

**A meeting of the Environment & Regeneration Committee will be held on Thursday 7 March 2019 at 3pm within the Municipal Buildings, Greenock.**

GERARD MALONE  
Head of Legal and Property Services

**BUSINESS**

**\*\* Copy to follow**

1.	<b>Apologies, Substitutions and Declarations of Interest</b>	
<b>PERFORMANCE MANAGEMENT</b>		
2.	<b>Environment &amp; Regeneration Revenue Budget 2018/19 – Period 9 to 31 December 2018</b> Report by Chief Financial Officer and Corporate Director Environment, Regeneration & Resources	<b>p</b>
3.	<b>Environment &amp; Regeneration Capital Programme 2018/19 to 2020/21 – Progress</b> Report by Chief Financial Officer and Corporate Director Environment, Regeneration & Resources	<b>p</b>
<b>NEW BUSINESS</b>		
4.	<b>Riverside Inverclyde – Project Update</b> Report by Corporate Director Environment, Regeneration & Resources	<b>p</b>
5.	<b>Deposit Guarantee Scheme</b> Report by Corporate Director Environment, Regeneration & Resources	<b>p</b>
6.	<b>Withdrawal from the European Union</b> Report by Corporate Director Environment, Regeneration & Resources	<b>p</b>
7.	<b>Street Naming of New Development at Auchneagh Road and Unnamed Road at the Harbours, both Greenock</b> Report by Corporate Director Environment, Regeneration & Resources	<b>p</b>
8.	<b>Joint Collaboration with West Dunbartonshire Council, Strategic Leadership Update</b> Report by Corporate Director Environment, Regeneration & Resources	<b>p</b>

9.	<b>RAMP Programme – Performance of Microasphalt</b> Report by Corporate Director Environment, Regeneration & Resources	p
10.	<b>Roads &amp; Transportation – Proposed RAMP/Capital Programme for 2019/20</b> Report by Corporate Director Environment, Regeneration & Resources	p
11.	<b>Proposed Traffic Regulation Order – Disabled Persons’ Parking Places (On-Street) Order No. 4 2018</b> Report by Corporate Director Environment, Regeneration & Resources	p
12.	<b>Proposed Traffic Regulation Order – Disabled Persons’ Parking Places (On-Street) Order No. 1 2019</b> Report by Corporate Director Environment, Regeneration & Resources	p
13.	<b>Proposed Traffic Calming Measures – Dunlop Street, Greenock</b> Report by Corporate Director Environment, Regeneration & Resources	p
14.	<b>Proposed Traffic Calming Measures and Road Humps – Lyle Road, Greenock</b> Report by Corporate Director Environment, Regeneration & Resources	p
15.	<b>Kilmacolm Parking Study</b> Report by Corporate Director Environment, Regeneration & Resources	p
16.	<b>Glasgow City Deal – Inverkip (Scottish Power/Transport Scotland)</b> Report by Corporate Director Environment, Regeneration & Resources	p
17. **	<b>Review of Riverside Inverclyde</b> Report by Corporate Director Environment, Regeneration & Resources	
<p><b>The documentation relative to the following items has been treated as exempt information in terms of the Local Government (Scotland) Act 1973 as amended, the nature of the exempt information being that set out in the paragraphs of Part I of Schedule 7(A) of the Act whose numbers are set out opposite the heading to each item.</b></p>		
18.	<b>Materials Recycling Facility – Outcome of Haulage and Sort Tender</b> Report by Corporate Director Environment, Regeneration & Resources on the outcome of the tender for the haulage and sorting of dry mixed recyclate from the Council’s Materials Recycling Facility	p  Paras 6 & 8
19.	<b>Clune Park Regeneration Plan Progress Report: Update on Current Actions</b> Report by Head of Environmental & Public Protection providing an update on the current actions to implement the Council’s decisions on the Clune Park Estate	p  Paras 6, 9, 12 & 13
20.	<b>Lease of Premises – Inverkip Street, Greenock</b> Report by Corporate Director Environment, Regeneration & Resources on the lease of premises at Inverkip Street, Greenock	p  Paras 2, 6 & 9

21.	<b>Assignment of Lease – Dubbs Road, Port Glasgow</b> <b>Variation of Current Use – Dubbs Road, Port Glasgow</b> Report by Corporate Director Environment, Regeneration & Resources seeking approval for the assignment of a lease and variation of the current use in relation to premises at Dubbs Road, Port Glasgow	<b>Paras 2, 6 &amp; 9</b>	<b>p</b>
22.	<b>Commercial and Industrial Portfolio Information – Scheme of Delegation Register</b> Report by Corporate Director Environment, Regeneration & Resources providing information on the Council’s commercial and industrial portfolio	<b>Paras 2, 6 &amp; 9</b>	<b>p</b>
23.	<b>Shore Street, Gourock: Affordable Housing Site</b> Report by Head of Legal & Property Services on the status of the site proposed for affordable housing at Shore Street, Gourock and recommending an option for progress	<b>Paras 2, 6 &amp; 9</b>	<b>p</b>
24.	<b>Upper Kirn Drive, Gourock – Development Proposal</b> Report by Head of Legal & Property Services on the ongoing negotiations relative to the prospective disposal of Council-owned land at Upper Kirn Drive, Gourock	<b>Paras 2, 6 &amp; 9</b>	<b>p</b>
25.	<b>King George VI Building - 9-11 King Street, Port Glasgow</b> Report by Corporate Director Environment, Regeneration & Resources on proposals relating to the King George VI Building	<b>Paras 2, 6 &amp; 9</b>	<b>p</b>
26.	<b>Property Asset Management Report</b> Report by Corporate Director Environment, Regeneration & Resources making recommendations in respect of a number of property assets	<b>Paras 2, 6 &amp; 9</b>	<b>p</b>

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

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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>7 March 2019</b>
<b>Report By:</b>	<b>Chief Financial Officer and Corporate Director Environment, Regeneration and Resources</b>	<b>Report No:</b>	<b>FIN/26/19/AP/MMcC</b>
<b>Contact Officer:</b>	<b>Mary McCabe</b>	<b>Contact No:</b>	<b>01475 712222</b>
<b>Subject:</b>	<b>Environment and Regeneration 2018/19 Revenue Budget – Period 9 (31 December 2018)</b>		

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## 1.0 PURPOSE

- 1.1 To advise the Committee of the 2018/19 Revenue Budget position at Period 9 to 31 December 2018.

## 2.0 SUMMARY

- 2.1 The revised 2018/19 budget for Environment and Regeneration is £22,533,000 which excludes Earmarked Reserves.
- 2.2 The latest projection, excluding Earmarked Reserves, is an underspend of £205,000, a reduction in projected spend of £193,000 since the last Committee.
- 2.3 The major variances projected at Period 9 are:
- i. An over recovery of Planning Development Control income of £165,000, as previously reported.
  - 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 budgets associated with the Recycling contract of £130,000, mainly due to additional costs associated with Greenlight going into administration.
  - iv. An underspend in Roads Client lighting maintenance of £60,000, not previously reported. This is due to a drop in maintenance costs resulting from capital investment in street lighting and the budget will be subject to a permanent reduction of £30,000 from 2019/20.
  - v. Income from the Scottish Government relating to the administration of the Home Energy Efficiency Programme for Scotland (HEEPS) of £53,000. This will in part be recurring income and a permanent income budget of £20,000 will be introduced from 2019/20 as part of the budget process.
  - vi. A projected over recovery in Parking fine income of £55,000. This is partially offset by a projected shortfall in carpark fees and charges income of £25,000.
  - vii. Additional turnover savings (not offset by expenditure or income) across the Committee of £247,000. Over £100,000 of these savings are the early achievement of 2019/20 savings.
- 2.4 Operational Earmarked Reserves for 2018/19 total £3,955,000 of which £1,151,000 is projected to be spent in the current financial year. As detailed in Appendix 4 expenditure of £583,000 (51% of projected spend or 57% of phased budget) has been incurred to Period 9.

2.5 There is an Empty Homes Officer post employed within Housing on the basis of a shared service between River Clyde Homes (RCH) and the Council. The post was due to end in May 2019 but RCH have agreed to extend the post and continue funding 50% until May 2020. The Council funding would continue to come from the Long Term Empty Homes funding.

