, adopted a Core Paths Plan in 2008. The Plan identifies 98 sections of linked paths across Inverclyde. While the Plan was reviewed in 2015 and a number of improvement works identified, no changes to the path network were made.
- 2.3 Following enquiries from members of the public about the condition and use of Core Path 26B 'South of Berryards', which extends along Berryards Road to the northern end of Beith Road, two separate site visits by a Council officer revealed there to be no discernible path beyond the rural path which runs up the western side of the last house at the southern end of Berryards Road. In addition, the Local Access Forum also proposed removing the path from the Core Paths Plan due to the lack of a discernible path and a perceived low level of demand and use.
- 2.4 A report seeking Committee approval to undertake a public consultation on the removal of Core Path 26B [under 20C of the Land Reform (Scotland) Act 2003 (as amended by section 83 of the Land Reform (Scotland) Act 2016 – 'Single amendment of core paths plan: procedure')] was approved at the Environment and Regeneration Committee on 25 October 2018.
- 2.5 The Council subsequently carried out a one month public consultation (7 November – 7 December 2018) on the removal of path 26B from the Plan. The consultation was publicised through public notices at either end of the core path and in the Greenock Telegraph, on the Council website and through a press release. No responses were received to this consultation.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that the Committee approve the removal of Core Path 26B 'South of Berryards' from the Inverclyde Core Paths Plan.

Stuart W. Jamieson
Head of Regeneration and Planning

4.0 BACKGROUND

- 4.1 Under the Land Reform (Scotland) Act 2003, all local authorities are required to identify a network of routes which provide sufficient levels of access for local communities. This network is known as a Core Paths Network and is formally presented in a Core Paths Plan.
- 4.2 The Council, in conjunction with the Inverclyde Local Access Forum, prepared a Core Paths Plan which was adopted in 2008. This Plan identifies 98 sections of linked paths across Inverclyde.
- 4.3 The Core Paths Plan was fully reviewed in 2015, with the condition of the existing network assessed and consideration given to whether any existing paths should be extended or new sections added. While the review identified the need for improvements to some sections of the network, it did not propose any changes to the existing path network.

5.0 CORE PATH 26B: 'SOUTH OF BERRYARDS'

- 5.1 Core Path 26B extends along Berryards Road to the northern end of Beith Road. It is comprised of an on road section along Berryards Road, followed by a vegetated path south to Beith Road. Inverclyde Council, as the Roads Authority, is responsible for maintenance of the path section along Berryards Road, with the remaining section to the south being in private ownership. The path is not a formal Right of Way.
- 5.2 Following enquiries from members of the public about the condition and use of Core Path 26B, officers from the Roads and Planning services have paid separate visits to the path in recent months. These site visits have revealed that the section of path to the south of the rural path which runs up the western side of the last house at the southern end of Berryards Road (i.e. 'Carriden') is heavily overgrown with grass, scrub and woodland in parts, and is not discernible as a path. There are also obstructions along the route of the path as shown on the Core Paths Plan e.g. broken metal railings.
- 5.3 Part 1 of the "Land Reform (Scotland) Act 2003: Guidance for Local Authorities and National Park Authorities" states that the core path "*network is... likely to encompass a full range of path surfaces, including natural grass and beaten earth paths through fields, woods, along riverbanks, surfaced paths and tracks, towpaths, farm and forestry tracks; waterways with launching points; and quiet minor roads and pavements for certain stretches...*".
- 5.4 In light of the above, it is the opinion of the Roads and Planning services that the section of Core Path 26B to the south of Berryards Road is not wholly a 'natural grass and beaten earth' path. As such, it does not fall within the range of path surfaces identified in the Part 1 of the "Land Reform (Scotland) Act 2003: Guidance for Local Authorities and National Park Authorities." It is therefore the view of the respective officers that path 26B should be removed from the Plan.
- 5.5 In addition, the Local Access Forum has proposed that path 26B should be removed from the Plan due to the lack of any discernible path beyond the rear curtilage of the last house on Berryards Road, and a perceived lack of demand and use of the path.
- 5.6 The Council can remove Core Path 26B from the Plan under 20C of the Land Reform (Scotland) Act 2003 (as amended by section 83 of the Land Reform (Scotland) Act 2016 – 'Single amendment of core paths plan: procedure'). This requires the Council to "*consult such persons... on the amendment, inviting objections and representations in relation to the amendment to be made to them within such period as they specify...and give such notice of the amendment as the local authority think fit*".
- 5.7 A report seeking to undertake a public consultation on the removal of Core Path 26B from the Plan was approved by the Committee on 25 October 2018.
- 5.8 The Council subsequently undertook a one month public consultation (7 November - 7 December 2018), which was publicised through public notices at either end of the core path and in the Greenock Telegraph, on the Council website and through a press release. No

responses were received to this consultation

- 5.9 Given the lack of a discernible path and the absence of any objections, it is recommended that the Committee approve the removal of Core Path 26B 'South of Berryards' from the Core Paths Plan, under 20C of the Land Reform (Scotland) Act 2003 (as amended by section 83 of the Land Reform (Scotland) Act 2016 – 'Single amendment of core paths plan: procedure').

6.0 IMPLICATIONS

Finance

- 6.1 There are no direct financial implications associated with this report.

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 If the Committee is agreeable to the removal of Core Path 26B, this will be done in accordance with the Land Reform (Scotland) Act 2003 which allows for amendments to the Core Paths Plan.

Human Resources

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

Equalities

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

Repopulation

- 6.5 There are no direct repopulation implications arising from this report.

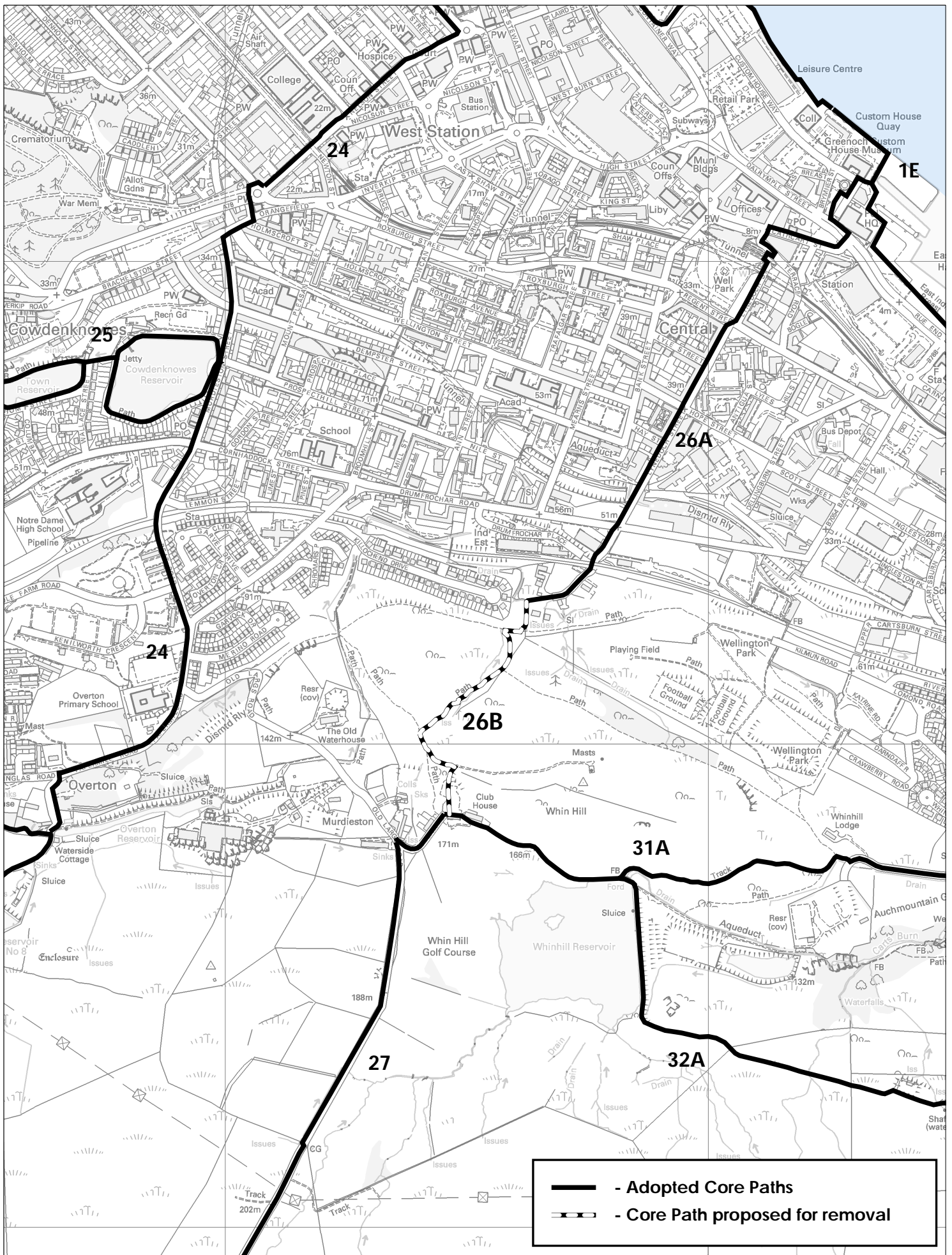
7.0 CONSULTATIONS

- 7.1 The Council's Roads and Legal Services have been consulted during the preparation of this report, as has the Inverclyde Local Access Forum.

8.0 LIST OF BACKGROUND PAPERS

- 8.1 None

Appendix 1: Map of Core Path 26B 'South of Berryards'



Report To:	Environment & Regeneration Committee	Date:	17 January 2019
Report By:	Corporate Director Environment, Regeneration & Resources	Report No:	ENV/008/19/SA
Contact Officer:	Scott Allan	Contact No:	01475 712764
Subject:	Transient Visitor Taxes in Scotland – Supporting a National Discussion (Consultation)		

1.0 PURPOSE

- 1.1 The purpose of this report is to present to the Committee the Scottish Government's discussion document on a Transient Visitor Tax and to seek approval for Inverclyde Council's response.

2.0 SUMMARY

- 2.1 The Scottish Government has recently published a document titled 'Transient Visitor Taxes in Scotland: Supporting a National Discussion'. The document describes the volume and extent on the tourism industry in Scotland and seeks views on the principle of visitor tax along with potential mechanisms for delivery. The document has been produced to facilitate discussion on transient visitor tax and has been supported by a number of consultation events across Scotland. Key visitor information is produced in the document such as day visitors by council, visitor numbers to significant attractions, hotel and self-catering occupancy rates for different council areas, tourism as a share of local authority employment, the volume of self-catering hotel accommodation across Scotland and a range of other relevant information.
- 2.2 The discussion paper recognises that Cosla recently submitted a position paper on transient visitor taxes which majored on the cost of maintaining the local environment and public services and the wider costs created by tourism which are also borne by local tax payers. Cosla is supportive of new legislation which would facilitate local tax raising powers for local authorities in respect of tourism. This being on the basis of local needs and opportunities and in consultation with local partners. A transient visitor tax could therefore tackle both visitor pressures within council areas but also enhance the tourism offering for the benefit of increased economic activity.
- 2.3 The National Discussion document also however presents a counter view that may reflect some of the concerns of the tourism and leisure business sector. This includes the amount of tax that it is already indirectly contributing towards services and facilities through tourism along with the concerns about an area specific tax acting as a deterrent.
- 2.4 Through consultation, the Scottish Government hope to reach a considered view on the case for creating supportive legislation.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that the Committee approve the responses to the questions as set out in the background to this report as Inverclyde's response to the Transient Visitor Taxes in Scotland Supporting a National Discussion consultation.

Scott Allan
Corporate Director
Environment, Regeneration & Resources

4.0 BACKGROUND

4.1 The document 'Transient visitor taxes in Scotland: Supporting a National Discussion' asks a number of questions to assist the Government consider the case for the creation of facilitative legislation. The questions are set out under Section 6 of the document on pages 26 & 27. Questions have been reproduced for convenience with a proposed response from *Inverclyde Council*.

4.2 *What would be the reasons for introducing a transient visitor tax?*

As the document recognises, tourism is an important aspect of Scotland's economy with potential for further growth. Tourism does however bring pressures, particularly on local authorities who are constrained through the manner in which local government in Scotland is funded. Local authority income is primarily set through Scottish Government with only a small proportion (around 10%) within the discretion of local authorities through domestic rates. It is the case that tourism can impact on local services and amenities in widely varying ways across Scotland. Councils at present have little or no flexibility to respond to this.

Within Inverclyde we host a major cruise ship terminal and we have been advised that for 2019 over 80 cruise ships are already booked to dock at Ocean Terminal. The cruise ships typically carry between 2,000 – 5,000 passengers. The experience of cruise ships is therefore one of short but intense demands on local facilities.

Inverclyde benefits significantly from the visitors and the crews from the cruise ships although it is recognised that most passengers progress on day trips to other parts of Scotland. For Inverclyde therefore having the powers to consider a tourism tax would allow the Council to consult with local partners and businesses with a view to creating a revenue stream which would support and enhance the experience of short duration cruise ship passengers. We anticipate the objectives would be around improving the desirability of Greenock as a stopover thus encouraging more operators. This approach would support the significant City Deal investment being taken forward in the new cruise ship terminal and berthing facilities.

Whilst our focus is on Inverclyde, we recognise that other local authorities will have their own tourism pressures which in this Council's view would benefit from devolved tax raising powers.

4.3 *What would a well-designed and well operated transient visitor tax look like?*

This is a matter for all Scottish councils to consider but the focus within Inverclyde would be very much on the potential to raise revenue from cruise ship passengers. In our view, facilitative legislation would allow the Council to consult with partners locally across all sectors and design a tax raising model similar to visitor taxes in other countries worldwide. The tax would be agreed locally, administered by the Council and ring-fenced for tourism and regeneration activities.

4.4 *What positive and negative impacts could a transient visitor tax have?*

This Council recognises that a transient visitor tax creates very significant opportunities for investment both directly and with partners to improve the tourism offering. This is an approach commonly used in countries across the world and allows local economies to respond positively to the particular pressures they experience. The impact of tourism is not spread equally across Scottish local authorities and the discussion document clearly highlights the dramatic differences between locations such as Edinburgh for instance and Highland. Flexibility therefore for local tax raising powers would give devolved responsibility and capability to local authorities to address their unique circumstances.

Inverclyde Council recognises however that the application of transient visitor tax must be sensitive such that economic activity from tourism is not suppressed. There is a danger that ill-considered tax raising could be detrimental to the industry both locally and nationally. On balance however we consider that local authorities are best placed to consult with partners and develop schemes (or not as the case may be) which ensure positive contributions to this

industry.

4.5 *How could a transient visitor tax be used and how can revenue be distributed fairly?*

Inverclyde Council considers that the value of local tax raising powers is wholly associated with the ability to respond to the pressures and opportunities from tourism locally. Whilst there is an argument for cross boundary sharing of revenue raised from local tax raising, we consider that this is not a matter which should be legislated for or prescribed by Scottish Government. Various partnerships already exist across Scotland amongst local authorities which provide forums for discussion on economic issues such as this. Inverclyde for instance sits within the City Region partnership of councils and would anticipate discussion amongst partners in relation to transient tax proposals. Through partnership working across local authorities we believe that equitable arrangements can be derived with local authorities where tourism pressure may be significant whilst the opportunity for tax raising may be limited. It is importance to note however that this council does not consider that revenue streams from any potential transient visitor tax within this area would be significant. It is also important to emphasise again that this council would consider any tax raised be ring-fenced to support tourism and economic regeneration.

With regard to the revenue risk arising from local tax raising powers, we consider that this is no different from the Council's risk in regard to collecting domestic rates. Any revenue raised from transient tax raising powers will be comparatively small with risks managed in the normal way through contingency reserves across council budgets.

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
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

5.2 There are no legal implications.

Human Resources

5.3 There are no human resources implications.

Equalities

5.4 Has an Equality Impact Assessment been carried out?

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.

Repopulation

5.5 If the Scottish Government create enabling legislation for a local authority Tourism Tax, the consequent revenue could potentially support the regeneration and repopulation agenda.

6.0 CONSULTATIONS

6.1 N/A.

7.0 CONCLUSIONS

7.1 N/A.

8.0 BACKGROUND PAPERS

8.1 N/A.

Transient Visitor Taxes in Scotland: Supporting a National Discussion

A Scottish Government Discussion Document

November 2018



Scottish Government
Riaghaltas na h-Alba
gov.scot

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1. Introduction

Tourism is a key sector of the Scottish economy. It employs 206,000 people in Scotland, and is a significant provider of economic opportunities across Scotland's cities, towns and rural areas. Scotland has seen significant increases in visitor numbers in recent years, particularly from overseas. The Scottish Government is committed to working with Scotland's tourism industry and other partners to support our common goal – the continued success of this key sector.

In recent months, a number of our Local Authority partners and the Convention of Scottish Local Authorities (CoSLA) have called for the Scottish Government to grant the powers to allow them to levy a transient visitor tax, or tourist tax, in their areas, should local circumstances be supportive. However, there has been significant opposition to these proposals from among the representatives of Scotland's tourism industry.

The Scottish Government believes that this issue requires careful consideration, particularly in light of the economic uncertainty created by Brexit. As Tourism is one of Scotland's key economic sectors, and powers for Local Authorities would require legislation by the Scottish Parliament it is important that these considerations have a national, as well as local, dimension.

In response to these issues, the Scottish Government is taking forward a national discussion around tourist taxes in Scotland. Through this discussion, we are engaging with a range of partners to:

- Seek views on the need for, and purpose of, a transient visitor tax in Scotland, in the context of current challenges and future opportunities for supporting sustainable and inclusive growth.
- Encourage debate on available options for addressing underlying challenges and opportunities within Scotland's tourism sector;
- Encourage partners and stakeholders to provide and share evidence of potential impacts of tourist taxes on the tourism sector, visitor economy and local government; and
- Encourage partners and stakeholders to articulate challenges and issues that would need to be addressed were devolution of a transient visitor tax power to the local authority level to be considered or taken forward.

The aim is to bring partners together to ensure a full range of voices are heard in this discussion, and to build a common and shared understanding among our partners of the issues, opportunities and challenges in this area, in the context of supporting the tourism sector's continued contribution to delivering sustainable and inclusive economic growth in Scotland. The Scottish Government is not seeking to test an existing, specific policy position on a transient visitor tax.

The Role of This Document

To support the national discussion, the Scottish Government has prepared this discussion document. The purpose of this document is not to present a case 'for' or 'against' a transient visitor tax. Instead, the document aims to provide a range of

evidence around the importance of tourism across Scotland; the international experience of tourist taxes; and to highlight core issues that future discussions on this topic should seek to consider and engage with.

The structure of this document is as follows:

- **Section 2** summarises the Scottish Government's economic approach, and the principles that inform the Scottish Government's approach to tax policy;
- **Section 3** provides an overview of tourism activity across Scotland, and the importance of tourism to Scotland's economy;
- **Section 4** gives a brief overview of types of taxes levied on tourism businesses in Scotland, and the use made of occupancy taxes in other countries;
- **Section 5** draws out important facets of the evidence base around tourist taxes, which may be of relevance to the national discussion; and,
- **Section 6** sets out broad themes and questions for the national discussion.

2. Policy Context

This section sets out the broad policy context for underpinning the Scottish Government's thinking in this area, covering our approach to growing the economy, and to taxation.

Scotland's Economic Strategy¹, published in 2015, sets out the Scottish Government's framework for increasing growth and tackling inequality. Four priority areas are identified within the Strategy to direct policy action: Investment, Innovation, Internationalisation and the overarching theme of Inclusive Growth.

More recently, the Economic Action Plan² was published in October 2018, which reinforces the vision set out in the Economic Strategy and sets out the steps that the Scottish Government is taking to lead to a more prosperous and fairer society.

Tourism is significant contributor to this agenda. The sector is an important player in raising Scotland's profile as an open, modern and internationally-facing economy, and has an important role to play in supporting inclusive growth, given its size and reach as an employer across Scotland.

The Scottish Government and our partners are taking forward a range of actions to support sustainable growth within the sector. We have supported the development of world-class visitor attractions, such as the iconic V&A Dundee, and established the Rural Tourism Infrastructure Fund to provide investment in infrastructure to support sustainable growth in rural tourism across Scotland. VisitScotland continues to undertake innovative approaches to marketing Scotland on the world stage, while our Enterprise Agencies provide a range of business support, including one to one support through account management. Through our mandatory Rural Rates Relief scheme, our Small Business Bonus Scheme, and our transitional relief for the hospitality sector, we have helped a number of small rural hotels to cope with increasing business costs. Along with our visitor economy agencies, we are supporting Digital Tourism Scotland, which will improve the digital skills and capabilities of tourism businesses. We are also continuing to make strategic investments in infrastructure, including through the Digital Superfast Broadband Programme and Mobile Infill Action Plan, to support the sector's continued growth and development.

In considering taxation policy, the Scottish Government is guided by Adam Smith's principles, which underpin the Scottish approach to taxation:

- **Certainty:** Certainty is important for households and businesses alike to ensure that financial decisions can be taken from an informed position on the path of future tax policy.
- **Convenience:** Decisions made on taxation should not needlessly impact on the convenience of the current system, and should seek to minimise the administrative impact and burden on taxpayers.

¹ Scottish Government (2015), *Scotland's Economic Strategy*.
<https://www.gov.scot/publications/scotlands-economic-strategy/>

² Scottish Government (2018), *Economic Action Plan*. <https://economicactionplan.mygov.scot/>

- **Efficiency:** As the administration, collection and enforcement of existing and new taxes involves costs for those involved, it is important that policy is designed efficiently to minimise the cost of implementation and operation.
- **Proportionality:** Proportionality to the ability to pay (often referred to as progressivity) in taxation is vital. Everyone benefits from public services and all those who can contribute are expected to do so, but those with the broadest shoulders should bear the greatest burden.

As well as Adam Smith's founding principles, the Scottish Government's approach to tax is based on a **firm approach to tax avoidance**; and a **commitment to engagement** with stakeholders. This national discussion forms part of our ongoing commitment to engage proactively with stakeholders on taxation issues.

This national discussion also takes place within the context of a number of wider engagements, particularly the upcoming Local Governance Review. The Local Governance Review reflects local and national government's shared commitment to subsidiarity and local democracy, and builds on joint agreement between COSLA and the Scottish Government to focus on and strengthen local and community decision-making and democratic governance in ways that improve outcomes in local communities, grow Scotland's economy for everyone's benefit, support communities to focus on their priorities, and help new ideas to flourish.

The Review will explore what might be achieved, and highlight opportunities for positive change. In doing so it brings a wide range of Scotland's public services into scope, takes cognisance of reforms where work is already progressing, and will include powers and functions held at national level.

With this context in mind, the Scottish Government is keen to explore the following broad issues within the national discussion:

- What would be the reasons for introducing a transient visitor tax?
- What would a well-designed and operated transient visitor tax look like?
- What positive and negative impacts could a transient visitor tax have?
- How could a transient visitor tax be used, and how can revenue be distributed fairly?

The remainder of this document sets out a range of evidence to help inform discussion of these issues.

3. Tourism in Scotland

Tourism is a significant part of Scotland's economy, in terms of its size, economic contribution, and its distribution across Scotland. This section provides overview of tourism activity in Scotland, including trends in visitor numbers, spend and distribution; accommodation; and economic contribution.

Overnight Visitors³

In 2017, there were almost 14.9 million overnight visits to Scotland, the majority of which were made by visitors from within Great Britain. Around 5.4 million (36 per cent) visits were made by people from Scotland, 6.3 million (42 per cent) came from elsewhere in Great Britain, and around 3.2 million (22 per cent) came from overseas.

Overall visitor numbers increased by 4.3 per cent between 2016 and 2017, with international visitors increasing by almost 17 per cent. However, since 2011, overall visitor numbers have fallen by over 5 per cent, with growth in visitors from overseas being offset by reductions in visitor numbers from the UK.

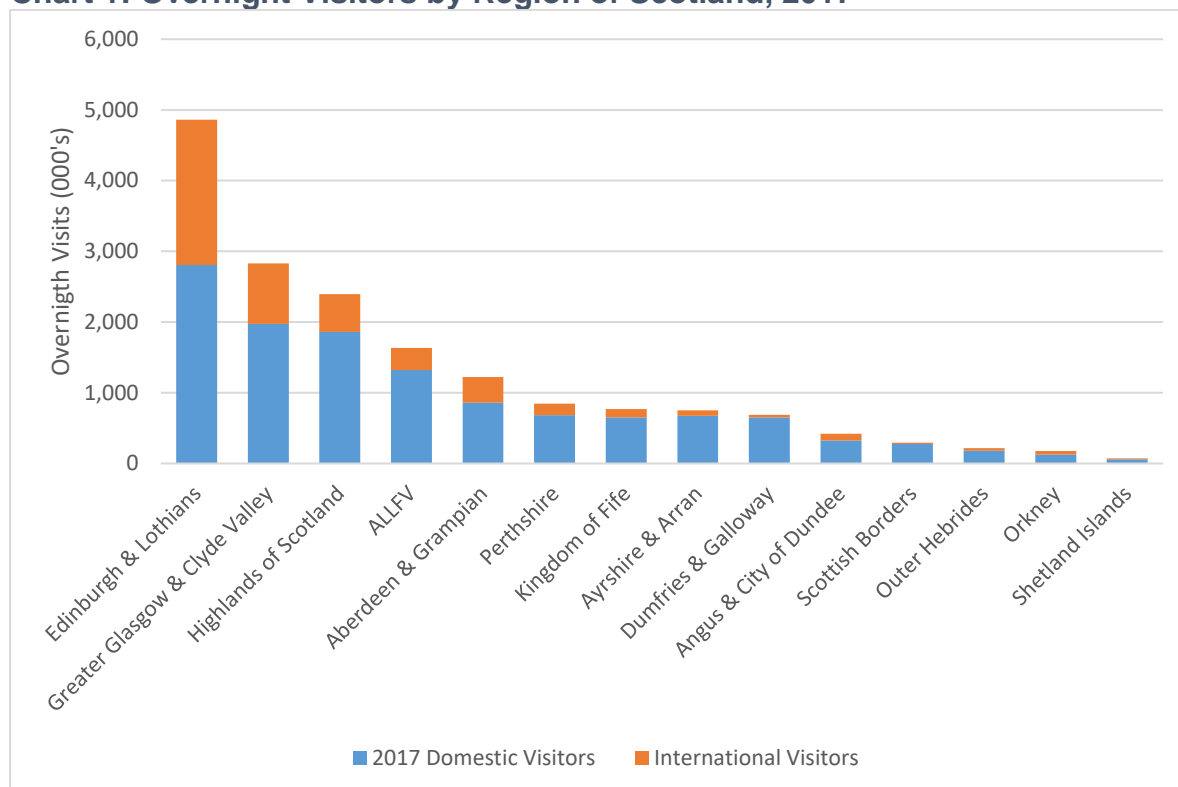
Visitor expenditure has increased in recent years. Overnight visitors spent almost £5.3 billion in 2017 – up over 9 per cent in real terms on 2016⁴. Within this, spending by overseas visitors was worth almost £2.3 billion – up almost 21 per cent in real terms on 2016. However, over the longer term, overall expenditure growth has been relatively stable: while expenditure by overseas visitors increased by almost 40 per cent in real terms between 2011 and 2017, overall overnight expenditure by tourists increased by 6.4 per cent in real terms over the same period.

Chart 1 shows the distribution of overnight visits across Scotland in 2017, revealing significant regional concentrations of visitors.

³ ONS (2018) International Passenger Survey 2015-17, VisitEngland, VisitScotland and Visit Wales (2018) Great Britain Tourism Survey 2015-17.

⁴ Real terms estimates are presented here in 2017 prices.

Chart 1: Overnight Visitors by Region of Scotland, 2017



Source: ONS (2018) International Passenger Survey 2015-17; VisitEngland, VisitScotland and Visit Wales (2018) Great Britain Tourism Survey 2015-17; VisitScotland (2017) Islands Visitor Survey 2017.

Edinburgh and the Lothians received almost 5 million overnight visitors in 2017, 29 per cent of total overnight visitors to Scotland, and also received around 44 per cent of Scotland's overseas overnight visitors. Greater Glasgow and the Highlands received 17 per cent and 11 per cent of Scotland's overnight visitors respectively.

Visitor expenditure across Scotland is similarly concentrated. Edinburgh received around £1.8 billion of expenditure by overnight visitors in 2017: 35 per cent of the Scottish total. Within this, Edinburgh accounted for over £1 billion of overseas visitor expenditure: 45 per cent of Scotland's total. Glasgow accounted for over £700 million of overnight visitor expenditure in 2017, around 13 per cent of Scotland's total.

Day Visitors⁵

Day visitors also represent a significant source of tourism activity across Scotland. In 2017, there were over 151 million day visits within Scotland, accounting for around £6 billion of tourist expenditure. The vast majority of day visits (84 per cent) were by visitors from within Scotland.

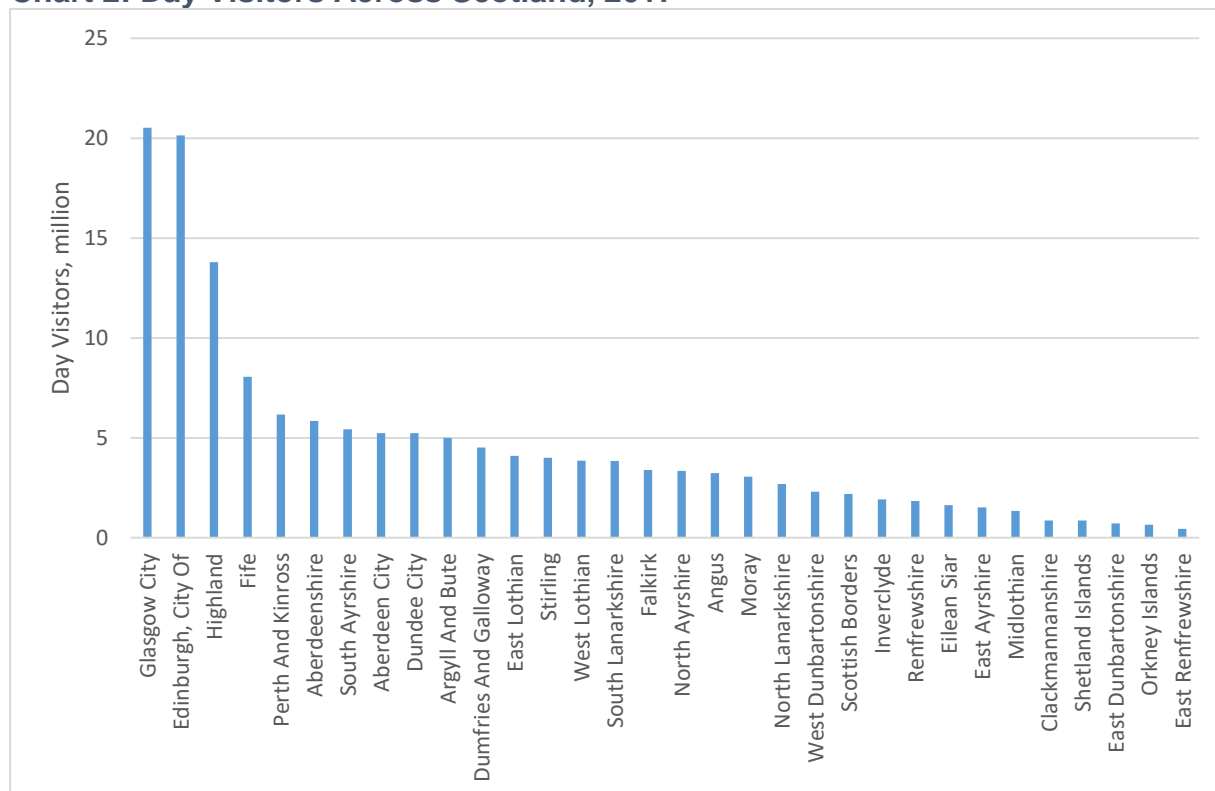
Numbers of visits increased by 6.4 per cent between 2016 and 2017, but have fallen by 2.1 per cent since 2011. Expenditure by day visitors, while rising by almost 20

⁵ VisitEngland, VisitScotland and Visit Wales (2018) Great Britain Day Visitor Survey.

per cent in real terms between 2016 and 2017, has also declined significantly since 2011, falling by 23 per cent in real terms between 2011 and 2017.

Chart 2 shows the distribution of day visitors across Scotland in 2017.

Chart 2: Day Visitors Across Scotland, 2017



Source: ONS (2017) Great Britain Day Visitor Survey

Glasgow and Edinburgh each received over 20 million visitors, or around 14 per cent of total day visitors each within Scotland. Glasgow also received over £1.1 billion (22 per cent) of day visitor expenditure, while Edinburgh received almost £960 million (18 per cent).

Scotland has a diverse range of visitor attractions. Data from the Moffat Centre also suggests that in 2017, visitor attractions in Scotland experienced a 7.0 per cent increase in visitor numbers between 2016 and 2017. Attractions in Greater Glasgow and the Clyde Valley and Edinburgh and the Lothians received the greatest number of visitors (almost 21 million and over 17 million respectively); while the National Museum of Scotland and Edinburgh Castle both exceeded 2 million visitors in 2017, making them the most visited attractions outside of London⁶.

Table 1 sets out the most visited paid and free attractions in Scotland in 2017. A number of these receive financial support from government in Scotland, either from the Scottish Government, or from Local Authorities.

⁶ Association of Leading Visitor Attractions (2018), Latest Visitor Figures. <http://www.alva.org.uk/details.cfm?p=423>

Table 1: Most Visited Attractions in Scotland, 2017

Rank	Paid Attractions		Free Attractions	
	Attraction	Visitor Numbers	Attraction	Visitor Numbers
1	Edinburgh Castle	2,063,709	National Museum of Scotland	2,165,601
2	Edinburgh Bus Tours	690,082	Scottish National Gallery	1,600,761
3	Stirling Castle	567,259	Riverside Museum	1,355,359
4	Edinburgh Zoo	519,281	Kelvingrove Art Gallery & Museum	1,304,072
5	Urquhart Castle	488,136	St Giles' Cathedral	1,285,654
6	Glasgow Science Centre	425,961	Royal Botanic Garden Edinburgh	821,955
7	Glenfinnan Monument	396,448	Gretna Green Famous Blacksmith's Shop	812,177
8	Royal Yacht Britannia	390,482	National War Museum	764,079
9	The Scotch Whisky Experience	376,757	Regimental Museum of the Royal Scots Dragoon Guards	745,208
10	Loch Ness by Jacobite	298,000	Gallery of Modern Art	670,555

Source: Moffat Centre Glasgow Caledonian University (2018), *Scottish Visitor Attraction Monitor 2017*

Accommodation in Scotland

There are a range of economic activities contained within the Sustainable Tourism Growth Sector, with provision of accommodation comprising a significant portion of the sector. Activities included within accommodation are:

- Hotels and similar accommodation;
- Holiday and other short-stay accommodation; and,
- Camping grounds, recreational vehicle parks and trailer parks

In 2018, there were over 3,000 registered business sites within the accommodation sector across Scotland. Table 2 sets out the distribution of these by size of business and accommodation type.

Table 2: Accommodation, Registered Business Sites, by Employee Sizeband, 2018⁷

	0-4 Employees	5-9 Employees	10-14 Employees	15-49 Employees	50+ Employees	Total
Hotels and similar accommodation	480	320	240	710	225	1,980
Holiday and other short-stay accommodation	635	125	35	35	5	840
Camping grounds, recreational vehicle parks and trailer parks	200	50	20	20	10	300
Total	1,320	495	295	765	240	3,120

Source: ONS (2018), Inter-Departmental Business Register.

Hotel accommodation forms the majority of registered accommodation enterprises, with the majority of these being small businesses.

Activity within the accommodation sector varies across Scotland, and across the year. In 2017, the average hotel room occupancy rate was over 72 per cent: however, this rate varied from a low of around 51 per cent in January 2017 to a high of 89 per cent in August⁸. Self-catering unit occupancy rates averaged at around 54 per cent in 2017, and varied between a low of 29 per cent in January to 85 per cent in August.

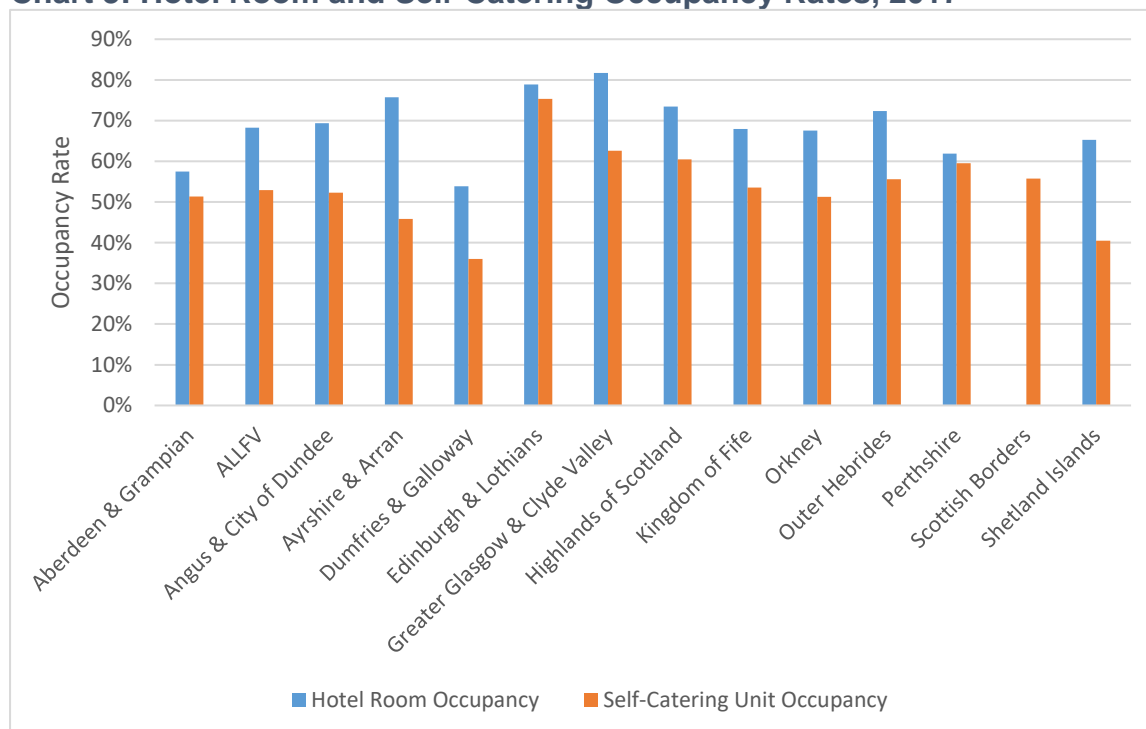
Occupancy rates also vary across Scotland's regions. Chart 3 sets out average occupancy rates for hotel rooms and self-catering units across Scotland.

⁷ The Inter-Departmental Business Register (IDBR) is maintained by the Office for National Statistics (ONS) and is a database of all registered enterprises operating in the UK i.e. enterprises that are registered for VAT and/or PAYE. It covers 99% of economic activity in the UK. Those excluded are small sole traders or partnerships with no employees and an annual turnover of less than the VAT threshold (£83,000 in 2017).

⁸ VisitScotland (2018), Scottish Accommodation Occupancy Survey.

<https://www.visitscotland.org/binaries/content/assets/dot-org/pdf/research-papers-2/occupancy-annual-report-2017.pdf>

Chart 3: Hotel Room and Self-Catering Occupancy Rates, 2017



Source: VisitScotland (2017), Scottish Accommodation Occupancy Survey.

This shows both Edinburgh and the Lothians and Greater Glasgow and Clyde Valley achieving relatively high levels of occupancy across the year; however, occupancy rates were relatively low in both Aberdeen & Grampian and Dumfries and Galloway.

Economic Contribution

The tourism sector makes an important economic contribution to Scotland, both at a national level, and across Scotland.

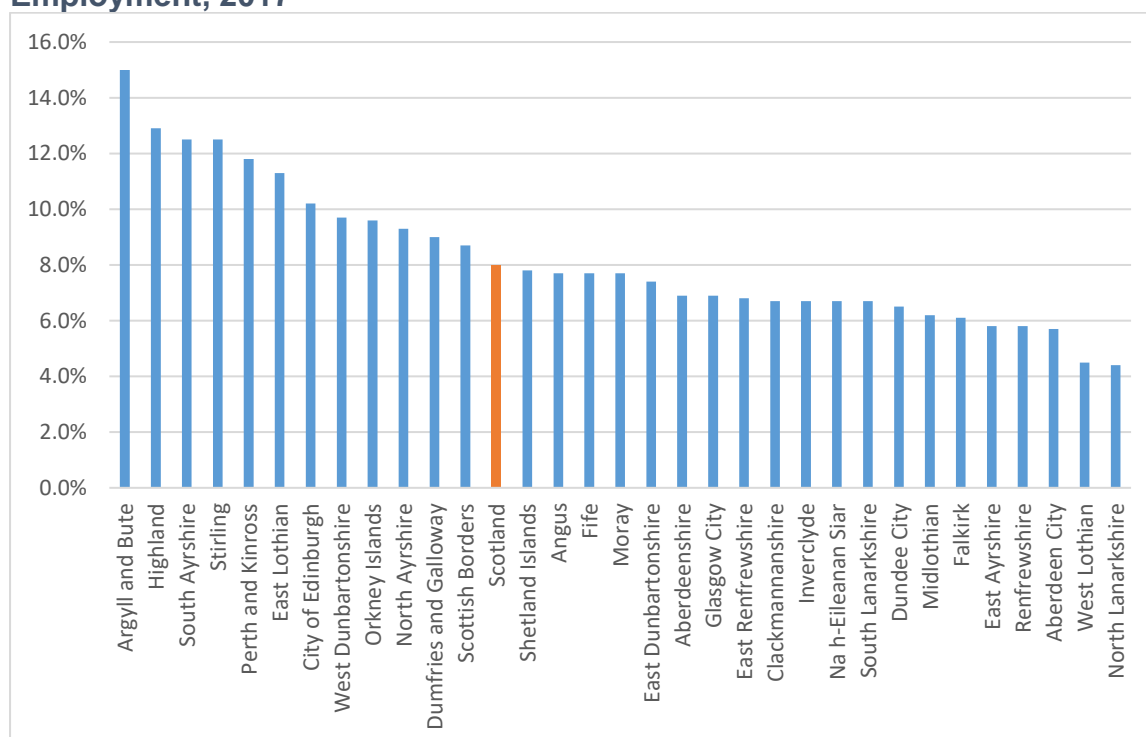
The Sustainable Tourism Growth sector employed 206,000 across Scotland in 2017⁹. This represented around 8 per cent of employment in Scotland as a whole. Within this, the accommodation sector employed 56,000: around 27 per cent of the total.

Tourism is a significant employer across Scotland. Around 31 per cent of the sector's employment is accounted for by Edinburgh and Glasgow, with 34,000 and 29,000 employees respectively. The sector is also a particularly important source of employment in areas like Argyll and Bute, Highlands, and Stirling, where it accounts for around 15 per cent, 13 per cent, and 12.5 per cent of employment respectively.

Chart 4 sets out the relative importance of tourism as an employer across Scotland's Local Authority areas.

⁹ ONS (2018), Business Register and Employment Survey

Chart 4: Sustainable Tourism Employment as Share of Local Authority Employment, 2017



Source: ONS (2018), Business Register and Employment Survey

In addition to its contribution to employment, the sustainable tourism sector also supports activity in other sectors of the Scottish Economy.

In 2017, total expenditure by domestic and non-domestic tourists in Scotland, including overnight and day visitors, was around £11 billion¹⁰. Analysis using the Scottish Government’s Input-Output tables¹¹ indicates that, after adjusting for the imports purchased by the sector, and including an estimate of capital expenditure undertaken by the sector, this directly supported £5.2 billion of GDP (in basic prices) in the Scottish Economy, including around £3.6 billion in the hotels, distribution and catering sector.

However, this also supported activity in the wider Scottish Economy through the purchases made by the sector from the wider Scottish supply chain, and through the wages spent by those working in the sector. Purchases from the supply chain accounted for around £1.2 billion of GDP in the wider Scottish Economy, including around £422 million of GDP in Finance and Business Services. Wages spent by those working in the sector and the supply chain also supported around a further £1.4 billion of GDP.

Taken together, spending by tourists in Scotland generated around £14 billion of economic activity in the wider Scottish supply chain and contributed around £8 billion

¹⁰ ONS (2018) International Passenger Survey 2015-17; VisitEngland, VisitScotland and Visit Wales (2018) Great Britain Tourism Survey 2015-17; VisitEngland, VisitScotland and Visit Wales (2018) Great Britain Day Visitor Survey.

¹¹ Scottish Government Input-Output Tables.
<https://www2.gov.scot/Topics/Statistics/Browse/Economy/Input-Output>

to Scottish GDP (in basic prices). This represents about 6 per cent of total Scottish GDP.

4. Taxation on Tourism

This section provides a brief overview of current taxation on accommodation and tourism businesses in Scotland, and discusses international experience of use of occupancy (or ‘tourist’) taxes.

Taxation on Tourism

Tourism businesses and accommodation providers are typically subject to a range of indirect or direct taxes which include:

- Corporation Tax (levied on a company’s profits);
- Employer National Insurance;
- Non-Domestic Rates (levied on ‘non-domestic’ premises, such as accommodation); and,
- Value-Added Tax (VAT) (levied on the value a business adds to goods or services during its particular stage of the production or distribution process).

In addition, most flights from Scottish airports are currently subject to Air Passenger Duty. Once this is replaced by Air Departure Tax, the Scottish Government is committed to reducing this, and abolishing when resources allow. There are currently no occupancy taxes in operation within Scotland.

Non-Domestic Rates

Non-domestic rate bills are derived using the rateable value of a property multiplied by the tax rate (poundage) and adjusted for any exemptions, reliefs or supplements. The rateable value is determined by the independent Assessors, based upon a property’s notional market rental value if it were vacant and to let. There are around 253,000 properties on the current roll with a total value of around £7.4 billion.

Revaluations of all properties take place periodically to ensure market values are accurate. The most recent Revaluation took place in 2017; the next will take place in 2022 from which point the revaluation cycle will be every three years. Rates are set annually by Scottish Ministers and administered by Local Authorities. Councils retain the revenue collected in their area and apply any relief or supplements.

Details of the poundage for 2018-19 is presented in Table 3 below:

Table 3: Non-Domestic Rates, 2018-19, Scotland

Poundage	48.0p
Large Business Supplement (LBS)	2.6p
Rateable value above which LBS is paid	£51k

Scotland typically offers a generous package of non-domestic rates reliefs including the Small Business Bonus Scheme, empty property relief, charity relief and transitional relief. With regards to tourism, properties with a rateable value under £15,000, for example many smaller accommodation providers such as B&Bs may be eligible for 100% relief. Those properties with a rateable value from £15,001 - £18,000 may benefit from 25% relief although if a ratepayer had more than one

business property, with a combined rateable value of between £18,001 and £34,000, they will receive 25% relief on each individual property with a rateable value of under £18,000.

In recognition of the impact of the 2017 revaluation on the hospitality sector, in the financial year 2017-18 the Scottish Government introduced a transitional relief for the hospitality sector which capped rates increases at 12.5 per cent in real terms for all but the largest hospitality providers (and offices in the North East of Scotland). That relief was extended in 2018-19 and on 26 October 2018, the Minister for Public Finance and Digital Economy confirmed the relief would remain in place until the next revaluation in 2022.

Table 4 below presents the frequency and level of business rate relief for various accommodation types across Scotland¹².

Table 4: Visitor Accommodation Properties Subject to Non-Domestic Rates, 2018-19

Property Type	No Relief	Partial Relief	Full Relief	Total Premises	Premises receiving Partial / Full Relief, % of Total
Self-Catering	2,170	520	12,220	14,910	85%
Hotel	1,690	180	540	2,410	30%
Guest House	200	50	1,170	1,420	86%
Caravan	290	30	980	1,300	78%
Time Share Units	190	40	900	1,130	84%
Hostel	150	120	500	770	80%
Caravan Site	280	40	360	680	59%
Other	130	40	840	1,000	87%
Total	5,100	1,020	17,510	23,620	78%

Source: Scottish Assessors' Valuation Roll and Local Authority non-domestic rates (2018)

Value Added Tax

VAT is levied on transactions, and acts as a tax on final consumption. The VAT rate in the UK is set by the UK Government, and governed by EU directive 2006/112/EC¹³, which imposes a common system of VAT across EU member states. VAT is levied on a number of goods and services within the UK, including areas of expenditure related to tourism, such as:

- Renting of hotel accommodation;
- Admission to cultural services;
- Admission to amusement parks;

¹² Please note that when the data set out in Table 6 was collected a number of Local Authorities' IT systems were not in place to provide information on the transitional relief noted above. The number of properties in receipt of relief therefore is likely to be higher than the number suggested in Table 6.

¹³ <https://eur-lex.europa.eu/legal-content/EN/ALL/?uri=celex%3A32006L0112>

- Restaurant and catering services; and,
- Admission to sporting events.

The standard rate of VAT within the UK is currently 20 per cent. This rate is around average in terms of standard rates of VAT in the EU, with 17 EU Member states having higher standard rates of VAT¹⁴. A number of EU countries also apply reduced rates of VAT on tourism-related areas of expenditure. However, the UK currently does not, and instead applies the standard rate to the items set out above. This means that the UK has amongst the highest VAT rates applied to accommodation among EU Member States, with only Denmark applying a higher rate. Table 5 and Chart 5 show EU Member States' rates of VAT applied to Renting of Hotel Accommodation and Standard Rates of VAT¹⁵.

Table 5: Standard and Hotel Accommodation VAT Rates Across EU Member States, 2017

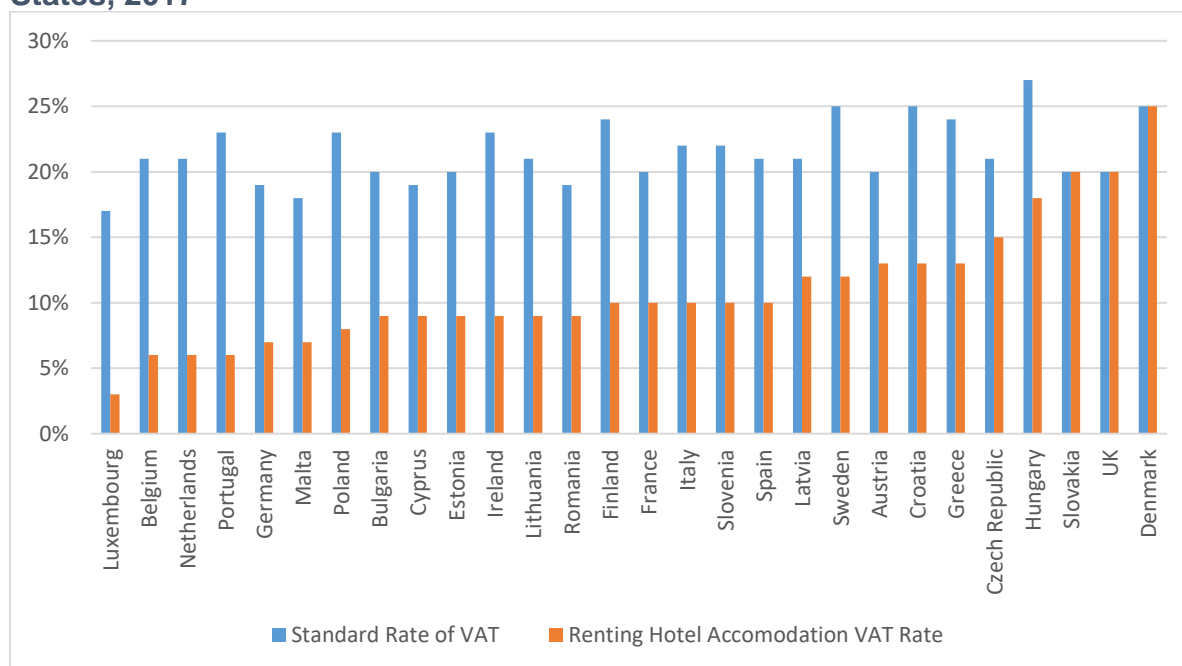
EU Member State	Standard VAT Rate	VAT Rate Applied to Accommodation
Austria	20%	13%
Belgium	21%	6%
Bulgaria	20%	9%
Croatia	25%	13%
Cyprus	19%	9%
Czech Republic	21%	15%
Denmark	25%	25%
Estonia	20%	9%
Finland	24%	10%
France	20%	10%
Germany	19%	7%
Greece	24%	13%
Hungary	27%	18%
Ireland	23%	9%
Italy	22%	10%
Latvia	21%	12%
Lithuania	21%	9%
Luxembourg	17%	3%
Malta	18%	7%
Netherlands	21%	6%
Poland	23%	8%
Portugal	23%	6%
Romania	19%	9%
Slovakia	20%	20%
Slovenia	22%	10%
Spain	21%	10%
Sweden	25%	12%
UK	20%	20%

Source: European Commission (2017a), Database of Key Taxes on the EU Tourism Sector, August 2017

¹⁴ European Commission (2017a), Database of Key Taxes on the EU Tourism Sector, August 2017.

¹⁵ Member States' VAT Rates on Hotel Accommodation are also included in **Annex A**, for reference.

Chart 5: Standard and Hotel Accommodation VAT Rates Across EU Member States, 2017



Source: European Commission (2017a), Database of Key Taxes on the EU Tourism Sector, August 2017

Occupancy Taxes

Occupancy taxes (also referred to as bed, room, tourist or transient visitor taxes) are largely focused on tourism or accommodation providers, and are typically levied on short term residences in paid accommodation¹⁶. They are levied by eighteen¹⁷ EU Member States, and by others including the USA, and Canada. Among EU Member States, over one-third (the UK, Ireland, Denmark, Sweden, Finland, Estonia, Latvia, Luxembourg and Cyprus) do not levy an occupancy tax. Among EU Member States that levy an occupancy tax, all with the exception of Malta do so at local government level – i.e. at city, municipality or region level.

Models of occupancy taxes vary across EU Member States, and across cities. They have been levied on a number of bases, including¹⁸:

- Per person, per night;
- Per room, per night;
- As a proportion of the room cost (in the case of cities like Amsterdam and Berlin).

Tax rates applied also vary widely. Some cities, such as Paris, Rome, Venice and Barcelona, vary the tax levied according to the quality rating of the accommodation,

¹⁶ European Commission (2017b), The Impact of Taxes on the Competitiveness of European Tourism, 36.

¹⁷ Greece is also scheduled to introduce an occupancy tax in 2018 (ibid, 37).

¹⁸ Daley, M (2017), Options for a Tourism Levy for London: A publication for the London Finance Commission, GLA Economics, Working Paper 83, 20-28.

while others such as Lisbon operate a fixed charge per person, per night. Reduced rates or exemptions may also be applied, for instance for children, local residents, or business travellers¹⁹, while caps on tax levied may also be applied²⁰. **Annex A** gives examples of models and rates operated across different EU Member States.

Approaches to collection may also vary across jurisdictions: they may be included in the price paid in advance for accommodation, or may be payable in person; they may be paid by the accommodation owner directly, or through intermediary platforms like AirBnB. In some instances, such as in Germany, VAT may also be applied on top of the tax²¹.

Use of revenues from occupancy taxes varies across areas that levy them. In a number of EU Member States, including Croatia, France, Malta and parts of Spain, revenues from occupancy taxes are hypothecated, with revenues directed towards supporting the tourism sector²². Activities supported include:

- Croatia: funding for local tourist boards and financing of promotional activities;
- Spain (Balearics): environmental protection and conservation, historical and cultural preservation and restoration, workforce training;
- Lithuania (Palanga): improvement of tourism marketing and city infrastructure;
- Germany: access to facilities in some spa towns.

The beneficiaries of occupancy taxes can also vary. In the case of Croatia, revenues are shared among different bodies, including cities, counties, the national tourist board, and the Red Cross, while Catalonia distributes revenues among municipalities, local tourist boards, and the regional tourist agency.

¹⁹ Ibid: 16-17.

²⁰ Ibid: 20-28.

²¹ European Commission (2017b): 37.

²² Ibid: 38

5. Issues for Consideration During the National Discussion

The Scottish Government believes that the issue of a transient visitor tax is a complex one, and one that requires careful consideration. In taking forward the national discussion, the Scottish Government is keen to explore these issues with partners in local government and the tourism sector, and in particular to consider:

- The reasons and rationale for introducing a transient visitor tax;
- How such a tax would be designed and operated;
- What the potential impacts of such a tax could be; and,
- How potential revenues from such a tax could be used.

The Scottish Government also recognises the importance of considering these questions with the Adam Smith principles of taxation – Certainty, Convenience, Efficiency, and Proportionality – in mind, and the vital need to balance questions of revenue need by different areas of government across Scotland with those of maintaining the tourism sector’s competitiveness, and supporting its contribution to delivering sustainable economic growth across Scotland. This section sets out some of the issues that would need to be considered in the broader discussions around development of tourist taxes in Scotland.

The Rationale for Transient Visitor Taxes

There are several arguments presented in favour of transient visitor taxes, both by researchers and by local government partners. CoSLA’s recent position paper²³ suggested two broad reasons:

- The cost of maintaining the local environment and public services, which attract tourists, is borne by local taxpayers;
- The wider costs entailed by tourism are also borne by local taxpayers.

These stem from the idea that tourism creates negative externalities, such as congestion, crowding or pollution, that impact on domestic residents and businesses, but which are not reflected in the prices that visitors pay²⁴.

An additional aspect of this argument is that tourists make use of ‘public goods’ (local amenities and public services, such as parks, utilities and waste collection) which are paid for through local or national funding, rather than by tourists themselves. Similar arguments are applied to tourists’ use of cultural amenities such as ‘free to enter’ museums, where costs are paid for by local or national residents²⁵. A further variation of this argument is that tourism businesses benefit from wider marketing activities undertaken by Governments or tourist boards and funded from taxation, creating a case for those that benefit from the activities to help bear the costs of doing so.

²³ Convention of Scottish Local Authorities (2018), Transient Visitor Tax.

²⁴ Daley, M (2017), Options for a Tourism Levy for London: A publication for the London Finance Commission, GLA Economics, Working Paper 83

²⁵ *ibid*

However, there are counter-arguments to these rationales. One is that tourism creates positive externalities, such as providing domestic residents with access and exposure to other nationalities and cultures, greater international visibility and a positive international reputation²⁶. There are also arguments that domestic visitors and businesses already indirectly contribute towards addressing the costs of tourism through general taxation. A third argument relates to how well proposals for transient visitor taxes levied on accommodation align with the visitors creating congestion or litter, particularly if the majority of an area's visitors are day visitors, rather than those staying in accommodation.

A key concern of the tourism and hospitality sector is that the levying of a transient visitor tax could further increase cost burdens within the sector, undermining their competitiveness of the industry²⁷. In recent months, tourism industry representatives have highlighted several areas of concern regarding rising business costs, including non-domestic rates, utilities costs, input costs, and workforce costs such as the National Living Wage and the Apprenticeship Levy, along with the relatively high levels of VAT on accommodation and restaurant and catering services set out in Section 4²⁸.

Design and Operation of Transient Visitor Taxes

The international experience of occupancy taxes set out in Section 4 highlights a number of practical questions over how transient visitor taxes would work in practice. A selection of these are set out below.

Who Would Design and Set a Tax?

With the exception of Malta, occupancy taxes that are levied within EU Member States are levied at municipal level. However, legislation by the Scottish Parliament would be required for such taxes to be levied in Scotland.

The evidence set out in Section 3 suggests that tourism differs across Scotland's regions, in terms of scale, levels of activity, and the markets visitors come from. Local Authority partners have therefore advocated that each local authority should decide on where a tax should be applied, its design, and any exemptions²⁹. However, a multiplicity of tax regimes within Scotland may create confusion among visitors, reduce certainty around their tax requirements, and create additional administrative burdens on the tourism sector. Similar arguments would apply to the level that any tax were set at, and whether any caps or limits were set on future rates.

What Form Should a Tax Take, Who Would Be Liable for It, and When Should It Be Levied?

²⁶ European Commission (2017b)

²⁷ BHA Scotland (2015) Evidence on Tourist Taxes: A Submission to the Commission on Local Tax Reform, Retrieved from <http://localtaxcommission.scot/wp-content/uploads/British-Hospitality-Association-Scotland.pdf>

²⁸ See, for example, Scottish Tourist Alliance (2018), Scotland's Tourism Industry: Booming, or on a Downward Spiral?

²⁹ Convention of Scottish Local Authorities (2018), Transient Visitor Tax.

International experience suggests there are several broad models for a transient visitor tax, with the most common including:

- **A flat rate per night** (per person, or per room): these are relatively simple to communicate and calculate, but are regressive, as those staying in low cost accommodation would pay the same as those in higher cost accommodation;
- **A percentage of overall stay costs**: calculated as a portion of the overall bill, and arguably a greater burden for single occupancies;
- **Flat rates per night, varying by bands**: these are typically linked to the 'star-rating' of the accommodation. However, current rating systems in operation (such as that operated by VisitScotland) are currently voluntary in nature, and may not cover all accommodation providers.

As the evidence in Section 3 indicates, there are a range of different categories of accommodation, and business sizes. Applying a tax to all accommodation providers and categories, either within individual local authorities or at Scotland level, may be equitable in terms of treatment, but could impose relatively larger compliance burdens on smaller businesses. However, providing exemptions for different sizes or category of accommodation could be distortionary, while varying the size and categories of accommodation covered across Scotland could increase complexity.

Occupancy taxes operated in other countries also make use of exemptions, for groups such as business travellers, local residents, for children, or for those in temporary accommodation. Operating exemptions such as these may increase the complexity of any tax, particularly if they vary across Scotland, but may be viewed as being fairer.

As Section 3 indicates, rates of accommodation use vary across Scotland and across the year, with substantially higher levels of occupancy in summer months compared with winter months. Some areas, such as Venice, apply different tax rates at different times of the year. These may result in a smoother level of occupancy across the year; however, it may add increased complexity to any system, particularly if approaches vary across Scotland. If a tax was applied uniformly across the year, it could serve to reduce demand within off peak seasons.

In countries where occupancy taxes are used, they are typically levied when visitors are leaving their accommodation, rather than upfront. This potentially reduces the transparency of such a tax, and can create frustration among visitors³⁰.

Who Would Administer, Collect, Monitor and Enforce a Tax?

Internationally, some countries' municipal or regional tax authorities collect occupancy taxes. Within Scotland, Local Authorities are responsible for collecting council tax and non-domestic rates. HMRC is responsible for collecting VAT, while Revenue Scotland is responsible for collection of Scotland's devolved taxes, such as Land and Buildings Transaction Tax and Landfill Tax.

³⁰ European Commission (2017b): 162.

However, it is unclear at present how transient visitor taxes would be collected within Scotland, or what the administrative requirements on accommodation providers would be.

How Could Revenues Be Used, and Who Would Benefit?

In a number of countries that operate occupancy taxes, revenues are hypothecated for the development of tourism, or for services used by tourists³¹. However, hypothecation can take various forms, from 'earmarked' funding levels within broader budgets, to revenues collected being placed in dedicated funds, or shares of revenues being allocated to bodies undertaking activities that support tourism.

The range of activities that could be supported by transient visitor taxes is potentially broad. CoSLA's position paper has suggested that revenues could be used to support general infrastructure, such as public transport, the roads network, and cleanliness; tourism superstructure, such as signage, attractions and refuse facilities; and tourist services. Local Authorities' combined gross expenditure on support for tourism³² was worth £27.2 million in real terms in 2016-17³³.

A range of activities that support tourism within Scotland, or attract tourists to Scotland, are also funded wholly or partially at national level. These include VisitScotland's marketing activities, Scotland's national museums and galleries, the historic estate maintained by Historic and Environment Scotland (HES), and direct funding support by Scottish Government. This support is significant: for instance, HES spent around £92 million in 2017-18, while VisitScotland's total grant in aid funding, as set out in Budget 2017-18, was £41 million³⁴.

What Might the Impacts of Transient Visitor Taxes Be?

The overall impact of new or increased taxes on the tourism sector depend on a combination of factors³⁵:

- The extent to which the cost of a new tax, or tax rise, can be passed on by accommodation providers to consumers through increased prices; and,
- Whether consumers are responsive to price increases, and how responsive they are.

The extent to which tax increases would be passed on to consumers would depend on the degree and intensity of competition among accommodation providers; their ability to adjust capacity quickly; and the extent to which accommodation providers and locations can differentiate themselves, and therefore charge higher prices. The

³¹ Ibid: 36-38.

³² Expenditure on tourism relates to the costs that Local Authorities incur in contributing to tourism within their area. These include: tourism policy, marketing and development; promotional events; and camping and caravanning.

³³ Scottish Government, Local Financial Returns (LFR2). Gross expenditure values are in 2017-18 prices, and calculated using HM Treasury's October 2018 deflators (<https://www.gov.uk/government/collections/gdp-deflators-at-market-prices-and-money-gdp>).

³⁴ Scottish Government, Draft Budget 2017-18.

³⁵ European Commission (2017b): 110.

extent to which cost increases can be passed through can also increase over time. Recent reviews of the economic literature suggest that, in general, tourist businesses would tend to pass on changes in taxes to consumers³⁶.

Consumers' price responsiveness depends on factors such as the availability of substitutes, their tastes and preferences. There is limited available Scotland-specific evidence on price elasticities of demand for tourism. However, existing UK and international evidence offers a mixed picture. For instance, some studies find that travellers to Europe are relatively price sensitive³⁷. Other studies have indicated that, while overall tourism to the UK may be relatively price insensitive, holidaymakers are significantly more price sensitive than those visiting for business purposes, while domestic holidays within the UK are highly responsive to changes in price³⁸.

Consumers' responses may take a number of forms. For instance, they may spend more on accommodation, and less on other aspects of their trip, such as retail spending or meals; alternatively, they may vary the length of their trip, the accommodation they choose to stay in, or where they choose to stay, displacing expenditure from outwith the area where a transient visitor tax was imposed. Their responses may also be influenced by the point at which any tax is levied.

There is no Scotland-level proposal for a transient visitor tax, although City of Edinburgh Council are currently consulting on options of a tax of £2 per room, per night or of 2 per cent of the total bill. To help gauge the potential scale of price changes from different transient visitor tax scenarios, Table 6 sets out illustrative examples of the tax that would be added to different accommodation types across Scotland. The scenarios based on an average total room cost including VAT, during peak time, drawn from the Scottish Accommodation Occupancy Survey.

³⁶ European Commission (2017b): 114.

³⁷ For instance, Peng et al (2015) found an average price elasticity of demand of -1.291 for those whose destination was Europe, meaning that a 1 per cent increase in price would lead to a reduction of 1.291 per cent in tourism demand in Europe, on average.

³⁸ Blake, A. and Cortes-Jimenez (2007), *The Drivers of Tourism Demand in the UK: A Report for Department of Culture, Media and Sport*.

Table 6: Transient Visitor Tax Impacts Under Illustrative Scenarios³⁹

Accommodation Type	Location	Number of Nights	Average Total Room Cost	Tax Charge Added to Average Total Room Cost Under Transient Visitor Tax Scenario					
				£1 per night	£2 per night	£5 per night	+1% on Bill	+2% on Bill	+5% on Bill
Edinburgh	3* Hotel	4	£1,589	£4	£8	£20	£16	£32	£79
	5* Hotel	4	£2,891	£4	£8	£20	£29	£58	£145
Glasgow	3* Hotel	4	£611	£4	£8	£20	£6	£12	£31
Scottish Borders	4* Hotel	3	£829	£3	£6	£15	£8	£17	£41
Skye	Self-catering	7	£782	£7	£14	£35	£8	£16	£39
Fife	Self-catering	7	£810	£7	£14	£35	£8	£16	£40
Argyll & Bute	Self-catering	7	£1,007	£7	£14	£35	£10	£20	£50

Source: Scottish Government Analysis, based on Moffat Centre Analysis of Scottish Accommodation Occupancy Survey.

The illustrative analysis shown above indicates that when the tourism tax is based on a set price, for example £1 per night, the cost to tourists is similar across accommodation type and location. There is a greater disparity in price across accommodation type and location when the tourism tax is presented as a percentage of the bill.

The overall economic impact of a transient visitor tax will depend on the scale of any impact on the tourism sector and wider economy, combined with the impact arising from any revenues raised. There is limited evidence available on what the broader economic impact of transient visitor taxes would be, either at Scotland or UK level. Research by City of Edinburgh Council has suggested that 2 per cent of visitors would have chosen another destination if a £1 per room per night tax were in operation, increasing to 6 per cent of visitors if a £4 per room per night tax was in place⁴⁰. A survey by STR found that, under a suggested £1 or £2 per room per night tourist tax, 75 per cent of visitors surveyed would not have changed their plans, while 2 per cent would not have travelled to Edinburgh, 6 per cent would have stayed outside the city, and 9 per cent would have stayed in cheaper accommodation⁴¹. The survey also found that 14 per cent of visitors were likely to reduce their non-accommodation spend in Edinburgh, with budget travellers, 25-34 year olds and domestic travellers indicating that they would potentially alter their behaviour or expenditure in response to a tax. Initial analysis by UK Hospitality of suggested a

³⁹ Average total room cost is based on peak rates, and includes VAT, and is derived from the Scottish Accommodation Occupancy Survey. The analysis assumes that tax impacts are passed through onto the final consumer.

⁴⁰ City of Edinburgh Council (2018), Edinburgh Transient Visitor Levy, Corporate Policy and Strategy Committee, 2nd October 2018.

http://www.edinburgh.gov.uk/meetings/meeting/4547/corporate_policy_and_strategy_committee

⁴¹ STR (2018), Tourist Tax: A Blessing or a Curse?, 15th November 2018.

<http://www.ljresearch.co.uk/tourism-tax-blessing-curse/>

gross decline of £175 million of tourist expenditure from the introduction of a Scotland-wide tourist tax of £2 per room per night⁴².

In their study for the European Commission, PWC highlighted a number of key messages around occupancy taxes. These included⁴³:

- The importance of balancing revenue needs and maintaining tourism competitiveness when making tax decisions;
- That the perceived uniqueness of a location by visitors can affect their price sensitivity, have a bearing on the effectiveness of a tax, and can be influenced by governments;
- That how a tax is introduced and administered has important implications for how the tourism sector responds to it, with credible hypothecation, transparency and industry involvement in deciding how funds are used being important for support;
- The importance of considering compliance issues, to avoid occupancy taxes becoming a burden on businesses;
- The importance of visibility of occupancy taxes, as these are not just an administrative issue, but one with potentially important impacts on consumer behaviour; and,
- The importance of considering equity issues when designing occupancy taxes, given their different impacts on different groups.

Each of these issues would be important for the national discussion to consider as it develops.

⁴² UK Hospitality (2018), UK Hospitality reveals tourist tax could cost Scotland £175 million, 4th October 2018.

<https://www.ukhospitality.org.uk/news/news.asp?id=421158&hhSearchTerms=%22Edinburgh+and+Tourist+and+Tax%22>

⁴³ European Commission (2017b): 155-163.

6. Questions for Consideration Through the National Discussion

As set out in Section 2, there are several broad issues that could be considered through the national discussion. These include:

- What would be the reasons for introducing a transient visitor tax?
- What would a well-designed and operated transient visitor tax look like?
- What positive and negative impacts could a transient visitor tax have?
- How could a transient visitor tax be used, and how can revenue be distributed fairly?

Within these broad issues, there are a number of different issues that could be considered, including:

What would be the reasons for introducing a transient visitor tax?

- I. What are the tourism priorities that we need to meet at local and national levels?
- II. What are the global, local and national trends that will influence these?
- III. What are the challenges posed by Brexit for the tourism sector?
- IV. What is needed to support tourism and the visitor experience at Scotland level, and in different parts of Scotland?
- V. What are the positives and negatives of the general principle of a Tourism Tax?

What would a well-designed and operated transient visitor tax look like?

- VI. What countries have adopted tourism taxes, and what models have they adopted?
- VII. What are the characteristics of a successfully designed and implemented model of Tourism Tax?
- VIII. If implemented, how would a Tourism Tax be administered, collected and enforced, and what requirements would this place on Local Authorities, the Scottish Government and the tourism sector?
- IX. If a Tourism Tax were to be implemented, what should a Tourism Tax be expected to do and fund, and how would this be demonstrated?

What positive and negative impacts could a transient visitor tax have?

- X. What are the current cost bases and challenges for the tourism sector across Scotland?

- XI. What taxes, charges and other costs are currently levied on the tourism sector, and how do these compare internationally?
- XII. How would tourism businesses and visitors respond to the introduction of a Tourism Tax, over the short and longer term?
- XIII. What the impact of tourism taxes has been on the tourism sector in countries that have adopted them?
- XIV. What are the potential impacts of a tourism tax on the competitiveness of the tourism sector, both at regional and national level?
- XV. What are the potential impacts of a Tourism Tax on visitor numbers, visitor expenditure and the wider Scottish economy?

How could a transient visitor tax be used, and how can revenue be distributed fairly?

- XVI. What are the potential revenues from a Tourism Tax, and what factors might influence the scale of these?
- XVII. How might receipts from locally determined tourist taxes relate to wider local government revenues and expenditure?
- XVIII. Would those local authorities where tourism is less developed be disadvantaged by not being able to raise revenues in this way?
- XIX. What would a local authority need to do to establish, administer and enforce a locally determined tourist tax?
- XX. Should each local authority determine how receipts raised locally are spent or should local expenditure align with and contribute to national priorities?
- XXI. How could a local authority manage any revenue risks arising from receipts being impacted by wider events?

The Scottish Government will look to explore as full a range of issues as possible during the course of the national discussion.

Annex A: Occupancy Taxes in Selected EU Member States

The table below summarises the occupancy tax rates across EU member states with examples of some city taxes within member states. The table is based on information in European Commission 2017 and Daley 2017 and is provided for illustrative purposes⁴⁴.

Country / City	Tax Base	Tax Rate (approx)	VAT Rate on Hotel Accommodation	Notes
Austria	Per person, per night in most cases	€0.15 - €2.18	13%	Varies by municipality.
Eg Vienna	% of room rate	3.2%	13%	Exemptions for minors, students at Vienna's Universities of technical schools; and stays for more than 3 months
Belgium	Typically per person, per night	€0.53 – c. €7.50	6%	Varies by city.
Eg Brussels Tourism Tax	Per room per night Proportionate to number of rooms available and by category of hotel as classified by Local Tourism Commission	€2.15 - €8.75	6%	Exemptions for those receiving housing assistance.
Bulgaria	Per person per night, based on grade and location of accommodation	BGN 0.20-BGN 3 €0.10 - €1.53	9%	Varies by municipality.
Croatia	Per person, per night, based on grade/ category of accommodation	€0.27 - €0.94	13%	Varies by municipality; revenues are retained by local tourist boards to fund their activities; seasonal variations; exemptions for under 12s and 50% discount for 12-18 year olds.
Czech Republic	Per person, per night	Up to €1	15%	Varies by location.
France	Per person, per night	€0.22 - €4.40 including the additional 10% departmental council tax	10%	Varies by municipality which may decide to apply the tax on the basis of actual visitor nights or to apply a flat rate due by the

⁴⁴ Additional sources: ETOA Tourist Tax Summary; <https://www.etoa.org/events/policy/regulation-and-taxation/tourist-taxes>; Berlin.de Information for visitor's on Berlin's hotel occupancy tax; <https://www.berlin.de/sen/finanzen/steuern/informationen-fuer-steuerzahler-/steuer-abc/information-berlin-hotel-occupancy-tax-150351.en.php>; Hamburg Tourismus Introduction of the culture and tourism tax in Hamburg; <https://www.hamburg-travel.com/service/culture-and-tourism-tax/>

				accommodation providers on the basis of capacity. Revenues are hypothecated to be used for expenses related to tourism.
Eg Paris Occupancy Tax	Per person per night based on star rating	€0.22 - €4.40	10%	Includes 10% departmental tax Exemptions for under 18s, those in emergency or temporary accommodation, seasonal workers, those in premises with rent below a rate determined by the municipality.
Germany	Either per person, per night or based on the room rate	€0.25 - €5.00 or 5% of the room rate	7%	Varies by city. In some cities VAT is applied on top of this rate. In some spa towns this allows access to certain facilities (spas, attractions, transportation).
Eg Berlin City Tax	% of room rate	5% of room rate	7%	Limited to 21 successive days. Business travellers are exempt.
Eg Hamburg Culture and Tourism Tax	Per person per night based on net payment for the stay in bands For every additional €50 the rate increases by one Euro each time	€0 - €4	7%	Business travellers are exempt. Revenue to be invested in tourist, cultural and sporting projects.
Hungary	Per person, per night	4% of room rate up to max €1.51 per person, per night	18%	Varies by city.
Italy	Per person per night	Up to €7.00	10%	Varies by city.
Eg Rome City Tax	Per person, per night up to a max of 10 nights, based on star rating	€2 - €7	10%	Exemptions for hostels, residents of Rome, children under 11, anyone accompanying someone for health reasons, police and armed forces, one coach driver, one tourist guide for every group of 23 members.
Eg Venice City tax	Per person, per night up to a max of 5 consecutive nights, based on accommodation type, star rating and area of city	€1 - €5	10%	Reductions for young people aged 10-16; seasonal reductions; reductions for certain locations eg on mainland or Venice Lido. Exemptions for 5 star hotels.
Lithuania	Per room, per night	€0.30- 0.60	9%	Varies by city.
Eg Palanga	Per room, per night		9%	Hypothecated to fund improvements of city's infrastructure and marketing of tourism.

Malta	Per person, per night	€0.50, capped at €5	7%	No regional variations. Proceeds used for maintenance of touristic zones.
Netherlands	Per person, per night for most (or % of room rate in some cases), based on grade and type of accommodation	€0.55 - €5.75 or up to 6% of room rate	6%	Varies by municipality.
Eg Amsterdam City Tax	% of room rate	5% of room rate	6%	Payable by non-residents of Amsterdam.
Poland	Per person, per night	PLN1.6 – PLN 2.4 (€0.37 - €0.55)	8%	Varies by city.
Portugal	Per person, per night	€1.00 capped at €7.00	6%	Varies by municipality.
Eg Lisbon Municipal Tourist Tax	Per person, per night	€1.00 up to a max of 7 nights	6%	Exemptions for children under 13 and those whose trip is for medical reasons plus one extra night (and that of an accompanying party).
Romania	Room rate	1%	9%	Varies by municipality. Under 18s exempt.
Slovakia	Per person, per night	€0.50 - €1.65	20% (full rate VAT)	Varies by municipality.
Slovenia	Per person, per night, by grade and location of accommodation	€0.60 - €1.65	10%	Varies by city.
Spain	Per person, per night	€0.45 - €2.25	10%	Varies by city and/or region. Up to a max of 7 nights.
Eg Barcelona/ Catalonia Tourism Tax	Per person per night for a max of 7 nights based on category of accommodation	€0.65 - €2.25	10%	Exemptions for children under 16.



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W W W . G O V . S C O T

Report To:	Environment and Regeneration Committee	Date:	17 January 2019
Report By:	Head of Environmental and Public Protection	Report No:	003/19/SA/KL
Contact Officer:	Kenny Lang	Contact No:	714761
Subject:	Cemetery Development Update		

1.0 PURPOSE

- 1.1 The purpose of this report is to update the Committee on progress with regard to the development of cemeteries and associated works throughout Inverclyde.□

2.0 SUMMARY

- 2.1 The provision of burial lairs is a statutory obligation on local authorities therefore Inverclyde Council is required to continue to provide burial lairs to meet this obligation. A number of reports have been presented to the Committee identifying the space and potential expansion of our existing cemeteries. The latest report in May 2018 identified Knocknairshill Cemetery as having 4.5 years capacity.
- 2.2 The May report advised the Committee that the Scottish Environment Protection Agency (SEPA) had revised its guidance and that a positive feasibility study of both Knocknairshill and Port Glasgow Cemeteries could bring these into consideration for expansion.
- 2.3 Officers have concluded their surveys and identified the potential to expand Knocknairshill Cemetery subject to SEPA approval. The expansion of Port Glasgow cemetery is not feasible due to the issues around rock strata and groundwater contamination. The ecological survey of the small area adjacent to Port Glasgow Cemetery and High Carnegie Road has concluded and costs are deemed to be prohibitive.
- 2.4 Officers have also explored the possibility of acquiring land adjacent to Kilmacolm and Inverkip Cemeteries. Positive discussions have taken place with regard to Kilmacolm and the expansion of this Cemetery could form part of a longer term Cemetery Development Strategy. A table summarising the feasibility for expansion of all six Council cemeteries is included in this report.

3.0 RECOMMENDATIONS

- 3.1 That the Committee note of the position with regard to the site investigations at Knocknairshill Cemetery and that a further report will be brought to this Committee following SEPA's determination of the Site Investigation Report.
- 3.2 That the Committee agree that the sale of lairs only be granted for immediate use and that this policy is reviewed when sufficient interment capacity is developed.
- 3.3 That Committee note the position in respect of the land adjacent to Kilmacolm Cemetery and that a report will be submitted to Committee prior to any decision to buy.

- 3.4 That the Committee agree to develop Port Glasgow and Kilmacolm Garden of remembrance in line with the identified costings.
- 3.5 That the Committee note the current position with regard to memorial inspections and that a report be brought to this Committee advising of the outcome of the proposed guidance on memorial inspections.
- 3.6 That the Committee agree to the siting of a Tree of Tranquillity at Gourock Walled Garden.

Martin McNab
Head of Environmental and Commercial Services

4.0 BACKGROUND

- 4.1 A report to the May 2018 Environment and Regeneration Committee advised that there was sufficient burial lair capacity in Knocknairshill Cemetery to meet demand for approximately 4.5 years (currently 4 years). The provision of burial layers is a statutory obligation under The Burial and Cremation (Scotland) Act 2016. Each local authority must provide at least one burial ground within the area of the local authority.
- 4.2 The Council have six local authority managed cemeteries within Inverclyde. As part of the site investigations and options for expansion the suitability of each site is as follows:

Cemetery	Expansion feasible	Reason
Gourock	No	Surface rock, bedrock and groundwater would not allow sufficient depth for development
Greenock	No	Surface rock and bedrock would not allow sufficient depth for development
Knocknairshill	Yes	Revised guidance from SEPA has brought Knocknairshill back into scope for expansion
Port Glasgow	No	Surface rock, bedrock and proximity of groundwater would not allow for expansion.
Kilmacolm	Yes	Expansion would require land acquisition and a feasibility study
Inverkip	No	Expansion would not be feasible due to the ground conditions and the requirement for land acquisition which is no longer available

- 4.3 There is a requirement for 280 interments annually made up of approximately 100 new lairs and 180 reopened lairs. Additionally there is a requirement for interment of 205 cremated remains caskets which are traditionally interred in special designated areas such as gardens of remembrance.

5.0 KNOCKNAIRSHILL CEMETERY

- 5.1 Officers in consultation with SEPA have commenced a number of hydrological and topographical studies at Knocknairshill Cemetery. At present the monitoring process of the boreholes is taking place with sampling happening in January and it is anticipated that a final report will be available by the end of February 2019. Depending on the outcome of these site inspections there may be scope to expand Knocknairshill Cemetery and this would be the preferred medium term option. A map of the area identified for expansion is attached as Appendix 1.
- 5.2 The initial site plans for Knocknairshill indicate a capacity of between 2,000 to 2,400 lairs subject to favourable test conditions giving 20 to 24 years capacity at the current rate of 100 new lairs annually.
- 5.3 The Scottish Government's Burial and Cremation Review Group have recommended that the sale of burial lairs in perpetuity should end and be replaced by a limited tenure of 25 years in the first instance, which could be extended in 10-year periods for as long as interest in the lair remained. This would place the onus on the lair holder to contact the Council, Inverclyde Council has been invited by the Scottish Government to participate in developing the guidance on this.
- 5.4 In order to preserve the immediate availability of lairs for future use, given the limited lifespan of Knocknairshill it is proposed that the sale of lairs be restricted to one per bereavement only. This will alleviate the shortfall of available lairs during any development phase and would be subject to review when longer term capacity of cemeteries is in place. Members should note that a lair at normal depth can accommodate up to 3 burials and 6 caskets of cremated remains.

5.5 There is £1.45m allocated in the cemetery development capital fund in 2019/20, spend of £90k will be accelerated from this into 2018/19 in respect of the two Gardens of Remembrance detailed in this report. The balance of £1.36m will be fully committed in 2019/20.

6.0 PORT GLASGOW

6.1 A site investigation has been carried out at Port Glasgow and has found that the surface rock and underlying strata of bedrock and proximity of groundwater would preclude the expansion of Port Glasgow Cemetery.

6.2 The May 2018 report identified land adjacent to Port Glasgow Cemetery and High Carnegie Road that could be used as a Garden of Remembrance. Detailed site investigations and an ecological survey identified that the ground would require extensive remediation due to contamination from demolished buildings. Costs of remediation are estimated at £292k, excluding any site development work, against an estimated lifetime income of £150k.

6.3 An alternative location has been identified at Port Glasgow cemetery and site investigations have commenced. Preliminary findings are positive and would allow around 100 lairs for cremated interments. The proposed site is outlined in Appendix 2.

7.0 KILMACOLM CEMETERY

7.1 Positive discussions have been held with Scottish Water, the landowner of land adjacent to Kilmacolm Cemetery. Officers are exploring the possibility of a land purchase and preliminary negotiations have commenced. The land identified for potential development around Kilmacolm cemetery is designated as greenbelt in both the Adopted and Proposed Local Development Plan 2018. As part of the Local Development Plan process, a number of sites around Kilmacolm have been promoted for residential development, including land west of Quarry drive to the south of the cemetery. These proposals are to be considered as part of the Examination of the Proposed Plan.

7.2 Subject to the hydrology and topography surveys and future funding, there is an opportunity to develop Kilmacolm Cemetery to provide further burial space beyond the 20-24 years that would be available at Knocknairshill Cemetery. The initial survey findings have indicated that there may be a requirement to limit the lairs per grave from 3 to 2 dependent on the rock base in some areas, and this condition would be included in any future lair purchase. This would form part of a longer term Cemetery Development Strategy and be subject to further Committee consideration in future years.

7.3 A further positive site investigation has concluded at Kilmacolm Cemetery and a Garden of Remembrance will be developed at the site of the former Cemetery House, allowing a further 110 lairs for cremated interments. The proposed site is identified in Appendix 3.

7.4 There is a capital budget of £50k for 2018/19. The cost of the Kilmacolm Garden of remembrance has been estimated at £30k and Port Glasgow has been estimated at £110k. Full spend will be made in this financial year with the balance of £90k to be accelerated from 2019/20. A maximum of £50k recurring costs set have been aside from 2020 for additional maintenance costs at Kocknairshill extension.

8.0 MEMORIAL SAFETY INSPECTIONS

8.1 Members will be aware of the Council's responsibility for the overall safety within a burial ground and in particular the Health & Safety Executive's instructions requiring Local Authorities to carry out regular and routine safety checks of all the memorials within their cemeteries. As a result of this instruction we have applied the Ministry of Justice Memorial Scheme (MOJ) which identifies a 5 step process for inspecting memorials.

- Step 1: Identify the Hazard
- Step 2: Decide who might be harmed and how
- Step 3: Evaluate the risks and decide on the precautions
- Step 4: Record the findings and implement them
- Step 5: Review the assessment and update if necessary

8.2 Memorials that are found to be unsafe and present a risk to the public are either trenched in or laid flat to remove the danger. Burial Grounds staff will thereafter endeavour to contact the lair owner at their last known address to allow them to effect a repair through an approved and suitably qualified monumental stonemason. The works must meet the BS8415 standard, subject to approval by an authorised Council Officer. As a result no DIY repairs are permitted to be carried out by lair owners.

8.3 To date officers have surveyed over 5,000 memorials between Inverkip, Kilmacolm and Port Glasgow Cemeteries and identified 757 unsafe headstones of which it has been possible to identify 357 lair owners to date. A total of 332 headstones are in the process of being made safe with applications pending to be processed. The remaining headstones which cannot be identified will be trenched in or laid flat. There is an overtime cost to the service particularly in respect of the ongoing requirement to inspect all headstones, maintain records and inspect repairs. This additional cost is currently being contained within the existing budget.