### **3.0 RECOMMENDATIONS**

- 3.1 It is recommended that the Committee notes the current projected underspend for 2018/19 of £205,000 as at 31 December 2018.
- 3.2 It is recommended that the Committee approves the continued use of the Long Term Empty Homes budget within Housing to fund 50% of the Empty Homes Officer in partnership with RCH.

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 £22,533,000. This is an increase of £227,000 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 £205,000 (0.85%).

### 5.2 Regeneration & Planning - £180,000 underspend

The current projected out-turn for Regeneration & Planning is an underspend of £180,000, a reduction in net projected spend of £17,000 since Period 7.

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

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

#### (a) Employee Costs

There is a projected overspend of £9,000 in employee costs, £46,000 less spend than was previously reported, mainly due to:

- i. A seconded post within Economic Development funded from Scottish Government income of £60,000.
- ii. Net overachievement of turnover savings across the Service of £51,000.

#### (b) Supplies & Services

Within Building Services there are projected overspends on direct purchases and subcontractors of £70,000 and £60,000 respectively, due to the current workload. These overspends are offset by additional income. This is a movement of £30,000 in direct purchases since last report.

#### (c) Payments to Other Bodies

There is a projected overspend of £199,000, £26,000 more spend than at Period 7. This is mainly due to:

- i. Spend on grant funded projects – Innovation & Integration and Smarter Choices, offset by additional income of £101,000 and £75,000 respectively, as previously reported.
- ii. An overspend on Planning Admin payments to other bodies of £20,000, £10,000 more spend than at the last Committee.

#### (d) Income

There is a net over recovery in income of £541,000, an increase in projected income of £27,000 from last report, made up as follows:

- i. An over recovery of £165,000 within Development Control, as previously reported. A further £69,000 of income is projected which will be earmarked through the smoothing reserve for use in future years.
- ii. Additional grant income of £176,000, offset by additional expenditure under Payments to Other Bodies, above, as previously reported.
- iii. Scottish Government income for a seconded employee of £60,000, offset by additional employee costs, per 5.2(a)(i) above.
- iv. An over recovery of Building Services income of £130,000, in line with increased supplies and services costs, as detailed above.

### 5.3 **Property Services - £8,000 overspend**

The current projected out-turn for Property Services is an overspend of £8,000, a reduction in expenditure of £32,000 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 underspend of £6,000 within property costs, a reduction in spend of £47,000 from the last Committee. This movement is mainly due to NDR credits within Surplus Property and Office Accommodation, received since the last Committee. There is a projected underspend of £20,000 in Office Accommodation electricity.

#### (b) Administration Costs

There is a projected overspend of £258,000, a reduction of £7,000 since Period 7. 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, as previously reported. 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 - £65,000 overspend**

The current projected out-turn for Environmental & Public Protection is an overspend of £65,000, a reduction in projected spend of £62,000 since the last Committee. It should be noted that this projection includes the additional costs associated with the Greenlight situation.

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 £191,000 in employee costs, a further reduction of £71,000 since the last Committee, mainly due to:

- i. Additional turnover savings within Management of £43,000 mainly due to the early achievement of a 2019/20 management restructure saving. This is a reduction in spend of £16,000 from Period 7. This underspend is partially offset by increased overtime costs of £25,000, £5,000 more than was previously reported.
- ii. Turnover savings within Refuse Collection of £39,000, an increase in costs of £8,000

from Period 7. There was an increase in costs of £18,000 due to the inclusion of two new employees employed as a result of changes to the recycling contract. These costs were previously included under Payments to Other Bodies. The underspend is more than offset by additional agency worker costs – see 6.4(e), 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 £38,000, £4,000 less spend than was previously reported.
- iv. A projected underspend in Ground Maintenance employee costs of £59,000, partly due to the non-filling of a vacant post which will be removed from 2019/20. This is a reduction in spend of £39,000 from last period, mainly due to delays in filling vacant and seasonal posts.
- v. Turnover savings within Street Cleaning of £37,000, a reduction in projected spend of £24,000 since last period.
- vi. Within Social Protection Team Wardens overtime there is a projected overspend of £20,000, which is offset by income from RCH.
- vii. Within Trading Standards, turnover savings of £31,000 due to non-filling of a vacant post, as previously reported.

(b) Property Costs

The CCTV Maintenance contract is currently projecting to outturn on budget. Line rental costs for 2018/19 have still to be finalised. An updated position will be reported to the Committee at Period 11.

(c) Supplies & Services

There is a projected overspend on supplies and services of £65,000, £5,000 less expenditure than last report. This is mainly due to a £40,000 overspend in Vehicle Maintenance materials, offset by additional non-routine maintenance income.

(d) Transportation & Plant

There is a projected overspend of £57,000, an increase in projected spend of £51,000, mainly due to:

- i. Overspend in external hires of £28,000, partly due to hire costs associated with the new recycling arrangements of £16,000. These costs were previously projected within Payments to Other Bodies.
- ii. Overspend on tyres of £25,000, partially offset by reduced non routine maintenance costs.

(e) Administration Costs

There is a projected overspend of £91,000, £15,000 more spend than was previously reported. This is mainly due to an overspend within Refuse Collection agency staff costs of £65,000, as explained at 6.4(a)(ii) above and previously reported.

(f) Payments to Other Bodies

There is a projected overspend of £41,000 in payments to other bodies, £28,000 less spend than previously reported. The main variances being as follows:

- i. A projected underspend in the food waste contract of £35,000, an increase in spend of £11,000 from last report.
- ii. A projected underspend on the residual waste contract of £25,000, a reduction in spend of £5,000 from the last Committee. As previously reported, 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 £37,000 within non contract waste disposal, £6,000 more spend than was reported at the last Committee.
- iv. A projected underspend in the Waste Strategy other expenditure budget of £26,000, as previously reported.
- v. A projected overspend of £70,000 on recycling and glass recycling. This is a reduction in spend of £51,000 from the last Committee as a result of projected costs being allocated to the correct subjective headings – employee and transport and plant costs.

(g) Income

There is a projected over recovery in income of £5,000, £39,000 more income than was reported at Period 7, 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, as previously reported. This under recovery is partially offset by reduced waste disposal costs.
- iii. A projected under recovery of Crematorium income of £20,000 due to a reduction in the number of cremations. This is an increase in projected income of £20,000 since the last Committee.
- iv. Projected income from RCH of £20,000 within Social Protection Team Wardens, offset by additional overtime costs, per 5.4(a)(vi).
- v. Projected income from the Scottish Government relating to the administration of the Home Energy Efficiency Programme for Scotland (HEEPS) of £53,000. For future years, as part of the budget process, an income budget of £20,000 will be created for this line which will effectively reduce the savings target required to square the overall budget.

**5.5 Roads - £98,000 underspend**

The current projected out-turn for Roads is an underspend of £98,000, a reduction in spend of £82,000 from Period 7.

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 £52,000 due to delays in filling vacant posts. This is a reduction in spend of £6,000 since last report.

(b) Supplies & Services

There is an underspend of £507,000 projected, £32,000 less spend than was reported at Period 7, mainly due to:

- i. An underspend on Roads Operations' materials of £565,000, which is offset by a reduction in income. This is in line with the current work programme and is £25,000 more spend than was previously reported.
- ii. Roads Client rechargeable spend of £132,000, offset by additional recharge income. This is an increase of £2,000 from the last Committee.
- iii. An underspend in the Roads Client payments to lighting contractor line of £60,000, not previously reported. This is due to a drop in maintenance costs resulting from capital investment in street lighting. This budget is the subject of a permanent reduction of £30,000 from 2019/20, as agreed by the Policy and Resources Committee on 5 February 2019.

(c) Transportation & Plant

There is a projected underspend of £12,000, an increase in projected spend of £17,000 from the last Committee. This is mainly due to:

- i. An overspend on Roads Operations' non-routine vehicle maintenance of £22,000, £2,000 less spend than previously reported.
- ii. An underspend on external hires of £48,000, an increase in spend of £13,000 from the last report. This underspend is offset by a reduction in income.

(d) Administration Costs

There is a projected overspend of £34,000 due to a number of small variances, none of which are material.

(e) Income

Income is projected to be under recovered by £443,000, £72,000 more income than at Period 7, due mainly to the following:

- i. An under recovery of Roads Operations income of £613,000, offset by reduced costs and in line with the current work programme. This is an increase in income of £48,000 since the last Committee.
- ii. Increased Roads Client recharge income of £132,000, offset by increased costs under Supplies and Services.
- iii. A projected over recovery in Parking fine income of £55,000, £15,000 more income than at last the Committee. This is partially offset by a projected shortfall in carpark fees and charges income of £25,000, as 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 £1,489,000 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 57% of phased budget (51% 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 £205,000.

## **11.0 LIST OF BACKGROUND PAPERS**

11.1 There are no background papers relating to this report.

**Environment & Regeneration Budget Movement - 2018/19****PERIOD 9: 1st April 2018- 31st December 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	60	19		(617)	3,178
Property Services	3,298	21	28		(591)	2,756
Environmental & Public Protection	12,765	43	(6)	12	(281)	12,533
Roads	3,867	48	(3)	5		3,917
Corporate Director	149					149
<b>Totals</b>	<b>23,795</b>	<b>172</b>	<b>38</b>	<b>17</b>	<b>(1,489)</b>	<b>22,533</b>

**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
Electricity inflation	24
Gas inflation	10
Roads Lighting electrical power inflation	46
Residual Waste contract inflation	43
	<u>172</u>

Virements

Virement to realign Turnover Savings budgets - Councilwide	55
Virement from Property Services to Legal Services - employee costs admin restructure	(17)
	<u>38</u>

Supplementary Budgets

NDR budget for Dalrymple St Car Park	5
Additional budget for Ground Maintenance costs associated with Rankin Park	12
	<u>17</u>
	<u>227</u>

**ENVIRONMENT AND REGENERATION COMMITTEE****REVENUE BUDGET MONITORING REPORT****PERIOD 9: 1st April 2018- 31st December 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	14,967	14,736	(231)	(1.54)%
Property Costs	5,315	5,448	5,454	6	0.11%
Supplies & Services	4,841	4,886	4,582	(304)	(6.22)%
Transport Costs	2,294	2,295	2,343	48	2.09%
Administration Costs	554	553	943	390	70.49%
Payments to Other Bodies	9,508	9,571	9,837	266	2.78%
Other Expenditure	699	699	683	(16)	(2.29)%
Income	(14,506)	(14,397)	(14,761)	(364)	2.53%
<b>TOTAL NET EXPENDITURE</b>	<b>23,795</b>	<b>24,022</b>	<b>23,817</b>	<b>(205)</b>	<b>(0.85)%</b>
Transfer to Earmarked Reserves *	0	(1,489)	(1,489)	0	0.00%
<b>TOTAL NET EXPENDITURE EXCLUDING EARMARKED RESERVES</b>	<b>23,795</b>	<b>22,533</b>	<b>22,328</b>	<b>(205)</b>	<b>(0.91)%</b>

Objective Heading	Approved Budget 2018/19 £000	Revised Budget 2018/19 £000	Projected Out-turn 2018/19 £000	Projected Over/(Under) Spend	Percentage Variance %
Regeneration & Planning	3,716	3,795	3,615	(180)	(4.74)%
Property Services	3,298	3,347	3,355	8	0.24%
Environmental & Public Protection	12,765	12,814	12,879	65	0.51%
Roads	3,867	3,917	3,819	(98)	(2.50)%
Corporate Director	149	149	149	0	0.00%
<b>TOTAL NET EXPENDITURE</b>	<b>23,795</b>	<b>24,022</b>	<b>23,817</b>	<b>(205)</b>	<b>(0.85)%</b>
Transfer to Earmarked Reserves *	0	(1,489)	(1,489)	0	0.00%
<b>TOTAL NET EXPENDITURE EXCLUDING EARMARKED RESERVES</b>	<b>23,795</b>	<b>22,533</b>	<b>22,328</b>	<b>(205)</b>	<b>(0.91)%</b>

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

**ENVIRONMENT AND REGENERATION COMMITTEE****REVENUE BUDGET MONITORING REPORT****MATERIAL VARIANCES****PERIOD 9: 1st April 2018- 31st December 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-Dec-18</u> <u>£000</u>	<u>Projection</u> <u>2018/19</u> <u>£000</u>	<u>(Under)/Over</u> <u>Budget</u> <u>£000</u>	<u>Percentage</u> <u>Variance</u> <u>%</u>
	<b>REGENERATION &amp; PLANNING</b>							
459	Economic Development Admin	Employee Costs	439	308	337	473	34	7.74%
823	Building Services	Employee Costs	831	583	571	810	(21)	(2.53)%
230	Building Control	Employee Costs	245	172	140	211	(34)	(13.88)%
334	Development Control	Employee Costs	323	227	232	343	20	6.19%
							<b>(1)</b>	
288	Building Services - Direct Purchases	Supplies and Services	164	123	195	234	70	42.68%
151	Building Services - Subcontractors	Supplies and Services	220	165	235	280	60	27.27%
							<b>130</b>	
0	Employability - Innovation & Integration grant expenditure	PTOB	0	0	17	101	101	
141	Planning PTOB	PTOB	115	67	114	135	20	17.39%
75	Economic Development - Smarter Choices	PTOB	0	0	34	75	75	
							<b>196</b>	
0	Employability - Innovation & Integration grant income	Income	0	0	0	(101)	(101)	
(34)	Economic Development Admin	Income	0	0	(40)	(60)	(60)	
(75)	Economic Development - Smarter Choices	Income	0	0	0	(75)	(75)	
(378)	Development Control	Income	(266)	(200)	(395)	(431)	(165)	62.03%
(9)	Building Services - Recharge Int Clients	Income	(145)	(109)	(15)	(98)	47	(32.41)%
(660)	Building Services - Work Won in Tender	Income	(603)	(452)	(330)	(780)	(177)	29.35%
							<b>(531)</b>	
	<b>PROPERTY SERVICES</b>							
201	Office Accommodation - Electricity	Property Costs	220	165	108	200	(20)	(9.09)%
							<b>(20)</b>	
251	Technical Services - Agency Staff	Administration	0	0	203	260	260	
							<b>260</b>	
(1,066)	Technical Services - Recharges to Capital	Income	(758)	(569)	0	(1,018)	(260)	34.30%
							<b>(260)</b>	

**ENVIRONMENT AND REGENERATION COMMITTEE****REVENUE BUDGET MONITORING REPORT****MATERIAL VARIANCES****PERIOD 9: 1st April 2018- 31st December 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-Dec-18</u> <u>£000</u>	<u>Projection</u> <u>2018/19</u> <u>£000</u>	<u>(Under)/Over</u> <u>Budget</u> <u>£000</u>	<u>Percentage</u> <u>Variance</u> <u>%</u>
	<b>ENVIRONMENTAL &amp; PUBLIC PROTECTION</b>							
171	Public Protection - Trading Standards	Employee Costs	119	84	66	88	(31)	(26.05)%
0	Public Protection - Social Protection/ Wardens - Overtime	Employee Costs	0	0	19	20	20	
110	Management	Employee Costs	84	59	77	109	25	29.76%
2,545	Management - Turnover	Employee Costs	2,243	1,573	1,529	2,200	(43)	(1.92)%
1,545	Grounds Maintenance	Employee Costs	1,590	1,115	1,016	1,531	(59)	(3.71)%
812	Vehicle Maintenance	Employee Costs	845	593	536	807	(38)	(4.50)%
1,299	Street Cleaning	Employee Costs	1,119	785	876	1,082	(37)	(3.31)%
1,493	Refuse Collection	Employee Costs	1,424	999	905	1,385	(39)	(2.74)%
							<b>(202)</b>	
321	Vehicle Maintenance - Materials & Subcontractors	Supplies and Services	272	204	229	312	40	14.71%
							<b>40</b>	
18	Service-wide - Purchase of Tyres	Transport & Plant	0	0	17	25	25	
							<b>25</b>	
62	Refuse Collection - Agency Staff	Administration	20	15	76	85	65	325.00%
							<b>65</b>	
88	Waste Strategy - Food Waste	PTOB	96	67	40	61	(35)	(36.46)%
37	Waste Strategy - Other Expenditure	PTOB	67	50	31	41	(26)	(38.81)%
2,786	Refuse Transfer - Residual Waste	PTOB	2,917	2,188	2,014	2,892	(25)	(0.86)%
74	Refuse Transfer - Non contract Waste	PTOB	48	36	64	85	37	77.08%
172	Waste Strategy - Payments to Greenlight	PTOB	204	153	66	274	70	34.31%
							<b>21</b>	
(392)	Vehicle Maintenance - Non-routine Materials income	Income	(252)	(189)	(223)	(292)	(40)	15.87%
(659)	Refuse Collection - Trade Waste	Income	(803)	(562)	(543)	(707)	96	(11.96)%
(637)	Crematorium - Cremations Income	Income	(676)	(453)	(419)	(656)	20	(2.96)%
0	Public Protection - HEEPS	Income	0	0	(53)	(53)	(53)	
0	Public Protection - Social Protection/ Wardens	Income	0	0	0	(20)	(20)	
							<b>3</b>	