8.4 The Scottish Government will be developing further guidance on memorial inspections and a report will be presented to the Committee in due course advising of the outcome of the guidance and any attendant budgetary pressure which may arise.

9.0 TREE OF TRANQUILITY - SiMBA

9.1 The Council have received an approach to locate a Tree of Tranquillity at Gourrock Walled Garden. This is backed by the Simpson Memorial Box Appeal (SiMBA) a charity who provide support to parents of stillborn children. Trees of Tranquillity are located in the following areas:

- Borders
- Edinburgh
- Glasgow
- Inverness
- Orkney
- Airedale

9.2 The trees measure around 2.5-3 meters high and are made of copper, they have a concrete foundation secured with a metal base plate. Parents are gifted leaves to have engraved, which are then attached to the tree by SiMBA usually twice a year. The trees need to be in a secure area, locked at night, so SiMBA can have them insured and are provided free of charge to the Authority.

11.0 IMPLICATIONS

Finance

11.1 Financial Implications

One off Costs

Cost Centre	Budget Heading	Budget Year	Proposed Spend £'000	Comments
Capital	Cemetery Development	2018/20	1,360	Design and construct extension Knocknairshill. This is the balance of available funding. Officers will report back on any variations.
Capital	Garden of Remembrance	2018/20	140	Garden of remembrance at Port Glasgow and Kilmacolm. Funding of £90k brought forward from 2019/20

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact £000	Virement From (If Applicable)	Other Comments
Revenue	Cemeteries	2020/21	50		Grounds maintenance of Knocknairshill extension.

11.2 Legal

In terms of the Burial and Cremation (Scotland) Act 2016, Inverclyde Council has duties and powers in connection with the provision of burial grounds and lairs within its area.

11.3 Human Resources

There are no human resources issues arising from this report.

11.4 Equalities

There are no equality issues arising from this report.

11.5 Repopulation

There are no repopulation issues arising from this report.

12.0 CONSULTATIONS

12.1 Planning have been consulted with regard to the development of both Knocknairshill and future options at Kilmacolm.

12.2 Legal and Property Services was consulted as regards the estimated scope and cost of the proposed works at Knocknairshill and land acquisition at Kilmacolm.

13.0 LIST OF BACKGROUND PAPERS

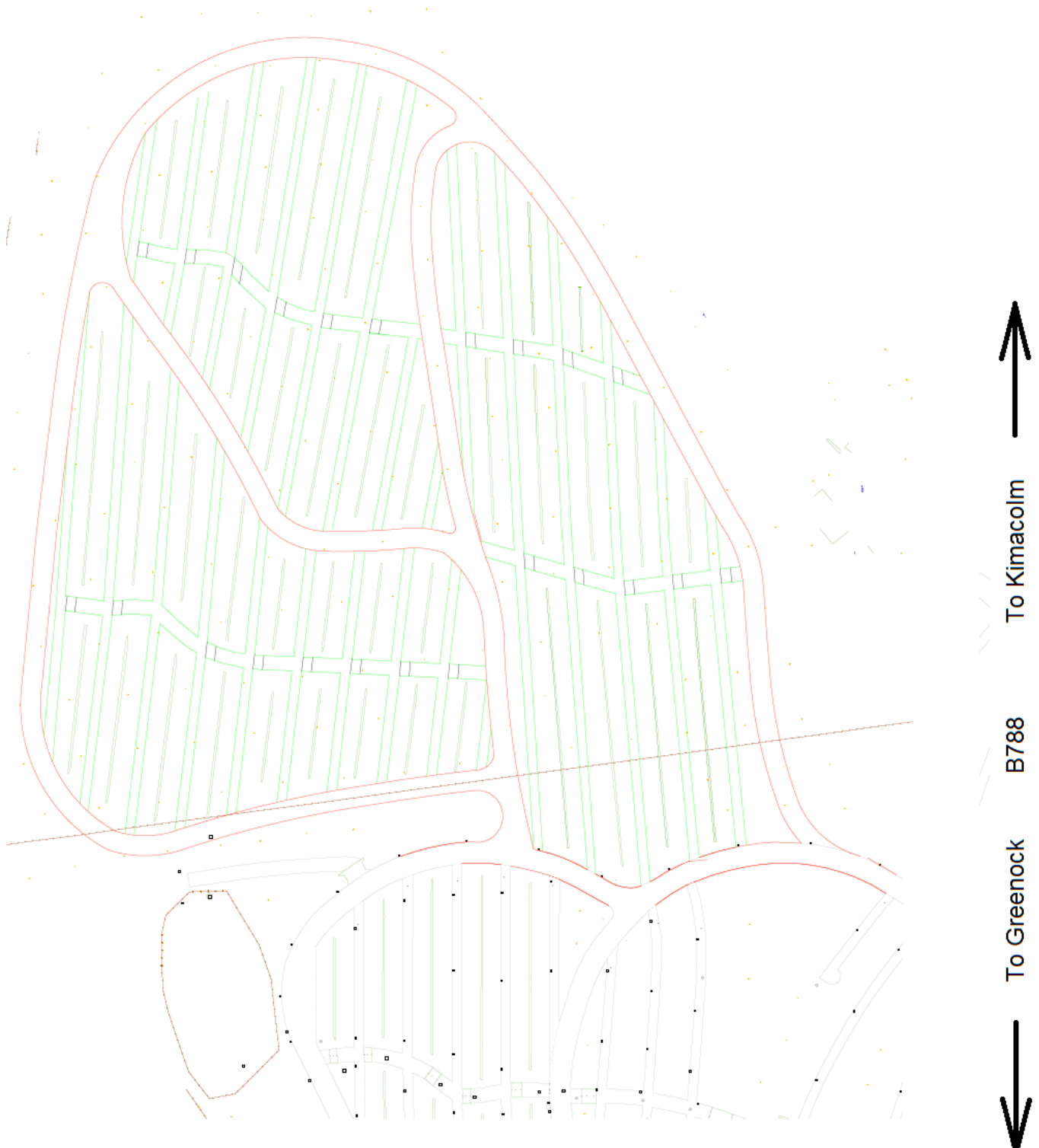
13.1 The Burial and Cremation (Scotland) Act 2016.

SEPA Land Use Planning System GU32 version 4, 20/09/2016: Guidance on Assessing the Impacts of Cemeteries on Groundwater.

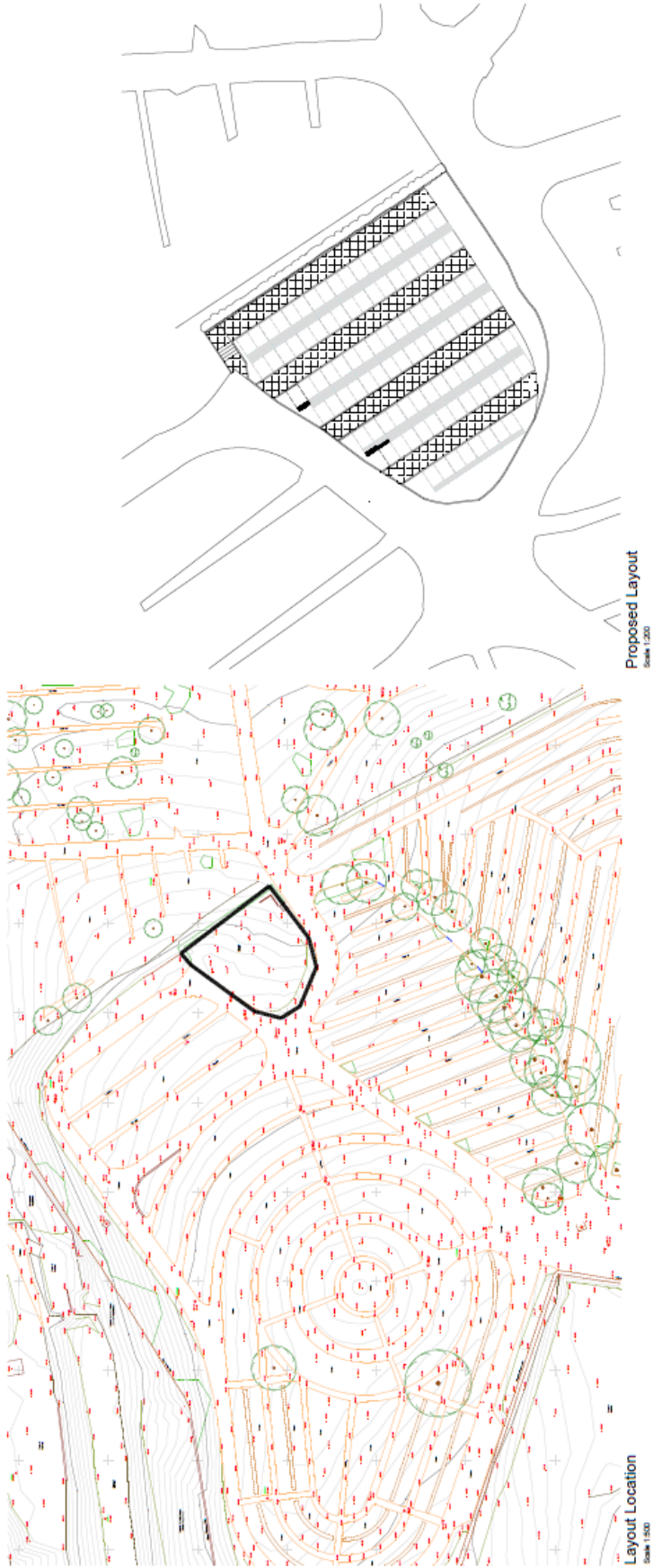
The Ministry of Justice Memorial Scheme

<https://www.gov.uk/government/publications/burial-grounds-guidance-on-managing-unstable-gravestones>

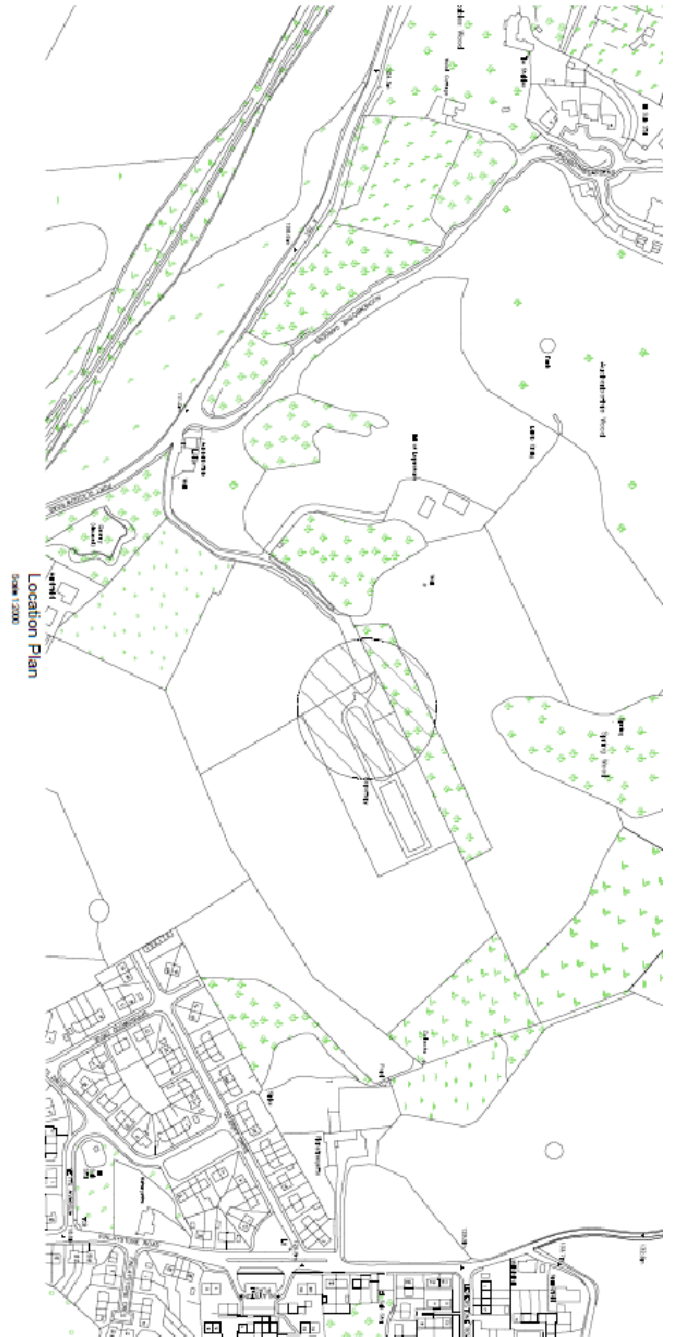
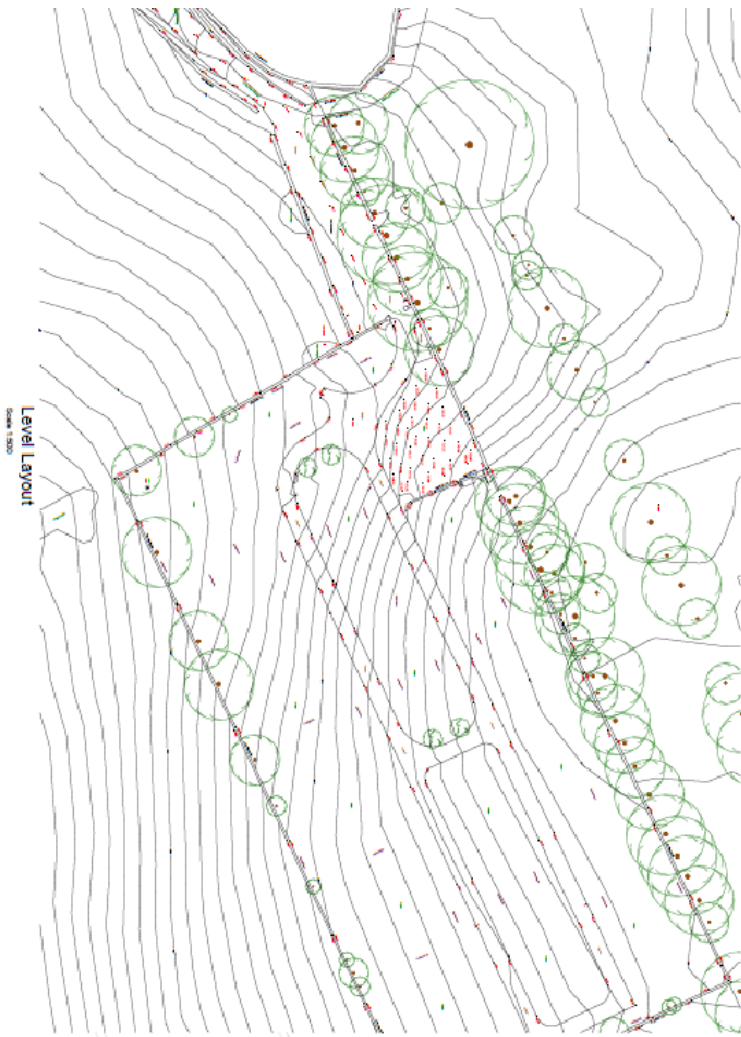
Appendix 1 – Knocknairshill proposed expansion sketch



Appendix 2 – Port Glasgow proposed Garden of Remembrance



Appendix 3 – Kilmacolm Proposed Garden of Remembrance



Report To: Environment & Regeneration Committee
Date: 17 January 2019

Report By: Corporate Director Environment, Regeneration & Resources
Report No: ERC/ENV/MM/17.344

Contact Officer: Steven Walker
Contact No: 714828

Subject: Environmental & Public Protection (Roads) – Proposed RAMP/Capital Programme for Carriageway Protective Surface Treatments (2019/20)

1.0 PURPOSE

- 1.1 The purpose of this report is to advise the Committee of the proposed RAMP/Capital Programme for carriageway protective surface treatments for 2019/20.

2.0 SUMMARY

- 2.1 The use of carriageway protective surface treatments forms an integral part of the overall approved Roads Asset Management Strategy. These relatively low cost treatments are applied to existing carriageway pavements to restore, preserve, and extend the lifecycle of the underlying materials.
- 2.2 For the financial year 2019/20, it is proposed that there will be a programme of carriageway protective surface treatments, valued at £190k, and as detailed in 5.1 below.
- 2.3 The proposed programme is an extract of the overall RAMP/Capital Programme for 2019/20 currently under development, and which will be brought to the March 2019 Environment & Regeneration Committee for approval.

3.0 RECOMMENDATIONS

- 3.1 That the Committee approve the proposed programme and spend profile for 2019/20 for carriageway protective surface treatments, as outlined in paragraph 5.1 of this report.

Martin McNab
Head of Environmental and Public Protection

4.0 BACKGROUND

- 4.1 The use of carriageway protective surface treatments forms an integral part of the overall approved Roads Asset Management Strategy. These relatively low cost treatments are applied to existing carriageway pavements to restore, preserve, and extend the lifecycle of the underlying materials, and thus avoid or delay the high costs of future reconstruction, whilst still maintaining the running surface in an acceptable physical and aesthetic condition. These treatments are not used where the existing carriageway is starting to suffer significant deterioration (significant changes in profile or where rutting is developing along the wheel tracks); in these circumstances conventional resurfacing/reconstruction would be proposed.
- 4.2 The treatment proposed is surface dressing, which involves the application of a liquid binder and a layer of aggregate which is deposited and rolled in place. This type of treatment has been around for many years, and has been used successfully within Inverclyde for a number of years, and is widely used by many other councils.
- 4.3 The proposed programme, detailed in paragraph 5.1 below, is in respect of carriageway protective surface treatments for 2019/20, to a total value of £190k, and which includes £25k of preparatory patching work. The proposed projects apply only to carriageways for which Inverclyde Council has specific responsibilities in terms of the Roads (Scotland) Act 1984.

5.0 PROPOSALS & RECOMMENDATIONS

- 5.1 The proposed investment in road carriageway infrastructure is detailed in the table below; it should be noted that the budget costs include for surface dressing, site investigation works, advance patching and drainage works, lining works, materials testing. The projects have been determined on a priority basis, taking into account the results from the Scottish Road Maintenance Condition Surveys, local route staff knowledge, and consideration of requests concerning poor carriageway condition from Local Members and the public. The proposed priority investment is noted below (schemes are noted in alphabetical order by town).

<i>Programme for Carriageway Protective Surface Treatments – Surface Dressing</i>				2019/20 (£000s)
<i>Road Name</i>	<i>Class</i>	<i>Extent</i>	<i>Location</i>	190
Old Largs Road	C	Selected Sections	Greenock	
Auchentiber Road	C	Full Length	Kilmacolm	
Dippany Road	U	Full Length		
Gateside Road/ Glenmill Road/ Woodhead Road	C	Full Length		
Greenhill Road	U	Full Length		
Killochries Road	U	Full Length		
Mathernock Road	U	Auchentiber Road to Cauldside		
South Branchal Road	U	Full Length of Public Section		

- 5.2 The assessed costs of the projects as specified are exclusive of fees and have been compiled on the basis of assessed unit costs and not on priced bill of quantities which will be prepared when the programme has been approved. Should the cost of any individual project exceed the preliminary estimate, appropriate variances will be applied to the remaining programme.
- 5.3 The £190k estimated cost is split as follows:

- Preparatory patching by the Council's Roads Operations Unit to the value of £25k;
- External contract for surface dressing to the value of £165k.

The external contract will be tendered on the basis of a 2 year maintenance period (warranty).

- 5.4 A further report detailing the full RAMP/Capital Programme will be brought to the Committee in March 2019, for the balance of the total RAMP/Capital funding for 2019/20.

6.0 IMPLICATIONS

Finance

- 6.1 One-off costs:

Cost Centre	Budget Heading	Budget Years	Proposed spend this report (£000s)	Virement from	Other comments
RAMP/ Capital	Carriageways	2019/20	190		

- 6.2 Annually recurring costs:

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

Legal

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

Human Resources

- 6.4 There are no specific HR implications arising from this report.

Equalities

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

Repopulation

- 6.6 The quality of the roads network is an influencing factor in the perception which people have of the area and therefore it is important that the Council optimises its limited spend on roads maintenance and as such the work generated by 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:	17 January 2019
Report By:	Corporate Director Environment, Regeneration & Resources	Report No:	ERC/ENV/MM/17.346
Contact Officer:	Steven Walker	Contact No:	714828
Subject:	RAMP/Capital Lighting – Progress Update		

1.0 PURPOSE

- 1.1 The purpose of this report is to advise the Committee on the implementation of the Council's Street Lighting Investment Strategy.

2.0 SUMMARY

- 2.1 Street lighting as a benefit to the local community, contributes to night time road safety, a reduction and prevention role in terms of street crime, provides for a feeling of general security, and helps to promote economic development by supporting a 24 hour economy. Street Lighting is provided in accordance with the requirements of the Roads (Scotland) Act 1984.
- 2.2 The Council approved its Street Lighting Investment Strategy in early March 2015 and, since this date, the Council has invested in significant works to its street lighting lantern and column infrastructure.

3.0 RECOMMENDATIONS

- 3.1 That the Committee note the progress with regard to the implementation of the Council's Street Lighting Investment Strategy.

Martin McNab
Head of Environmental and Public Protection

4.0 BACKGROUND

- 4.1 Street lighting as a benefit to the local community contributes to night time road safety, has a reduction/prevention role in terms of street crime, provides for a feeling of general security, and helps to promote economic development by supporting a 24 hour economy. Street Lighting is provided in accordance with the requirements of the Roads (Scotland) Act 1984.
- 4.2 A review of existing street lighting installations was carried out previously during 2014 to identify areas where energy savings could be realised. This was done in conjunction with a review of lighting standards and technologies currently available to identify potential energy and maintenance savings. In addition, a column condition survey was carried out to identify lighting columns which need replacement in the shorter term. This review resulted in the development of an outline business case and final business case.
- 4.3 This work culminated in this Committee approving a Street Lighting Investment Strategy in early March 2015. The aim of this strategy is to provide an optimum way forward for the Council in terms of investment in street lighting such that good quality lighting is provided which meets specified requirements, provides for road safety considerations, continues to assist with the reduction/prevention in street crime, reduces the carbon footprint of the Council and, in turn, minimises the costs of electrical power consumption and exposure to rising electricity prices, reduces maintenance costs, and reduces light pollution.
- 4.4 The thrust of the original lantern replacement strategy was a phased programme involving white light across the majority of the Council's lighting stock, and using in the main, LED technology, but with alternative white light sources (fluorescent or "Cosmopolis") to suit specific locations where LED may not be suitable. Taking into account the parallel need to commit funding to column replacement, it was determined that the monies available for the lantern conversion programme would be taken forward on the basis of conversions of those streetlights which were non-white and which used, in the main, older technologies such as low and high pressure sodium lamps (some 75% of the lantern stock); existing white lanterns, which comprised around 25% of the overall stock at that time, would remain in-situ and be converted to LED in later years. The existing white non-LED lanterns already provided a degree of energy saving compared to the older non-white lanterns. In tandem with the lantern proposals, a phased column replacement programme for those columns that are life expired and requiring replacement (around 720 in number), would be carried out in the first instance; in essence this would be the concrete columns and specific steel columns identified as part of the column condition survey noted in 4.2 above. In addition, a number of columns get replaced each year due to accident damage and severe corrosion identified during routine inspections.
- 4.5 With the ongoing and rapid technological developments in lantern technology which continues to deliver more efficient lanterns, and taking into account the possibility of further driving down energy consumption, and thus revenue expenditure on both electricity costs and maintenance costs, it was considered appropriate to re-assess the viability of a further possible spend to save project involving the conversion of the remaining white non-LED lanterns on the Council's road network. This project received approval of this Committee in January 2018, and is programmed for delivery by the end of March 2019.

5.0 PROGRESS OF THE STREET LIGHTING INVESTMENT STRATEGY

5.1 *Lanterns*: The table below indicates the progress on the conversion of the older type lanterns, low/high pressure sodium etc., and white non-LED types, to modern high efficiency white LED lanterns.

End Year Type	2015/16	2016/17	2017/18	2018/19 (to Sep)	2018/19 Target
White (LED)	1,425	2,911	6,999	9,219	12,660
White (Non-LED)	4,514	4,402	3,240	2,558	0
Non-White	6,642	5,323	2,420	883	0
Totals	12,581	12,636	12,659	12,660	12,660

The above progress has resulted in a reduction in electrical consumption/carbon footprint to 51% of that at the start of the RAMP investment period in financial year 2013/14.

5.2 *Columns*: The table below indicates the progress on the column replacement programme with emphasis of the replacement of the life expired concrete columns and badly corroded steel columns.

End Year Type	2015/16	2016/17	2017/18	2018/19 (to Sep)	2018/19 Target
Steel	11,682	11,740	11,856	12,222	12,243
Concrete	483	476	387	21	0
Aluminium	210	214	216	217	217
Totals	12,375	12,430	12,459	12,460	12,460

5.3 The Committee is asked to note the progress with regard to the implementation of the Council's Street Lighting Investment Strategy.

6.0 IMPLICATIONS

6.1 Finance:

This is an update report on progress of the street lighting investment strategy only, all financial implications relating to the programme are reported regularly to this Committee in both the Revenue budget and Capital Programme update reports.

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 The quality of the roads network and its associated street lighting 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:** 17 January 2019

Report By: Corporate Director Environment, Regeneration & Resources **Report No:** ERC/ENV/MM/17.345

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

Subject: Flood Risk Management – Update Report 14

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 Schemes is detailed in paragraph 4.4. The works at Crescent Street are complete and the Eastern Line of Falls is currently being designed.
- 2.3 The progress of the Flood Prevention Schemes outwith Central Greenock is detailed in paragraph 4.5. Design work is complete for schemes at Bouverie Burn, Port Glasgow and Gotter Water, Quarriers. Design is progressing at Glenmosston Burn, Kilmacolm. Scottish Water, as lead, is progressing with the Integrated Catchment Study for Inverclyde. Scottish Water works in the Bull Ring and Inverkip Street are complete in respect of reducing the incidence of flooding at the Oak Mall, Greenock. Transport Scotland has completed their investigations into the flooding issues at A8 East Hamilton Street and a detailed design solution is progressing.

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 out with Central Greenock.

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:

Scheme
<i>Central Greenock Flood Prevention Plan</i>
<p>Completed: Crescent Street – Automatic Trash Screen (including maintenance) Crescent Street – Additional Capacity 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 Craignowe Burn – Automatic Trash Screen Bouverie Burn, Port Glasgow – Automatic Trash Screen Devol Burn, Port Glasgow – Automatic Trash Screen Oak Mall, Greenock (Scottish Water) Kilblain Street, Oak Mall flood prevention (Scottish Water) Crescent Street – Additional Capacity</p>
<p>Construction Stage:</p>
<p>At Design Stage: 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 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.
- *Oak Mall, Greenock:* Phase 1 of the Scottish Water works at the Bullring Roundabout are complete. Phase 2 works on the A78 at Inverkip Street are complete. These phases reduce the flooding incidences, however Scottish Water are in consultation with Council Officers to design another phase to further reduce the flooding at the Oak Mall.

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

Flood Prevention Plan Outwith Greenock
<p>Completed: Glasgow Road, Port Glasgow – Minor Improvement Natural Flood Management Study, Glen Moss, Kilmacolm</p>
<p>Construction Stage: Bouverie Burn, Port Glasgow Phase 1, expected start April 2019.</p>
<p>At Design Stage: Gotter Water, Quarriers Glenmosston Burn, Kilmacolm Surface Water Management Plans, Greenock & Port Glasgow Integrated Catchment Study (Inverclyde) (Scottish Water Lead) Integrated Catchment Study (Erskine) (Scottish Water Lead)</p>

Other Schemes:

A8 East Hamilton Street, Greenock (Transport Scotland)

- *Bouverie Burn, Port Glasgow Phase 1*: The Council's external consultant has carried out detailed hydrological studies to deal with the fluvial (river) flooding from the Bouverie Burn at Lower Bouverie Street and behind Bouverie Motors, they have designed a scheme to upsize the existing culvert in Lower Bourverie Street. The design is complete and service diversion costs are being compiled.
- *Gotter Water, Quarriers*: The Council's external consultant has carried out detailed hydrological studies 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 has finalised the design of a culvert to cater for these pluvial flows and divert them back into the Gotter Water. It is anticipated that site works will commence June 2019.
- *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 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. 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.
- *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 have assessed the operation of the existing surface water drainage system to the A8 Trunk Road. As discussed with Members at the briefing on 15 November 2018 the flooding mechanisms at this location are complex and include Ladyburn, Scottish Water Sewers, Inverclyde Council's Road Drainage, Transport Scotland's Road Drainage and overland flow from private land owners. The first stage is to take the information currently being gathered from surveys and the Integrated Catchment Study to create a model to determine the cause and extent of the flooding. The next stage will be to find a cost effective workable solution. Transport Scotland has an emergency action plan in place to manage the localised flooding events until a solution is confirmed.

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	2013/19	2,216		Partially funded by Scottish Government (£1.743m)

	Outwith Central Greenock Flood Prevention Schemes	2013/20	1,426		Partially funded by Scottish Government (£0.932m)
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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.

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.

Report To: ENVIRONMENT & REGENERATION COMMITTEE **Date:** 17 JANUARY 2019

Report By: CORPORATE DIRECTOR,
ENVIRONMENT, REGENERATION &
RESOURCES **Report No:** LP/001/19

Contact Officer: JOANNA DALGLEISH **Contact No:** 01475 712123

Subject: PROPOSED TRAFFIC REGULATION ORDER – THE
INVERCLYDE COUNCIL (VARIOUS ROADS) (OUTER
GREENOCK) (WAITING RESTRICTIONS) (VARIATION NO. 9)
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) (Outer Greenock) (Waiting Restrictions) (Variation No. 9) Order 2018.

2.0 SUMMARY

2.1 The proposed Traffic Regulation Order (TRO) will:-

- Provide an exemption to allow Disabled Person's Badge holders to park in Residents' Parking Permit Zones GR2, GR3 and GR4 during Permit holder only parking times in Ann Street, Bearhope Street, Buccleugh Street, Crown Street, Duncan Street, East Shaw Street, Houston Street, Kelly Street, King Street, Mearns Street, Shaw Place, Sir Michael Place, Sir Michael Street, Smith Street and Trafalgar Street;
- Introduce a "No waiting at any time, no loading at any time" restriction on parts of the unnamed road giving access to/from Aileymill Primary School, Bridgend Road, Brisbane Street, Castle Road, Drumfrochar Road, East Breast, East Crawford Street, Grosvenor Road, Norfolk Road, Old Largs Road, Papermill Road, Patrick Street and Peat Road, all in Greenock;
- Introduce a "No waiting at any time" restriction on parts of Campbell Street, Customhouse Place, Earnhill Road, Finnart Street, Ker Street, the unnamed link road from Customhouse Place to Greenock Police Station, Lynedoch Street, Newark Street, Newton Street, Octavia Terrace, Regent Street, Robertson Street, Virginia Street and the unnamed road accessing Victoria Harbour, all in Greenock;
- Introduce 8 Disabled Persons' Parking Places on Open Shore, Greenock;
- Introduce an Ambulance Parking Place on Regent Street, Greenock;
- Introduce a Limited Waiting restriction "Monday to Sunday 8am – 10pm, 2 hours no return within 30 minutes" with a requirement to display a Parking Disc on part of the unnamed road accessing Victoria Harbour, Greenock;
- Introduce a Disc Zone for the regulation of the proposed 2 hours Limited Waiting restriction on part of the unnamed road accessing Victoria Harbour, Greenock;
- Vary the existing Limited Waiting restriction to "Monday to Friday 8am - 6pm, 2 hours, no return within 30 minutes" with a requirement to display a Parking Disc on

- part of Newton Street, Greenock;
- Introduce a Disc Zone for the regulation of the proposed 2 hours Limited Waiting restriction on part of Newton Street, Greenock; and
- Revoke a section of “No waiting at any time” restriction on Belville Street, Greenock.

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. 9) 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 Outer Greenock. In addition, since the introduction of the Residents' Parking Permits Scheme complaints have been received from residents with no access to a car as their family and friends cannot park during Permit holder only parking times to allow them to take the residents out or for their disabled visitors to park. As it is not possible to exempt only family and friends with a Disabled Person's Badge, it is necessary to provide an exemption for all Disabled Person's Badge holders during Permit holder only parking times. This Traffic Regulation Order (TRO) promotes various restrictions to address these requests.
- 4.2 The Committee is asked to note that, if approved, the TRO may not be implemented until the making of the TRO has been advertised to allow any persons who so wish a period of six weeks to question the validity of the TRO 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	19/20	£10,000		New signs and lines

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 TRO 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. 9) ORDER 2018**

TRAFFIC REGULATION ORDER

**THE INVERCLYDE COUNCIL
(VARIOUS ROADS) (OUTER GREENOCK)
(WAITING RESTRICTIONS) (VARIATION NO. 9) ORDER 2018**

We, The Inverclyde Council in exercise of the powers conferred on us by Sections 1(1), 2(1) to (3), 4(2), 32(1), 35(1), 45, 46, 49, 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. 9) 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) (Waiting Restrictions) (Variation No. 9) 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”.

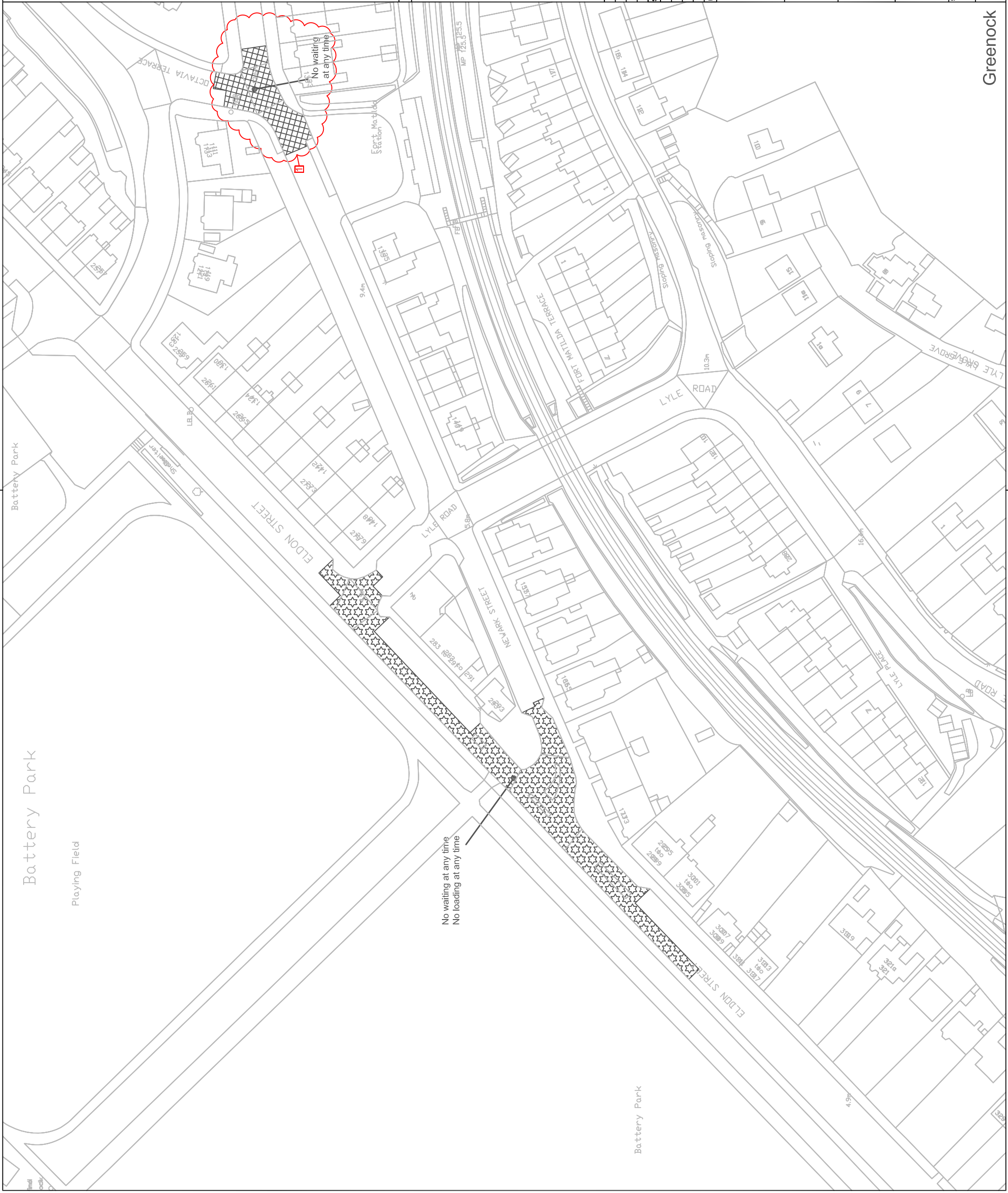
2.5 The Plan Index forms Schedule 2.

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. 9) Order 2018 On-Street Plans**



Key

	No waiting at any time
	No loading at any time
	No waiting at times shown
	No loading at times shown
	No waiting except taxis
	Limited waiting <small>(see below for types of limited waiting referred to)</small>
	Permitted parking for permit holders
	Disabled person's parking place <small>(subject to restrictions shown)</small>
	Ambulance parking place <small>(subject to restrictions shown)</small>
	Loading bay

Outer Greenock Resident Parking
 Permit Area
 Parking Disc Area

Limited Waiting
 Type A: Mon-Fri 8am-6pm, Saturday 8am-1pm, 30mins.
 Type B: Mon-Fri 8am-6pm, Saturday 8am-1pm, 30mins.
 Type C: Mon-Sat 8am-6pm, 30mins, No return within 1 hour
 Type D: Mon-Sat 8am to 6pm, 30 mins, No return within 30 mins
 Type E: Mon-Sat 8am to 6pm, 30 mins, No return within 30 mins
 Type F: Mon-Sat 8am to 6pm, 1 hour, No return within 30 mins
 Type G: Mon-Sat 8am to 6pm, 2 hours, No return within 30 mins
 Type H: Mon-Fri 8am to 6pm, 2 hours, No return within 30 mins
 Type I: Mon-Sat 8am to 6pm, 2 hours, No return within 1 hour
 Type J: Mon-Sat 8am to 6pm, 2 hours, No return within 30 mins except permit holders
 Type K: Mon-Sat 8am to 6pm, 2 hours, No return within 30 mins except permit holders
 Type L: Mon-Sat 11am to 6pm, 4 hours, No return within 1 hour
 Type M: Mon-Sat 8am to 6pm, 3 hours, No return within 1 hour
 Type N: Mon-Fri 8am to 6pm, 30 mins, No return within 30 mins except permit holders
 Type O: Mon-Sun 8am to 10pm, 30 mins, No return within 30 mins except permit holders
 Type P: Mon-Sun 8am to 10pm, 1 hour, No return within 30 mins except permit holders
 Type Q: Mon-Sun 8am to 10pm, 2 hours, No return within 30 mins except permit holders
 Type R: Mon-Sun 8am to 10pm, 1 hour, No return within 30 mins except permit holders
 Type S: Sun to 10pm, 2 hours, No return within 30 mins

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 Seel

Stat	Purpose of Issue	Date	Auth

INVERCLYDE COUNCIL
 Vehicle Maintenance Facility
 8 Pottery Street
 Greenock
 PA15 2JH
 Tel: 01475 717171
 Email: roads@inverclyde.gov.uk
 www.inverclyde.gov.uk

THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) (VARIATION 9)
 ORDER 2018

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
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Date	Date	Date	Date	Date
FEB 13	FEB 13	FEB 13	FEB 13	FEB 13
Rev	Drawing Number			
1	TR/TRO/C131-001			

Key

- No waiting at any time
- No waiting at any time
- No loading at any time
- No waiting at lines shown
- No waiting at any time
- No loading at lines shown
- No waiting except taxis
- Unlimited waiting
- Unlimited waiting (see below for types of limited waiting referred to on these drawings)
- Parking place for permit holders at specified times
- Disabled person's parking place (subject to restrictions shown)
- Ambulance parking place (subject to restrictions shown)
- Loading bay

Outer Greenock Resident Parking
 Permit Area
 Parking Disc Area

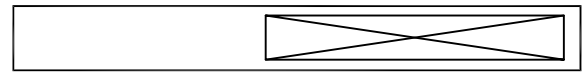
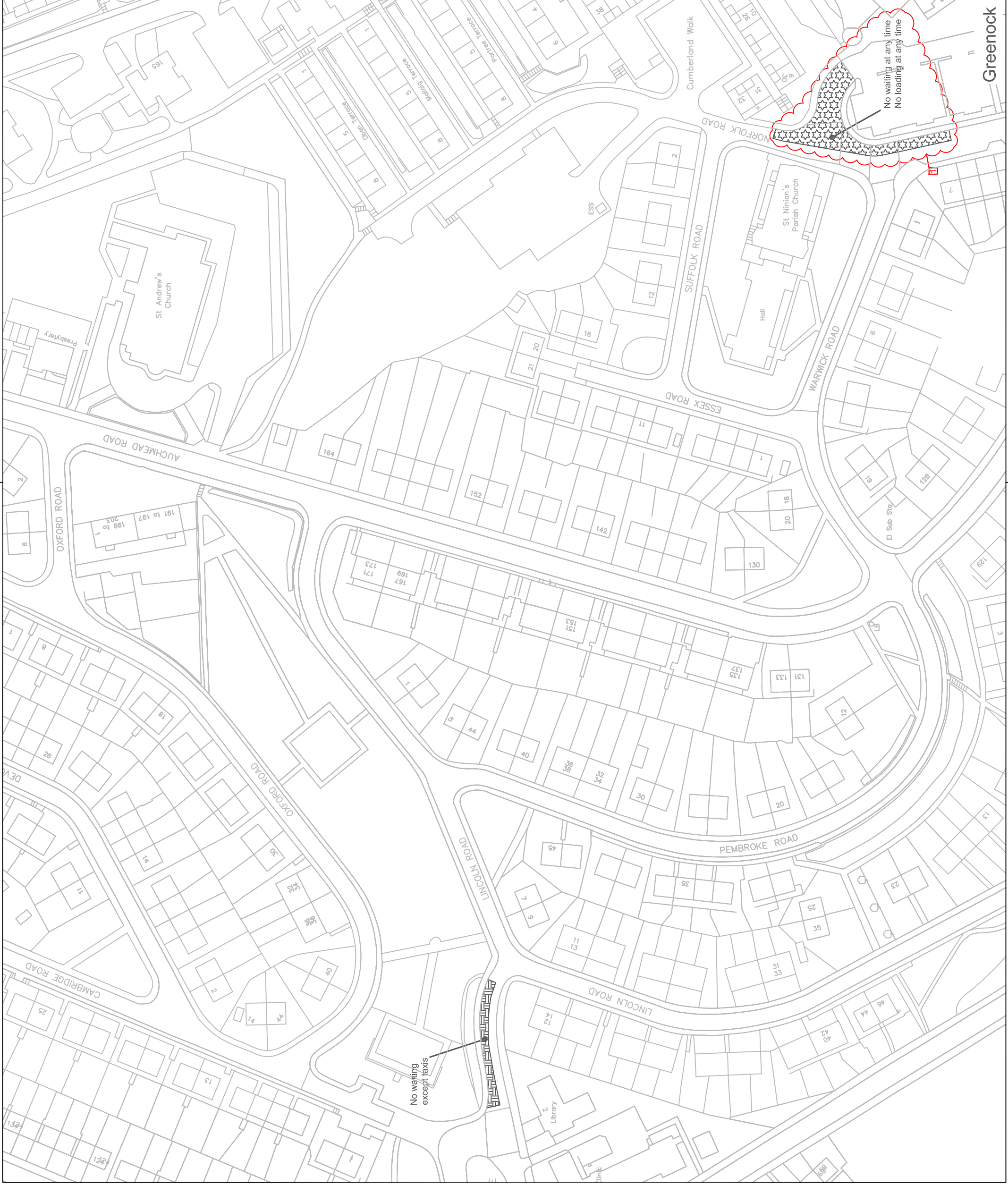
Limited Waiting
 Type A: Mon-Fri 8am-6pm, 30mins. No return within 30mins
 Type B: Mon-Fri 8am-6pm, Saturday 8am-1pm, 30mins. No return within 30mins
 Type C: Mon-Sat 8am-6pm, 30mins. No return within 1 hour
 Type D: Mon-Sat 8am-6pm, 2 hours. No return within 1 hour
 Type E: Mon-Sat 8am to 6pm, 30 mins. No return within 30 mins
 Type F: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
 Type G: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
 Type H: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins
 Type I: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins
 Type J: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins
 Type K: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins except Permit Holders
 Type L: Mon-Sat 11am to 6pm, 1 hour. No return within 1 hour
 Type M: Mon-Sat 8am to 6pm, 3 hours. No return within 3 hours
 Type N: Mon-Sat 8am to 6pm, 30 mins. No return within 30 mins except Permit Holders
 Type O: Mon-Sun 8am to 10pm, 30 mins. No return within 30 mins except Permit Holders
 Type P: Mon-Sun 8am to 10pm, 30 mins. No return within 30 mins except Permit Holders
 Type Q: Mon-Sun 8am to 10pm, 2 hours. No return within 30 mins
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 Type S: 8am to 10pm, 2 hours. No return within 30 mins

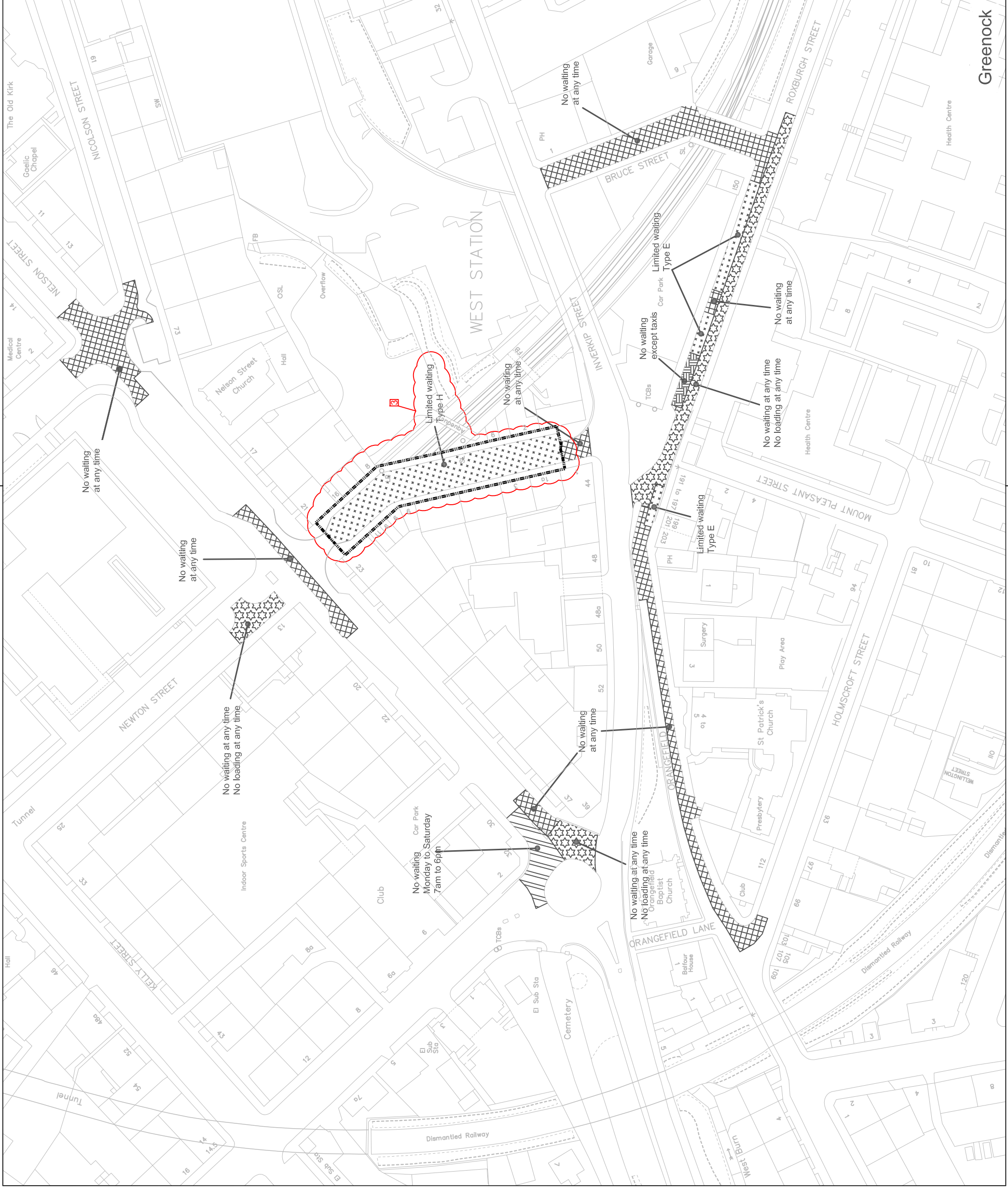
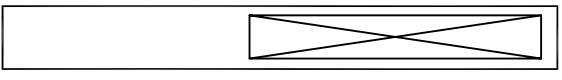
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A	EXTENT OF RESTRICTION UPDATED	14th JUNE '13	MJH MR
Rev	Description	By	Date

INVERCLYDE COUNCIL
 Vehicle Maintenance Facility
 8 Pottary Street
 Greenock
 PA15 2UH
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Rev				
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Key

[Symbol]	No waiting at any time
[Symbol]	No waiting at any time
[Symbol]	No loading at any time
[Symbol]	No waiting at times shown
[Symbol]	No waiting at any time
[Symbol]	No loading at times shown
[Symbol]	No waiting except taxis
[Symbol]	Limited waiting (see below for types of limited waiting referred to on these drawings)
[Symbol]	Permitted persons parking place (subject to restrictions shown)
[Symbol]	Articulate parking place (subject to restrictions shown)
[Symbol]	Loading bay

- Outer Greenock Resident Parking
 - Permit Area
 - Parking Disc Area
- Limited Waiting**
- Type A: Mon-Fri 8am-6pm, 30 mins, No return within 30 mins
 - Type B: Mon-Fri 8am-6pm, 30 mins, No return within 30 mins
 - Type C: Mon-Fri 8am-6pm, 30 mins, No return within 1 hour
 - Type D: Mon-Fri 8am-6pm, 30 mins, No return within 1 hour
 - Type E: Mon-Fri 8am-6pm, 30 mins, No return within 30 mins
 - Type F: Mon-Fri 8am-6pm, 30 mins, No return within 30 mins
 - Type G: Mon-Fri 8am-6pm, 30 mins, No return within 30 mins
 - Type H: Mon-Fri 8am-6pm, 30 mins, No return within 30 mins
 - Type I: Mon-Fri 8am-6pm, 30 mins, No return within 30 mins
 - Type J: Mon-Fri 8am-6pm, 30 mins, No return within 30 mins
 - Type K: Mon-Fri 8am-6pm, 30 mins, No return within 30 mins
 - Type L: Mon-Fri 8am-6pm, 30 mins, No return within 30 mins
 - Type M: Mon-Fri 8am-6pm, 30 mins, No return within 30 mins
 - Type N: Mon-Fri 8am-6pm, 30 mins, No return within 30 mins
 - Type O: Mon-Fri 8am-6pm, 30 mins, No return within 30 mins
 - Type P: Mon-Fri 8am-6pm, 30 mins, No return within 30 mins
 - Type Q: Mon-Fri 8am-6pm, 30 mins, No return within 30 mins
 - Type R: Mon-Fri 8am-6pm, 30 mins, No return within 30 mins
 - Type S: Mon-Fri 8am-6pm, 30 mins, No return within 30 mins

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Stat	Purpose of Issue	Date	Auth
3	2 HR ON NEWTON ST	EP	AUG 18 EP GB
2	NELSON ST/NICOLSON ST AMENDED	EP	JUN 15 EP MH
1	NEWTON ST N/WAT REVISED	M/H	NOV 13 M/H MR

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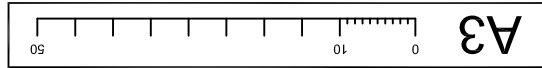


THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) (VARIATION No. 9)
 ORDER 2018

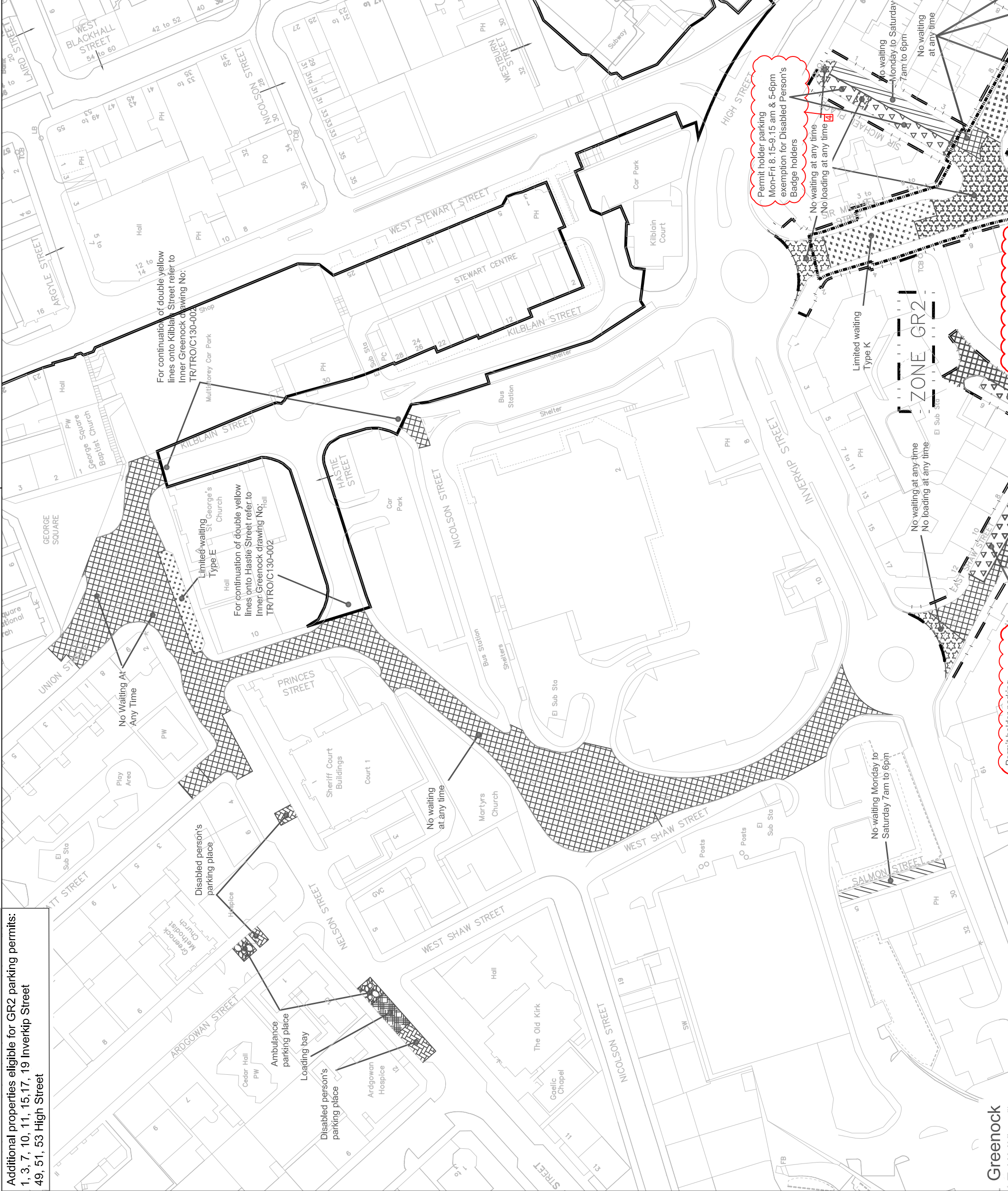
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Rev				
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DO NOT SCALE



Additional properties eligible for GR2 parking permits:
 1, 3, 7, 10, 11, 15, 17, 19 Inverkip Street
 49, 51, 53 High Street



Key

No waiting at any time
 No waiting at any time
 No loading at any time
 No waiting at times shown
 No waiting at any time
 No loading at lines shown
 No waiting except taxis
 Limited waiting (see below for types of limited waiting referred to)
 Parking place for permit holders
 Disabled person's parking place (subject to restrictions shown)
 Ambulance parking place (subject to restrictions shown)
 Loading bay

Outer Greenock Resident Parking
 Permit Area
 Parking Dfcs Area

Limited Waiting
 Type A: Mon-Fri 8am-6pm, 30mins. No return within 30mins.
 Type B: Mon-Fri 8am-6pm, Saturday 8am-1pm, 30mins. No return within 1 hour.
 Type C: Mon-Sat 8am-6pm, 30mins. No return within 1 hour.
 Type D: Mon-Sat 8am to 6pm, 30 mins. No return within 30 mins.
 Type E: Mon-Sat 8am to 6pm, 1 hour. No return within 30 mins.
 Type F: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins.
 Type G: Mon-Sat 8am to 6pm, 3 hours. No return within 30 mins.
 Type H: Mon-Sat 8am to 6pm, 4 hours. No return within 30 mins.
 Type I: Mon-Sat 8am to 6pm, 5 hours. No return within 30 mins.
 Type J: Mon-Sat 8am to 6pm, 6 hours. No return within 30 mins.
 Type K: Mon-Sat 11am to 6pm, 1 hour. No return within 1 hour.
 Type L: Mon-Sat 8am to 6pm, 3 hours. No return within 1 hour.
 Type M: Mon-Sat 8am to 6pm, 3 hours. No return within 1 hour.
 Type N: Mon-Fri 8am to 6pm, 30 mins. No return within 30 mins except Permit holders.
 Type O: Mon-Fri 8am to 6pm, 30 mins. No return within 30 mins except Permit holders.
 Type P: Mon-Sun 8am to 10pm, 2 hours. No return within 30 mins except Permit holders.
 Type Q: Mon-Sun 8am to 10pm, 1 hour. No return within 30 mins except Permit holders.
 Type R: Mon-Sun 8am to 10pm, 1 hour. No return within 30 mins except Permit holders.

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Stat	Purpose of issue	Date	Auth
4	DISABLED BADGE HOLDER EXEMPTION	OCT '18	EP GL
3	EXTEND GR2 EAST SHAW ST AREA	MAY '17	EP GB
2	PARKING PERMITS ADDED/NELSON ST AREA	JUN '15	EP MH
1	NELSON ST/UNION ST/WAIT ST AMENDED	SEPT '14	MH MH
Rev	Description	By	Date
1			

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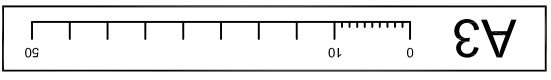
Inverclyde council

THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) (VARIATION No. 9)
 ORDER 2018

EFFECTIVE DATE:

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P TR/TRO/C131-011

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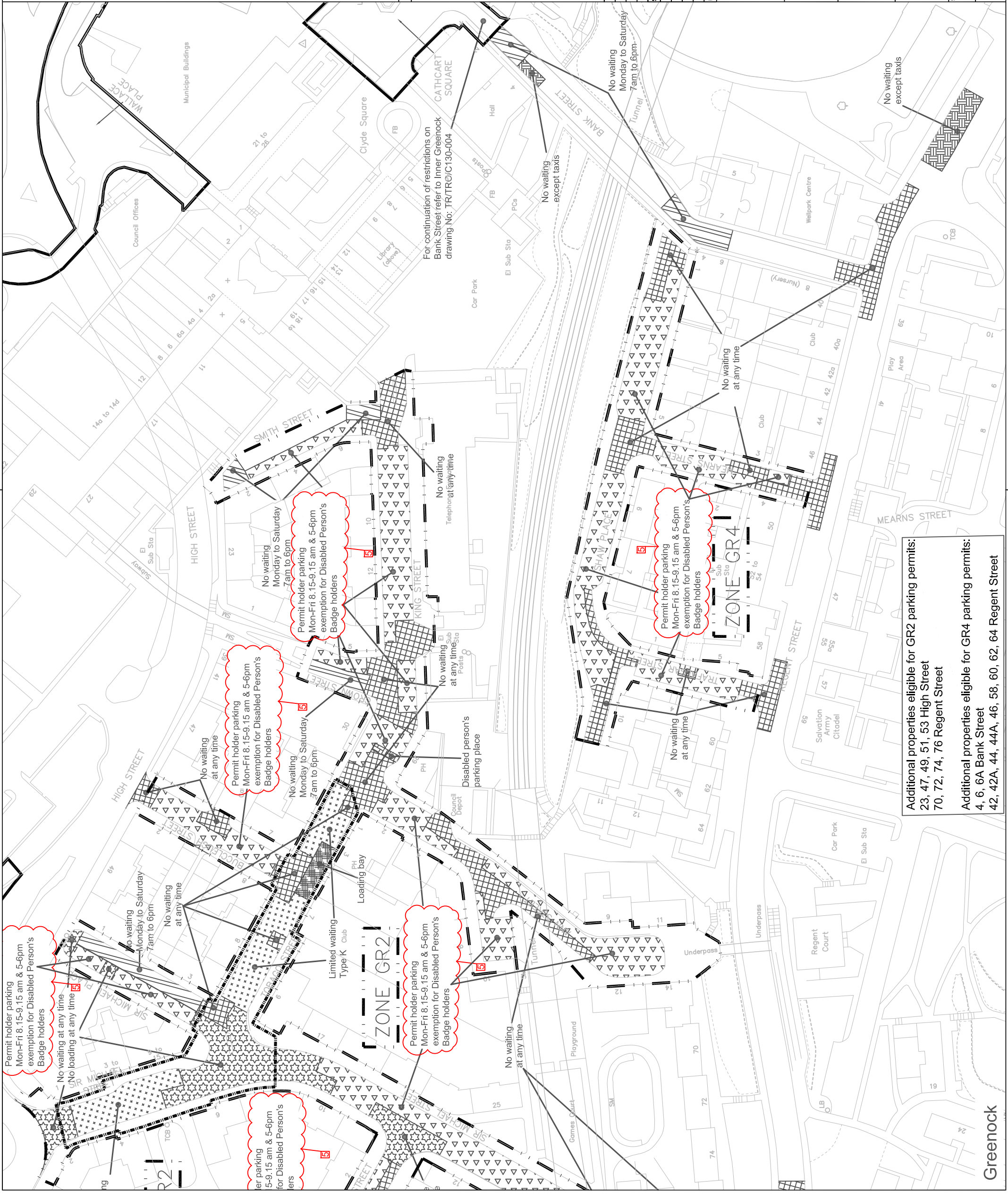
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- No waiting at any time
- No loading at any time
- No waiting at times shown
- No waiting at times shown
- No loading at times shown
- No loading at times shown
- Limited waiting (see below for types of limited waiting referred to)
- Permitted person's parking place
- Disabled person's parking place (subject to restrictions shown)
- Ambulance parking place (subject to restrictions shown)
- Loading bay

Outer Greenock Resident Parking

- Permit Area
- Parking Disc Area

Limited Waiting

- Type A: Mon-Fri 8am-6pm, 30mins. No return within 30mins
- Type B: Mon-Fri 8am-6pm, Saturday 8am-1pm, 30mins. No return within 1 hour
- Type C: Mon-Sat 8am-6pm, 30mins. No return within 1 hour
- Type D: Mon-Sat 8am to 6pm, 30 mins. No return within 30 mins
- Type E: Mon-Sat 8am to 6pm, 1 hour. No return within 30 mins
- Type F: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
- Type G: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
- Type H: Mon-Sat 8am to 6pm, 2 hours. No return within 1 hour
- Type I: Mon-Sat 8am to 6pm, 2 hours. No return within 1 hour
- Type J: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins except permit holders
- Type K: Mon-Fri 8am to 6pm, 1 hour. No return within 1 hour
- Type L: Mon-Sat 8am to 6pm, 2 hours. No return within 1 hour
- Type M: Mon-Sat 8am to 6pm, 2 hours. No return within 1 hour
- Type N: Mon-Fri 8am to 6pm, 30 mins. No return within 30 mins except permit holders
- Type O: Mon-Sun 8am to 10pm, 2 hours. No return within 30 mins except permit holders
- Type P: Mon-Sun 8am to 10pm, 1 hour. No return within 30 mins except permit holders



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Stat Purpose of Issue Date Auth

- 1 DISABLED BADGE HOLDER EXEMPTION EP OCT '18 EP GL
- 2 LOADING BAY TORO ST EP APR '18 EP GL
- 3 NEW RESIDENTS PP ZONE GR4 EP OCT '17 EP GB
- 4 NEW RESIDENTS PP ZONE GR4 EP OCT '17 EP GB

Rev Description By Date Chkd Auth

INVERCLYDE COUNCIL
 Vehicle Maintenance Facility
 8 Pottary Street
 Greenock
 PA15 2UH
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 Email: roads@inverclyde.gov.uk
 www.inverclyde.gov.uk



THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) (VARIATION No. 9)
 ORDER 2018

EFFECTIVE DATE:

Sheet Size Original Scale
A3 1:1250

Designed/Drawn
 M/JH LM

Checked
 MR

Authorised
 MR

Date FEB '13 Date FEB '13 Date FEB '13

Status
 P Drawing Number
 TR/TRO/C131-012 Rev
 5

Key

- No waiting at any time
- No waiting at any time
- No loading at any time
- No waiting at times shown
- No loading at times shown
- No waiting at times shown
- No loading at times shown
- No waiting except taxis
- Limited waiting (see below for types of limited waiting referred to on these drawings)
- Permit holders at specified times
- Disabled person's parking place (subject to restrictions shown)
- Ambulance parking place (subject to restrictions shown)
- Loading bay

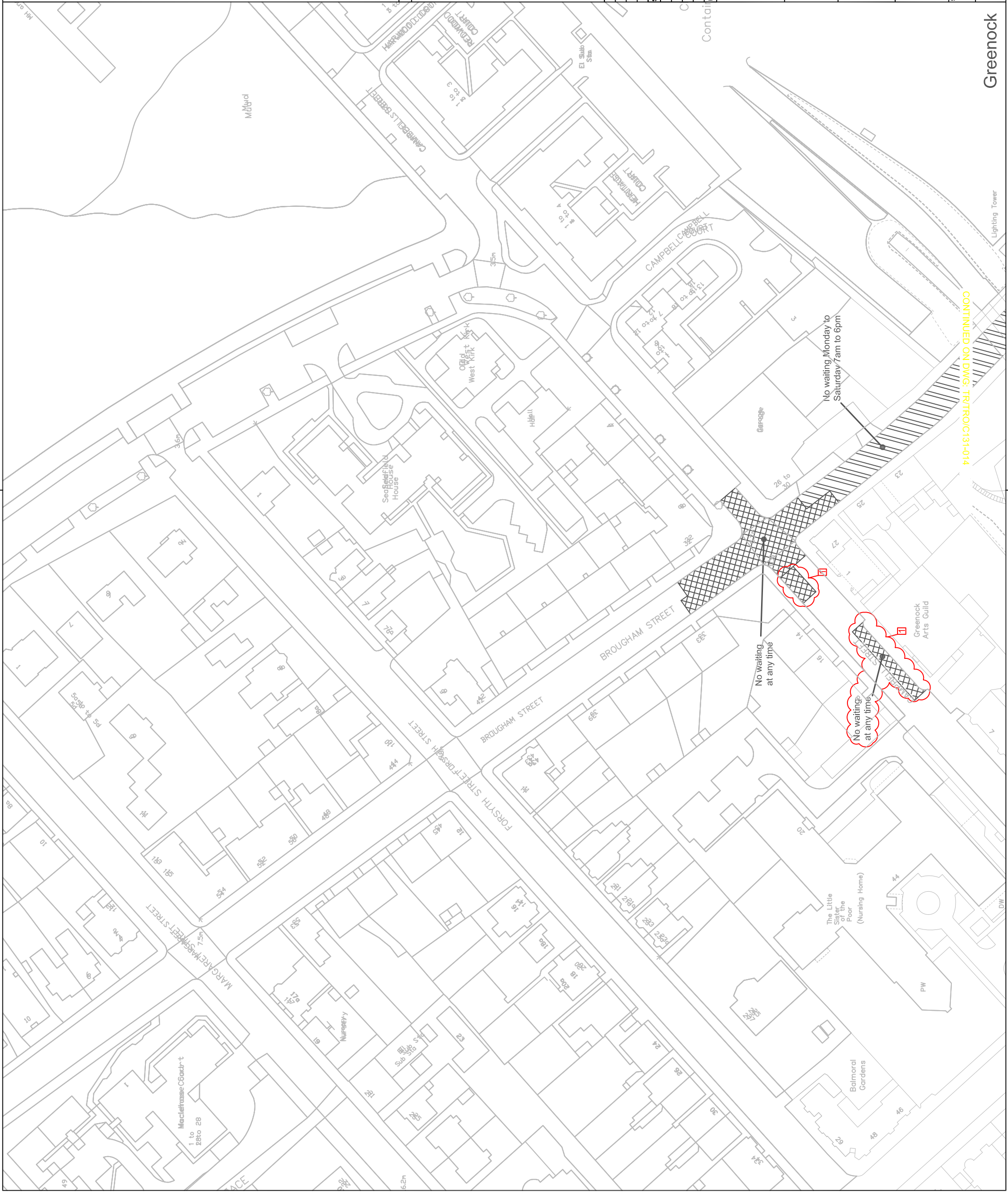
Outer Greenock Resident Parking

Permit Area

Parking Disc Area

Limited Waiting

Type A: Mon-Fri 8am-6pm, 30mins. No return within 30mins
 Type B: Mon-Fri 8am-6pm, Saturday 8am-1pm, 30mins. No return within 1 hour
 Type C: Mon-Sat 8am-6pm, 30mins. No return within 1 hour
 Type D: Mon-Sat 8am-6pm, 2 hours. No return within 1 hour
 Type E: Mon-Sat 8am-6pm, 1 hour. No return within 30 mins
 Type F: Mon-Sat 8am to 6pm, 1 hour. No return within 30 mins
 Type G: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
 Type H: Mon-Sat 8am to 6pm, 1 hour. No return within 30 mins
 Type I: Mon-Sat 8am to 6pm, 1 hour. No return within 30 mins
 Type J: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
 Type K: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins except Permit Holders
 Type L: Mon-Sat 8am to 6pm, 1 hour. No return within 1 hour
 Type M: Mon-Sat 8am to 6pm, 1 hour. No return within 30 mins
 Type N: Mon-Fri 8am to 6pm, 30 mins. No return within 30 mins except Permit Holders
 Type O: Mon-Sun 8am to 10pm, 30 mins. No return within 30 mins except Permit Holders
 Type P: Mon-Sun 8am to 10pm, 30 mins. No return within 30 mins except Permit Holders
 Type Q: Mon-Sun 8am to 10pm, 2 hours. No return within 30 mins
 Type R: Mon-Sun 8am to 10pm, 1 hour. No return within 30 mins except Permit Holders
 Type S: 8am to 10pm, 2 hours. No return within 30 mins



Key

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Scale

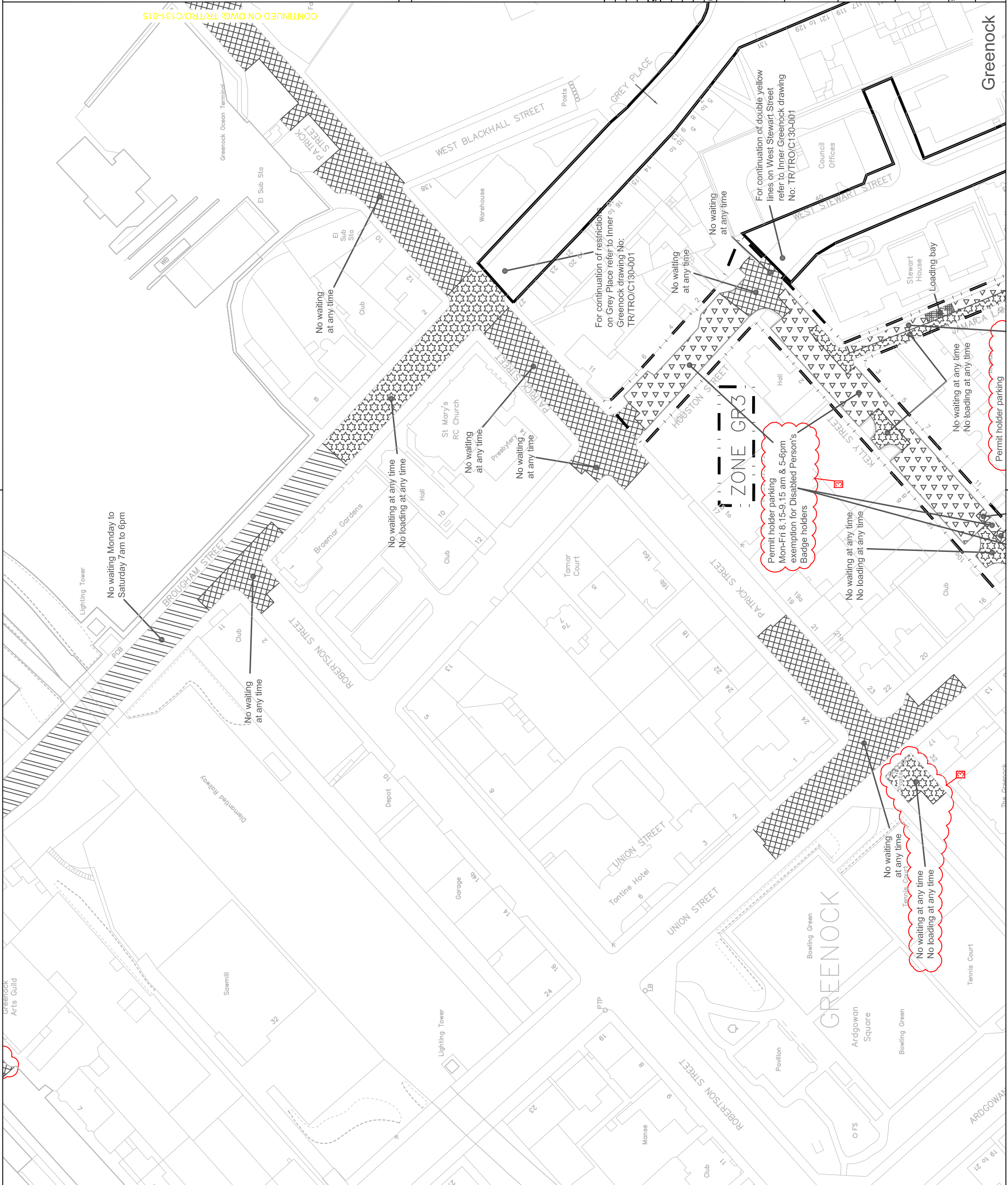
Stat	Purpose of Issue	Date	Auth
1	INVAIT CAMPBELL ST	EP	AUG '18
Rev	Description	By	Date

INVERCLYDE COUNCIL
 Vehicle Maintenance Facility
 8 Pattery Street
 Greenock
 PA15 2UH
 Tel: 01475 717171
 Email: roads@inverclyde.gov.uk
 www.inverclyde.gov.uk

THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) (VARIATION 9)
 ORDER 2018

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
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Date	Date	Date	Date	Date
FEB '13	FEB '13	FEB '13	FEB '13	FEB '13
Status	Drawing Number	Rev		
P	TR/TRO/C131-013	1		



Key

	No waiting at any time
	No loading at any time
	No waiting at times shown
	No loading at times shown
	No waiting except taxis
	Limited waiting (see below for types of limited waiting referred to)
	Disabled person's parking place (subject to restrictions shown)
	Ambulance parking place (subject to restrictions shown)
	Loading bay

- ### Outer Greenock Resident Parking
- Permit Area**
- Parking Disc Area**
- Limited Waiting**
 Type A: Mon-Fri 8am-6pm, 30mins. No return within 30mins
 Type B: Mon-Fri 8am-6pm, Sunday 8am-1pm, 30mins. No return within 1 hour
 Type C: Mon-Sat 8am-6pm, 30mins. No return within 1 hour
 Type D: Mon-Sat 8am-6pm, 2 hours. No return within 1 hour
 Type E: Mon-Sat 8am to 6pm, 1 hour. No return within 30 mins
 Type F: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
 Type G: Mon-Sat 8am to 6pm, 2 hours. No return within 1 hour
 Type H: Mon-Fri 8am to 6pm, 1 hour. No return within 30 mins
 Type J: Mon-Fri 8am to 6pm, 1 hour. No return within 1 hour
 Type K: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins except
Permit holders
 Type L: Mon-Sat 8am to 6pm, 4 hours. No return within 1 hour
 Type M: Mon-Sat 8am to 6pm, 3 hours. No return within 1 hour
 Type N: Mon-Fri 8am to 6pm, 30 mins. No return within 30 mins except
Permit holders
 Type P: Mon-Sun 8am to 10pm, 30 mins. No return within 30 mins except
 Type Q: Mon-Sun 8am to 10pm, 2 hours. No return within 30 mins
 Type R: Mon-Sun 8am to 10pm, 1 hour. No return within 30 mins except
Permit holders

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Stat	Purpose of Issue	Date	Auth	
3	DISABLED BADGE HOLDER EXEMPTION	EP AUG '18 EP GL		
3	NWAT & NLAT PATRICK STREET	EP AUG '18 EP GL		
2	PARKING PERMITS & LOADING BAY ADDED	EP JUN '15 EP MH		
1	REMOVED FROM OUTER GREENOCK	EP JUN '15 EP MH		
Rev	Description	By	Date	Chk'd Auth

INVERCLYDE COUNCIL
 Vehicle Maintenance Facility
 8 Pattery Street
 Greenock
 PA15 2UH
 Tel: 01475 717171
 Email: roads@inverclyde.gov.uk
 www.inverclyde.gov.uk

Inverclyde council

THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) (VARIATION No. 9)
 ORDER 2018

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	LM	Authorised
A3	1:1250	Date FEB '13	Date FEB '13	LM	MR
Status	Drawing Number	TR/TRO/C131-014			
P					3

CONTINUED ON DWG: TR/TRO/C131-015

Key

- No waiting at any time
- No waiting at any time
- No waiting at any time
- No waiting at times shown
- No waiting at any time
- No loading at times shown
- No loading at times shown
- No loading at times shown
- No loading except taxis
- Limited waiting
(see below for types of limited waiting referred to)
- Parking place for permit holders
- Disabled person's parking place
(subject to restrictions shown)
- Ambulance parking place
(subject to restrictions shown)
- Loading bay

Outer Greenock Resident Parking

Permit Area
Parking Disc Area

Limited Waiting

Type A: Mon-Fri 8am-6pm, 30mins. No return within 30mins.
Type B: Mon-Fri 8am-6pm, Saturday 8am-1pm, 30mins. No return within 1 hour
Type C: Mon-Sat 8am-6pm, 30mins. No return within 1 hour
Type D: Mon-Sat 8am to 6pm, 1 hour. No return within 30 mins
Type E: Mon-Sat 8am to 6pm, 30 mins. No return within 30 mins
Type F: Mon-Sat 8am to 6pm, 1 hour. No return within 30 mins
Type G: Mon-Sat 8am to 6pm, 30 mins. No return within 30 mins
Type H: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins
Type I: Mon-Fri 8am to 6pm, 1 hour. No return within 1 hour
Type J: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins except for permit holders
Type K: Mon-Sat 11am to 6pm, 1 hour. No return within 1 hour
Type L: Mon-Sat 8am to 6pm, 3 hours. No return within 1 hour
Type M: Mon-Fri 8am to 6pm, 30 mins. No return within 30 mins except for permit holders
Type N: Mon-Fri 8am to 6pm, 30 mins. No return within 30 mins except for permit holders
Type O: Mon-Sun 8am to 10pm, 2 hours. No return within 30 mins except for permit holders
Type P: Mon-Sun 8am to 10pm, 1 hour. No return within 30 mins except for permit holders
Type Q: Mon-Sun 8am to 10pm, 1 hour. No return within 30 mins except for permit holders
Type R: Mon-Sun 8am to 10pm, 2 hours. No return within 30 mins except for permit holders
Type S: 8am to 10pm, 2 hours. No return within 30 mins

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Stat Purpose of Issue Date Auth

2	NWAT KER STREET	EP	AUG '18	EP	GL
1	NEW RESTRICTIONS ON CRAWFURD ST	EP	JUN '15	EP	MH
A	STL TIMES UPDATED	M/JH	JUNE '13	M/JH	MR

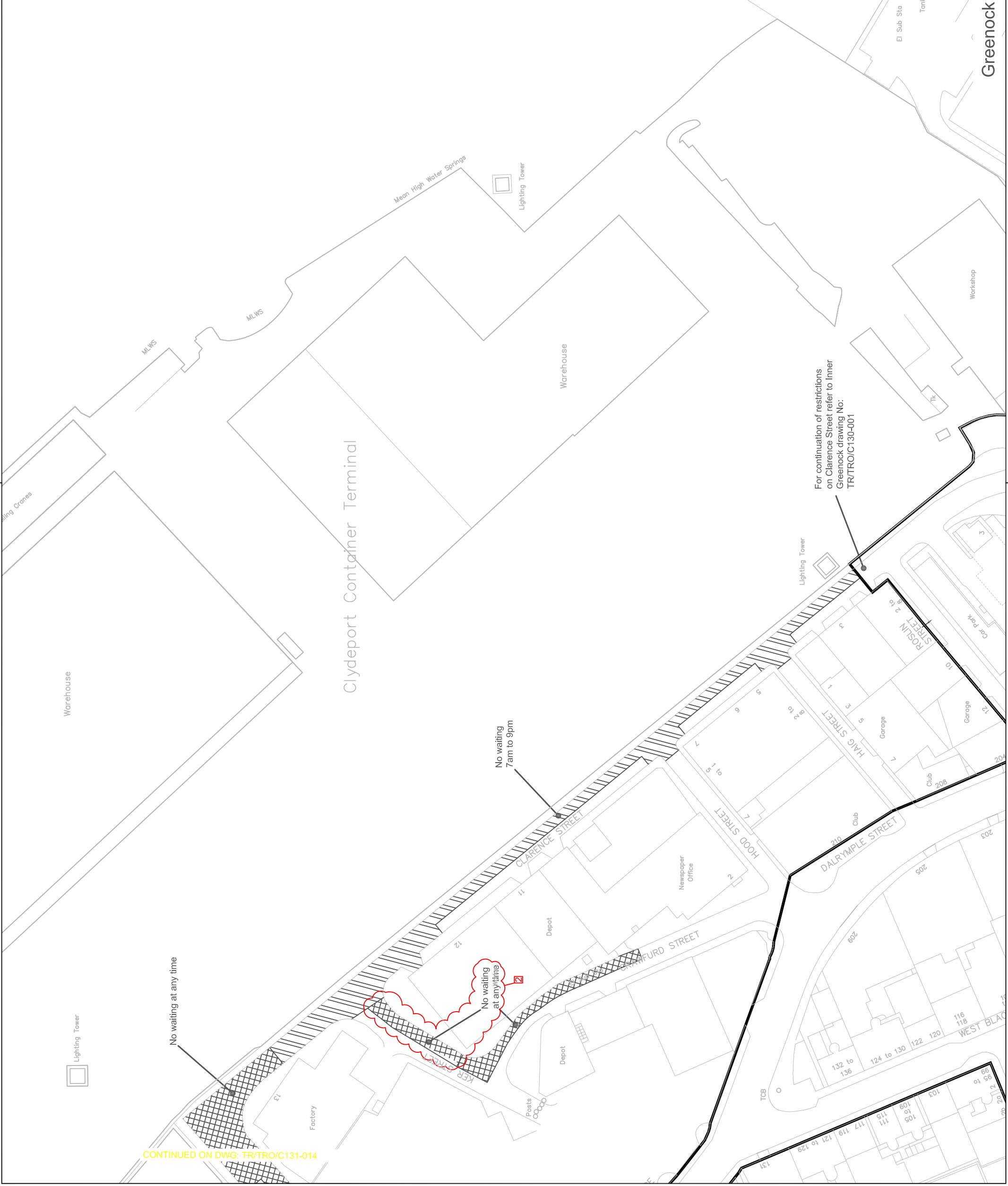
Rev Description By Date Chk'd Auth

INVERCLYDE COUNCIL
Vehicle Maintenance Facility
8 Pottery Street
Greenock
PA15 2UH
Tel: 01475 717171
Email: roads@inverclyde.gov.uk
www.inverclyde.gov.uk

THE INVERCLYDE COUNCIL (VARIOUS ROADS)
(OUTER GREENOCK)
(WAITING RESTRICTIONS) (VARIATION No. 9)
ORDER 2018

EFFECTIVE DATE:

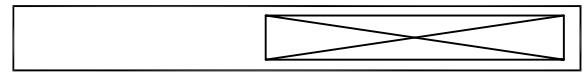
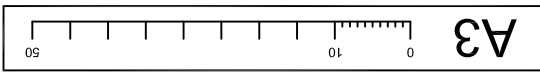
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Date	Date	Date	Date	Date
FEB '13	FEB '13	FEB '13	FEB '13	FEB '13
Drawing Number			Rev	
P			2	

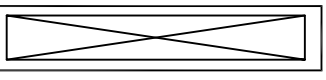


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2	TR/TRO/C131-015	Rev
P	Drawing Number	Status

DO NOT SCALE





Key

- No waiting at any time
- No waiting at any time
- No loading at any time
- No waiting at times shown
- No waiting at any time
- No loading at times shown
- No waiting except taxis
- Limited waiting (see below for types of limited waiting referred to in the drawings for permit holders)
- Disabled person's parking place (subject to restrictions shown)
- Ambulance parking place (subject to restrictions shown)
- Loading bay

Outer Greenock Resident Parking

Permit Area

Parking Disc Area

Limited Waiting

Type A: Mon-Fri 8am-6pm, 30mins. No return within 30mins
 Type B: Mon-Fri 8am-6pm, Saturday 8am-1pm, 30mins. No return within 1 hour
 Type C: Mon-Sat 8am-6pm, 30mins. No return within 1 hour
 Type D: Mon-Sat 8am-6pm, 2 hours. No return within 1 hour
 Type E: Mon-Sat 8am to 6pm, 1 hour. No return within 30 mins
 Type F: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
 Type G: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
 Type H: Mon-Sat 8am to 6pm, 1 hour. No return within 30 mins
 Type I: Mon-Sat 8am to 6pm, 1 hour. No return within 30 mins
 Type J: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
 Type K: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins
 Type L: Mon-Sat 8am to 6pm, 1 hour. No return within 30 mins
 Type M: Mon-Sat 8am to 6pm, 3 hours. No return within 1 hour
 Type N: Mon-Fri 8am to 6pm, 30 mins. No return within 30 mins except Permit Holders
 Type O: Mon-Sun 8am to 10pm, 30 mins. No return within 30 mins except Permit Holders
 Type P: Mon-Sun 8am to 10pm, 2 hours. No return within 30 mins except Permit Holders
 Type Q: Mon-Sun 8am to 10pm, 1 hour. No return within 30 mins except Permit Holders
 Type R: Mon-Sun 8am to 10pm, 1 hour. No return within 30 mins except Permit Holders
 Type S: 8am to 10pm, 2 hours. No return within 30 mins

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Stat Purpose of Issue Date Auth

2	DPPP OPEN SHORE	EP	AUG '18	EP	GL
2	NWAT CUSTOMHOUSE PL & LINK TO POLICE	EP	AUG '18	EP	GL
2	NWAT & NWAT EAST BREAST	EP	AUG '18	EP	GL
1	REMOVED FROM OUTER GREENOCK	EP	JUN '15	EP	MH

Rev Description By Date Chk'd Auth

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INVERCLYDE COUNCIL
 Vehicle Maintenance Facility
 8 Pottery Street
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 PA15 2UH
 Tel: 01475 717171
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 www.inverclyde.gov.uk

THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) (VARIATION No. 9)
 ORDER 2018

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	LM	MIR
Date	Date	Date	Date	Date
FEB '13	FEB '13	FEB '13	FEB '13	FEB '13
Rev	Drawing Number	TR/TRO/C131-017		
P	2	2		