ENVIRONMENT AND REGENERATION COMMITTEEREVENUE BUDGET MONITORING REPORTMATERIAL VARIANCESPERIOD 9: 1st April 2018- 31st December 2018

<u>Out Turn 2017/18 £000</u>	<u>Budget Heading</u>	<u>Subjective Head</u>	<u>Budget 2018/19 £000</u>	<u>Proportion of Budget £000</u>	<u>Actual to 31-Dec-18 £000</u>	<u>Projection 2018/19 £000</u>	<u>(Under)/Over Budget £000</u>	<u>Percentage Variance %</u>
754	<b>ROADS</b> Roads Operations Unit	Employee Costs	740	519	459	688	(52)	(7.03)%
							<b>(52)</b>	
1,192	Roads Operations Unit - Materials	Supplies and Services	1,525	924	780	960	(565)	(37.05)%
66	Roads Client - Design Rechargeable	Supplies and Services	0	0	122	122	122	
323	Roads Client - Payments to Lighting Contractor	Supplies and Services	333	250	176	273	(60)	
							<b>(503)</b>	
89	Roads Operations - Non Routine Vehicle Maintenance	Transport & Plant	23	17	30	45	22	95.65%
268	Roads Operations - External Hires	Transport & Plant	305	198	198	257	(48)	(15.74)%
							<b>(26)</b>	
(950)	Roads Operations Unit - Recharges at Dayworks	Income	(770)	(460)	(419)	(822)	(52)	6.75%
(2,111)	Roads Operations Unit - Recharges Schedule of Rates	Income	(2,705)	(1,615)	(1,340)	(1,871)	834	(30.83)%
(98)	Roads Operations Unit - NCI	Income	(26)	(15)	(76)	(195)	(169)	650.00%
(66)	Roads Client - Design Rechargeable	Income	0	0	(122)	(122)	(122)	
(295)	Parking - PCN Income	Income	(231)	(173)	(195)	(286)	(55)	23.81%
(74)	Parking - Sales Fees and Charges	Income	(118)	(89)	(65)	(93)	25	(21.19)%
							<b>461</b>	
<b>Total Material Variances</b>							<b>(394)</b>	



**EARMARKED RESERVES POSITION STATEMENT**

**COMMITTEE: Environment & Regeneration**

<u>Project</u>	<u>Total Funding</u>	<u>Phased Budget To Period 9</u>	<u>Actual To Period 9</u>	<u>Projected Spend</u>	<u>Amount to be Earmarked for 2019/20 &amp; Beyond</u>	<u>Lead Officer Update</u>
	<u>2018/19</u>	<u>2018/19</u>	<u>2018/19</u>	<u>2018/19</u>		
	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	
Renewal of Clune Park Area	1,542	128	29	110	1,432	The projected expenditure in 2018/19 relates to Legal Fees and Professional fees.
Youth Employment	715	138	59	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	50	6	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	259	228	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	24	70	0	Start up grants and shopfront improvements. Expected to be spent in full in 18/19.
CEF Energy Audit	88	20	9	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 9</u>	<u>Actual To Period 9</u>	<u>Projected Spend</u>	<u>Amount to be Earmarked for 2019/20 &amp; Beyond</u>	<u>Lead Officer Update</u>
	<u>2018/19</u>	<u>2018/19</u>	<u>2018/19</u>	<u>2018/19</u>		
	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	
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	30	0	0	30	Work delivered via core budget, therefore proposed to write back this sum.
Refurbishment of Ashton Prom	50	50	24	50	0	Quotations have been returned and works being progressed.
Master Plan Gourrock Park	20	20	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.
<b>Total Category C to E</b>	<b>3,955</b>	<b>1,014</b>	<b>583</b>	<b>1,151</b>	<b>2,804</b>	

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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>17 March 2019</b>
<b>Report By:</b>	<b>Chief Financial Officer and Corporate Director Environment, Regeneration and Resources</b>	<b>Report No:</b>	<b>FIN/28/19/AP/CA</b>
<b>Contact Officer:</b>	<b>Carol Alderson</b>	<b>Contact No:</b>	<b>01475 712264</b>
<b>Subject:</b>	<b>Environment &amp; Regeneration Capital Programme 2018/19 to 2020/21 - Progress</b>		

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## 1.0 PURPOSE

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

## 2.0 SUMMARY

- 2.1 This report advises the Committee in respect of the progress and financial status of the projects within the Environment & Regeneration Capital Programme. The Environmental and Regeneration elements of the Committee's Capital Programme are presented in separate Appendices.
- 2.2 It can be seen from 9.2 that the projected spend is £90.602m, which means the total projected spend is on budget.
- 2.3 Expenditure at 31 December is 56.91% of 2018/19 projected spend, there is net slippage of £0.873m (6.00%). This is an increase in slippage of £0.611m (4.20%) from the net slippage reported to the last Committee and is mainly due to slippage in Flooding (£0.151m), Cremator Development (£0.200m), Sir Michael St Play Area (£0.090m), Carriageway Glazed Roof (£0.061m), Ivy House Replacement (£0.058m) and Statutory Duty Works (£0.052m) offset by acceleration within the Lady Octavia Recreation Centre Contribution (£0.045m) and Play Areas (£0.035m).
- 2.4 In the lead up to EU Withdrawal/Brexit there is evidence of contractors showing some caution in tender returns that may be connected to supply chains and labour market uncertainties.

## 3.0 RECOMMENDATIONS

- 3.1 That the Committee notes 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 notes 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 (7.3).

- 3.3 That the Committee notes the addition of projects to address re-roofing works at Inverclyde Centre for Independent Living and Mechanical & Electrical Upgrades at Boglestone Community Centre and also notes that further projects have been identified utilising the 2019/20 core property assets general provision as part of the on-going review and prioritisation of works based on property condition surveys
- 3.4 That the Committee notes the current City Deal progress detailed in 8.0 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 (Roads 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 core £2.154m and RAMP £4.030m.
- 5.2 **Carriageways:** All 12 major resurfacing schemes are complete. 8 of the 14 large patching schemes are complete. The remaining 6 are programmed to be completed by the end of March. Proprietary thin surfacing treatment is complete.
- 5.3 **Footways:** 15 of 20 footway schemes are now complete which includes the 9 reserve schemes. The remaining 5 footway schemes are programmed to be complete by the end of March. Two large patching footway schemes have also been completed.
- 5.4 **Street Lighting:** Work package 5 comprising the replacement of 3,500 lanterns, has been awarded and lantern erection has now commenced. The column replacement contract which comprises the renewal of 750 concrete/steel columns with new LED lanterns is ongoing and substantially complete.
- 5.5 **Structures:** Cardwell Road Rail Bridge waterproofing works have been postponed until late May. Tender documents for parapet works at Bogston ramp are being prepared. Scour Protection works 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.
- 5.8 **Cycling, Walking & Safer Streets:** The signalling of the junction at Drumfrochar Road and Cornhaddock Street is nearing completion.
- 5.9 **Traffic Safety Measures:** Ardgowan Street footway extension and crossing point have commenced. This year's priority locations for Traffic Calming Measures were programmed to start late January however some objections have been received which has delayed delivery of these projects.
- 5.10 **SPT:** Access improvement works at Princes Street, Port Glasgow are progressing on site. Access improvement 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 started in February. Gibshill Road junction improvements are currently being designed. Baker's Brae improvement works are progressing on site. Quality Bus Corridor schemes started in February, and work on A770 Lunderston Bay bus laybys has also commenced.