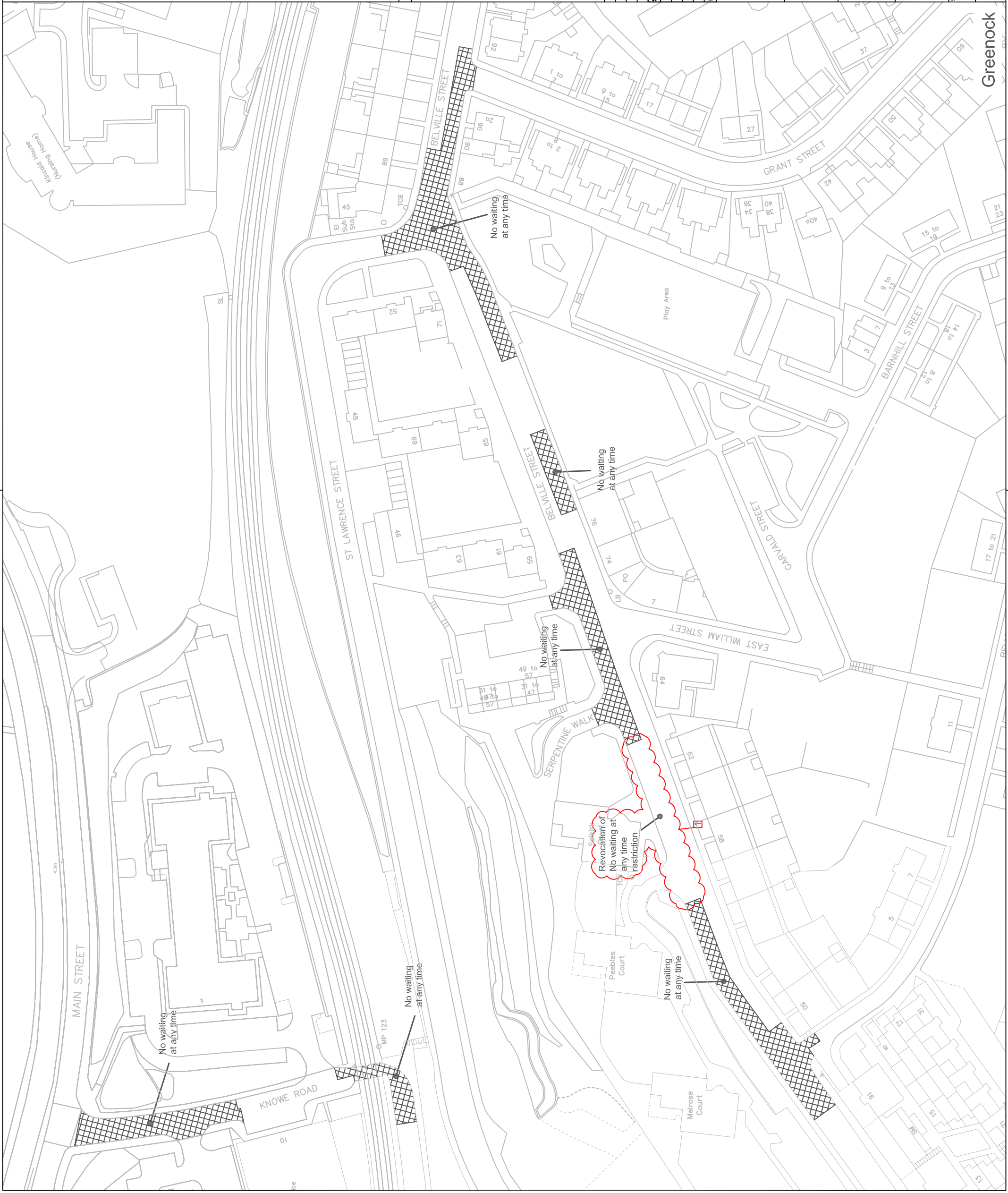
Greenock

Key

No waiting at any time
No waiting at times shown
No loading at any time
No loading at times shown
No waiting except taxis
Limited waiting
Permit holders
Loading bay

Outer Greenock Resident Parking
Permit Area
Parking Disc Area

Limited Waiting
Type A: Mon-Fri, 8am-6pm, 30mins. No return within 30mins
Type B: Mon-Fri, 8am-6pm, Saturday 8am-1pm, 30mins. No return within 30mins
Type C: Mon-Sat 8am-6pm, 30mins. No return within 1 hour
Type D: Mon-Sat 8am-6pm, 2 hours. No return within 1 hour
Type E: Mon-Sat 8am to 6pm, 1 hour. No return within 30 mins
Type F: Mon-Sat 8am to 6pm, 1 hour. No return within 30 mins
Type G: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
Type H: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
Type I: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins except
Type J: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins except
Permit Holders
Type L: Mon-Sat 11am to 6pm, 1 hour. No return within 1 hour
Type M: Mon-Fri 8am to 6pm, 30 mins. No return within 30 mins except
Type N: Mon-Fri 8am to 6pm, 30 mins. No return within 30 mins except
Permit Holders
Type P: Mon-Sun 8am to 10pm, 30 mins. No return within 30 mins except
Permit Holders
Type Q: 10pm, 2 hours. No return within 30 mins
Type R: Mon-Sun 8am to 10pm, 1 hour. No return within 30 mins except
Permit Holders
Type S: 8am to 10pm, 2 hours. No return within 30 mins



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Stat Purpose of Issue Date Auth

1	REVOCATION OF INWAIT BELVILLE ST	EP	AUG 18	EP	GL
---	----------------------------------	----	--------	----	----

Rev Description By Date Date Chk'd Auth

INVERCLYDE COUNCIL
Vehicle Maintenance Facility
8 Pottary Street
Greenock
PA15 2UH
Tel: 01475 717171
Email: roads@inverclyde.gov.uk
www.inverclyde.gov.uk

THE INVERCLYDE COUNCIL (VARIOUS ROADS)
(OUTER GREENOCK)
(WAITING RESTRICTIONS) (VARIATION No. 9)
ORDER 2018

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	M/JH	M/JH	M/R
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-019	FEB 13	FEB 13	FEB 13
				Rev
				1

Key

- No waiting at any time
- No waiting at any time
- No loading at any time
- No waiting at times shown
- No waiting at any time
- No loading at times shown
- No waiting except taxis
- Limited waiting (see below for types of limited waiting referred to)
- Parking place for permit holders
- Disabled person's parking place (subject to restrictions shown)
- Ambulance parking place (subject to restrictions shown)
- Loading bay

Outer Greenock Resident Parking

Permit Area

Parking Disc Area

Limited Waiting

Type A: Mon-Fri 8am-6pm, No return within 30mins

Type B: Mon-Fri 8am-6pm, Saturday 8am-1pm, 30mins, No return within 1 hour

Type C: Mon-Sat 8am-6pm, 30mins, No return within 1 hour

Type D: Mon-Sat 8am-6pm, 30mins, No return within 30 mins

Type E: Mon-Sat 8am to 6pm, 1 hour, No return within 30 mins

Type F: Mon-Sat 8am to 6pm, 1 hour, No return within 30 mins

Type G: Mon-Sat 8am to 6pm, 2 hours, No return within 30 mins

Type H: Mon-Sat 8am to 6pm, 2 hours, No return within 30 mins

Type I: Mon-Fri 8am to 6pm, 1 hour, No return within 1 hour

Type J: Mon-Fri 8am to 6pm, 2 hours, No return within 30 mins except Permit holders

Type K: Mon-Fri 8am to 6pm, 2 hours, No return within 30 mins except Permit holders

Type L: Mon-Sat 8am to 6pm, 3 hours, No return within 1 hour

Type M: Mon-Sat 8am to 6pm, 3 hours, No return within 30 mins except Permit holders

Type N: Mon-Fri 8am to 10pm, 30 mins, No return within 30 mins except Permit holders

Type O: Mon-Sun 8am to 10pm, 2 hours, No return within 30 mins

Type P: Mon-Sun 8am to 10pm, 1 hour, No return within 30 mins except Permit holders

Type R: Mon-Sun 8am to 10pm, 1 hour, No return within 30 mins except Permit holders

Type S: 8am to 10pm, 2 hours, No return within 30 mins

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Scale

Stat	Purpose of Issue	Date	Auth
3	INMAY REGENT ST & LYNDOCH ST	EP AUG '18 EP GL	
3	AMBULANCE BAY REGENT ST	EP AUG '18 EP GL	
2	NEW RESTRICTIONS ADDED TO REGENT ST	EP JUN '15 EP MH	
1	REMOVED FROM OUTER GREENOCK	EP JUN '15 EP MH	

INVERCLYDE COUNCIL

Vehicle Maintenance Facility

8 Pottary Street

Greenock

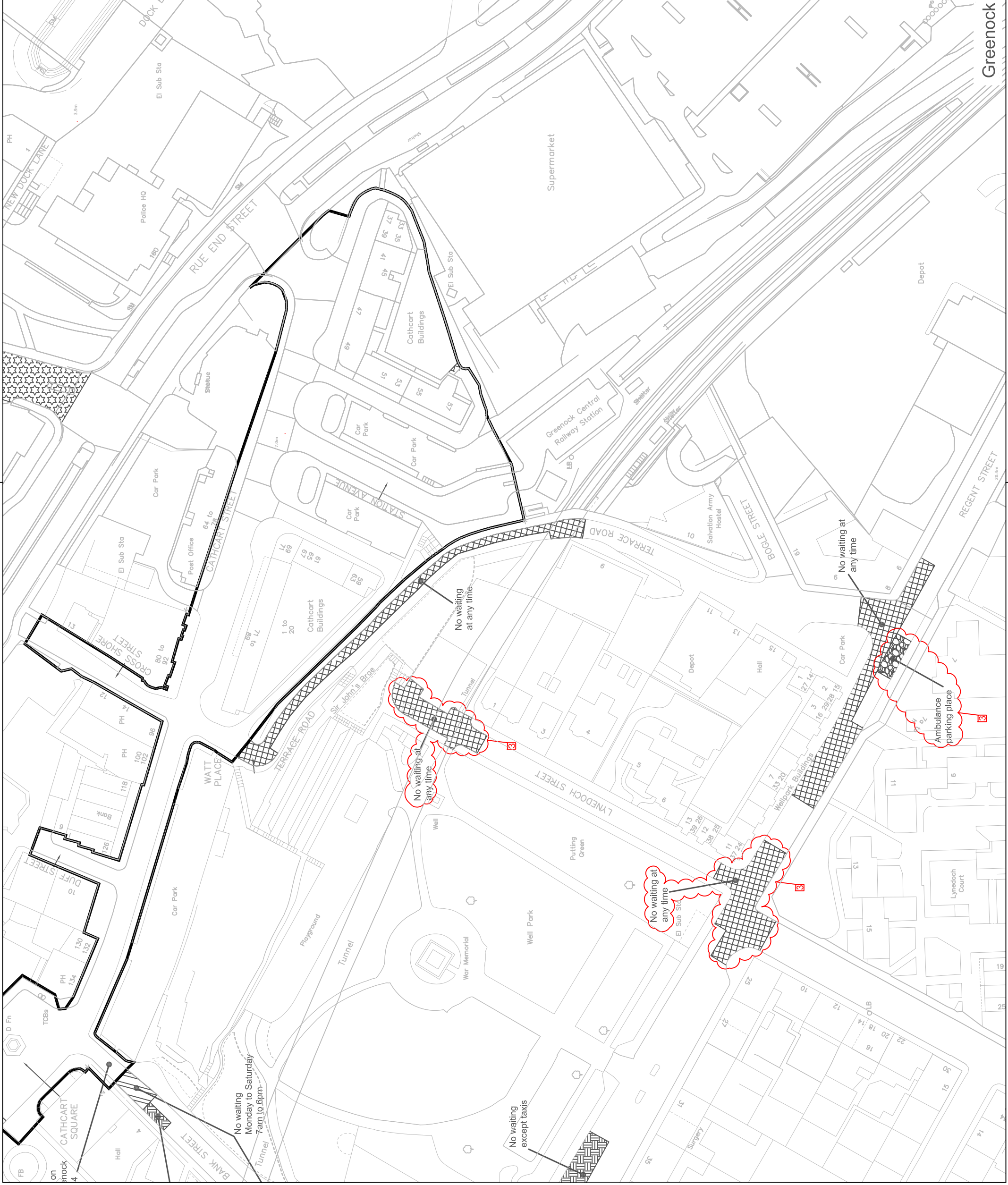
PA15 2UH

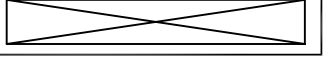
Tel: 01475 717171

Email: roads@inverclyde.gov.uk

www.inverclyde.gov.uk

Sheet Size	Original Scale	Designed/Drawn	Checked	GD	Authorised	MH
A3	1:1250	Date	OCT '14	Date	OCT '14	Date
Status	Drawing Number	TR/TR/O/C131-023				
P		3				





Stat	Purpose of Issue	Date	Auth
3	DISABLED BADGE HOLDER EXEMPTION	EP OCT '18 EP GL	
2	LOADING BAYS TOBAGO ST & BEARHOPE ST	EP APR '18 EP GL	
1	30 MIN WAITING BEARHOPE ST	EP MAY '17 EP GB	
1	LOADING BAY ON DUNCAN ST	EP MAY '17 EP GB	

Key

- No waiting at any time
- No waiting at any time
- No loading at any time
- No waiting at times shown
- No waiting at any time
- No loading at times shown
- No waiting except taxis
- Limited waiting (see below for types of limited waiting referred to on these drawings)
- Parking place for permit holders
- Disabled person's parking place at specified times
- Disabled person's parking place (subject to restrictions shown)
- Ambulance parking place (subject to restrictions shown)
- Loading bay

Outer Greenock Resident Parking

- Outer Greenock Resident Parking
- Outer Greenock Resident Parking
- Parking Disc Area

Limited Waiting

- Type A: Mon-Fri 8am-6pm, 30mins. No return within 30mins
- Type B: Mon-Fri 8am-6pm, Saturday 8am-10pm, 30mins. No return within 1 hour
- Type C: Mon-Sat 8am-6pm, 2 hours. No return within 1 hour
- Type D: Mon-Sat 8am to 6pm, 30 mins. No return within 30 mins
- Type E: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
- Type F: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
- Type G: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
- Type H: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins
- Type I: Mon-Sat 8am to 6pm, 2 hours. No return within 1 hour
- Type J: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins except Permit Holders
- Type K: Mon-Sat 11am to 6pm, 1 hour. No return within 1 hour
- Type L: Mon-Sat 8am to 6pm, 3 hours. No return within 1 hour
- Type M: Mon-Sat 8am to 6pm, 30 mins. No return within 30 mins except Permit Holders
- Type N: Mon-Sun 8am to 10pm, 30 mins. No return within 30 mins except Permit Holders
- Type O: Mon-Sun 8am to 10pm, 2 hours. No return within 30 mins except Permit Holders
- Type P: Mon-Sun 8am to 10pm, 30 mins. No return within 30 mins except Permit Holders
- Type Q: Mon-Sun 8am to 10pm, 2 hours. No return within 30 mins except Permit Holders
- Type R: Mon-Sun 8am to 10pm, 1 hour. No return within 30 mins except Permit Holders

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Stat	Purpose of Issue	Date	Auth
3	DISABLED BADGE HOLDER EXEMPTION	EP OCT '18 EP GL	
2	LOADING BAYS TOBAGO ST & BEARHOPE ST	EP APR '18 EP GL	
1	30 MIN WAITING BEARHOPE ST	EP MAY '17 EP GB	
1	LOADING BAY ON DUNCAN ST	EP MAY '17 EP GB	

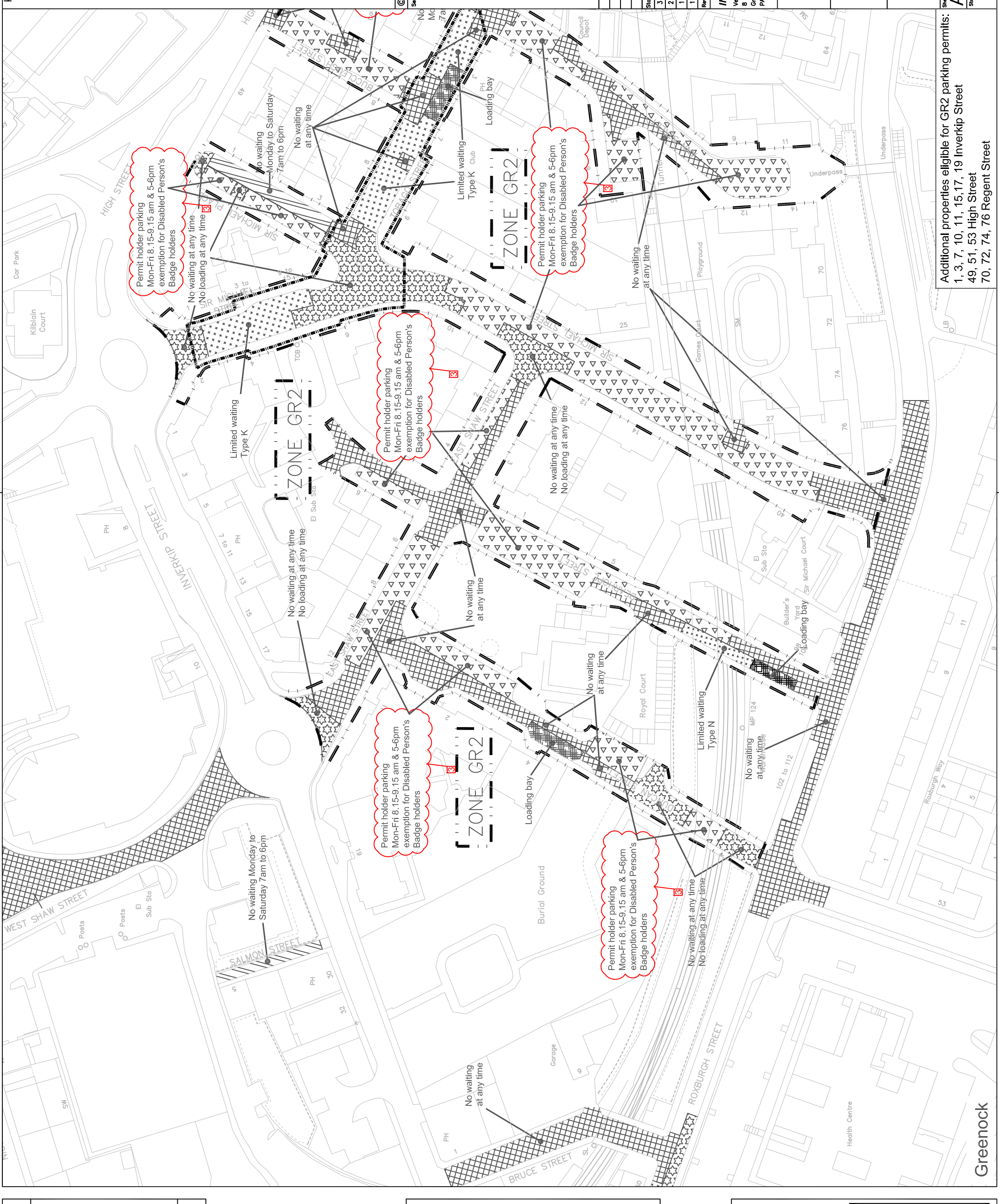
INVERCLYDE COUNCIL
 Vehicle Maintenance Facility
 8 Pottary Street
 Greenock
 PA15 2UH
 Tel: 01475 717171
 Email: roads@inverclyde.gov.uk
 www.inverclyde.gov.uk

Inverclyde council

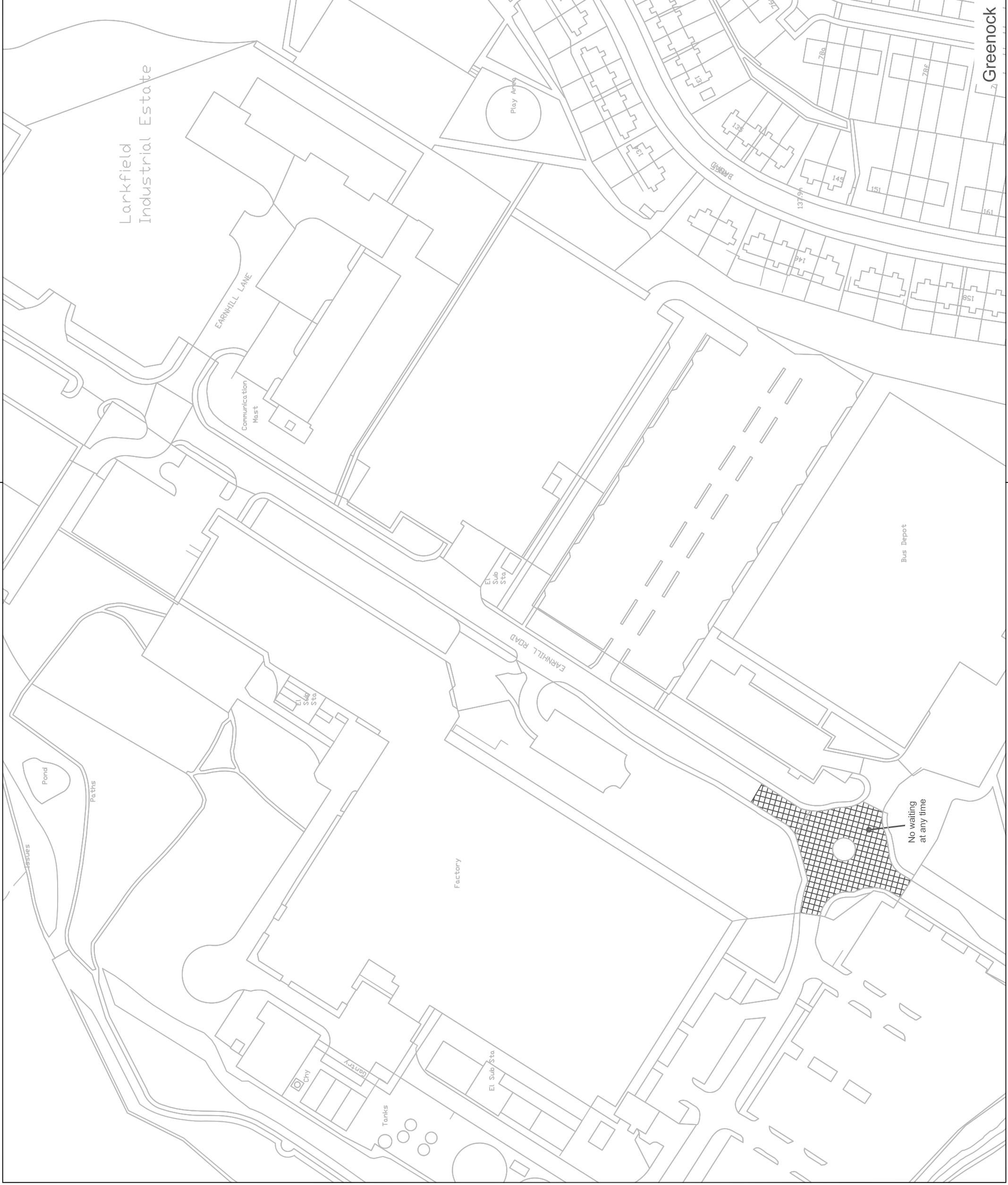
THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) (VARIATION No. 9)
 ORDER 2018

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	EP	EP	MH
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C/131-025	JUN '15	JUN '15	JUN '15
Rev				Rev
				3



Additional properties eligible for GR2 parking permits:
 1, 3, 7, 10, 11, 15, 17, 19 Inverkip Street
 49, 51, 53 High Street
 70, 72, 74, 76 Regent Street



Key

- No waiting at any time
- No waiting at any time
- No waiting at any time
- No waiting at any time
- No waiting at times shown
- No waiting at times shown
- No waiting at times shown
- No waiting at times shown
- No waiting except taxis
- Unlimited waiting (see below for types of limited waiting referred to on these drawings)
- Parking place for permit holders
- Disabled person's parking place (subject to restrictions shown)
- Ambulance parking place (subject to restrictions shown)
- Loading bay

Outer Greenock Resident Parking Permit Area

Parking Disc Area

Limited Waiting

Type A: Mon-Fri 8am-6pm, 30mins. No return within 30mins
 Type B: Mon-Fri 8am-6pm, Saturday 8am-1pm, 30mins.
 Type C: Mon-Sat 8am-6pm, 30mins. No return within 1 hour
 Type D: Mon-Sat 8am-6pm, 2 hours. No return within 1 hour
 Type E: Mon-Sat 8am to 6pm, 30 mins. No return within 30 mins
 Type F: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
 Type G: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
 Type H: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins
 Type I: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins
 Type J: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins
 Type K: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins except Permit Holders
 Type L: Mon-Sat 11am to 6pm, 1 hour. No return within 1 hour
 Type M: Mon-Sat 8am to 6pm, 2 hours. No return within 1 hour
 Type N: Mon-Sat 8am to 6pm, 30 mins. No return within 30 mins except Permit Holders
 Type P: Mon-Sun 8am to 10pm, 30 mins. No return within 30 mins except Permit Holders
 Type Q: Mon-Sun 8am to 10pm, 2 hours. No return within 30 mins
 Type R: Mon-Sun 8am to 10pm, 1 hour. No return within 30 mins except Permit Holders
 Type S: 8am to 10pm, 2 hours. No return within 30 mins

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 Seal

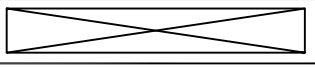
Stat	Purpose of Issue	Date	Auth
-	NWAT EARNHILL RD	EP AUG '18	EP GL
Rev	Description	By	Date

INVERCLYDE COUNCIL
 Vehicle Maintenance Facility
 8 Pottery Street
 Greenock
 PA15 2JH
 Tel: 01475 717171
 Email: roads@inverclyde.gov.uk
 www.inverclyde.gov.uk

THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) (VARIATION No. 9)
 ORDER 2018

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-026	FEB '13	FEB '13	FEB '13
				Rev
				-



Key

	No waiting at any time
	No loading at any time
	No waiting at times shown
	No loading at times shown
	No waiting except taxis
	Limited waiting <small>(see below for types of limited waiting referred to)</small>
	Permit holders
	Disabled person's parking place <small>(subject to restrictions shown)</small>
	Ambulance parking place <small>(subject to restrictions shown)</small>
	Loading bay

- Outer Greenock Resident Parking
Permit Area
Permit Disc Area
- Limited Waiting
Type A: Mon-Fri 8am-6pm, Saturdays 8am-1pm, 30mins.
Type B: Mon-Fri 8am-6pm, Saturday 8am-1pm, 30mins.
No return within 1 hour
Type C: Mon-Sat 8am-6pm, 30mins, No return within 1 hour
Type D: Mon-Sat 8am to 6pm, 30mins, No return within 1 hour
Type E: Mon-Sat 8am to 6pm, 30mins, No return within 30 mins
Type F: Mon-Sat 8am to 6pm, 1 hour, No return within 30 mins
Type G: Mon-Fri 8am to 6pm, 2 hours, No return within 30 mins
Type H: Mon-Fri 8am to 6pm, 2 hours, No return within 30 mins
Type I: Mon-Fri 8am to 6pm, 2 hours, No return within 1 hour
Type J: Mon-Fri 8am to 6pm, 2 hours, No return within 30 mins
Type K: Mon-Fri 8am to 6pm, 2 hours, No return within 30 mins
Type L: Mon-Sat 8am to 6pm, 1 hour, No return within 1 hour
Type M: Mon-Sat 8am to 6pm, 3 hours, No return within 1 hour
Type N: Mon-Fri 8am to 6pm, 30 mins, No return within 30 mins except
Permit Holders
Type O: Mon-Sun 8am to 10pm, 30 mins, No return within 30 mins except
Type P: Mon-Sun 8am to 10pm, 1 hour, No return within 30 mins
Type Q: Mon-Sun 8am to 10pm, 1 hour, No return within 30 mins
Type R: Mon-Sun 8am to 10pm, 1 hour, No return within 30 mins
Type S: Mon to 10pm, 2 hours, No return within 30 mins

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Seal

Stat	Purpose of Issue	Date	Auth

Rev	Description	By	Date	Chk'd	Auth
-	NWAT FINMART ST	EP	AUG '18	EP	GL

INVERCLYDE COUNCIL
Vehicle Maintenance Facility
8 Pottery Street
Greenock
PA15 2UH
Tel: 01475 717171
Email: roads@inverclyde.gov.uk
www.inverclyde.gov.uk

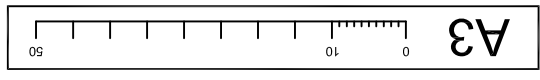
THE INVERCLYDE COUNCIL (VARIOUS ROADS)
(OUTER GREENOCK)
(WAITING RESTRICTIONS) (VARIATION 9)
ORDER 2018

EFFECTIVE DATE:

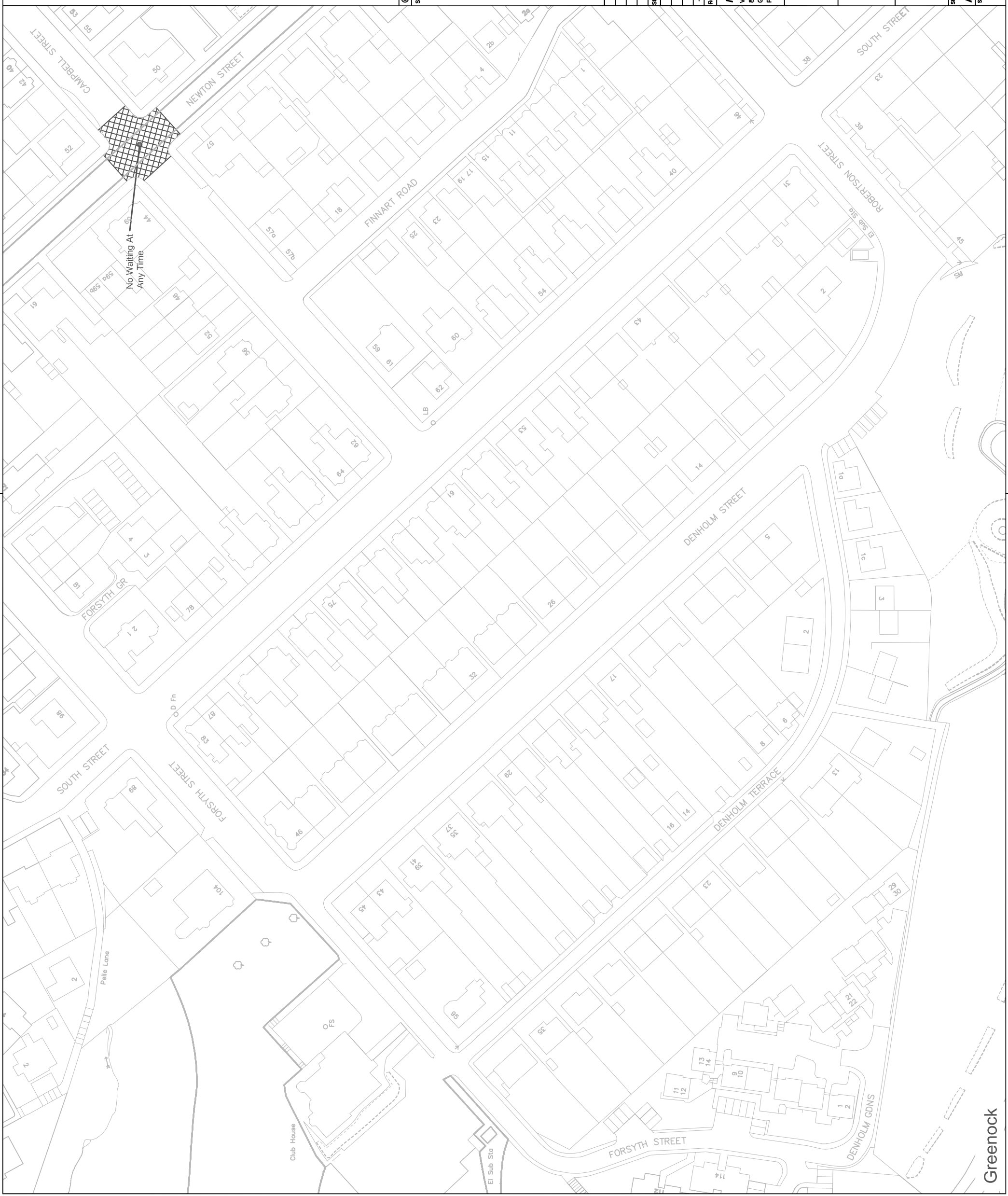
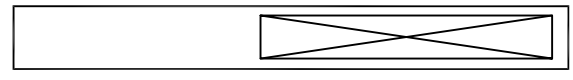
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Date	Date	Date	Date	Date
FEB 13	FEB 13	FEB 13	FEB 13	FEB 13

Status P
Drawing Number TR/TRO/C131-027
Rev -

DO NOT SCALE



A3



Key

- No waiting at any time
- No waiting at any time
- No loading at any time
- No waiting at times shown
- No loading at times shown
- No waiting at any time
- No loading at times shown
- No waiting except taxis
- Limited waiting (see below for types of limited waiting referred to)
- Parking places for permit holders
- Disabled person's parking place (subject to restrictions shown)
- Ambulance parking place (subject to restrictions shown)
- Loading bay

- Outer Greenock Resident Parking
 - Permit Area
 - Parking Disc Area
- Limited Waiting**
- Type A: Mon-Fri, 8am-6pm, 30mins. No return within 30mins
 - Type B: Mon-Fri 8am-6pm, Saturday 8am-1pm, 30mins.
 - No return within 1 hour.
 - Type C: Mon-Fri 8am-6pm, 2 hours. No return within 1 hour
 - Type D: Mon-Sat 8am-6pm, 2 hours. No return within 30 mins
 - Type E: Mon-Sat 8am to 6pm, 30 mins. No return within 30 mins
 - Type F: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
 - Type G: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
 - Type H: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins
 - Type I: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins
 - Type J: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins
 - Type K: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins
 - Type L: Mon-Sat 11am to 6pm, 1 hour. No return within 1 hour
 - Type M: Mon-Sat 8am to 6pm, 30 mins. No return within 30 mins
 - Type N: Mon-Fri 8am to 6pm, 30 mins. No return within 30 mins
 - Type O: Mon-Fri 8am to 6pm, 30 mins. No return within 30 mins
 - Type P: Mon-Sun 8am to 10pm, 30 mins. No return within 30 mins except
 - Permit Holders
 - Type Q: Mon-Sun 8am to 10pm, 2 hours. No return within 30 mins
 - Type R: Mon-Sun 8am to 10pm, 1 hour. No return within 30 mins
 - Permit Holders
 - Type S: 8am to 10pm, 2 hours. No return within 30 mins

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Stat	Purpose of Issue	Date	Auth
-	NWAT NEWTON ST & CAMPBELL ST	EP AUG '18	EP GL

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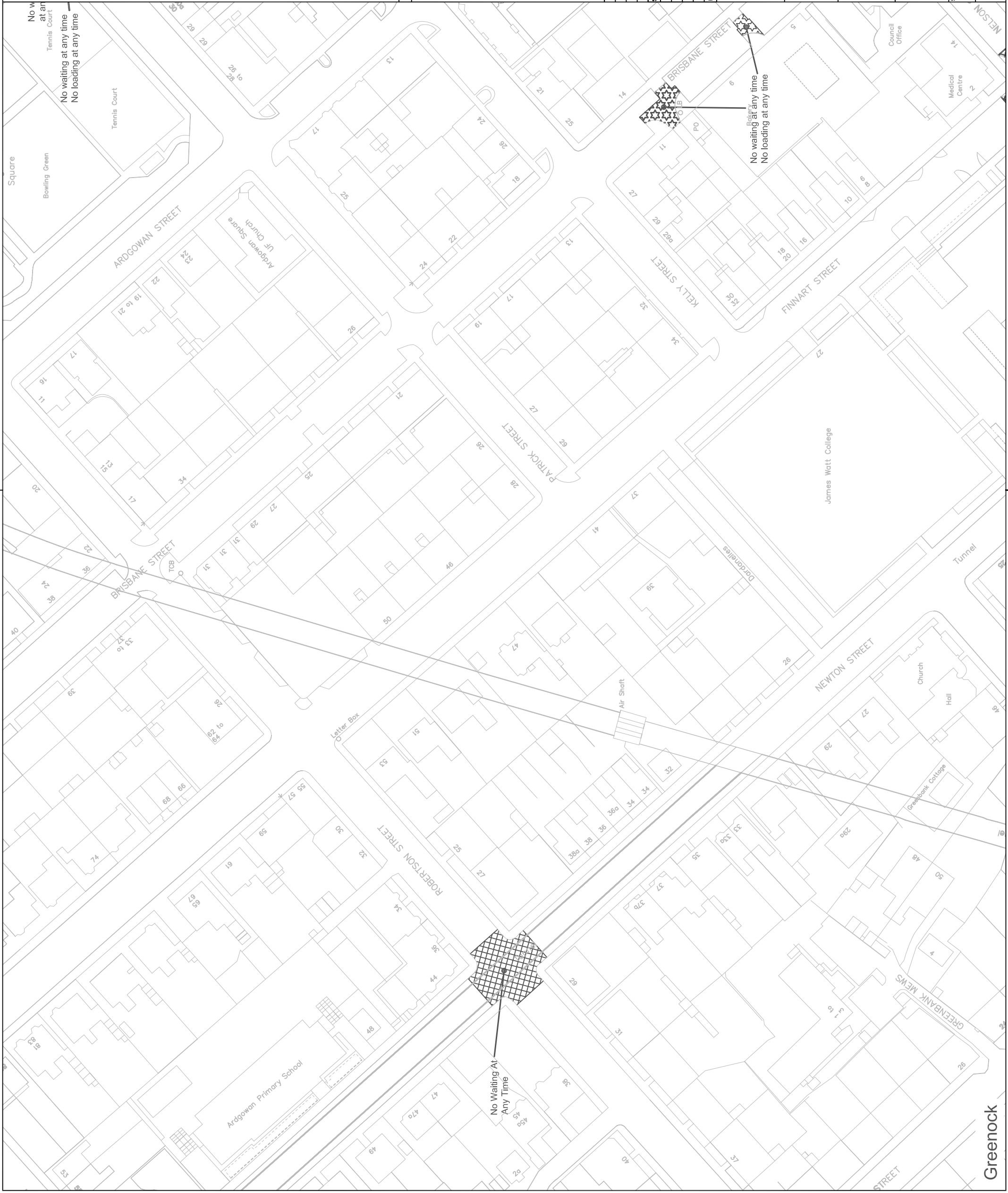
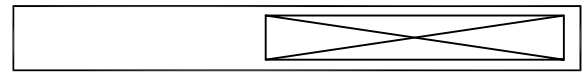
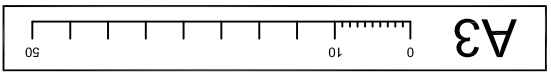
THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) (VARIATION No. 9)
 ORDER 2018

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	EP	GL	GL

Status	Drawing Number	Date	AUG '18	Date	AUG '18	Date	AUG '18	Rev
P	TR/TRO/C131-028							-

DO NOT SCALE



Key

	No waiting at any time
	No waiting at any time at an art
	No loading at any time
	No loading at any time
	No waiting at times shown
	No loading at times shown
	No waiting except taxis
	Limited waiting (see below for types of times waiting referred to)
	Parking place for permit holders
	Disabled person's parking place (subject to restrictions shown)
	Ambulance parking place (subject to restrictions shown)
	Loading bay

- Outer Greenock Resident Parking**
- Permit Area**
- Parking Dist. Area**
- Limited Waiting**
- Type A: Mon-Fri 8am-6pm, 30mins. No return within 30mins
 - Type B: Mon-Fri 8am-6pm, Saturday 8am-1pm, 30mins.
 - No return within 1 hour
 - Type C: Mon-Sat 8am-6pm, 30mins. No return within 1 hour
 - Type D: Mon-Sat 8am to 6pm, 30 mins. No return within 30 mins
 - Type E: Mon-Sat 8am to 6pm, 30 mins. No return within 30 mins
 - Type F: Mon-Sat 8am to 6pm, 1 hour. No return within 30 mins
 - Type G: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
 - Type H: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins
 - Type I: Mon-Fri 8am to 6pm, 2 hours. No return within 1 hour
 - Type J: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins except permit holders
 - Type K: Mon-Sat 11am to 6pm, 1 hour. No return within 1 hour
 - Type L: Mon-Sat 8am to 6pm, 3 hours. No return within 1 hour
 - Type M: Mon-Sat 8am to 6pm, 30 mins. No return within 30 mins except permit holders
 - Type N: Mon-Fri 8am to 6pm, 30 mins. No return within 30 mins except permit holders
 - Type O: Mon-Sun 8am to 10pm, 2 hours. No return within 30 mins
 - Type P: Mon-Sun 8am to 10pm, 1 hour. No return within 30 mins except permit holders
 - Type Q: Mon-Sun 8am to 10pm, 2 hours. No return within 30 mins
 - Type R: Mon-Sun 8am to 10pm, 1 hour. No return within 30 mins except permit holders
 - Type S: Sun to 10pm, 2 hours. No return within 30 mins

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Stat Purpose of Issue

Stat	Purpose of Issue	Date	Auth
-	INMAT NEWTON ST & ROBERTSON ST	EP	AUG '18 EP GL
-	INMAT & INMAT BRISBANE ST	EP	AUG '18 EP GL

Rev Description

Rev	Description	By	Date	Chk'd Auth

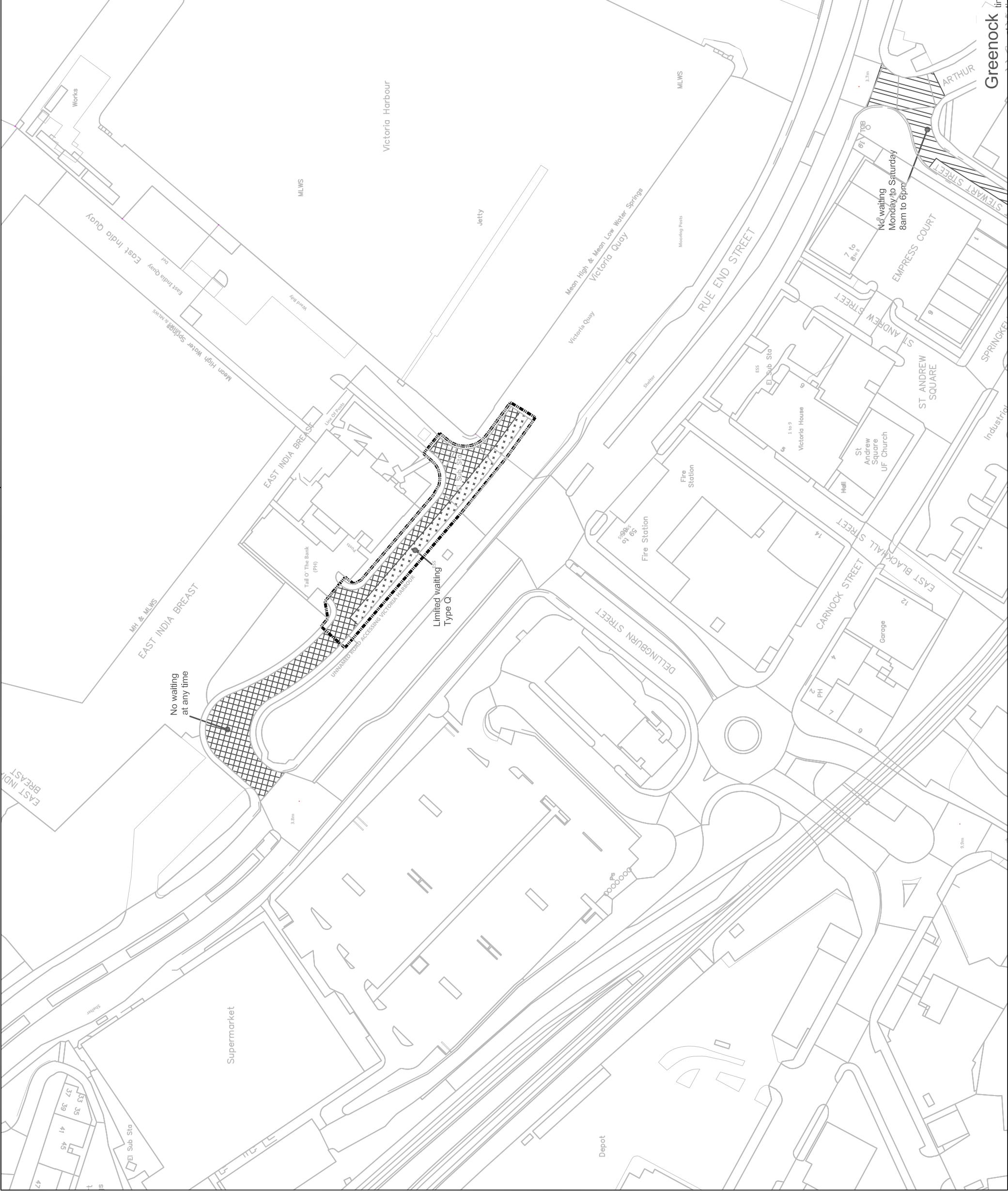
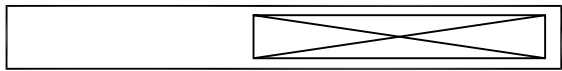
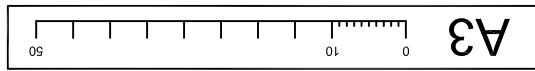
INVERCLYDE COUNCIL
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THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) (VARIATION No. 9)
 ORDER 2018

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Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	EP	GL	GL
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-029	AUG '18	AUG '18	AUG '18
Rev				

DO NOT SCALE



Key

No waiting at any time
No waiting at any time
No waiting at any time
No waiting at any time
No waiting at times shown
No waiting at times shown
No waiting at times shown
No waiting at times shown
No waiting except taxis
Limited waiting
(Limit below for types of limited waiting referred to in key)
Permit holders
Disabled person's parking place
(subject to restrictions shown)
Ambulance parking place
(subject to restrictions shown)
Loading bay

Outer Greenock Resident Parking
Permit Area
Parking Disc Area

Limited Waiting
Type A: Mon-Fri, 8am-6pm, 30mins. No return within 30mins
Type B: Mon-Fri 8am-6pm, Saturday 8am-1pm, 30mins.
No return within 1 hour
Type C: Mon-Fri 8am-6pm, 2 hours. No return within 1 hour
Type D: Mon-Fri 8am-6pm, 2 hours. No return within 30 mins
Type E: Mon-Sat 8am to 6pm, 30 mins. No return within 30 mins
Type F: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
Type G: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
Type H: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins
Type I: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins
Type J: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins except Permit Holders
Type K: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins except Permit Holders
Type L: Mon-Sat 11am to 6pm, 1 hour. No return within 1 hour
Type M: Mon-Sat 8am to 6pm, 3 hours. No return within 1 hour
Type N: Mon-Fri 8am to 6pm, 30 mins. No return within 30 mins except Permit Holders
Type P: Mon-Sun 8am to 10pm, 30 mins. No return within 30 mins except Permit Holders
Type Q: Mon-Sun 8am to 10pm, 1 hour. No return within 30 mins except Permit Holders
Type R: Mon-Sun 8am to 10pm, 1 hour. No return within 30 mins except Permit Holders

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Sheet

Start	Purpose of Issue	Date	Auth

Rev	Description	By	Date	Chk'd	Auth
-	NWAT & LIMITED WAITING RULE END ST	EP	SEP '18	EP	GL

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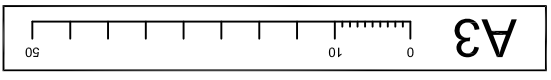
Inverclyde council

THE INVERCLYDE COUNCIL (VARIOUS ROADS)
(OUTER GREENOCK)
(WAITING RESTRICTIONS) (VARIATION No. 9)
ORDER 2018

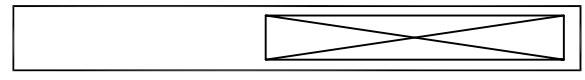
EFFECTIVE DATE:

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A3	1:1250	EP	EP	GL
Status	Drawing Number	Date	Date	Date
P	TR/TR/C131-030	SEP '18	SEP '18	SEP '18
Rev				

DO NOT SCALE



A3



Key

- No waiting at any time
- No loading at any time
- No waiting at times shown
- No loading at times shown
- No waiting except taxis
- Limited waiting (see below for types of limited waiting referred to)
- Disabled person's parking place
- Disabled person's parking place at specified times
- Disabled person's parking place (subject to restrictions shown)
- Ambulance parking place (subject to restrictions shown)
- Loading bay

- Outer Greenock Resident Parking
 - Permit Area
 - Parking Disc Area
- Limited Waiting**
- Type A: Mon-Fri 8am-6pm, 30mins, No return within 30mins
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 - Type I: Mon-Sat 8am to 6pm, 2 hours, No return within 1 hour
 - Type J: Mon-Sat 8am to 6pm, 1 hour, No return within 30 mins except permit holders
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 - Type M: Mon-Sat 8am to 6pm, 3 hours, No return within 1 hour
 - Type N: Mon-Fri 8am to 6pm, 30 mins, No return within 30 mins except permit holders
 - Type O: Mon-Fri 8am to 10pm, 30 mins, No return within 30 mins except permit holders
 - Type P: Mon-Sun 8am to 10pm, 2 hours, No return within 30 mins except permit holders
 - Type Q: Mon-Sun 8am to 10pm, 2 hours, No return within 30 mins except permit holders
 - Type R: Mon-Sun 8am to 10pm, 1 hour, No return within 30 mins except permit holders
 - Type S: Sun to 10pm, 2 hours, No return within 30 mins

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Stat Purpose of Issue Date Auth

-	NWAT&JAT DRUMROCHAR ROAD&PEAT RD	EP	SEP '18	EP	GL
-	NWAT&JAT OLD LARGS ROAD&PAPERMILL RD	EP	SEP '18	EP	GL

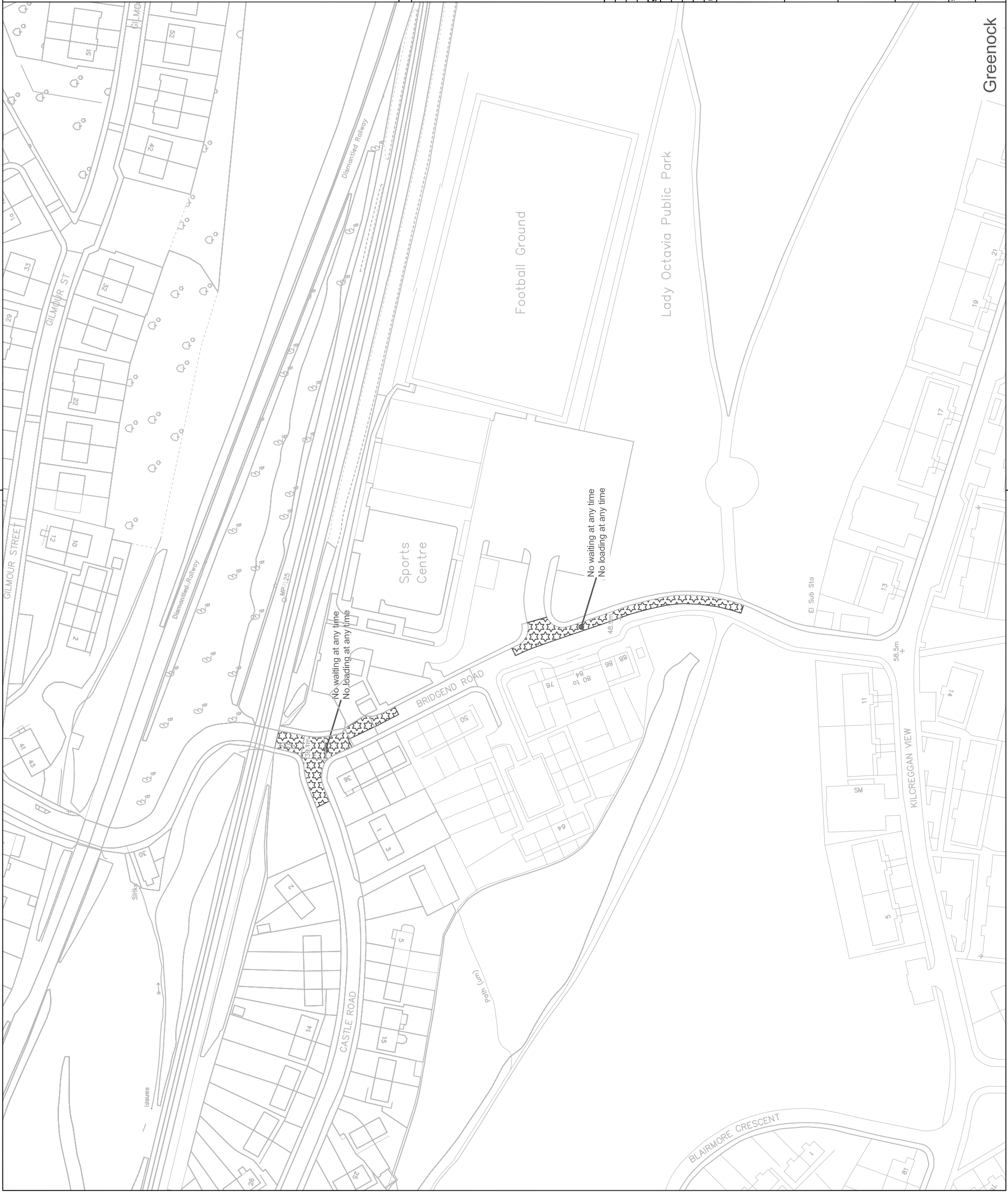
Rev Description By Date Chk'd Auth

INVERCLYDE COUNCIL
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 8 Pottary Street
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THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) (VARIATION No. 9)
 ORDER 2018

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	EP	EP	GL
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-031	SEP '18	SEP '18	SEP '18
Rev				



Key

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	No loading at any time
	No waiting at times shown
	No loading at times shown
	No waiting except taxis
	Limited waiting (see below for types of limited waiting referred to)
	Parking place for permit holders at specified times
	Disabled person's parking place (subject to restrictions shown)
	Ambulance parking place (subject to restrictions shown)
	Loading bay

Outer Greenock Resident Parking

Permit Area
 Parking Disc Area

Limited Waiting

Type A: Mon-Fri 8am-6pm, 30mins. No return within 30mins.
 Type B: Mon-Fri 8am-6pm, Saturday 8am-1pm, 30mins. No return within 1 hour.
 Type C: Mon-Sat 8am-6pm, 30mins. No return within 1 hour.
 Type D: Mon-Sat 8am to 6pm, 1 hour. No return within 30 mins.
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 Type N: Mon-Fri 8am to 6pm, 30 mins. No return within 30 mins except permit holders.
 Type O: Mon-Fri 8am to 10pm, 30 mins. No return within 30 mins except permit holders.
 Type P: Mon-Sun 8am to 10pm, 1 hour. No return within 30 mins except permit holders.
 Type Q: Mon-Sun 8am to 10pm, 2 hours. No return within 30 mins except permit holders.
 Type R: Mon-Sun 8am to 10pm, 1 hour. No return within 30 mins except permit holders.
 Type S: Sun to 10pm, 2 hours. No return within 30 mins.

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Stat	Purpose of Issue	Date	Auth

Rev	Description	By	Date	Chk'd	Auth
-	NWAT & NIAT BRIDGEND RD & CASTLE RD EP	SEP '18	EP	EP	GL

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 8 Pottery Street
 Greenock
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THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) (VARIATION No. 9)
 ORDER 2018

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised	
A3	1:1250	EP	EP	GL	
Date	SEP '18	Date	SEP '18	Date	SEP '18
Status	P	Drawing Number	TR/TRO/C131-032	Rev	-

Key

No waiting at any time
No waiting at times shown
No loading at any time
No loading at times shown
No waiting except taxis
Limited waiting
Parking place for permit holders
Disabled person's parking place
Ambulance parking place
Loading bay

- Outer Greenock Resident Parking
Permit Area
Parking Disc Area
- Limited Waiting**
Type A: Mon-Fri 8am-6pm, No return within 30mins.
Type B: Mon-Fri 8am-6pm, Saturday 8am-1pm, 30mins.
Type C: Mon-Sat 8am-6pm, 30mins, No return within 1 hour
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Type H: Mon-Sat 8am to 6pm, 2 hours, No return within 1 hour
Type I: Mon-Sat 8am to 6pm, 2 hours, No return within 30 mins except permit holders
Type J: Mon-Sat 8am to 6pm, 2 hours, No return within 1 hour
Type K: Mon-Sat 8am to 6pm, 2 hours, No return within 30 mins except permit holders
Type L: Mon-Sat 8am to 6pm, 3 hours, No return within 1 hour
Type M: Mon-Sat 8am to 6pm, 3 hours, No return within 1 hour
Type N: Mon-Fri 8am to 6pm, 30 mins, No return within 30 mins except permit holders
Type O: Mon-Fri 8am to 10pm, 30 mins, No return within 30 mins except permit holders
Type P: Mon-Sun 8am to 10pm, 2 hours, No return within 30 mins except permit holders
Type Q: Mon-Sun 8am to 10pm, 2 hours, No return within 30 mins
Type R: Mon-Sun 8am to 10pm, 1 hour, No return within 30 mins except permit holders
Type S: Sun to 10pm, 2 hours, No return within 30 mins

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Stat	Purpose of Issue	Date	Auth
-	NWAT & NJAT BRIDGEND RD	EP SEP '18	EP GL
-	NWAT & NJAT EAST CRAWFORD ST	EP SEP '18	EP GL
-	NWAT & NJAT GROSVENOR RD	EP SEP '18	EP GL

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THE INVERCLYDE COUNCIL (VARIOUS ROADS)
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(WAITING RESTRICTIONS) (VARIATION No. 9)
ORDER 2018

EFFECTIVE DATE:

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A3	1:1250	EP	EP	GL
Status	Drawing Number	Date	Date	Date
P	TR/TR0/C131-033	SEP '18	SEP '18	SEP '18
Rev				



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	12/11/2018	#####									
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												

TR/TRO/131-022	06/10/2014	25/04/016	25/04/2016	25/04/2016	#####	25/04/2016	#####						
TR/TRO/131-023	25/05/2015	23/04/2016	25/04/2016	25/04/2016	#####	25/04/2016	#####						
TR/TRO/131-024	25/05/2015	26/05/2015	23/04/2016	23/04/2016	#####	25/04/2016	#####						
TR/TRO/131-025	25/04/2016	30/04/2018	12/11/2018		#####	#####							
TR/TRO/131-026	#####				#####								
TR/TRO/131-027	#####				#####								
TR/TRO/131-028	#####				#####								
TR/TRO/131-029	#####				#####								
TR/TRO/131-030	#####				#####								
TR/TRO/131-031	#####				#####								
TR/TRO/131-032	#####				#####								
TR/TRO/131-033	#####				#####								

Report To: ENVIRONMENT & REGENERATION COMMITTEE **Date:** 17 JANUARY 2019

Report By: CORPORATE DIRECTOR,
ENVIRONMENT, REGENERATION &
RESOURCES **Report No:** LP/002/19

Contact Officer: JOANNA DALGLEISH **Contact No:** 01475 712123

Subject: PROPOSED TRAFFIC REGULATION ORDER – THE
INVERCLYDE COUNCIL (VARIOUS ROADS) (OUTER
GREENOCK) (WAITING RESTRICTIONS) (VARIATION NO. 10)
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) (Outer Greenock) (Waiting Restrictions) (Variation No. 10) Order 2018.

2.0 SUMMARY

- 2.1 The proposed Traffic Regulation Order (TRO) will revoke the existing "No waiting except Taxis" restriction on a section of Bank Street in Greenock in accordance with the decision of the General Purposes Board under the Civic Government (Scotland) Act 1982.

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. 10) 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 then it has been noted that taxis do not use the taxi stance on Bank Street in Greenock. As a result a report was submitted to the General Purposes Board seeking the removal of the taxi stance under the Civic Government (Scotland) Act 1982. Approval was received from the General Purposes Board at its meeting on 12 September 2018.
- 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	19/20	£500		New signs and lines

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. 10) ORDER 2018**

TRAFFIC REGULATION ORDER

**THE INVERCLYDE COUNCIL
(VARIOUS ROADS) (OUTER GREENOCK)
(WAITING RESTRICTIONS) (VARIATION NO. 10) ORDER 2018**

We, The Inverclyde Council in exercise of the powers conferred on us by Sections 1(1), 2(1) to (3), 4(2), 32(1), 35(1), 45, 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. 10) 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) (Waiting Restrictions) (Variation No. 10) 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.

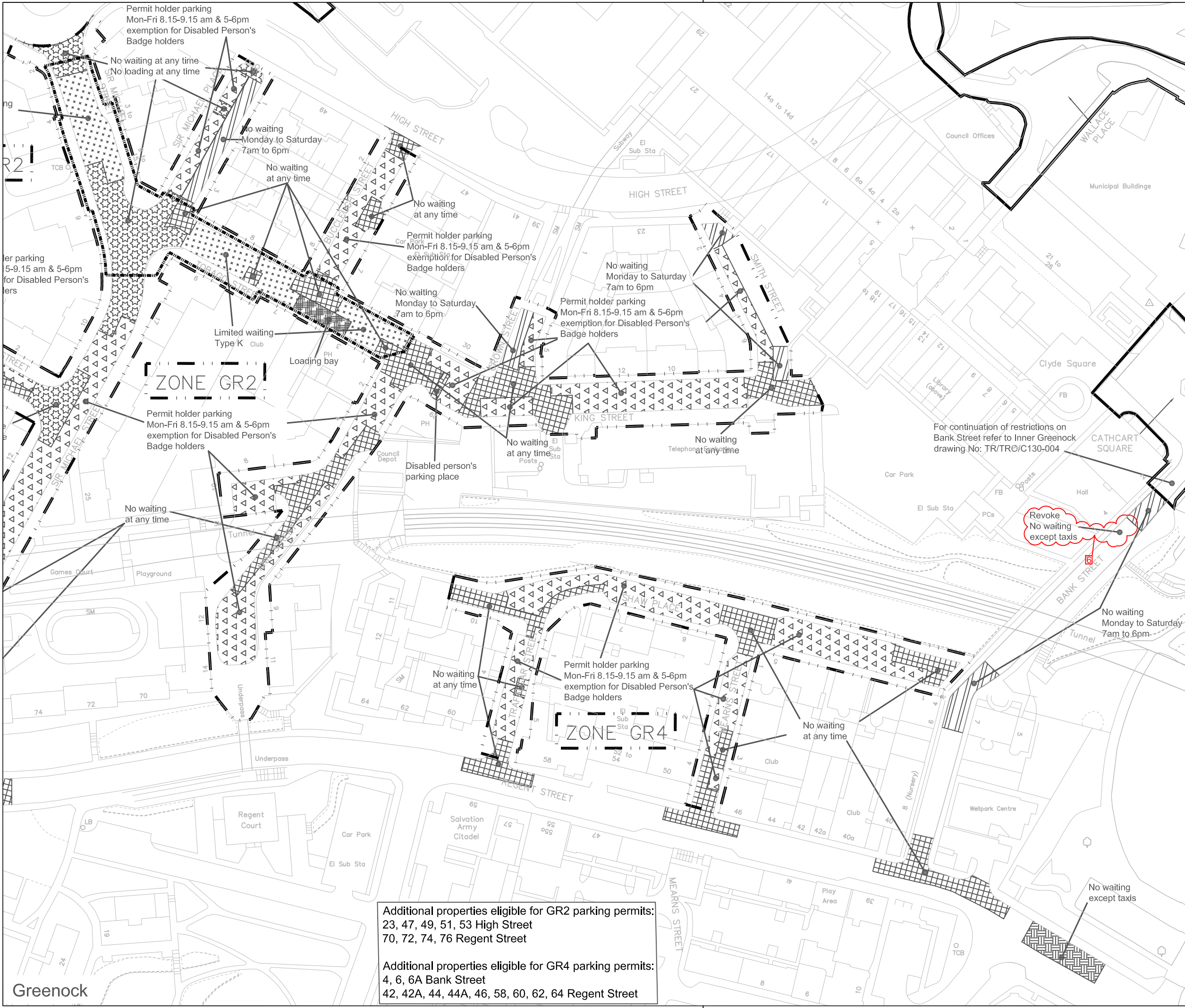
2.6 The Interpretation Act 1978 (as amended) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament

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. 10) Order 2018 On-Street Plans**

DO NOT SCALE



Key

- No waiting at any time
- No waiting at any time
No loading at any time
- No waiting at times shown
- No waiting at any time
No loading at times shown
- No waiting except taxis
- Limited waiting
(see below for types of limited waiting referred to on these drawings)
- Parking place for permit holders at specified times
- Disabled person's parking place
(subject to restrictions shown)
- Ambulance parking place
(subject to restrictions shown)
- Loading bay

■■■■■ Outer Greenock Resident Parking
 ■■■■■ Permit Area
 ■■■■■ Parking Disc Area

Limited Waiting

- Type D: Mon-Sat 8am-6pm, 2 hours, No return within 1 hour
- Type E: Mon-Sat 8am to 6pm, 30 mins, No return within 30 mins
- Type K: Mon-Fri 8am to 6pm, 2 hours, No return within 30 mins except Permit Holders
- Type N: Mon-Fri 8am to 6pm, 30 mins, No return within 30 mins except Permit Holders
- Type Q: Mon-Sun 8am to 10pm, 2 hours, No return within 30 mins

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Seal

For continuation of restrictions on Bank Street refer to Inner Greenock drawing No: TR/TRO/C130-004

Revoke No waiting except taxis

Stat	Purpose of Issue	Date	Auth
6	REVOKE TAXI RANK ON BANK ST	EP OCT '18	EP GL
5	DISABLED BADGE HOLDER EXEMPTION	EP OCT '18	EP GL
4	LOADING BAY TOBAGO ST	EP APR '18	EP GL
3	NWAAT REGENT ST&BANK ST/DPPP KING ST	EP OCT '17	EP GB

Rev	Description	By	Date	Chk'd	Auth

INVERCLYDE COUNCIL
 Vehicle Maintenance Facility
 8 Pottery Street
 Greenock
 PA15 2UH
 Tel: 01475 717171
 Email: roads@inverclyde.gov.uk
 www.inverclyde.gov.uk



THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) (VARIATION No. 10)
 ORDER 2018

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	LM	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-012	FEB '13	FEB '13	FEB '13
Rev				
				6

Additional properties eligible for GR2 parking permits:
 23, 47, 49, 51, 53 High Street
 70, 72, 74, 76 Regent Street

Additional properties eligible for GR4 parking permits:
 4, 6, 6A Bank Street
 42, 42A, 44, 44A, 46, 58, 60, 62, 64 Regent Street

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	12/11/2018	#####	#####					
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									

TR/TRO/131-022	06/10/2014	25/04/016											
TR/TRO/131-023	25/05/2015	23/04/2016	25/04/2016	#####									
TR/TRO/131-024	25/05/2015	26/05/2015	23/04/2016	25/04/2016	#####								
TR/TRO/131-025	25/04/2016	30/04/2018	12/11/2018	#####									
TR/TRO/131-026	#####												
TR/TRO/131-027	#####												
TR/TRO/131-028	#####												
TR/TRO/131-029	#####												
TR/TRO/131-030	#####												
TR/TRO/131-031	#####												
TR/TRO/131-032	#####												
TR/TRO/131-033	#####												

DRAFT

Report To: ENVIRONMENT & REGENERATION COMMITTEE **Date:** 17 JANUARY 2019

Report By: CORPORATE DIRECTOR,
ENVIRONMENT, REGENERATION &
RESOURCES **Report No:** LP/003/19

Contact Officer: JOANNA DALGLEISH **Contact No:** 01475 712123

Subject: PROPOSED TRAFFIC REGULATION ORDER – THE
INVERCLYDE COUNCIL (VARIOUS ROADS) (INNER
GREENOCK) (CONTROLLED PARKING ZONE) (VARIATION NO.
6) 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) (Inner Greenock) (Controlled Parking Zone) (Variation No. 6) Order 2018.

2.0 SUMMARY

- 2.1 The proposed Traffic Regulation Order (TRO) will:-
- Revoke sections of 'No waiting at any time' on Cathcart Street, Greenock;
 - Revoke a section of 'Limited waiting, Monday – Friday, 8am – 6pm, 2 hours, No return within 30 minutes except Zone GR1 Permit Holders' on Cathcart Street, Greenock;
 - Introduce a section of 'Limited waiting, Monday – Friday, 8am – 6pm, 2 hours, No return within 30 minutes except Zone GR1 Permit Holders' on Cathcart Street, Greenock;
 - Introduce a section of 'No waiting except Taxis' on Cathcart Street, Greenock in accordance with the decision of the General Purposes Board under the Civic Government (Scotland) Act 1982; and
 - Vary a section of 'No waiting at any time, No loading at any time' to 'No waiting at any time' on Dalrymple Street, Greenock.

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) (Inner Greenock) (Controlled Parking Zone) (Variation No. 6) 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. Following the redesign of the access and egress arrangements for the Cathcart West Car Park, there are two sections of 'No waiting at any time' restrictions where the former accesses were located which have now been reconfigured. Recognising that taxis currently stop and wait on the north side of Cathcart Street, causing congestion where there is a 'No waiting at any time' restriction, it was agreed by the General Purposes Board at its meeting on 12 September 2018 that a Taxi Stance for 3 taxis will be formed on the south side of Cathcart Street, where the former car park access was located. On Dalrymple Street there is a layby adjacent to the "Word Up" nightclub which currently has a 'No waiting at any time, No loading at any time' restriction which prevents all road users from legally loading. Accordingly, it is proposed to vary the existing restriction from 'No waiting at any time, No loading at any time' to 'No waiting at any time' to permit loading to take place.
- 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	19/20	£1,000		New signs and lines

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) (INNER GREENOCK)
(CONTROLLED PARKING ZONE)
(VARIATION NO. 6) ORDER 2018

TRAFFIC REGULATION ORDER

**THE INVERCLYDE COUNCIL
(VARIOUS ROADS) (INNER GREENOCK)
(CONTROLLED PARKING ZONE) (VARIATION NO. 6) ORDER 2018**

We, The Inverclyde Council in exercise of the powers conferred on us by Sections 1(1), 2(1) to (3), 4(2), 32(1), 35(1), 45, 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) (Inner Greenock) (Controlled Parking Zone) (Variation No. 6) Order 2018”.

2.0 Interpretation

2.1 In this Order, except where the context otherwise requires, the following expression has the meaning hereby respectively assigned to it:

“No Return” in relation to a Limited Waiting Parking Place, where waiting is limited by time and day of the week, means no return within the stated time and day of the week to a Limited Waiting Parking Place in the same road as the Limited Waiting Parking Place vacated.

2.2 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.

2.3 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.

2.4 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.

2.5 The On-Street Plans forming Schedule 1 to this Order and titled “The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) (Variation No. 6) Order 2018 On-Street Plans” are hereby incorporated into The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) Order 2013 (“the Principal Order”) and recorded in the “Plan Index” to the Principal Order.

2.6 The Plan Index forms Schedule 2.

2.7 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.

3.0 Revocation and substitution of Article contained within existing Traffic Regulation Order

Article 5.1.1 of the Principal Order is hereby revoked and the following Article (which is incorporated into the Principal Order) substituted therefor:-

5.1.1 No person shall, except upon the direction of a police constable in uniform, a Parking Attendant or an Authorised Person, cause or permit any Motor Vehicle to wait during that period in that part of the Road:

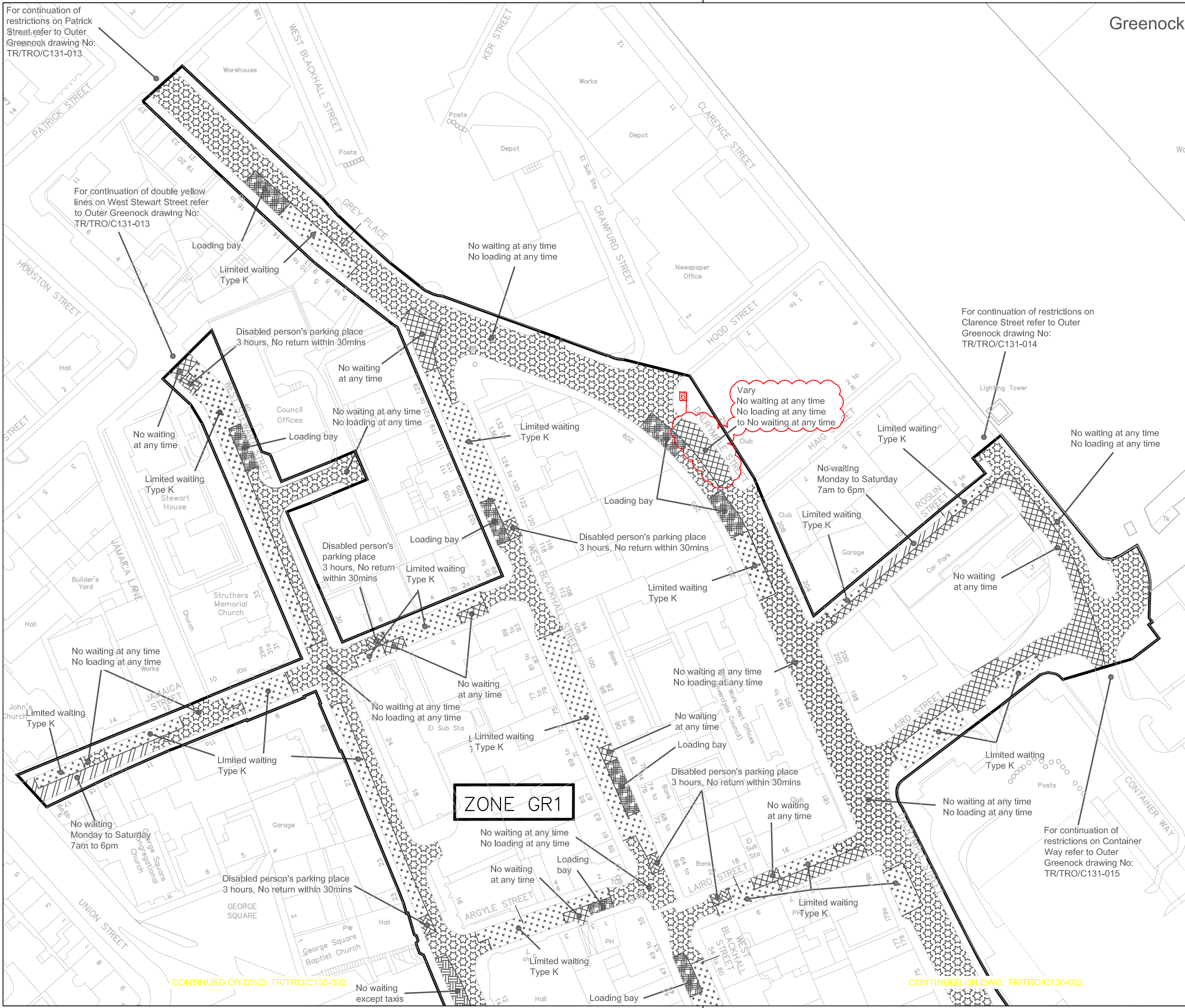
- (a) for longer than the maximum period of waiting specified for that part of the Road; or
- (b) if a period of less than the No Return interval specified for that part of the Road has elapsed since the termination of the last period of waiting of the Motor Vehicle in that part of the Road.

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) (Inner Greenock) (Controlled Parking Zone) (Variation No. 6) Order 2018 On-Street Plans

DO NOT SCALE



CONTINUED ON DWG: TR/TRO/C130-002

CONTINUED ON DWG: TR/TRO/C130-002

Greenock

Key

- No waiting at any time
- No waiting at any time
No loading at any time
- No waiting at times shown
- No waiting at any time
No loading at times shown
- No waiting except taxis
- Limited waiting
(see below for types of limited waiting referred to on these drawings)
- Disabled person's parking place
(subject to restrictions shown)
- Loading bay

- - - - - Controlled Zone boundary
 - - - - - Restricted Zone boundary
 ■■■■■■■■ Parking Disc Area

Limited Waiting

Type E: Mon-Sat 8am to 6pm, 30 mins, No return within 30 mins
 Type F: Mon-Sat 8am to 6pm, 1 hour, No return within 30 mins
 Type G: Mon-Sat 8am to 6pm, 2 hours, No return within 30 mins
 Type H: Mon-Fri 8am to 6pm, 2 hours, No return within 30 mins
 Type K: Mon-Fri 8am to 6pm, 2 hours, No return within 30 mins except Permit Holders



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Stat

Stat	Purpose of Issue	Date	Auth
6	VARY NW/EAAT TO NW/EAAT DALRYMPLE ST	EP OCT '18	EP GL
5	PARKING PERMITS/DALRYMPLE ST CHANGE	EP JUN '15	EP MH
4	INNER GREENOCK BOUNDARY AMENDED	EP JUN '15	EP MH
3	JAMAICA ST INCLUDED IN INNER ZONE	GS DEC '14	GS MH

Rev Description By Date Chk'd Auth

INVERCLYDE COUNCIL
 Vehicle Maintenance Facility
 8 Pottery Street
 Greenock
 PA15 2UH
 Tel: 01475 717171
 Email: roads@inverclyde.gov.uk
 www.inverclyde.gov.uk

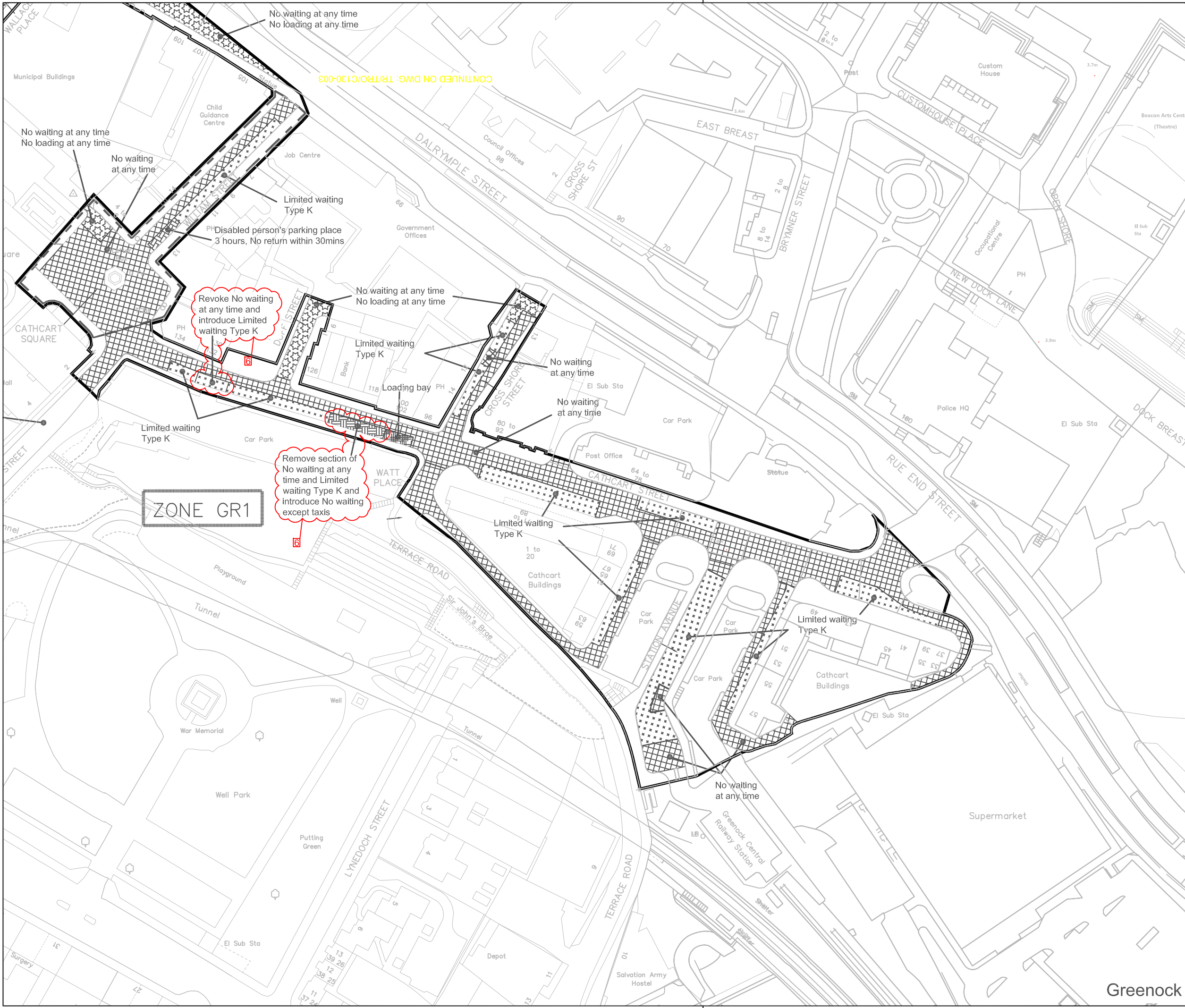


THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (INNER GREENOCK)
 (CONTROLLED PARKING ZONE) (VARIATION No.6)
 ORDER 2018

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	LM	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C130-001	FEB '13	FEB '13	FEB '13
				Rev
				6

DO NOT SCALE



Key

- No waiting at any time
- No waiting at any time
No loading at any time
- No waiting at times shown
- No waiting at any time
No loading at times shown
- No waiting except taxis
- Limited waiting
(see below for types of limited waiting referred to on these drawings)
Disabled person's parking place
(subject to restrictions shown)
- Loading bay

Controlled Zone boundary
 Restricted Zone boundary
 Parking Disc Area

Limited Waiting
 Type E: Mon-Sat 8am to 6pm, 30 mins, No return within 30 mins
 Type F: Mon-Sat 8am to 6pm, 1 hour, No return within 30 mins
 Type G: Mon-Sat 8am to 6pm, 2 hours, No return within 30 mins
 Type H: Mon-Fri 8am to 6pm, 2 hours, No return within 30 mins
 Type K: Mon-Fri 8am to 6pm, 2 hours, No return within 30 mins except Permit Holders

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Seal

Stat	Purpose of Issue	Date	Auth
6	INTRODUCE TAXIRANK&LW TYPEK CATHCART ST	EP OCT '18	EP GL
6	REVOKE SECTIONS LW TYPE K CATHCART ST	EP OCT '18	EP GL
6	REVOKE SECTION NWAAT CATHCART ST	EP OCT '18	EP GL
5	PARKING PERMITS/ STATION AVE/ X SHORE ST	EP JUN '15	EP MH

Rev	Description	By	Date	Chk'd	Auth

INVERCLYDE COUNCIL
 Vehicle Maintenance Facility
 8 Pottery Street
 Greenock
 PA15 2UH
 Tel: 01475 717171
 Email: roads@inverclyde.gov.uk
 www.inverclyde.gov.uk



THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (INNER GREENOCK)
 (CONTROLLED PARKING ZONE) (VARIATION No. 6)
 ORDER 2018

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised	
A3	1:1250	MJH	LM	MR	
Date	FEB '13	Date	FEB '13	Date	FEB '13

Status	Drawing Number	Rev
P	TR/TRO/C130-004	6

Greenock

SCHEDULE 2

SCHEDULE 3

THE INVERCLYDE COUNCIL (VARIOUS ROADS) (INNER GREENOCK) (CONTROLLED PARKING ZONE) ORDER 2013 PLAN INDEX

Plan Ref.	Effective Date of original Plan	Effective Date of Plan Revision							
		1	2	3	4	5	6	7	8
TR/TRO/C130/001	06/10/2014	21/11/2014	25/05/2015	26/05/2015	24/04/2016	25/04/2016	#####		
TR/TRO/C130/002	06/10/2014	21/11/2014	25/05/2015	25/04/2016					
TR/TRO/C130/003	06/10/2014	06/10/2014	21/11/2014	25/05/2015	25/04/2016				
TR/TRO/C130/004	06/10/2014	06/10/2014	21/11/2014	25/05/2015	24/04/2016	25/04/2016	#####		

Report To: ENVIRONMENT & REGENERATION COMMITTEE **Date:** 17 JANUARY 2019

Report By: CORPORATE DIRECTOR,
ENVIRONMENT, REGENERATION &
RESOURCES **Report No:** LP/004/19

Contact Officer: JOANNA DALGLEISH **Contact No:** 01475 712123

Subject: PROPOSED TRAFFIC REGULATION ORDER – THE
INVERCLYDE COUNCIL (VARIOUS ROADS) (PORT GLASGOW,
KILMACOLM & QUARRIERS VILLAGE) (WAITING
RESTRICTIONS) (VARIATION NO. 6) 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) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) (Variation No. 6) Order 2018.

2.0 SUMMARY

- 2.1 The proposed Traffic Regulation Order (TRO) will vary a section of "Limited Waiting Monday to Friday 8am to 6pm, 2 hours, No return within 30 minutes" restriction on part of Lochwinnoch Road to introduce a "Loading Bay Monday to Saturday 8am to 10am and Limited Waiting Monday to Friday 10am to 6pm, 2 hours, No return within 30 minutes".

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) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) (Variation No. 6) 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 a Loading Bay in Lochwinnoch Road, Kilmacolm. This Traffic Regulation Order (TRO) addresses the request to introduce this Loading Bay.
- 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	19/20	£1,000		New signs and lines

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 Kilmacolm 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) (PORT GLASGOW,
KILMACOLM & QUARRIERS VILLAGE)
(WAITING RESTRICTIONS)
(VARIATION NO. 6) ORDER 2018
TRAFFIC REGULATION ORDER

**THE INVERCLYDE COUNCIL (VARIOUS ROADS) (PORT GLASGOW,
KILMACOLM & QUARRIERS VILLAGE) (WAITING RESTRICTIONS)
(VARIATION NO. 6) ORDER 2018**

We, The Inverclyde Council in exercise of the powers conferred on us by Sections 1(1), 2(1) to (3), 4(2), 32(1), 35(1), 45, 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) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) (Variation No. 6) 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) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) (Variation No. 6) Order 2018 On-Street Plans” are hereby incorporated into “The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) Order 2013” and recorded in “The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) Order 2013 Plan Index”.