## 6.0 PROGRESS (Environment & Public Protection Major Projects)

- 6.1 **Vehicle Replacement Programme:** The Vehicle Replacement Programme budget for 2018/19 is £1.378m. £0.858m of assets have been delivered with a further £520k 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.
- 6.2 **Play Areas:** The tender for improvement works at the Sir Michael Street / Ann Street play area was issued 11 January 2019 and works will commence following the evaluation and award of bids.
- 6.3 **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, and is projected to spend £0.870m.
- 6.4 **Public Space CCTV:** The replacement Public Space CCTV system is now fully installed.

## 7.0 PROGRESS (Regeneration & Property Services Major Projects)

- 7.1 **Core Regeneration:** A separate update report on all current Riverside Inverclyde projects is being submitted to this Committee.
- 7.2 **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.
- 7.3 **Greenock Municipal Buildings**

**Window Replacement:** Phases 1, 2 and 4 are complete. Phase 3, dealing with the Wallace Place elevation commenced on site in January to complete by the end of March. Listed Building Consent for a further phase has been submitted addressing windows at lower ground level on the Wallace Place elevation with a view to progressing these in the new financial year.

**Carriageway Glazed Roof:** The Contractor has been appointed with Listed Building Consent (though the Design & Build Contractor) submitted and approved. Formal building warrant application has been submitted. Manufacture of trusses will commence upon receipt of building warrant approval.

**District Court Room Restoration:** Works commenced in March 2018 to originally complete in July 2018. 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 the end of March. The external works element involving the sandstone lintel has been delayed in connection with Historic Environment Scotland approval which has only recently been received with stone involving a 7 week delivery period. Completion of the external works is also now projected to be the end of March. As previously reported, 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 January 2019 Committee noted and approved the recommendation to progress a continuation of the general building fabric upgrade of the Greenock Municipal Buildings and the requirement to re-roof the Clyde Square elevation including associated chimney and high level window works. Detail design is progressing with

listed building consent application imminent.

7.4 **Greenock Cemetery Complex (Ivy House):** Formal planning and listed building consent is in place with building warrant application submitted. Tenders were returned significantly over budget requiring a re-design which is currently in progress. A revised listed building consent and warrant application will be required in due course.

7.5 **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 a formal legal acceptance issued in December 2018. Works are programmed to commence on site mid-February.

**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. Following the successful stage 1 application, a stage 2 application was submitted and this was reported to the special Environment & Regeneration Committee of 27 November. The outcome of this is still awaited.

7.6 **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** – detailed design complete with tender documents being prepared and planning application submitted addressing the temporary boiler plant required within the adjacent car park.

**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** – refer to the separate report also on the agenda for this Committee.

7.7 **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 has been returned from tender within budget. Scottish Power utility diversion work is programmed to commence in February with the balance of works prior to the end of the financial year.

7.8 **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 approval is in place with building warrant drawings currently being prepared. 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.

**Mechanical & Electrical Services Upgrade:** Technical Services have taken forward a targeted survey of the mechanical and electrical installations to inform a more detailed investment plan for the property which is currently in overall condition rating C (Poor). This has confirmed that the majority of the installations are approaching or past end of life and a phased programme of lifecycle replacement is now required. The Committee is requested to note the allocation of £100K from future years Core Property Services provision to address main

switchboard and electrical distribution replacement and partial upgrade of mechanical ventilation. It should also be noted that this work is proposed to be taken forward as part of the current Inverclyde Leisure investment in the facility as that work will not be able to proceed without core services infrastructure upgrade which will address compliance with current building standards.

- 7.9 **Clyde Square Piazza:** Works are currently progressing on site with anticipated completion by the end of March.
- 7.10 **Inverclyde Centre for Independent Living:** The Committee is requested to note the addition of a project to address re-roofing works at this property. The building includes a large area which deals with the sterilisation and storage of health care equipment. The existing roof is of asbestos cement panel construction which are life expired and in need of replacement. The Health and Social Care Partnership are also taking forward a separately funded project to address an upgrade of the store to address compliance with the published 'Infection Control Guidelines for Community Equipment and Wheelchair Services'. This work requires the store to be relocated for the duration of the upgrade works and provides an opportunity to address the required roofing work which would also require vacant possession therefore minimising disruption to the service. The allocation of £200,000 is being met from the Core Property Service General allocation.

#### 7.11 **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 structural co-ordination requirements and will be confirmed when agreed with the contractor.

**Greenock Municipal Buildings Town Hall Stair to Former Court Room:** A works order has been issued with site start anticipated in February subject to the delivery of the specified carpet.

- 7.12 **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.

#### 7.13 **Asset Management Plan – Depots:**

##### **Pottery Street Integrated Depot:**

**Vehicle Wash Installation:** Works commenced on site in July and were completed in November. The contractor and design team have investigated a water pressure issue affecting operation of the new facility and this will be resolved by the installation of an additional water tank programmed for installation in March.

**Fuel Installation:** Works commenced on site in July with power and fuel apparatus now installed. Commissioning is scheduled for mid-February. Upon completion, the existing fuel installation will be decommissioned. This is programmed for early March.

**Pottery Street Office & Depot Refurbishment:** Works involve partial demolition and refurbishment of existing offices and depot building. Works commenced on site in January to complete in April 2019. Demolition and downtakings works are now complete with internal structural alterations in progress.

**East Hamilton Street Car Parking:** Works involve the formation of additional parking spaces in the area of the former east Hamilton Street Offices including infrastructure for the planned expansion of the Council's electric vehicle fleet. Work commenced in January to complete by the end of the financial year.

**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. Design work is progressing with building warrant applied for.

## 8.0 PROGRESS – City Deal

- 8.1 **Greenock Ocean Terminal:** The planning application for the terminal building has been submitted and will be considered by the Planning Board in early 2019. The Harbour Revision Order for marine works was published at the beginning of October and has now been approved.
- 8.2 **Inverkip:** Ongoing discussions with Transport Scotland relating to the design solution has resulted in significant slippage. A separate report regarding the current position is elsewhere on the agenda.
- 8.3 **Inchgreen:** Following approval by the November Committee the Strategic Business case was submitted to the PMO with cabinet approving this on 12 February.

## 9.0 FINANCIAL IMPLICATIONS

### Finance

- 9.1 The figures below detail the position at 31 December 2018. Expenditure is £7.779m (56.91% of the 2018/19 projected spend).
- 9.2 The current budget is £90.602m. The current projection is £90.602m which means total projected spend is on budget.
- 9.3 Expenditure at 31 December is 55.09% of 2018/19 projected spend, there is net slippage of £0.873m (6.00%). This is an increase in slippage of £0.611m (4.20%) from the net slippage reported to the last Committee and is mainly due to slippage in Pottery Street (£0.371m), SPT (£0.350m), Flooding Strategy – Future Schemes (£0.451m), King George VI Refurbishment (£0.247m), Cremator Replacement (£0.200m), Boglestone Community Centre Roof (£0.190m) and Ivy House replacement (0.145m) offset by acceleration within the Bakers Brae Realignment (£0.204m), Enterprise Hub (£0.200m), Play Areas (£0.073m), Clune Park Regeneration (£0.320m), Scheme of Assistance (£0.144m), RAMP (£0.101m), Clyde Square Piazza Roof Membrane (£0.075m) and Regeneration of Town and Village Centres (£0.099m).
- 9.4 One off Costs

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

### Annually Recurring Costs/ (Savings)

9.5

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

## **10.0 CONSULTATION**

### **10.1 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.

### **10.2 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.

### **10.3 Equalities**

There are no equalities implications in this report.