2.5 The Plan Index forms Schedule 2.

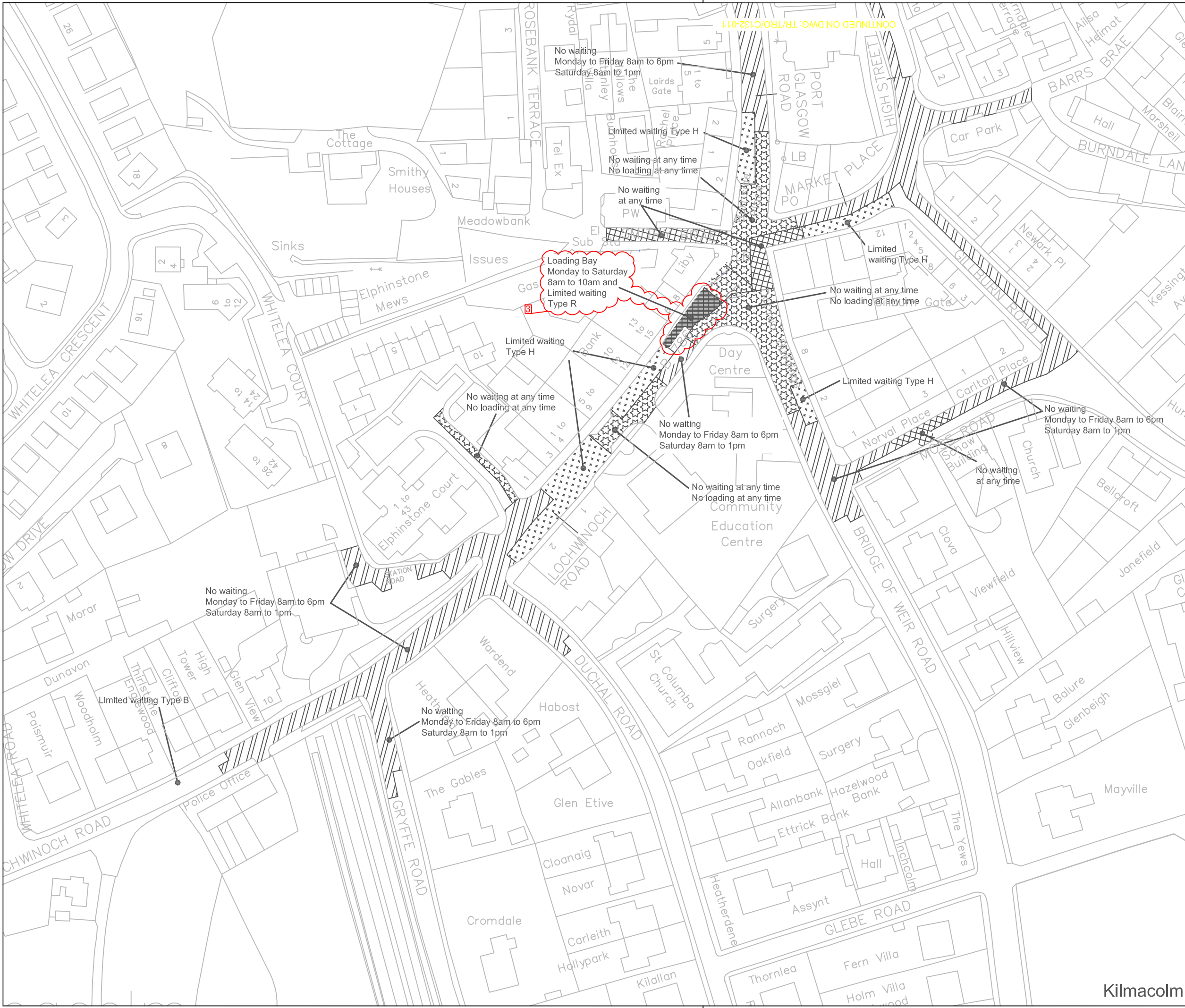
- 2.6 The Interpretation Act 1978 (as amended) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
This Order and the two Schedules annexed hereto are sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by ##

DRAFT

SCHEDULE 1

**The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions)
(Variation No. 6) Order 2018 On-Street Plans**

DO NOT SCALE



Key

- No waiting at any time
- No waiting at any time
No loading at any time
- No waiting at times shown
- No waiting at any time
No loading at times shown
- No waiting except taxis
- Limited waiting (see below for types of limited waiting referred to on these drawings)
- Disabled person's parking place (subject to restrictions shown)
- Loading bay at times shown and Limited waiting (see below for types of limited waiting referred to on these drawings)
- Loading bay

Limited Waiting
 Type A: Mon-Fri 8am-6pm, 30mins, No return within 30mins
 Type B: Mon-Fri 8am-6pm, Saturday 8am-1pm, 30mins, No return within 1 hour
 Type H: Mon-Fri 8am to 6pm, 2 hours, No return within 30 mins
 Type R: Mon-Fri 10am to 6pm, 2 hour, No return within 30 mins

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Seal

Stat	Purpose of Issue	Date	Auth
3	LOADING BAY/LIMITED WAIT LOCHMINNOCH RD	EP OCT '18	EP GL
2	REMOVE DISC & NW EXTENDED GRYFFE RD	EP MAR '17	EP GB
1	WAT CHANTES, ELPHINSTONE CT, MOSS RD	EP JUN '15	EP MH
B	STATION RD AND LOCHMINNOCH RD AMENDED	MJH NOV '13	MJH MR

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Inverclyde council

THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE)
 (WAITING RESTRICTIONS) (VARIATION No. 6)
 ORDER 2018

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Date		FEB '13	FEB '13	FEB '13
Status	Drawing Number	Rev		
P	TR/TRO/C132-010	3		

SCHEDULE 2

SCHEDULE 3

THE INVERCLYDE COUNCIL (VARIOUS ROADS) (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE) (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/C132-001	06/10/2014	06/08/2018										
TR/TRO/C132-002	06/10/2014	11/04/2016										
TR/TRO/C132-003	06/10/2014	11/04/2016	06/08/2018									
TR/TRO/C132-004	06/10/2014											
TR/TRO/C132-005	06/10/2014											
TR/TRO/C132-006	06/10/2014	06/08/2018										
TR/TRO/C132-007	06/10/2014											
TR/TRO/C132-008	06/10/2014											
TR/TRO/C132-009	06/10/2014											
TR/TRO/C132-010	06/10/2014	11/04/2016	15/01/2018	#####								
TR/TRO/C132-011	06/10/2014											
TR/TRO/C132-012	11/04/2016											
TR/TRO/C132-013	30/09/2017											
TR/TRO/C132-014	06/08/2018											

Report To: ENVIRONMENT & REGENERATION COMMITTEE **Date:** 17 January 2019

Report By: CORPORATE DIRECTOR, ENVIRONMENT, REGENERATION & RESOURCES **Report No:** ERC/ENV/MM/17.348

Contact Officer: MARTIN MCNAB **Contact No:** 01475 717171

Subject: PROPOSED TRAFFIC REGULATION ORDER –
THE INVERCLYDE COUNCIL (VARIOUS ROADS) (GOUROCK,
INVERKIP & WEMYSS BAY) (WAITING RESTRICTIONS)
(VARIATION NO. 6) 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 this report is to inform the Committee of the outcome of the consultation procedure undertaken for the above Traffic Regulation Order (TRO) associated with various requests for waiting restrictions in Gourock entitled The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) (Variation No. 6) Order 2018. The report also seeks a decision whether the Committee will hear the objections relating to the TRO themselves or appoint an independent Reporter. Appendix 1

2.0 SUMMARY

- 2.1 Since the implementation of The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) (Variation No. 3) Order 2016 a number of requests for waiting and loading have been received and collated to ensure that any subsequent variation TRO included as many requests as possible.
- 2.2 This TRO was advertised for public consultation on 5 November 2018 with a closing date for objections to be received by 26 November 2018. During that time 2 objections to the proposed Order were received.
- 2.3 As the objections have both been maintained following Officers' correspondence with the objectors, these must now be heard. The objections can be heard at a public hearing considered either before a special meeting of the Environment and Regeneration Committee or by an independent Reporter.

3.0 RECOMMENDATION

3.1 It is recommended that Committee:

- a. note the requirement to hold a public hearing to consider the maintained objections, and decides either to hear these before a special meeting of the Environment and Regeneration Committee or by an independent Reporter and remits the Head of Environmental and Public Protection and the Head of Legal and Property Services to make the necessary arrangements for the public hearing.
- b. note, if the Committee decides to appoint an independent Reporter, the cost associated with this is approximately £10,000 which would come from the Decriminalised Parking Enforcement Revenue Budget.

Martin McNab
Head of Environmental & Public Protection

4.0 BACKGROUND

- 4.1 Since the promotion of The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) (Variation No. 3) Order 2016 a number of requests for waiting and loading have been received and collated to ensure that any subsequent variation TRO included as many requests as possible.
- 4.2 This TRO was issued for public consultation on 5 November 2018 with objections invited by 26 November 2018.
- 4.3 During the public consultation 2 objections were received. Officers wrote to the 2 objectors and both objectors have maintained their objections.

5.0 IMPLICATIONS

Finance

5.1 One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
Decriminalised parking	Traffic signs	19/20	£1,000	N/A	Contained within overall Decriminalised Parking budget
Decriminalised parking	Other admin costs	19/20	£10,000	N/A	If Committee approve appointment of independent reporter, costs will be contained within overall DPE budget

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 equality issues arising from this report.

Repopulation

- 5.5 There are no repopulation implications arising from this report.

6.0 CONSULTATIONS

- 6.1 The Head of Legal and Property Services and the Chief Financial Officer have been consulted on this report.

7.0 LIST OF BACKGROUND PAPERS

7.1 None

THE INVERCLYDE COUNCIL
(VARIOUS ROADS) (GOUROCK, INVERKIP &
WEMYSS BAY) (WAITING RESTRICTIONS)
(VARIATION NO. 6) ORDER 2018

TRAFFIC REGULATION ORDER

**THE INVERCLYDE COUNCIL
(VARIOUS ROADS) (GOUROCK, INVERKIP & WEMYSS BAY)
(WAITING RESTRICTIONS) (VARIATION NO. 6) ORDER 2018**

We, The Inverclyde Council in exercise of the powers conferred on us by Sections 1(1), 2(1) to (3), 4(2), 32(1), 35(1), 45, 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) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) (Variation No. 6) 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. 6) 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 “The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) Order 2013 Plan Index”.

2.5 The Plan Index forms Schedule 2.

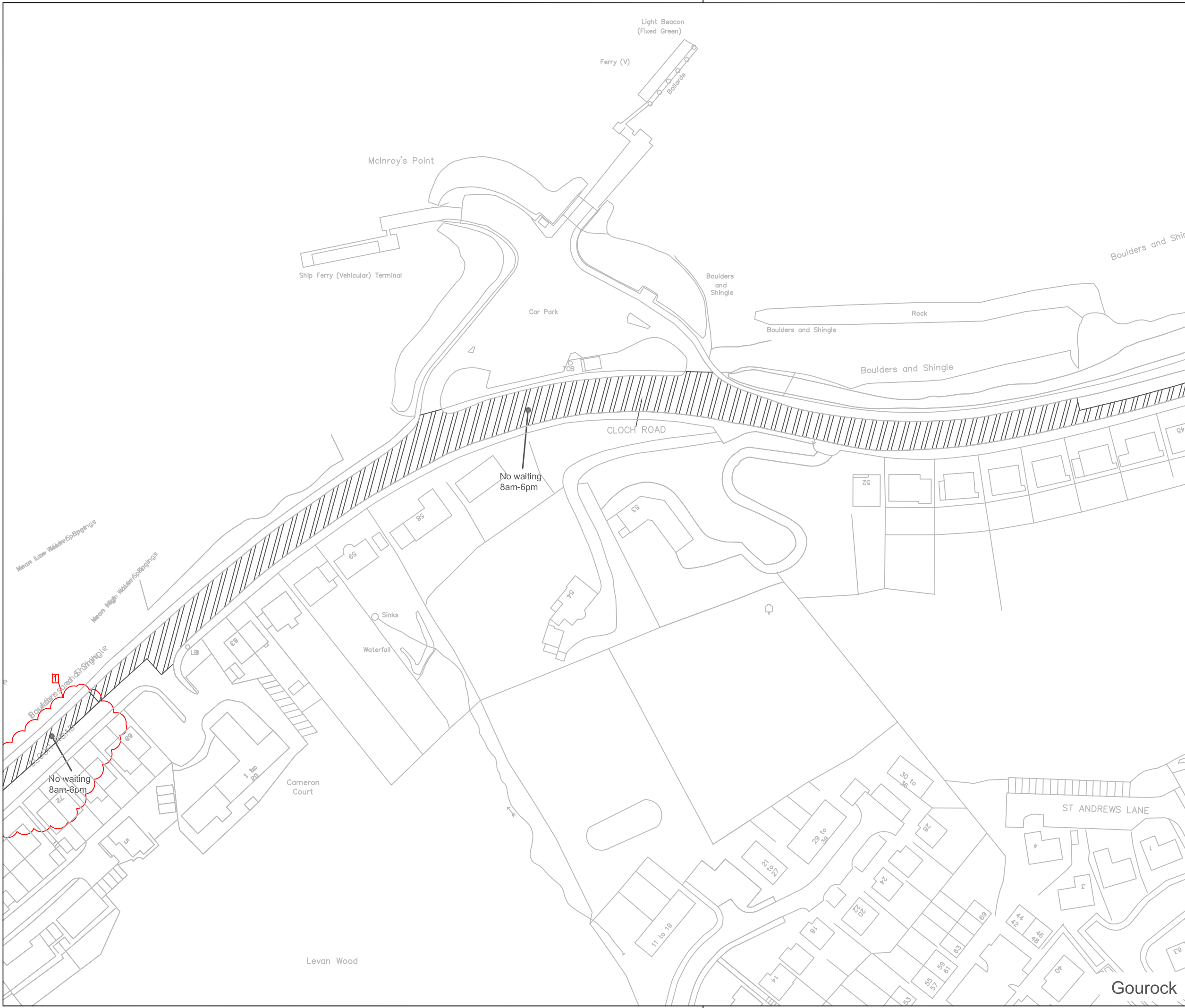
2.6 The Interpretation Act 1978 (as amended) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

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. 6) Order 2018 On-Street Plans**

DO NOT SCALE



Key

- No waiting at any time
- No loading at any time
- No waiting at times shown
- No loading at times shown
- No waiting except taxis
- Limited waiting (see below for types of limited waiting referred to on these drawings)
- Disabled person's parking place (subject to restrictions shown)
- No waiting at times shown and Limited waiting (see below for types of limited waiting referred to on these drawings)
- Loading bay at times shown and Limited waiting (see below for types of limited waiting referred to on these drawings)
- Electric Vehicle Parking Space
- Parking Disc Area

Limited Waiting
 Type A: Mon-Fri, 8am-6pm, 30mins, No return within 30mins
 Type C: Mon-Sat 8am-6pm, 30mins, No return within 1 hour
 Type F: Mon-Sat 8am to 6pm, 1 hour, No return within 30 mins
 Type J: Mon-Sat 8am to 6pm, 1 hour, No return within 1 hour
 Type L: Mon-Sat 11am to 6pm, 1 hour, No return within 1 hour
 Type M: Mon-Sat 8am to 6pm, 3 hours, No return within 1 hour

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Seal

Stat	Purpose of Issue	Date	Auth

Rev	Description	By	Date	Chk'd	Auth
1	EXTEND NW 8AM-6PM ON CLOCH RD	EP	JAN '18	EP	GL

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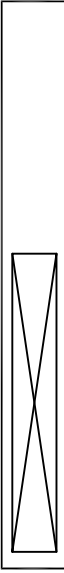


THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (GOUROCK, INVERKIP & WEMYSS BAY)
 (WAITING RESTRICTIONS) (VARIATION 6)
 ORDER 2018

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C133-001	FEB '13	FEB '13	FEB '13
Rev				
				1

DO NOT SCALE



Key

- No waiting at any time
- No waiting at any time
- No waiting at times shown
- No waiting at any time
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 Type M: Mon-Sat 8am to 6pm, 3 hours, No return within 1 hour

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Seal

Stat	Purpose of Issue	Date	Auth		
-	NO WAITING 8AM-6PM CLOCH RD	EP JAN '18	EP GL		
-	NWAAT CLOCH RD/ FARM RD	EP JAN '18	EP GL		
Rev	Description	By	Date	Chk'd	Auth

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THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (GOUROCK, INVERKIP & WEMYSS BAY)
 (WAITING RESTRICTIONS) (VARIATION No. 6)
 ORDER 2018

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	EP	EP	GL
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C133-018	JAN '18	JAN '18	JAN '18
Rev				

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	12/11/2018										
TR/TRO/C133-004	06/10/2014											
TR/TRO/C133-005	06/10/2014	04/04/2016	12/11/2018									
TR/TRO/C133-006	06/10/2014	04/04/2016	14/11/2016	12/11/2018								
TR/TRO/C133-007	06/10/2014	04/04/2016										
TR/TRO/C133-008	06/10/2014	04/04/2016	12/11/2018									
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TR/TRO/C133-014	04/04/2016	12/11/2018										
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TR/TRO/C133-016	04/04/2016	12/11/2018										
TR/TRO/C133-017	12/11/2018											
TR/TRO/C133-018	#####											

Report To:	Environment & Regeneration Committee	Date:	17 January 2019
Report By:	Corporate Director Environment & Regeneration	Report No:	ENV007/19/MM
Contact Officer:	Martin McNab	Contact No:	01475 714246
Subject:	Rapid Rehousing Transition Plan		

1.0 PURPOSE

- 1.1 To present the first iteration of the Rapid Rehousing Transition Plan (RRTP) to the Committee and to seek approval for the future reporting of the RRTP through the SHIP and the LHS.

2.0 SUMMARY

- 2.1 On 28 June 2018 the Scottish Government wrote to Local Authorities reiterating their intention to end homelessness in Scotland; and their intention to take forward the recommendations from the Homeless and Rough Sleeping Action Report, published in May 2018.
- 2.2 This includes a specific action for Local Authorities to produce a Rapid Rehousing Transition Plan [RRTP], with an expectation that each Local Authority will develop their plans in collaboration over a planned and costed phase of 5 years (2019-20 to 2023-24). The first iteration of this requires to be submitted to the Scottish Government Homelessness Team by 31 December 2018. RRTPs will then be an integral part of the Strategic Housing Investment Plan (SHIP) and be reviewed annually as part of the SHIP process.
- 2.3 A final fully costed plan requires to be completed for implementation from April 2019. The process for submission of the final plan is currently under consideration by the Scottish Government and CoSLA.
- 2.4 Inverclyde has recently concluded a review of the provision of temporary accommodation within Inverclyde, which provides a strong basis for the development of the RRTP locally.
- 2.5 The RRTP will be reviewed annually as part of the SHIP process, reflected in the LHS, and fully integrated into Health & Social Care Partnership strategic plans; separate guidance is expected from the Scottish Government on how this will be done. Separately delivery of the plan will be reported through the Health and Social Care Committee and the IJB as homelessness services are delivered by the HSCP.

3.0 RECOMMENDATIONS

- 3.1 That the Committee note the first iteration of the RRTP.
- 3.2 That the Committee agree to the future reporting of the RRTP through the SHIP and LHS.

Martin McNab
Head of Environmental & Public Protection

Deborah Gillespie
Head of Service
Mental Health, Addictions and
Homelessness

4.0 BACKGROUND

4.1 The final recommendations of the Scottish Government's Homelessness and Rough Sleeping Action Group [HARSAG] were published in June 2018. They recommended that:

- Homelessness should be resolved through effective prevention where possible
- Homeless applicants should be rapidly resettled in a permanent housing solution
- Homeless applicants should have access to the widest range of housing options
- Temporary accommodation should only be used as a stop gap
- Effective support should be available from day one to enable the homeless households to sustain their tenancy
- Supported accommodation should be available for that small minority of applicants who are not able to sustain their own tenancy at the present time.

4.2 The Rapid Rehousing Transition Plan (RRTP) is a new planning framework for local authorities and their partners to transition to a rapid rehousing approach, to address these recommendations. Each Local Authority is required to develop a plan in collaboration demonstrating how they will move to a rapid rehousing model over a maximum term of five years. The plan needs to show not only how the homeless demand will be rapidly rehoused, but also how any backlog of demand from homeless households currently in temporary accommodation will be permanently housed.

4.3 To support local authorities to develop a Housing First and Rapid Rehousing approach, £21m has been allocated from the £50m 'Ending Homelessness Together' fund for 2018-23, along with a contribution from funding for addictions services of £1.5m over the first two years. Guidance including a toolkit to assist in the production of the RRTPs was published on 29 June. The Scottish Government intend to distribute up to £2 million between local authorities in this financial year, with a minimum of £30,000 per local authority, to support capacity to develop the plan.

4.4 The Scottish Government will allocate the remaining £19m based on the first submission of RRTPs at the end of December, and will be based on the content of the submission. The focus therefore requires to be on what is required to enable the delivery of the plan.

4.5 The plan must demonstrate a clear vision with phasing and costing for the changes required over the five year period (2019-20 to 2023-24). The initial iteration of the plan attached as Appendix 1 will be considered by the Scottish Government Homelessness Team to offer evaluation and feedback to enable further refinement of the RRTP where this is required.

Appendix
1

4.6 The finalised RRTP is required to be completed for implementation from April 2019. The Scottish Government and CoSLA will finalise the process for this in consultation with local authorities, and will confirm this after submission of the initial plan in December 2018. This will also require submission of an EQIA in relation to the plan.

4.7 RRTPs will sit within the Community Planning Partners wider strategic planning framework of the Local Outcome Improvement Framework and the Local Housing Strategy. RRTPs will then be an integral part of the Strategic Housing Investment Plan (SHIP) and be reviewed annually as part of the SHIP process. The Scottish Government will use the Plans to both assess progress towards the 5-year vision of Rapid Rehousing, and assist the allocation of resources for local authorities and their partners to reach their rapid rehousing transition.

4.8 The recently concluded review of temporary accommodation within Inverclyde placed the authority and partners in a strong position to present a plan within the timescales required. The review identified three key areas of focus which align with the requirements of rapid rehousing:

- Implementation of a collaborative and proactive Housing Options Model across all housing providers and third sector agencies who meet the needs of homeless households in Inverclyde
- Recommission the temporary accommodation model in partnership with RSL's

- Implement a rapid resettlement model to address the gap in supported accommodation.

- 4.9 As this work has arisen as the temporary accommodation review for Homelessness provision was concluding the HSCP has continued to take a lead in this. The existing working group [from the review of temporary accommodation] identified three areas of focus: development of the vision for a rapid rehousing model; completion of the rapid rehousing transition toolkit based on updating the data and information analysis already undertaken through the review to support the plan and including financial modelling; and a workshop for the local authority, HSCP and partners to develop stakeholder engagement with the plan.
- 4.10 The HSCP has led the work to develop the RRTP for Inverclyde in collaboration with Housing Strategy, and the Housing Partnership Group which includes wider RSL and third sector partners. In terms of future governance of the plan it is intended that the RRTP will report through the Strategic Housing Investment Plan and through the Local Housing Strategy. The delivery of the plan through the Homelessness Service and the wider HSCP and partners will separately report through the Health and Social Care Committee and the Integrated Joint Board.

5.0 IMPLICATIONS

Finance

5.1 Financial Implications:

There are no financial implications at this stage. Funding for elements of the plan which will require additional resource will be discussed with the Scottish Government prior to the submission of the final RRTP in April 2019.

One off Costs:

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

Annually Recurring Costs/ (Savings)

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

Legal

- 5.2 No implications

Human Resources

- 5.3 No implications

Equalities

5.4 Has an Equality Impact Assessment been carried out?

	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 <input type="checkbox"/> required.

The final RRTP will require a full EQIA as it is completed.

Repopulation

5.5 No implications

6.0 CONSULTATIONS

6.1 The Corporate Management Team has approved the RRTP.

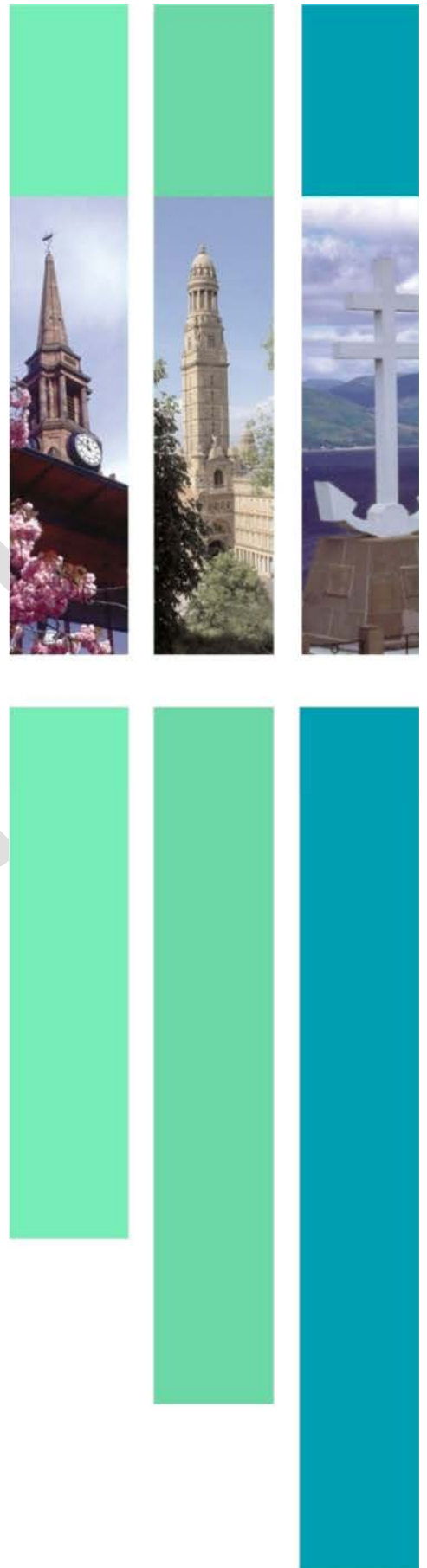
7.0 LIST OF BACKGROUND PAPERS

7.1 None

Inverclyde
council

Rapid Rehousing Transition Plan

December 2018



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Housing market and homelessness context in Inverclyde .	3
Rapid Rehousing Baseline Position.....	6
5-year vision to Achieve Rapid Rehousing	8
Identifying support needs to enable rapid rehousing	9
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Introduction

The Homelessness and Rough Sleeping Action Group (HARSAG) was set up by Scottish Government in October 2017 to produce short and long-term solutions to end homelessness and rough sleeping. Led by best evidence, the cornerstone of recommendations to address homelessness is a transition to a Rapid Rehousing approach utilising a Housing First model where necessary.

Rapid rehousing utilises a housing led approach for rehousing people who have experienced homelessness, making sure they reach a settled housing option as quickly as possible, with time spent in temporary accommodation reduced to a minimum. Where people require temporary accommodation it should be mainstream housing, furnished and within a community location which minimises disruption to their daily lives.

The Housing First model works on the premise that a safe, secure, settled home is the best base for recovery for people who face multiple disadvantages beyond housing including childhood and early years trauma; domestic abuse; mental ill health; addictions; and time spent in local authority care or prison. It offers personalised, open-ended, flexible support for people to help end their experience of homelessness and address their wider needs. The model separates the provision of housing and support, offers choice and control to tenants and works to the principles of harm reduction.

Those who are homeless and for whom rapid rehousing or Housing First would not yet be suitable (either because they do not want to move into mainstream accommodation, or because they have such a severe set of needs that they cannot safely be rehoused in mainstream accommodation) should be provided with accommodation that deals with their particular needs with the required specialist support. For this smaller group, specialist units within a psychologically informed environment are most suitable.

On 28th June 2018 the Scottish Government wrote to Local Authorities (LA) reiterating their intention to end homelessness in Scotland; and expressing their intention to take forward the recommendations from the Homeless and Rough Sleeping Action Group (HARSAG), published in May 2018.

This includes a specific action for LAs to produce a Rapid Rehousing Transition Plan (RRTP), with an expectation that each authority will develop their plans in collaboration over a planned and costed phase of 5 years (2019-20 to 2023-24). RRTPs will be fully integrated into Health and Social Care Partnership strategic plans, reflected in the Local Housing Strategy (LHS), and reviewed annually as part of the Strategic Housing Investment Programme (SHIP) process.

To transition to a rapid rehousing approach, Inverclyde will re-assess the balance and accessibility of available housing and support options. This responsibility lies with Registered Social Landlords (RSLs), Inverclyde Health and Social Care Partnership (HSCP), Inverclyde Council, and all parts of the public sector responsible for supporting vulnerable people.

Those with complex support needs often fail to sustain tenancies, leading to repeat presentations to the Homelessness service. Without the appropriate support this cycle will

continue. To address this, Inverclyde Council and partners began reviewing our temporary accommodation provision model in 2017.

The Homelessness service in Inverclyde lies under the directorate of the HSCP who have set up a RRTP working group with members from across HSCP, RSLs, Housing Strategy, Commissioning and Finance to discuss implementing the HARSAG recommendations and producing the RRTP.

The Rapid Rehousing Transition Plan is designed to be a working tool which:

- Sets out the local housing market and homelessness context in Inverclyde;
- Provides the baseline position of temporary accommodation supply;
- Sets out Inverclyde's 5-year vision for temporary accommodation supply;
- Identifies support needs to enable rapid rehousing;
- Details the actions required to achieve our vision for temporary accommodation supply and settled housing options for homeless households; and
- Provides a rapid rehousing resource plan required to deliver the plan and evidence the co-ownership and resourcing of the Plan with wider partners.

The Scottish Government will use the Plans to assess progress towards the 5-year vision of rapid rehousing and assist in the allocation of resources for LAs and their partners to reach their rapid rehousing transition to a system of ensuring homeless households are able to secure appropriate settled accommodation.

The housing market and homelessness context in Inverclyde

There are an estimated 37,650 households in Inverclyde. The population of Inverclyde has suffered a steady decline from 101,182 in 1981 to 79,860 in 2014, with a loss of over 21,322 people. The population is projected to continue to decrease from 78,461 in 2016 to 65,014 in 2036 (627 per year) and the number of households is projected to decline at a rate of 145 per year from 37,299 in 2012 to 33,666 in 2037. Inverclyde also had the smallest household growth across the whole of Scotland in the last decade.

Owner occupation is the largest housing sector in Inverclyde (63%), though the number of houses both in absolute and relative terms has decreased. The social rented sector accounts for 27% and the private rented sector (PRS) comprises 10% of the stock in Inverclyde. Recent large-scale demolition programmes to eliminate poor quality, older stock are largely complete and the affordable housing development programme continues to restructure the area and add to existing stock levels.

Following a stock transfer in 2007, Inverclyde Council no longer has housing to rent. Ownership and management of the former council housing stock was transferred to River Clyde Homes and Cloch Housing Association at that time. At present, households seeking access to social housing can choose to register through River Clyde Homes and the Inverclyde Common Housing Register (ICHR) which includes Cloch Housing Association, Oak Tree Housing Association, Larkfield Housing Association and Sanctuary Scotland.

The social rented sector's capacity to respond to demand is dependent on the number of properties available to let each year. There were 462 re-lets across Inverclyde in 2015/16, representing a turnover of around 10% on average. The greatest pressure is for smaller one bedroom properties at 20.1 applicants per property however there is below average pressure for bedsits (0.1), 2 bed (4.6) and 3 bed (5.6) properties. These figures illustrate that the overall pattern of unmet need is associated variously with supply issues, location suitability, demand pressures and shortfalls in specific property types and sizes.

Between 2005 and 2015, the PRS doubled and now represents around 10% of all dwellings in Inverclyde. It now plays an important role for a variety of different households including households who cannot access mortgages and for whom the deposit required to purchase a property remains a constraint.

Local affordability analysis shows rents are significantly higher in the PRS than for social rented properties, this makes the PRS unaffordable for a significant proportion of lower income households. Increasingly, problems such as poorly maintained and managed properties are being found in the PRS. The poor condition of some PRS stock can be attributed to the stock profile: pre-1919 tenements are linked to poor energy efficiency and issues of disrepair.

For the Renfrewshire/ Inverclyde broad market area, analysis shows a trend of increasing PRS rents from 2010-2017, which is the same for Scotland as a whole. Between 2016/17, the Renfrewshire/ Inverclyde area has seen an increase in rent for all bedroom sizes, with the exception of 1 bedroom properties. 2 bedroom properties saw an increase of 2.8%, with 3 bedroom property rents having a more moderate increase of 1.3%. Most significantly, 4 bedroom properties increased by 31.4%, which was higher than the average for Scotland as a whole¹.

1 bedroom Properties	2010	2016	2017	2010-17 Change	2016-17 Change
Renfrew/Inverclyde	£374	£392	£387	3.3%	-1.3%
Scotland	£436	£482	£501	15%	4%

2 bedroom properties	2010	2016	2017	2010-17 Change	2016-17 Change
Renfrew/Inverclyde	£473	£494	£508	7.3%	2.8%
Scotland	£536	£616	£642	19.9%	4.4%

3 bedroom properties	2010	2016	2017	2010-17 Change	2016-17 Change
Renfrew/Inverclyde	£612	£643	£652	6.5%	1.3%
Scotland	£679	£753	£787	15.9%	4.6%

¹ Private Sector Rents Statistics, Scotland, 2010-2017

4 bedroom properties	2010	2016	2017	2010-17 Change	2016-17 Change
Renfrew/Inverclyde	£834	£1,015	£1,095	31.4%	8%
Scotland	£959	£1,089	£1,143	19.2%	4.9%

Inverclyde has an average household income of £21,600, which is lower than the Scottish average of £26,700². This indicates that there are affordability issues, which is reflected by Scottish Index of Multiple Deprivation (SIMD) data as 14 of the 5% most deprived datazones in Scotland are located within Inverclyde. Affordability analysis shows that PRS rents are unaffordable for a significant proportion of lower income households.

The Clydeplan Housing Need and Demand Assessment (HNDA), 2015 received 'Robust and Credible' status from the Scottish Government Centre for Housing Market Analysis in 2015. It covers Inverclyde and provides the main strategic evidence on housing need and demand over the next five years and beyond. It has also informed development of the proposed Local Development Plan (LDP).

The HNDA estimates the number of additional homes required within Inverclyde by tenure over the lifetime of the LHS. This information, combined with housing market trends analysis and local pressure analysis has provided a clear understanding of housing need across the authority.

HNDA 2015 indicates that there is a net housing need of approximately 120 for Social Rented Sector/Below Market Rent and Private Sector housing. However, the HNDA process does not fully quantify the impacts of poor quality and lower demand housing and the subsequent need for replacement of existing housing stock. As a result, other evidence was considered to provide a more nuanced and realistic estimate of future new build requirements.

The LHS 2017-2022 sets out Housing Supply Targets (HST) for private and affordable housing and the SHIP establishes priorities to achieve the affordable HST and related outcomes, as set out in the LHS. Considering all determining factors, it was calculated that a realistic and deliverable HST for Inverclyde would be 90 affordable units and 170 private sector units per annum over the lifetime of the LHS.

Inverclyde is one of the few LA areas which have a population that is projected to decrease, however the annual HST reflects the continued need to replace poor quality and unsuitable stock.

The core purpose of the SHIP is to set out the investment priorities for affordable housing over a five year period which are consistent with and achieve the outcomes set out in the Inverclyde Local Housing Strategy (LHS) 2017-22. It is developed in partnership with RSLs, the Inverclyde HSCP, Planning and Property Services.

² Scottish Household Condition Survey

166 homes for social rent have been provided utilising Scottish Government grant from 2015-2017. The Scottish Government's Affordable Housing Supply Programme (AHSP) has committed £3 billion to fund the delivery of new affordable homes nationally over a 5 year period. At least £31.982m will be made available in Inverclyde to support the development of affordable housing from 2018/19 to 2020/21, with 918 proposed new homes by April 2024.

Rapid Rehousing Baseline Position

Factor	Measure		
	<u>2015/16</u>	<u>2016-17</u>	<u>2017/18</u>
Total presentation and homeless applications	Presentations: 740 Applications: 244	Presentations: 778 Applications: 236	Presentations: 888 Applications: 191
Open homeless cases as at 31st March	101		
Total households who said they slept rough at least once in the last 3 months (self-reporting)	15		
Total households living in temporary accommodation at 31st March	Households in TA: 50 Households with children/pregnancy in TA: 5 Change on 16/17: -67% No. children in TA: 15 Change on 16/17: -25%		
Average length of stay in temporary accommodation	<ul style="list-style-type: none"> • 22 weeks the current length of stay in temporary accommodation before an offer of settled accommodation is made • 8 weeks The current length of stay in hostel accommodation in Inverclyde • 52 weeks Target length of stay for customer who needs support to build independent living skills to achieve a settled outcome 		

There has been a significant decrease in the number of homeless applications in Inverclyde in recent years, however the proportion of applicants found to be homeless or threatened with homelessness has increased. Across Scotland, 5% of applicants were assessed as intentionally homeless. In Inverclyde, there was an increase in the number of applicants assessed as intentionally homeless from 2012/13 after the abolition of priority need.

Overall the number of Section 5 Referrals received by RSLs was slightly less in 2017/18, but the overall acceptance rate of Section 5 Referrals has decreased. This can be as a result of stock pressures for some RSLs. Larkfield for example, has minimal stock turnover and a greater number of larger properties; this is not conducive to housing the homeless applicant profile in Inverclyde which is predominantly single males. For other RSLs, low acceptance

can be attributed to the number of repeat applications from people who have significant support needs and whose tenancies have failed in the past due to unmet support needs.

	2016/17			2017/2018		
	No. of S5 received	No. of S5 relets	Acceptance rate	No of S5 received	No of S5 relets	Acceptance rate
RCH	68	55	80%	70	33	47%
Cloch	26	7	27%	24	12	50%
OT	32	20	63%	23	15	65%
Larkfield	6	0	0	9	2	22%
Total	132	82	62%	126	62	49%

The social rented sector is the biggest sector for rehousing homeless applicants; only 10 people were rehoused in the PRS in 2017/18. The social sector is expected to remain the largest sector for rehousing homeless applicants in Inverclyde. A recent report commissioned by Social Bite on behalf of HARSAG calculated that the proportion of social lets to meet all homeless need would need to increase from 11% at present, to 25%. However it is envisioned that PRS lets will increase with future engagement and through the use of the deposit guarantee scheme where appropriate.

	Proportional increase in lets across sectors to meet annual new demand and backlog (%)	Proportion of all social lets to homeless IF social rent was to meet ALL homeless need (%)
Scotland	45	52
Inverclyde	103	25

(Indigo Housing on behalf of Social Bite)

5-year vision to Achieve Rapid Rehousing

Working with Arneil Johnston, we calculated the current costs of running the homelessness service and the projected costs when we transition to a rapid rehousing model. The table below summarises the annual cost of delivering the existing homeless services in Inverclyde.

Homeless Service	Current Cost
Inverclyde Centre (Net Rental Income)	-£163k
Inverclyde Centre Accommodation based staff	£350k
Dispersed Accommodation	£90k
B&B	£6.5K
Casework Team	£371K
Support Services	£295k
Payments to Other Bodies	£7.1k
Total Costs	£957k

Inverclyde Homeless Service cost

The proposed 5 year financial resource plan to transition to a Rapid Rehousing model is summarised in the table below.

Rapid rehousing costs	Year 1	Year 2	Year 3	Year 4	Year 5	Total
Rapid rehousing Co-ordinator	58,000	58,000	58,000	58,000	58,000	290,000
Rapid rehousing Support officer	30,000	30,000	30,000			90,000
Training		37,500				37,500
Planning Research	20,000					20,000
Interim Housing		94,433	176,910	130,241	124,839	526,423
Housing First	157,600	469,540	635,620	723,024	579,180	2,564,964
Total requirement	265,600	689,473	900,530	911,265	762,019	3,528,887

Rapid Housing Costs

The table above illustrates that our calculations project a requirement for an investment of £3.5 million over the 5 year period to support the delivery of Rapid Housing in Inverclyde. This averages at £705k per annum.

Investment is required to transform our approach to homelessness. The configuration of service within Inverclyde currently does not provide the optimum environment within which we can deliver a new model. At the end point we anticipate that the existing resources will be used differently, the full extent of this is still to be explored.

The investment in this plan will deliver the following:

- A movement and shift in resources in temporary accommodation from accommodation based support to person centred support
- Reduce transition and length of stay in temporary accommodation
- Allow transition from accommodation-based support services to flexible, person centred provision which moves from temporary to settled accommodation and remains there for as long as the client needs it
- Maximise access to statutory services

Identifying support needs to enable rapid rehousing

Overall support needs analysis has revealed that the majority of people experiencing homelessness in Inverclyde have little or no support needs. Transitioning to rapid rehousing requires the rejection of ‘tenancy ready’ language and culture, however addressing this shift will be challenging as the Inverclyde homeless population has significant levels of specialist support needs which cause repeated tenancy breakdown and re-engagement with the Homelessness service.

Detailed support analysis from the Temporary Accommodation Review 2016/17 shows that Inverclyde’s homeless challenges are primarily the result of complex support needs. Without appropriate support this cycle will continue and the number of people with continued engagement with the Homelessness service will increase.

Per cent of clients	Level of support need
15%	<i>Homelessness could be prevented or resolved without the need for temporary accommodation</i>
43%	<i>No or low level support needs – could transition to a settled housing position very quickly</i>
12%	<i>Moderate – high support needs: independent living skills would enable positive sustainment outcomes</i>
10%	<i>Hostel dweller: chaotic behaviour necessitates need for on-site supervision. Limited engagement</i>
14%	<i>Habitual repeater: most complex and disadvantaged unlikely to sustain any form of tenancy on a long term basis</i>
6%	<i>Very complex needs: require specialist supported accommodation options</i>

The 2016/17 analysis shows that 58% of all clients who presented at the homeless service could access settled accommodation quickly with little or no support requirements. This means that the need for temporary accommodation could be reduced overtime with improved access to suitable RSL properties and dispersed temporary accommodation being converted into a permanent tenancy.

It is expected that in Scotland there will be a reduction in the volume of temporary accommodation and a reduction in the length of stay in temporary accommodation as people are rehoused into settled housing. This is also the aspiration of Inverclyde, as those who are in dispersed temporary accommodation with little or no support needs should be moved to settled accommodation, which will expand the potential for housing options models with support.

It is estimated that the most significant challenges will be around responding to, and supporting the group with *‘Moderate – high support needs, where independent living skills would enable positive sustainment outcomes’*. This group are in the middle of the homeless support needs scale identified in Inverclyde. Establishing a sustained and positive outcome for this group will be effected by their varied needs as a group and previous experience shows that they are the least likely to engage with support services.

It is locally understood that those who have very complex needs require specialist supported accommodation to break the cycle of repeat homelessness. For more complex, habitual homeless applicants it is also about responding to the driving factors behind a homeless application, however solutions for those who have moderate needs are not as clear. It is vital moving forward that the response is person centred, flexible and with a clear mapped out support process that reduces once the person is settled and needs have been addressed.

In recent years an improved Housing Options process has been developed locally and the number of people proceeding to homeless applications in Inverclyde has fallen dramatically. This is matched by the availability of accessible housing stock in the area. Inverclyde is fortunate in its supply of housing stock; however it is clear that those who have experienced homelessness have significant needs that supersede housing. Moving forward work must be done around housing related support and responding to individual needs.

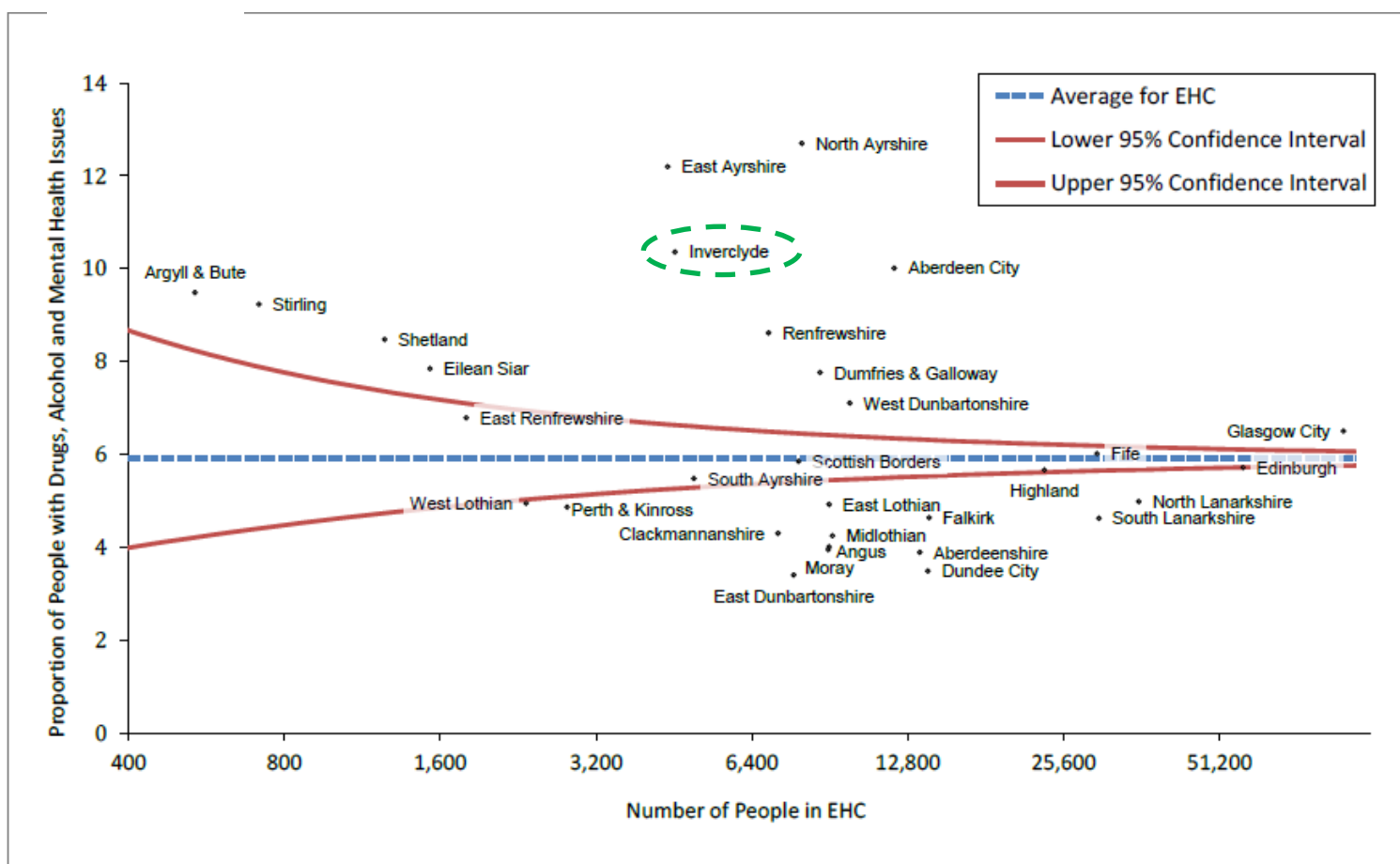
Analysis from 2017-18 highlighted the continued trend from 2016/17 that a significant proportion (47%) of people who made homeless applications had low level support needs, such as basic housing management or a requirement for assistance with independent living.

Specialist Need	Per cent of homeless applications
Learning Disability	6%
Physical Disability	11%
Medical Condition	21%
Drug or Alcohol Dependency	24%
Basic Housing Management/Independent living Skills/Housing Support	47%
Mental Health Problem	49%

Currently the Health and Social Care Partnership is developing a cohesive and integrated approach to people with multiple needs relating to mental health and addictions. We will be investigating the opportunities which this provides linking in additional investment from the mental health strategy and ADP additional funding.

A significant number of those who presented as homeless 2017/18 had a mental health problem (49%) or a drug/alcohol dependency (24%). Recent Scottish Government research confirmed the extent of support requirements in Inverclyde in comparison to the rest of Scotland through the unique research that matched homelessness and health datasets at a nation level for the first time. The research showed that Inverclyde has the third highest proportion of homeless people with drug, alcohol and mental health issues in Scotland³.

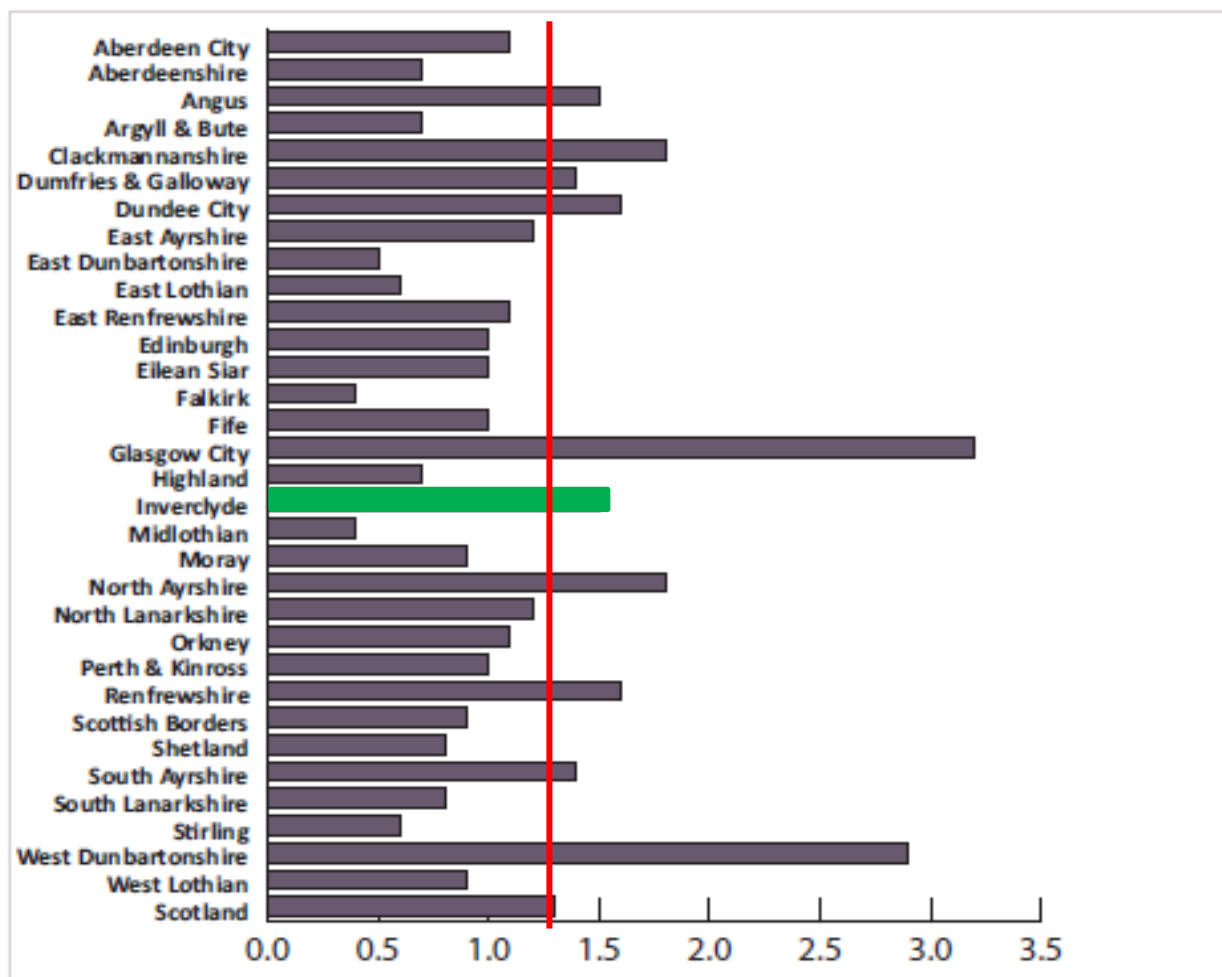
Proportion of people in the Cohort with Drug, Alcohol-Related and Mental Health Issue by LA



³ <https://www.gov.scot/Resource/0053/00536908.pdf>

With regards to Severe and Multiple Disadvantage (SMD) Inverclyde ranks in the top quartile, however in terms of overall incidence of homelessness Inverclyde is comparatively lower than the case for Scotland. The support needs of people presenting to homelessness services in Inverclyde are significant and not currently fully met by existing service provision.

SMD per 1000 of Population by Local Authority Area



Overall, responding to the additional support needs of those who present as homeless is the biggest challenge in Inverclyde. Analysis over the last 2 years has exposed that the homelessness problem in Inverclyde should be framed from a mental health and addictions

perspective, as it is clear that people have more specialist requirements above their housing need . In the case of homelessness in Inverclyde, housing is not the primary issue but rather, providing the right support, at the right time and for the right length is the ultimate driver for reducing homelessness.

Rapid Rehousing Plan

Inverclyde HSCP operates the homelessness service in Inverclyde. Housing consultants, Arneil Johnston were commissioned in April 2017 to undertake detailed work to inform the development of a strategy for the future provision of temporary accommodation and develop options for the range of accommodation solutions which best meet the needs of our local population. The temporary accommodation review provided key information on the composition of our current temporary accommodation:

Inverclyde Temporary Accommodation composition

Temporary Accommodation Requirement across Inverclyde	83 units
Current stock	60 units
Oversupply of hostel units	14 units
Undersupply of 1 bedroom units	33 units
Oversupply of 4-5 bedroom units	22 units
Net shortfall of supported accommodation units	13 units
Areas most in need of additional Temporary Accommodation	Inverkip and Port Glasgow

A shortfall of 23 housing units was identified in the initial 'baseline' year. There are imbalances in both size and location of the stock with an oversupply of 4-5 bedroom units and hostel accommodation, and an undersupply of 1 bedroom units. The review identified three key areas of focus which align with the requirements of rapid rehousing:

- Implementation of a collaborative and proactive Housing Options Model across all housing providers and third sector agencies who meet the needs of homeless households in Inverclyde;
- Recommission the temporary accommodation model in partnership with RSLs; and
- Implement a rapid resettlement model to address the gap in supported accommodation

The Scottish Government requirement for each LA to present a plan detailing how they will transition to a rapid rehousing with Housing First approach dovetailed with the conclusion of our temporary accommodation review. The existing working group (from the review of temporary accommodation) met to develop our strategy and identified three areas of focus:

- Development of the vision for a rapid rehousing model;
- Completion of the rapid rehousing transition toolkit based on updating the data and information analysis already undertaken through the review to support the plan and including financial modelling; and
- A workshop for the local authority, HSCP and RSL partners to develop stakeholder engagement with the plan.

The RRTP working group discussed what our vision for rapid rehousing in Inverclyde should be. Our vision succinctly echoes the objective of a transition to a rapid rehousing approach for Inverclyde:

Our Vision:

“To reduce the need for temporary accommodation by enabling homeless households to access settled accommodation quickly and with the right support to achieve housing sustainment”

The Transition Tool (excel spreadsheet) supplied with the Scottish Government RRTP guidance was utilised to gather relevant data in a systematic way, and to populate key indicators for local analysis. The tool informed a subsequent 5 year action plan which identified 5 high level objectives and prescribed proposed actions over a five year period to help to realise our goals:

Objective 1 - Reduce the need for temporary accommodation by preventing homelessness

The prevention approach does not require housing or support. We will assess homelessness prevention models implemented by LSVT landlords to design a more effective Inverclyde Housing Options model. This collaborative and proactive Housing Options model will be implemented across RSLs, Third Sector partners, and named contacts in Health and Social Work services. We will develop common tools including needs assessment; introduce consent to share and referral pathways enabling proactive intervention; and provide training and skills transfer on risk and prevention. *Around 15% of recent homeless applicants would benefit from this method.*

Objective 2 - Enable service users with no/low support needs to access settled housing quickly

This is effectively the rapid rehousing element of our plan, housing is the main requirement for this client group, with little or no support required.

We will define annually revised targets of allocations to homeless households to reduce length of stay by roughly 50% from 22 weeks to 12 weeks in 5 years by developing combined allocations policy and nomination agreements amongst our RSLs to increase the number of homes allocated to homeless households with no or low support needs. We will build SHIP assumptions on per cent of allocations to homeless households and discuss with our RSL partners how to eliminate the backlog of homeless households awaiting settled accommodation. *Around 42% of recent homeless applicants would benefit from this method.*

Objective 3 - Develop interim housing options which enable independent living and housing sustainment

The client group which would most benefit from this objective have moderate to high support needs. Independent living skills would enable positive sustainment outcomes.

We will design an interim accommodation model in partnership with RSLs and the HSCP to target this specific client group. We will consider the number of units and the average length of stay required to transition to settled accommodation. The wrap around support model for this client group may be best delivered through core and cluster housing options and we will assess a development funding model allied with a business plan and commissioning model to supply this. *Around 12% of recent homeless applicants could benefit from this method.*

Objective 4 - Investigate a Housing First model which enables the most excluded service users to achieve housing sustainment

Two client groups would benefit from this housing first approach: current or previous hostel dwellers who exhibit chaotic behaviour which necessitates a need for on-site supervision; and the habitual homeless applicants who display complex needs, are disadvantaged and unlikely to sustain any form of tenancy on a long term basis.

We will work in partnership to design our Inverclyde Housing First model and investigate the efficacy of the current hostel provision, the Inverclyde Centre in developing this. We will investigate developing a 'strategic needs' group within RSL Allocations Policies to enable housing led approach. This may require recruiting or appointing a dedicated support team and our multi-agency working group will ensure the most efficient access to the most appropriate (statutory) wrap around support services. *Around 24% of recent homeless applicants could benefit from this method.*

Objective 5 - Enable service users who need specialist supported housing to access commissioned HSCP services

The client group which would benefit most from this approach are those with very complex needs who should not be considered homeless applicants as they require specialist supported accommodation options. *Around 6% of recent homeless applicants require specialist supported accommodation.*

Our working group will evidence need for specialist supported accommodation to the HSCP Resource Group, and capacity within commissioned resources will be identified to meet evidenced need for specialist accommodation. A personal housing plan process will be developed in partnership with the HSCP Resource Group and we will identify opportunities in the SHIP planning process to meet evidenced need for specialist accommodation.

Stakeholder Engagement

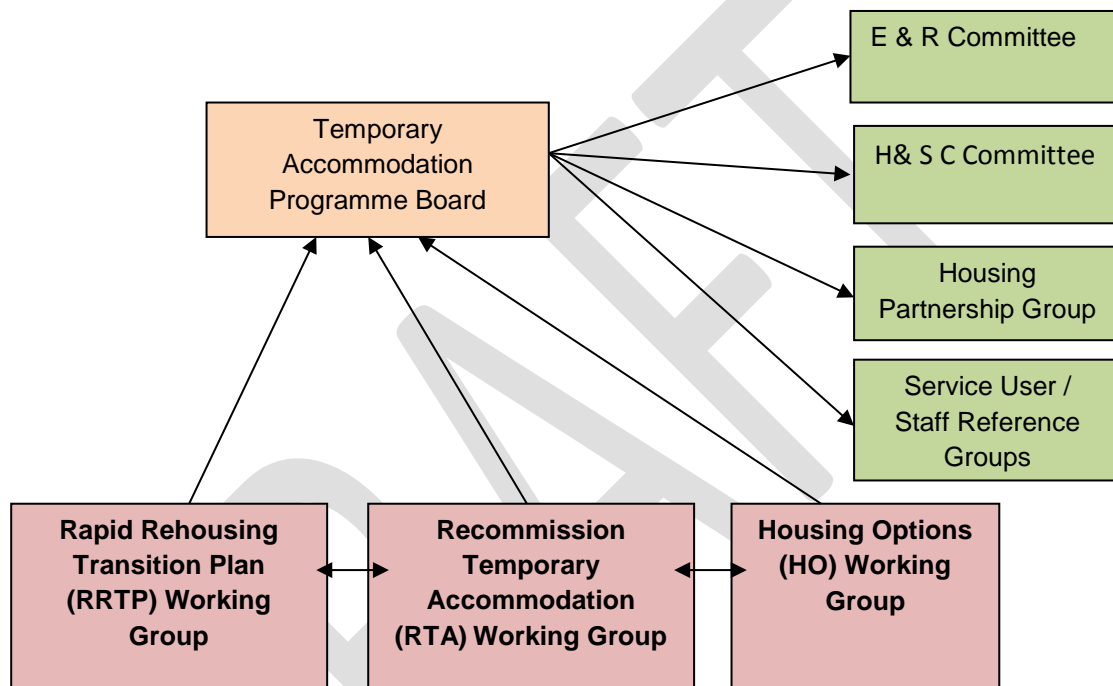
In December 2018, Inverclyde Council, HSCP and local RSLs gathered at a stakeholder workshop to discuss progress and seek agreement that the proposed actions would achieve the vision of '*reducing time spent in and the need for temporary accommodation by enabling homeless households to access settled accommodation quickly and with the right support to achieve housing sustainment*'.

General agreement was reached on the vision and proposed actions, and the workshop generated interesting discussion and proposed further ideas of how best we can transition to a rapid rehousing approach. These included: reinstating the homelessness service and RSL case conferencing, providing additional mental health and addictions training for RSL staff,

establishing a Deposit Guarantee Scheme and better engagement with anti-social behavioural colleagues.

Aligning with the vision, the proposed action plan and outputs from the workshop will form the next steps and all stakeholders will be invited to participate in the working groups which will shape and steer our plan going forward. Continued partnership working is essential to deliver on the vision for rapid rehousing across Inverclyde, which will be achieved through three distinct but inter-related work streams. It is suggested that each of the three work streams will help inform the remit of separate working groups.

RRTP governance arrangements



The HSCP has led the work to develop the RRTP for Inverclyde in collaboration with Housing Strategy, and the Housing Partnership Group which includes wider RSL and third sector partners. Moving forward, our partners will continue to work collaboratively to develop, implement and resource the plan.

In terms of future governance of the plan the RRTP will report to the Environment and Regeneration Committee through the Strategic Housing Investment Plan and the Local Housing Strategy. The delivery of the plan through the Homelessness Service and the wider HSCP and partners will separately report through the Health and Social Care Committee and the Integrated Joint Board and be fully integrated into Health and Social Care Partnership strategic plans.

DRAFT

Summary Action Plan

	Year 1	Year 2	Year 3	Year 4	Year 5
Objective 1 - To reduce the need for temporary accommodation by preventing homelessness	Assess homelessness prevention models implemented by LSVT landlords to design Inverclyde Housing Options model	Housing options model implemented across Inverclyde partners	Housing options model implemented across Inverclyde partners	Projected increases in service demand as a result of service improvement: 5% per annum	Projected improvement in prevention rate reduces service demand by a further 5% per annum
	Implement a collaborative & proactive Housing Options model across RSLs, Third Sector partners, named contacts in Health and Social Work services by: -Training and skills transfer on risk and prevention -Developing common tools including needs assessment -Consent to share and referral pathways enabling proactive intervention	Projected increases in service demand as a result of welfare reform: 5% per annum	Projected increases in service demand as a result of welfare reform: 5% per annum	Projected improvement in prevention rate reduces service demand by 5% per annum	
		Projected improvement in prevention rate reduces service demand by 5% per annum	Projected improvement in prevention rate reduces service demand by 5% per annum		

	Year 1	Year 2	Year 3	Year 4	Year 5
Objective 2 - To enable service users with no/low support needs to access settled housing quickly	Define % annual target of allocations to homeless households to reduce length of stay by 50% in 5 years	Reduce the length of stay in temporary accommodation for those with no or low support needs by 4 weeks by incrementally increasing the % allocation to homeless households	Reduce the length of stay in temporary accommodation for those with no or low support needs by a further 4 weeks by incrementally increasing the % allocation to homeless households	Reduce the length of stay in temporary accommodation for those with no or low support needs by a further 4 weeks by incrementally increasing the % allocation to homeless households	Reduce the length of stay in temporary accommodation for those with no or low support needs by a further 2 weeks by incrementally increasing the % allocation to homeless households
	Build SHIP assumptions on % allocations to homeless households				
	Develop the allocations policy & nomination agreements to increase the number of homes allocated to homeless households with no or low support needs	Baseline assumption: length of stay in dispersed accommodation: 22 weeks	Baseline assumption: length of stay in dispersed accommodation: 18 weeks	Baseline assumption: length of stay in dispersed accommodation: 14 weeks	Baseline assumption: length of stay in dispersed accommodation: 12 weeks
Negotiate agreement with RSL's on how to eliminate the backlog of homeless households awaiting settled Accommodation					

	Year 1	Year 2	Year 3	Year 4	Year 5
Objective 3 - To develop interim housing options which enable housing sustainment & independent living	Design interim accommodation model in partnership with RSLs & the HSCP including: - <ul style="list-style-type: none"> - Target client group (12% with moderate to high support needs, approx. 24 service users) - Number of units/length of stay to transition to settled accommodation - Wrap around support model including core & cluster options - Development funding model - Business plan - Commissioning model 	Commission and develop Phase 1 'core' element of interim accommodation resource (up to 10-12 units)	Commission and develop Phase 2 'cluster' element of interim accommodation resource (up to 6-8 units)	Review requirement for interim &/or supported accommodation resources in context of Housing First evaluation evidence	Review requirement for interim &/or supported accommodation resources in context of Housing First evaluation evidence
		Identify Homelessness service users in moderate-high support needs category	Identify Homelessness service users in moderate-high support needs category	Calculate length of stay to enable efficient transition to settled accommodation as part of structured support planning process	Calculate length of stay to enable efficient transition to settled accommodation as part of structured support planning process
		Within provision, develop 1-2 units that can be used as direct access accommodation aligned to emergency service model		Commission and develop Phase 3 'cluster' element of interim accommodation resource (up to 6-8 units depending on evidenced need)	Commission and develop Phase 3 'cluster' element of interim accommodation resource (up to 6-8 units depending on evidenced need)

	Year 1	Year 2	Year 3	Year 4	Year 5	
Objective 4- Investigate a Housing First model which enables the most excluded service users to achieve housing sustainment	Investigate efficacy of Inverclyde Centre in development of Housing First model	Develop Phase 1 & 2 of the Housing First model (up to 16 units per annum)	Develop Phase 1 & 2 of the Housing First model (up to 16 units per annum)	Develop Phase 3 of the Housing First model (up to 16 units per annum)	Develop mainstream funding framework for Housing First via the LHS and Strategic Commissioning Plan	
	Design Inverclyde Housing First model in partnership with RSLs & the HSCP Inc.: - Target client group [24% habitual repeaters/chaotic hostel users] - Developing a 'strategic needs' group within RSL Allocations Policies to enable a housing led approach - Recruiting/appointing a dedicated support team - Building multi-agency working group to enable access to (statutory) wrap around support services	Develop case conferencing/management arrangements Consider the long term future of the use of the Inverclyde Centre; and reconfigure the service based on a Housing First model	Develop case conferencing/management arrangements	Build outcome evaluation framework and evidence impact of preventative investment		
			Identify Homelessness service users in direct access/hostel chaotic categories			
			Identify Homelessness service users in direct access/hostel chaotic categories		Share with HSCP & Community Planning Partners to build funding mechanism	

	Year 1	Year 2	Year 3	Year 4	Year 5
Objective 5 - To enable service users who need specialist supported housing to access commissioned HSCP services	Evidence need for specialist supported accommodation to HSCP Resource Group	Identify service users with complex needs requiring a different type of service.	Identify service users with complex needs requiring a different type of service.	Identify service users with complex needs requiring a different type of service.	Develop SHIP & SCP planning frameworks to ensure that emerging particular housing needs are addressed by housing and care planning funding programmes
	Target client group (6% specialist support accommodation)			Ensure SHIP framework makes contribution to meeting unmet need for supported accommodation	
	Develop personal housing plan process in partnership HSCP Resource Group			Ensure SCP framework makes contribution to meeting unmet need for supported accommodation	
	Identify opportunities in SHIP planning process to meet evidenced need for specialist accommodation				
	Identify capacity within commissioned resources to meet evidenced need for specialist accommodation				

Resource Plan

Objective	Resource Bid	Details	Resource Bid
To reduce the need for Temporary Accommodation by preventing homelessness	Rapid Rehousing Coordinator	Co-Ordinator post to facilitate the successful implementation of Rapid rehousing and co-ordinate the the HSPC resource group. 1 FTE @ £58k	Year 1-5 - £58k per annum
	Rapid Rehousing support officer	Provide support to the rapid rehousing coordinator and support with analysis on prevention and early intervention opportunities FTE post at £40k (Gross Costs). 1 FTE @£30K	£30k per annum (Years 1-3)
To enable service users with no or low support needs to access settled housing quickly	N/A	The modelling work undertaken by Arneil Johnston indicates that by year 4 less dispersed units will be required. The plan assumes that with proactive management of dispersed units with RSLs delivering a 5% void rate, the units will reduce over time and net expenditure will also reduce.	Within existing resources.
To develop interim housing options which enable housing sustainment and independent living	Interim Accommodation: Development funding planning research	In year 1 the proposal is to design interim accommodation model in partnership with RSLs and the HSCP, in order to implement this successfully research will require to be undertaken in order to ensure that the model delivers the required outcomes and is cost effective.	£20k research budget
	Commission and develop phase 1 core element of interim accommodation (12 units) and phase 2 cluster element interim accommodation (8 units)	By exploring options around locally operating RSLs providing and managing properties, with the Housing Management element being met through rents (Housing Benefit) we anticipate an additional support resource being required.	Year 1 - £00k Year 2- £94k Year 3- £176k Year 4 - £130k Year 5- £124k

	Assessment, Support and accommodation-based staff training and registration with SSSC.	<p>Provide training and awareness raising to housing support workers to upskill and improve knowledge statutory service related knowledge (addictions, mental health, complex physical health services)</p> <p>Training allowance of £1,500 for 25 members of staff (casework, accommodation based and support staff)</p> <p>Costs are based on SVQ3 training costs of £1,500 per person.</p>	Year 2 - £37,500
Investigate a Housing First model which enables the most excluded service users to achieve housing sustainment and consider the long term future of the Inverclyde Centre	Implementing Housing First	To deliver Housing First to habitual repeaters/chaotic hostel users [24%] over the 5-year planning period.	Year 1 - £157k Year 2- £469k Year 3- £635k Year 4 - £723k Year 5- £579k

DRAFT

Report To: Environment and Regeneration Committee **Date:** 17 January 2019

Report By: Corporate Director Environment, Regeneration and Resources **Report No:** ENV006/19/RD

Contact Officer: Roisin Dillon **Contact No:** 01475 714214

Subject: Registration of Private Landlords – Progress Update

1.0 PURPOSE

1.1 The purpose of this report is to update the Committee on the progress to date in relation to the approval of private landlords and agents onto the Scottish Government Private Landlord Register. In addition to this to highlight the protocols put in place to refuse or remove landlords, or agents, from the Private Landlord Register; including on the grounds of not being a fit and proper person.

2.0 SUMMARY

2.1 The Antisocial Behaviour etc. (Scotland) Act 2004 (“the Act”) introduced the Private Landlord Registration Scheme to Scotland. The scheme has operated since 2006. The scheme places a legal responsibility on private residential landlords to register with those local authorities where they are actively renting housing to unrelated persons. Agents are also required to register with the Local Authority.

2.2 As of December 2018 within Inverclyde Local Authority there are the following number of registered Landlords and registered properties; Landlord Registrations – 3325, Registered Properties – 4620.

2.3 The majority of landlords and agents conduct themselves in a proper manner and thereby contribute to the Local Authority’s objective to support good quality housing and proper management in this key sector. However, a small number of landlords and agents continue to perform to an unacceptable standard in their compliance with housing legislation; as a result a number of processes have been put in place to manage these individuals into compliance, or to remove them from the register. To date a total of 5 Landlords have been subject to the process; three successfully, a further two will be dealt with formally through the removal of registration process.

2.4 The legislation specifies the considerations that the local authority must have regard to when considering applications, including the criteria for deciding if the landlord or agent is a “fit and proper” person. This criteria was approved by Committee in September 2013 has been reviewed and amended. Progress has been made since May 2017 and a management plan has been adopted to deal with those who are at risk of not meeting the “fit and proper person” test if they fail to improve their practices.

3.0 RECOMMENDATIONS

3.1 That Members note the contents of the report.

4.0 BACKGROUND

4.1 Part 8 of the Antisocial Behaviour etc. (Scotland) Act 2004 provides that, other than the limited exemptions contained in Section 83 of the Act, all landlords who are not a local authority or registered social landlord must register with the local authority. Failure to apply for registration is a criminal offence.

It should be noted that limited companies etc. where they are legal persons are treated in the same manner as individuals.

4.2 Section 84 of the Act provides that the local authority shall register a landlord or agent where the appropriate information has been submitted, the appropriate fee paid and where it is satisfied that the relevant person is a “fit and proper person” to act as a landlord or agent.

When considering whether someone is a fit and proper person, Section 85 of the Act provides that the local authority shall have regard (among other things) to any material specified in Section 85 subsections (2) to (4) of the Act viz. –

“(2) Material falls within this subsection if it shows that the relevant person or, as the case may be, the person has–

(a) committed any offence involving–

(i) fraud or other dishonesty;

(ia) firearms (within the meaning of section 57(1) of the Firearms Act 1968;

(ii) violence; or

(iii) drugs;

(aa) committed a sexual offence (within the meaning of section 210A(10) of the Criminal Procedure (Scotland) Act 1995;

(b) practised unlawful discrimination in, or in connection with, the carrying on of any business; or

(c) contravened any provision of–

(zi) any Letting Code issued under section 92A;

(i) the law relating to housing; or

(ii) Landlord and tenant law.

4.3 A process (Appendix 1) and suite of letters have been agreed. This will be the standard approach taken in circumstances where an unregistered landlord has come to our attention, or where the registration has lapsed. Work will commence in early 2019, subject to resources, to identify those who have never registered or whose registration has lapsed and bring them into compliance.

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

The process and suite of letters have been developed in consultation with the Head of Legal & Property Services

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

Good quality housing in a mixture of tenures contributes to the attractiveness of the area to both current residents and prospective future residents.

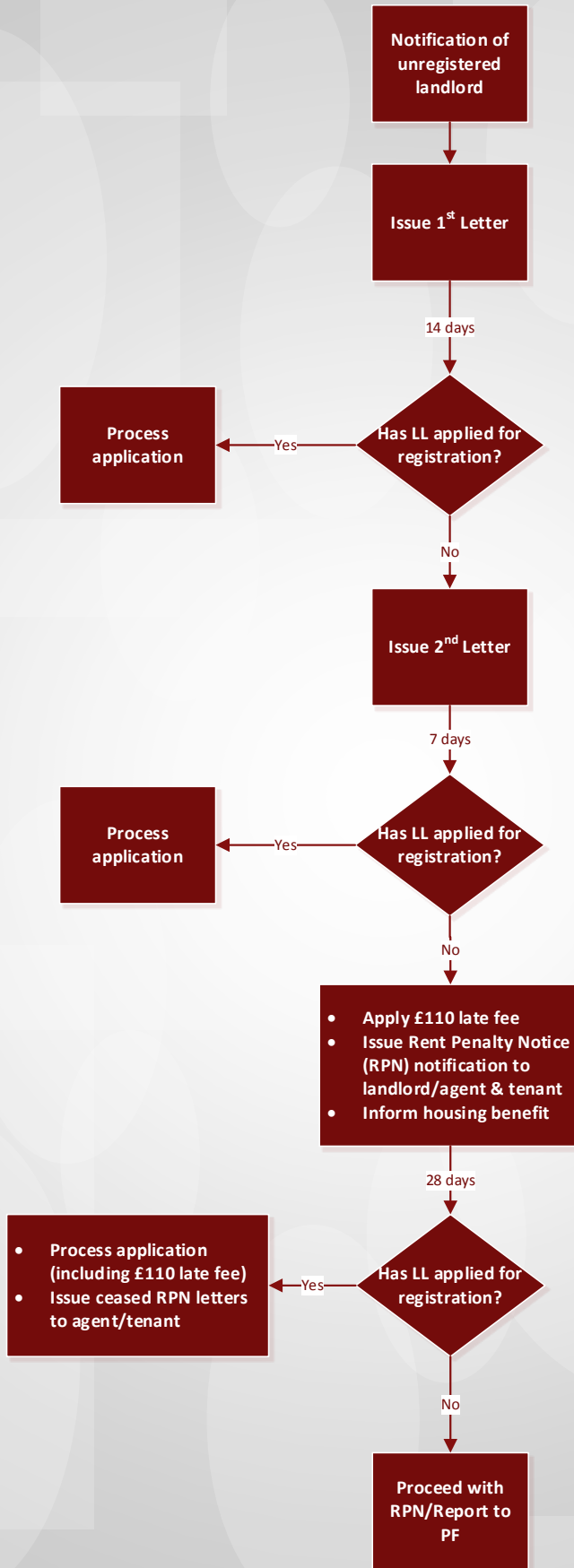
6.0 CONSULTATIONS

6.1 N/A.

7.0 BACKGROUND PAPERS

7.1 EDUCOM/25/17/DH

Appendix 1 Landlord Registration – Unregistered/ Lapsed Landlord Process



Report To:	Environment and Regeneration Committee	Date:	17 January 2019
Report By:	The Corporate Director, Environment, Regeneration and Resources	Report No:	ENV/009/19/SA
Contact Officer:	Scott Allan	Contact No:	01475 712 762
Subject:	Riverside Inverclyde's Waterfront Land Holdings		

1.0 PURPOSE

- 1.1 The purpose of this report is to advise the Committee of the extent of Riverside Inverclyde's waterfront land holdings and the background thereto, all in terms of the Committee's remit to the Corporate Director, Environment, Regeneration and Resources, from the 25 October 2018 meeting of the Committee.

2.0 SUMMARY

- 2.1 At the 25 October 2018 meeting of the Committee, it was remitted to the Corporate Director, Environment, Regeneration and Resources to bring a report to this meeting of the Committee on Riverside Inverclyde's waterfront land holdings and the background thereto.
- 2.2 The details of Riverside Inverclyde's waterfront land holdings are set out in the Property List in Appendix 1 and the Plans in Appendices 1A to 1D and in the body of this report. This list includes property owned by Riverside Inverclyde and Riverside Inverclyde (Property Holdings) Limited and property owned by the James Watt Dock LLP.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that the Committee notes the position in relation to Riverside Inverclyde's waterfront land holdings as set out in this report.

Scott Allan
Corporate Director
Environment, Regeneration and Resources

4.0 BACKGROUND

- 4.1 As the Committee will be aware, Riverside Inverclyde (RI), was established around 2006 as a local urban regeneration company. In addition to the main company, a subsidiary property holdings company exists, Riverside Inverclyde (Property Holdings) Limited (RIPH). The ownerships of both organisations are considered in terms of this report. RI is a partner in the James Watt Dock LLP, and therefore the ownerships of the LLP have also been included in this report.
- 4.2 The various waterfront ownerships identified are listed in at Appendix 1 together with details for each interest of the consideration paid and the date of entry. Additional background details are set forth below.
- 4.3 The subjects at the Customs House building (Item 1 at Appendix 1) and the subjects at James Watt Dock (Items 3 and 4 at Appendix 1) were not acquisitions from the Council, and accordingly, whilst there may have been updates provided to the Committee in terms of the RI update reports, these are not transactions where the Council will have had a direct involvement in the background or negotiations.
- 4.4 The subjects at East India Harbour (Item 2 at Appendix 1) have been leased by RIPH to Peel Land and Property (Greenock Harbours) Limited. The lease runs for 125 years from 30 June 2008, the rent payable being £1 per annum and the premium paid being at commencement of the lease being £1.
- 4.5 The East India Harbour transfer was pursuant to a joint development project between RI and Clydeport of which the Committee is aware, to bring forward a mixed use development of the East India and Victoria Harbours. This RI regeneration project has been reported on to this Committee and to the Regeneration Committee on a number of previous occasions.
- 4.6 The area shown outlined and cross hatched in blue at Appendix 1B is was released both from the Peel lease and the RIPH title. As the Committee will be aware this is the site developed for the Beacon.

5.0 IMPLICATIONS

Finance

- 5.1 None from this report.

Legal

- 5.2 The ownership positions identified in terms of this report are accurate as at the date of the title checks, being 7/ December 2018.

Human Resources

- 5.3 None from this report.

Equalities

- 5.4 None from this report.

Repopulation

- 5.5 None from this report.

6.0 CONSULTATIONS

- 6.1 The Head of Legal and Property Services has been consulted on the terms of this report.

7.0 LIST OF BACKGROUND PAPERS



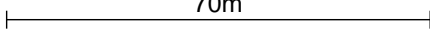
7.1 None.

Appendix 1 – Property List.

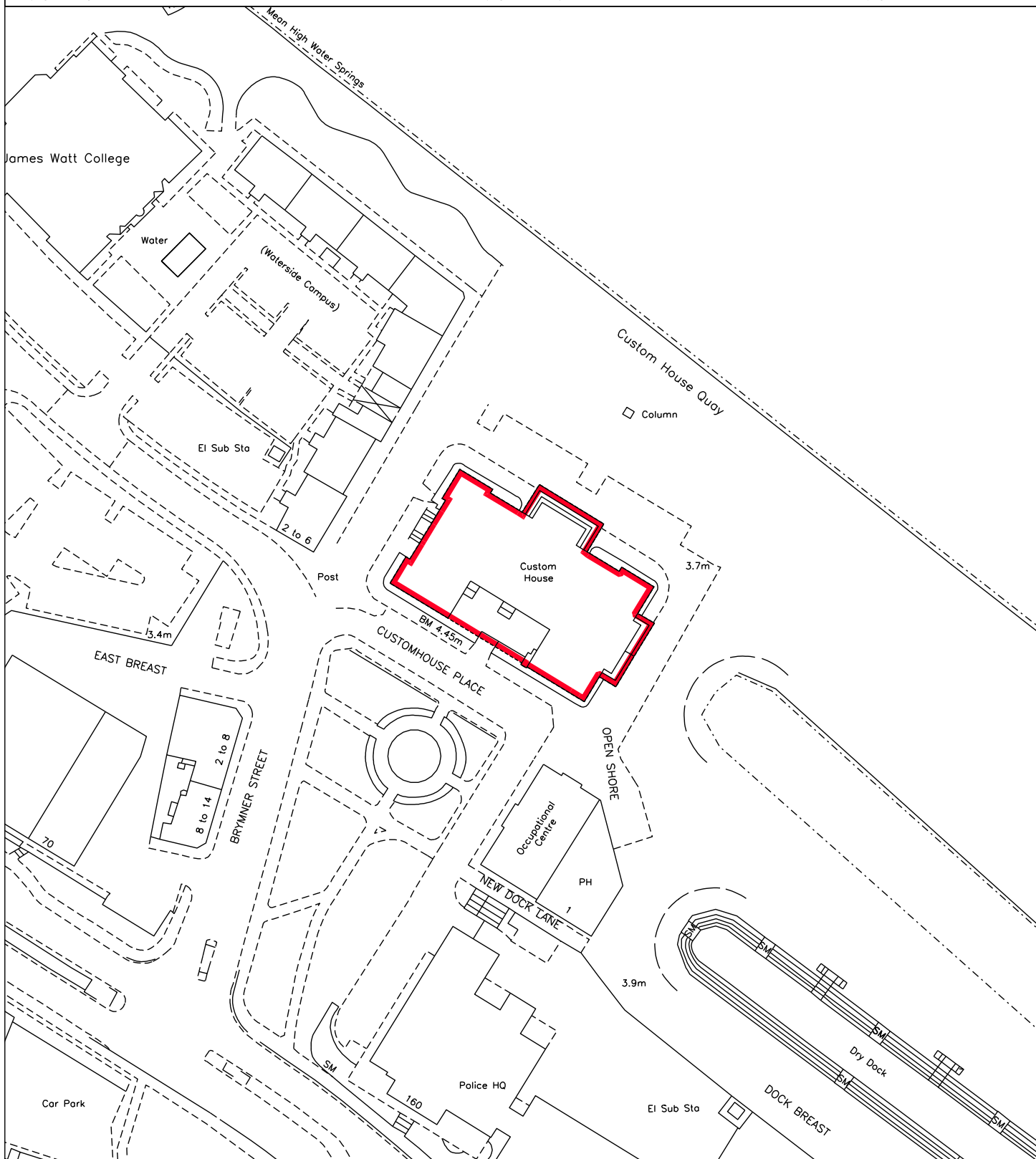
Waterfront land holdings of Riverside Inverclyde (RI) and Riverside Inverclyde (Property Holdings) Limited (RIPH)

Item	Property	Plan	Title Number	Owner	Price or Consideration	Date of Entry
1	Customs House – Property shown outlined in red on the plan. RIPH have the tenants interest in a 175 lease, running till 2176.	Appendix 1A	REN105507	RIPH	£110,000.00	25/1/2011
2	East India Harbour – Property shown outlined in red on the plan, but under exception of the property outlined and cross hatched blue. The whole of this title has been leased to Peel Land and Property (Greenock Harbours) Limited - see paragraph 4.4 for lease details.	Appendix 1B	REN18765	RIPH	£1	26/3/2008
3	James Watt Dock – Property shown outlined in red on the plan. This property is owned by James Watt Dock LLP (JWD), and the partners of the LLP are RIPH and Peel Land and Property (James Watt Dock) Limited.	Appendix 1C	REN126673	JWD	3 parts: 2 implement of agreement, last voluntary registration.	3 parts: 3/12/2008, 11/11/2010, last registered 28/2/13
4	Land NE of East Hamilton Street (within James Watt Dock Site) – Property shown outlined in red on plan. RIPH own ½ share and Peel Property (Partnerships) Limited (PPPL) own remaining ½ share.	Appendix 1D	REN121315	RIPH & PPPL	£471,000 + VAT of £71,250 (for RIPH's ½ share)	27/3/2008

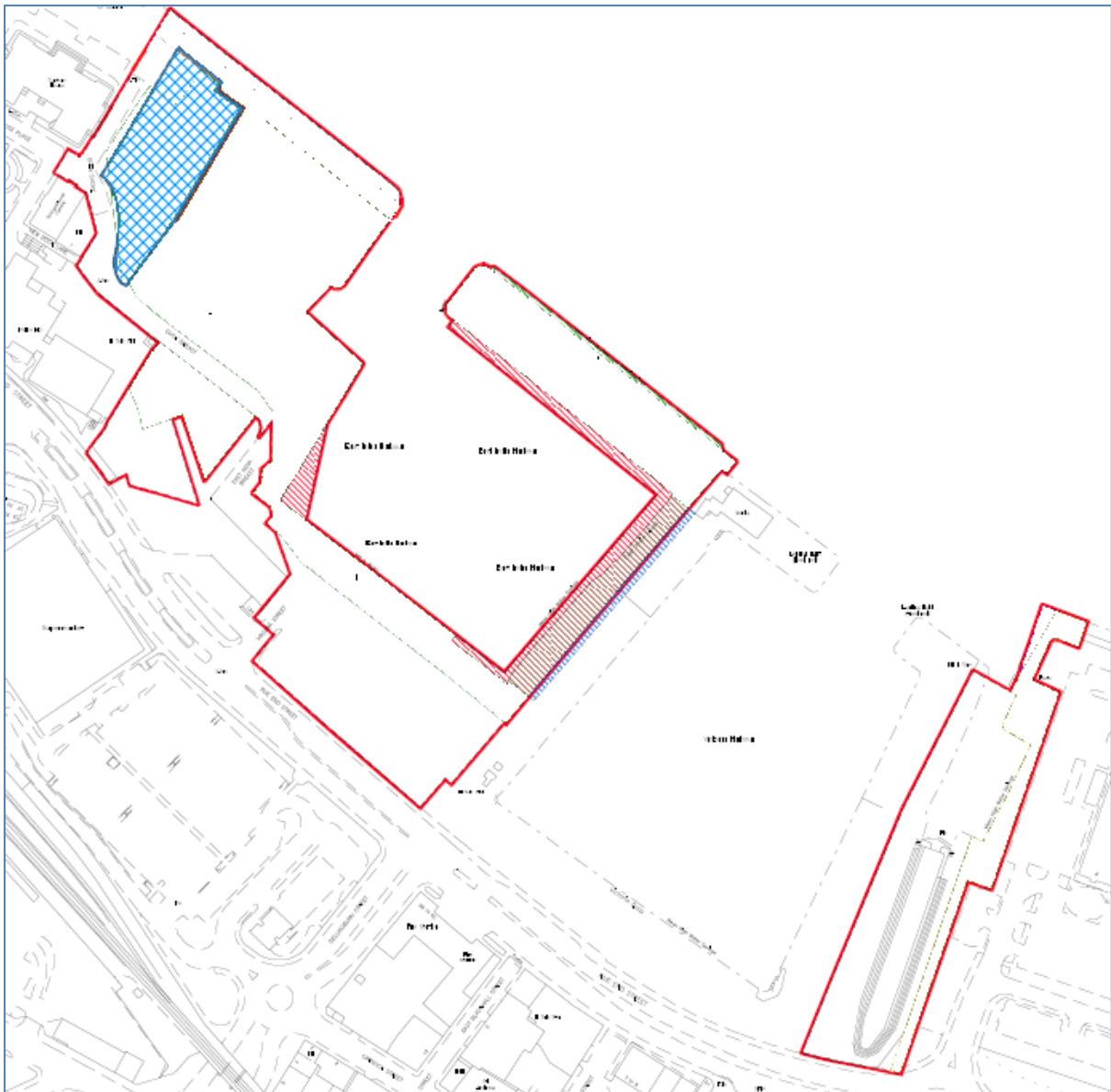
APPENDIX 1A

 LAND REGISTER OF SCOTLAND	Officer's ID / Date	TITLE NUMBER
	5273 17/2/2011	REN105507
	ORDNANCE SURVEY NATIONAL GRID REFERENCE	70m 
	NS2876SW	Survey Scale 1/1250

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Appendix 1B



PLAN NOT TO SCALE.



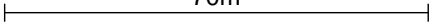
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LAND REGISTER OF SCOTLAND	Officer's ID / Date	TITLE NUMBER
	2719 28/10/2014	REN126673
	ORDNANCE SURVEY NATIONAL GRID REFERENCE	70m
	NS28715SE NS28715SW NS28716E NS28715W	Survey Scale
		1:1250

SEE SUPPLEMENTARY PLAN(S)



APPENDIX 1D

 LAND REGISTER OF SCOTLAND	Officer's ID / Date	TITLE NUMBER
	3922 22/1/2013	REN121315
	ORDNANCE SURVEY NATIONAL GRID REFERENCE	70m 
	NS2975SW NS2975SE NS3075SW NS2975NW	Survey Scale 1/1250

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SEE SUPPLEMENTARY PLAN(S)

The boundaries shown by dotted lines have been plotted from the deeds. Physical boundaries will be indicated after their delineation on the Ordnance Map.