### **10.4 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.

## **11.0 LIST OF BACKGROUND PAPERS**

### **11.1 None.**

## COMMITTEE: ENVIRONMENT &amp; 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 31/12/18	Est 2019/20	Est 2020/21	Future Years
	£000	£000	£000	£000	£000	£000	£000	£000
<b>Roads</b>								
<u>Core Programme</u>								
Traffic Measures	521	333	188	188	154	0	0	
Cycling, Walking & Safer Streets	108	0	108	108	23	0	0	
SPT	1,600	0	1,600	1,250	191	350	0	
Flooding Strategy - Greenock Central	2,216	1,843	373	373	195	0	0	
Flooding Strategy - Future Schemes	1,426	25	501	50	0	451	900	
Kirn Drive Passing Places	200	0	15	25	0	0	175	
Complete on Site	9	0	9	9	0	0	0	
<b>Roads - Core Total</b>	<b>6,080</b>	<b>2,201</b>	<b>2,794</b>	<b>2,003</b>	<b>563</b>	<b>801</b>	<b>1,075</b>	<b>0</b>
<u>Roads Asset Management Plan</u>								
Carriageways	23,572	17,198	2,234	1,782	1,313	1,400	3,192	
Footways	3,847	3,189	107	335	148	323	0	
Structures	2,032	1,020	355	203	60	309	500	
Lighting	5,356	3,483	1,316	1,225	578	648	0	
Other Assets	351	0	0	171	44	120	60	
Staff Costs	2,701	1,977	(83)	314	349	310	100	
<b>Roads Asset Management Plan Total</b>	<b>37,859</b>	<b>26,867</b>	<b>3,929</b>	<b>4,030</b>	<b>2,492</b>	<b>3,110</b>	<b>3,852</b>	<b>0</b>
<b>Roads Total</b>	<b>43,939</b>	<b>29,068</b>	<b>6,723</b>	<b>6,033</b>	<b>3,055</b>	<b>3,911</b>	<b>4,927</b>	<b>0</b>
<b>Environment &amp; Public Protection Services</b>								
Scheme of Assistance	3,225	0	726	870	518	742	1,613	
Clune Park Regeneration	1,000	0	0	320	127	0	680	
Public Space CCTV	201	0	201	201	0	0	0	
Cemetery Development	1,530	30	50	50	0	50	1,400	
Cremator Replacement	1,650	0	200	0	0	1,650	0	
Zero Waste Fund	489	329	40	40	34	60	60	
Vehicles Replacement Programme	16,931	11,842	1,378	1,378	858	1,400	2,311	
Sir Michael Street Play Area - Phase 2	261	169	92	2	0	90	0	
Various Other Play Areas	373	166	42	205	193	2	0	
Play Areas complete on Site	8	0	8	8	0	0	0	
Investment in Park Assets	127	127	0	0	0	0	0	
Park, Cemeteries & Open Spaces AMP	850	107	193	193	76	200	350	
<b>Environment &amp; Public Protection Services Total</b>	<b>26,645</b>	<b>12,770</b>	<b>2,930</b>	<b>3,267</b>	<b>1,806</b>	<b>4,194</b>	<b>6,414</b>	<b>0</b>
<b>Roads, Environment &amp; Public Protection Services Total</b>	<b>70,584</b>	<b>41,838</b>	<b>9,653</b>	<b>9,300</b>	<b>4,861</b>	<b>8,105</b>	<b>11,341</b>	<b>0</b>

## COMMITTEE: ENVIRONMENT &amp; 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 31st December 2018	Est 2019/20	Est 2020/21	Future Years
	£000	£000	£000	£000	£000	£000	£000	£000
<b>Regeneration and Planning</b>								
<u>Core Regeneration:</u>								
Port Glasgow Town Centre Regeneration	1,960	1,246	78	78	38	36	600	
Central Gourrock	150	130	20	20	0	0	0	
Bakers Brae Re-alignment	2,360	780	1,376	1,580	1,497	0	0	
Bakers Brae Re-alignment contribution from SPT grant	(500)	0	(500)	(500)	(495)	0	0	
Enterprise Hub	300	0	0	100	0	200	0	
Regeneration of Town & Village Centres	2,500	0	200	299	299	351	1,850	
<b>Core Regeneration Total</b>	<b>6,770</b>	<b>2,156</b>	<b>1,174</b>	<b>1,577</b>	<b>1,339</b>	<b>587</b>	<b>2,450</b>	<b>0</b>
<b>Regeneration Services Total</b>	<b>6,770</b>	<b>2,156</b>	<b>1,174</b>	<b>1,577</b>	<b>1,339</b>	<b>587</b>	<b>2,450</b>	<b>0</b>
<b>Property Assets</b>								
<u>Core Property Assets</u>								
General Provision	1,776	0	0	0	0	0	1,776	
Feasibility Studies	250	62	68	53	53	0	135	
Greenock Municipal Buildings Window Replacement	250	71	79	65	6	64	50	
Greenock Municipal Buildings Basement Storage	75	46	19	24	0	5	0	
Carriageway Glazed Roof	350	8	102	41	1	291	10	
District Court Room Restoration	465	19	396	396	291	50	0	
Greenock Cemetery - Ivy House Refurbishment	300	28	187	42	42	158	72	
King George VI Refurbishment	1,000	43	347	100	21	300	557	
Waterfront Leisure Centre Lifecycle Works	930	406	107	30	4	264	230	
Lady Octavia Recreation Centre/Bridgend Rd	296	0	215	278	238	18	0	
Lady Octavia Recreation Centre/Bridgend Rd Contribution from RAMP	(136)	0	(100)	(118)	0	(18)	0	
Boglestone Community Centre Car Park	85	35	15	40	32	10	0	
Boglestone Community Centre Roof	300	5	205	15	0	155	125	
Clyde Square Piazza - Roof Membrane	85	0	0	75	0	10	0	
Greenock Municipal Buildings - Clyde Square Re-roofing	1,020	0	0	25	0	790	205	
Inverclyde Center for Independent Living - Re-roofing	200	0	0	10	0	170	20	
Boglestone Community Centre - Mechanical & Electrical Services Upgrade	100	0	0	0	0	100	0	
<u>Minor Works</u>								
Farms	15	0	7	5	1	10	0	
Minor Demolitions	40	0	14	15	2	15	10	
Inverclyde Leisure Properties	200	0	22	75	48	50	75	
General Works	200	0	24	75	4	83	42	
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	20	15	
Lightning Protection	20	0	10	5	0	15	0	
Lifts	20	0	1	5	2	10	5	
Water	80	0	19	20	7	25	35	
Gas	25	0	9	15	7	5	5	
Asbestos	100	0	17	46	46	22	32	
Fire Risk	100	0	8	30	6	40	30	
DDA/Equality	250	0	111	126	126	44	80	
Capital Works on Former Tied Houses	600	104	51	87	87	9	50	350
Complete on Site Allocation	103	7	65	5	0	0	91	
<b>Core Property Assets Total</b>	<b>9,359</b>	<b>834</b>	<b>2,148</b>	<b>1,710</b>	<b>1,039</b>	<b>2,795</b>	<b>3,670</b>	<b>350</b>
<u>Asset Management Plan:</u>								
<u>Offices</u>								
AMP Offices Complete on site	22	0	0	22	0	0	0	
<u>Depots</u>								
Vehicle Wash Installation	361	40	251	321	321	0	0	
Fuel Installation	300	38	237	237	155	25	0	
Pottery Street Offices & Depot Refurbishment	934	13	771	400	36	321	200	
East Hamilton Street Parking	70	0	0	60	0	10	0	
Completion Works (Decommission Fuel Tanks / Weighbridge Portacabin / Road Repairs & Markings)	115	0	50	22	22	0	93	
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	0	0	0	78	
Kirn Drive Civic Amenity Site	360	70	80	10	0	230	50	
Materials Recycling Facility	1,250	994	56	6	6	10	240	
<b>Asset Management Plan Total</b>	<b>3,889</b>	<b>1,160</b>	<b>1,567</b>	<b>1,082</b>	<b>540</b>	<b>836</b>	<b>811</b>	<b>0</b>
<b>Property Assets Total</b>	<b>13,248</b>	<b>1,994</b>	<b>3,715</b>	<b>2,792</b>	<b>1,579</b>	<b>3,631</b>	<b>4,481</b>	<b>350</b>
<b>Regeneration Total</b>	<b>20,018</b>	<b>4,150</b>	<b>4,889</b>	<b>4,369</b>	<b>2,918</b>	<b>4,218</b>	<b>6,931</b>	<b>350</b>



**Report To:** Environment and Regeneration Committee      **Date:** 7 March 2019

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

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

**Subject:** Riverside Inverclyde - Project Update

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## **1.0 PURPOSE**

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

## **2.0 SUMMARY**

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

## **3.0 RECOMMENDATION**

3.1 It is recommended that the Committee:

- a. Notes progress to date and that further progress reports will be brought back for Members' information and consideration in due course.

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

## **4.0 BACKGROUND**

- 4.1 In conjunction with handling projects for Riverside Inverclyde Property Holdings, RI is Inverclyde Council's designated Delivery Agent and is responsible for project managing a number of capital projects and budgets on its behalf. These project budgets are a mix of Council, RI & other external funds as shown in Appendix 1.
- 4.2 It can be seen from Appendix 1 that total projected spend on projects is £11.554m, which means total expected spend is on budget.
- 4.3 Expenditure as at 31 December is 84.53% of the 2018/19 projected spend, there is net slippage of £0.43m (10.9%) and is mainly due to slippage in the Enterprise Hub (£0.47m) and Bakers Brae Road Realignment (£0.1m) offset by advancement of Town and Village Centres (£0.099m).

## **5.0 DEVELOPMENT PROJECT UPDATE**

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

- 5.1 This contract is currently in its Defects Liability Period until 13 March 2019.

### **The Shipbuilders Sculpture**

- 5.2 Lawyers successfully negotiated the variations to the Contract and the Artist restarted works on The Shipbuilders Sculpture on 18 June 2018 under the terms of the revised agreement. The artist continues to make good progress on the Sculpture against his programme and delivery and installation of the finished piece will take place by the summer of 2020. Discussions have taken place with Council Officers from Legal and Property Services and the Roads Service to consider the environmental improvements for the site at Coronation Park and the submission of the new planning application.

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

- 5.3 The defects liability period for this project ended on 13 July 2018. The sale of plot 3 completed on 7 January 2019, however interest in the other plots has been slow. The Agents, Slater Hogg, say that this is indicative of the market in general. Inverclyde Council and Slater Hogg are to undertake another marketing push for self build sites over the next three months, thereafter a proposal will be brought before Members to consider lifting the Inverclyde postcode restriction on the plots.

### **Bakers Brae Road Realignment**

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

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

- 5.5 The Main Contractor, Stewart & Shields, took possession of the Baker Street Hub site late September to undertake all their non warrantable ground works in advance of the statutory consents being granted. Stewart & Shields mobilised their team to start the building works mid-February 2019. The contract period is 40 weeks and completion is expected late 2019.

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

- 5.6 Environmental Improvements:- The small environmental improvement projects identified in conjunction with the Town Centre Regeneration Forums and Community Councils for Quarrier's Village, Kilmacolm, Port Glasgow, Gourrock, Inverkip and Wemyss Bay have all been completed and the 12 months Defects Liability Period is currently running.

- 5.7 Princes Street, Port Glasgow Improvements:- The Environment & Regeneration Committee at its meeting on 2 March 2017 increased the Towns and Villages Environmental award by a further £2.5m of which £250,000 was ring fenced for Port Glasgow. Early discussion with the Port Glasgow Town Centre Regeneration Forum highlighted the need to improve the footpaths and carriageways in the main shopping thoroughfare of Princes Street. The contract was awarded to Landscape and Contracts Ltd in September 2018 and contract completion is expected in the Spring 2019.
- 5.8 Blackhall Quarter/Town Connections:- It was the consensus of the Greenock Town Centre Forum at its meeting on 14 June 2017 that priority for the additional £1.9m Towns and Villages expenditure should be directed towards public realm improvements of West Blackhall Street to enhance the town centre. Using their Consultants Framework, RI offered a staged appointment (Upto RIBA Stage 3) to a design team led by Ironside Farrar in February 2018 to prepare proposals for the Town Centre Regeneration Works.

Ironside Farrar undertook 2 consultation events in June, and a follow up consultation in September 2018. The design proposals met with a good response from the community and, following instruction from the Greenock Town Centre Regeneration Forum, the Consultants progressed with further consultations with statutory agencies and drawing up the scheme in detail for a planning submission.

Sustrans met with the Consultants towards the end of last year to review the proposed design for West Blackhall Street and approached Inverclyde Council to suggest a number of measures that they felt could enhance Ironside Farrar's proposal. They also advised that the Council could apply for additional grant funding to complement the works.

The Corporate Director Environment Regeneration and Resources advised the Greenock Town Centre Forum of Sustran's approach at its meeting on 12 December 2019 and sought approval to investigate further.

The Retailers Marketing Group hosted an information meeting with Sustrans and the Traders on 28 January 2019 to gauge if there was any appetite to consult on a wider scale. The Traders were concerned that the Sustrans Proposals would reduce the availability of carparking on West Blackhall Street but felt, if the acquisition of additional car parking elsewhere within the town centre could be achieved, a revised design was worthy of further investigation. The Corporate Director Environment Regeneration and Resources advised the meeting that the Traffic Regulation Order process for West Blackhall Street would commence in any event, so no time would be lost whilst Sustrans worked up an alternative proposal for further consultation. The Traders agreed that Sustrans and Ironside Farrar proceed to work up an alternative design for further consultation.

### **Town Centre Regeneration Forums**

- 5.9 Regeneration Forum meetings are held every three months in the town centres of **Port Glasgow**, **Greenock** and **Gourock**. At each of the three meetings the allocation of funding from the Town & Village Centre Improvement Fund was discussed and a project update was given.
- 5.10 The last **Greenock** Town Centre Regeneration Forum took place on Wednesday 12 December 2018. Inverclyde Council and RI both provided their usual updates on the ongoing projects within Greenock Town Centre including the Lyle Fountain, Greenock Ocean Terminal and the Bakers Brae Road Realignment. Police Scotland also gave an overview of their ongoing initiatives in Greenock and provided an update on the issues raised about The Stewart Centre, confirming that additional patrols have now been added to tackle anti-social behaviour in that area. River Clyde Homes were not in attendance to give an update but will be present at the next meeting when their full stock survey and forward 5 year plan will be in place and can be shared with the Forum.

A short verbal update was given on the Town Centre Wi-Fi project which has been delayed due to design issues raised by the Consultants responsible for the delivery, however, regular weekly calls have now been scheduled with the new Project Manager and it is hoped the project can be resumed without any further delay.



Ironside Farrar updated the Forum on the latest design option for West Blackhall Street and the outcome of the second public consultation. Concerns about parking, street trees and HGV access were all discussed before the Forum was updated on a recent positive meeting between Sustrans and Council Officers. During this meeting, Sustrans had stated that they would welcome a grant bid from the Council up to £1 million to be used for the West Blackhall Street development as part of their Community Links programme which provides match-funding for projects which prioritise walking and cycling.

Sustrans had indicated that they would require a cycle-friendly scheme to be developed to include a dedicated cycle route instead of parking on both sides of street, however this may result in a further reduction of parking spaces. After further discussion, the Forum agreed that a consultation meeting would be set up with West Blackhall Street traders to discuss Sustrans' requirements before taking this back to the wider Forum. The next Greenock Forum meeting will take place on Wednesday 20 March 2019.

- 5.11 The **Gourock** Town Centre Regeneration Forum met on Friday 11 January 2019. Council Roads Officers were in attendance to provide relevant figures regarding the Town Centre Parking issues which had been raised as a concern by local residents and traders. A consultation on parking within Gourock Town Centre will now be arranged by Council officers to find the best solution to these issues.

RI gave an update on the Gourock branding proposal following the Forum and the Council's approval of this as a Towns & Villages priority project. The Graphic Designer appointed to lead the project will hold a focused workshop to gather ideas for the project in late February. Forum members, local retailers, church and school groups as well as local residents will be invited to take part.

The Forum was given updates on an alternative strategy to promote Gourock as a destination for Cruise Passengers to visit. This had initially been conceived as a free bus subsidised by Gourock and Cardwell Bay Community Councils, however it is now hoped that flyers and marketing at the terminal can better direct tourists to Gourock bound bus services which already exist. Representatives from both Community Councils will now look to action this for the next Cruise Ship season starting in April 2019.

Members also discussed the successful WW1 events which took place in November. The Forum will next meet on Friday 22 March 2019.

- 5.12 The **Port Glasgow** Town Centre Regeneration Forum met on Monday 12 November 2018. Results of a recent Port Glasgow Parking Survey were shared with the Forum and a final report on the parking issues will be drafted and shared at the next meeting. The Council and River Clyde Homes both provided updates on various properties within the Town Centre.

Tommy Rogers of the Port Glasgow Community Council and Karen Orr from Rig Arts gave a second presentation containing more detailed plans for a planned Shipyard Mural at the gable end wall of the Port Glasgow Swimming Pool. Approval was given for the mural to be funded from the community spend budget at a cost of approximately £10,000. It was proposed that the remaining £5,000 of the community spend budget be allocated to the Town Centre planting and maintenance budget. RI will tender these works in the next few months.

RI provided updates on the Princes Street Footpath upgrades, Town Centre Footfall Survey, Western Entrance Sculpture, KGV1 Building and the second phase of the Lower Town Quarter works. The next Port Glasgow Forum meeting will take place on Monday 25 February 2019.

## **6.0 IMPLICATIONS**

### **6.1 Financial Implications**

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

One off Costs

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

Annually Recurring Costs / Savings

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

6.2 **Legal**

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

6.3 **Human Resources**

There are no human resource issues arising from this report.

6.4 **Equalities**

There are no equalities issues arising from this report.

YES (see attached appendix)

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

6.5 **Repopulation**

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

**7.0 CONSULTATIONS**

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

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

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

**8.0 BACKGROUND PAPERS**

8.1 None.

Appendix 1

Expenditure	1	2	3	4	5	6	7	8
	Estimated Total Cost £'000	Actual to 31/03/2018 £'000	Approved Budget 2018/19 £'000	Revised Est 2018-19 £'000	Actual to 31/12/18 £'000	Est 2019-20 £'000	Est 2020-21 £'000	Future Years £'000
<b>Projects Currently Allocated to RI</b>								
Port Glasgow Roundabout Spur and Public Realm	1,508	1,246	38	76	38	186	0	0
Bakers Brae Road Realignment	3,690	780	2,623	2,523	1,904	387	0	0
Baker Street Enterprise Hub	1,850	101	670	200	136	1,363	186	0
Shipbuilders Sculpture	555	251	47	47	37	148	109	0
Town and Village Centre Environmental Improvements - 1	500	116	384	384	369	0	0	0
Town and Village Centre Environmental Improvements - 2	190	16	0	174	114	0	0	0
Town and Village Centre Environmental Improvements - 2 WiF	200	0	200	200	134	0	0	0
<b>Sub-Total</b>	<b>8,493</b>	<b>2,510</b>	<b>3,962</b>	<b>3,604</b>	<b>2,732</b>	<b>2,084</b>	<b>295</b>	<b>0</b>
<b>Projects as yet Unallocated</b>								
Balance of Port Glasgow Roundabout Spur and Public Realm	951					243	458	250
Balance of Town and Village Centre Environmental Improvements 2	2,010	0	0			276	1,734	0
<b>Sub-Total</b>	<b>2,961</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>519</b>	<b>2,192</b>	<b>250</b>
<b>Total</b>	<b>11,454</b>	<b>2,510</b>	<b>3,962</b>	<b>3,604</b>	<b>2,732</b>	<b>2,603</b>	<b>2,487</b>	<b>250</b>

Funding	Budget £'000	RI drawdown of IC EMR £'000	Capital IC £'000	Other IC £'000	SG Capital Grant £'000	SPT £'000	RI £'000
<b>Projects Currently Allocated to RI</b>							
Port Glasgow Roundabout Spur and Public Realm	1,508	324	128	0	1,056		0
Bakers Brae Road Realignment	3,690	1,048	1,560			800	282
Baker Street Enterprise Hub	1,850			300	900		650
Shipbuilders Sculpture	555	430					125
Town and Village Centre Environmental Improvements - 1	500			500			
Town and Village Centre Environmental Improvements - WiFi	200		200				
<b>Projects as yet unallocated</b>							
Balance of Port Glasgow Roundabout Spur and Public Realm	951	262	372	186			131
Town and Village Centre Environmental Improvements - West Blackhall Street	1,400		1,400				
Balance of Town and Village Centre Environmental Improvements	800		800				
<b>Total</b>	<b>11,454</b>	<b>1,802</b>	<b>4,460</b>	<b>800</b>	<b>1,956</b>	<b>800</b>	<b>1,057</b>

**Report To:** Environment and Regeneration Committee      **Date:** 7 March 2019  
**Report By:** Corporate Director Environment, Regeneration and Resources      **Report No:** ENV/016/19/DH  
**Contact Officer:** Drew Hall      **Contact No:** 4272  
**Subject:** Deposit Guarantee Scheme

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to seek approval for a Deposit Guarantee Scheme (DGS) help the homeless , potentially homeless or those in low income to access decent homes in the private rented sector.

## 2.0 SUMMARY

- 2.1 The proposed scheme will assist people to rent property in the private rented sector (PRS), who lack sufficient funds to cover the cost of a deposit. The Council will provide a written 'bond' guarantee to the landlord to cover the cost of a deposit on an applicant's chosen property. Bond guarantees will be issued up to a maximum of £650; however properties must be affordable and where possible will not exceed the Local Housing Allowance (LHA) rate. Applicants will have 1 year to save the deposit to put in place at the end of the scheme and will receive ongoing support from homelessness service to help them save money. The only financial cost to the Council will be in the event of damage to the property up to a maximum of £650 per property for the first year of the tenancy, which the Council will pursue the applicant for via debt recovery where practical.
- 2.2 The budget available can assist a maximum of 45 people in the first instance; however it is unclear how many people will be eligible or choose to participate in the scheme. After 18 months the scheme will be evaluated and the outcomes will be reported back to Committee.
- 2.3 The DGS is being piloted to test the viability of the scheme for the longer term, overall the policy aims to (i) prevent or relieve homelessness, (ii) assist households to access suitable, good quality accommodation in the private rented sector, who are on a low income, (iii) minimise the use of temporary accommodation, (iv) improve the practice of private rented sector landlords and (v) increase housing options and strengthen choice to residents.

## 3.0 RECOMMENDATIONS

- 3.1 That the Committee approve the pilot Deposit Guarantee Scheme for operation in Inverclyde.
- 3.2 That the Committee further agree that a future report on the outcomes of the 18 month pilot scheme be present to the appropriate Committee.

## 4.0 BACKGROUND

- 4.1 The Local Housing Strategy 2017-2022 sets out what Inverclyde Council and its partners are planning to do to make Inverclyde a place where people have access to quality, affordable homes in sustainable communities. The basis for establishing a DGS in Inverclyde is set out in Outcome 3: Preventing Homelessness.
- 4.2 The private rented sector (PRS) is now seen as playing a crucial role in providing good quality, affordable accommodation that is a suitable alternative to social renting, particularly in Inverclyde. The number of private properties in Inverclyde is around 4527, which is 11% of the total housing stock, and continues to grow. Private landlords usually require higher deposits and rent in advance, which many people on low incomes and benefits may have difficulty rising. The DGS is a simple and effective way to improve access to good quality housing in the PRS.
- 4.3 Deposit Guarantee Schemes are operational in at least 24 Local Authorities (LA's), either by the LA itself or a third sector organisation. DGS are well established: desktop research and contact with other LA's has revealed the extent and positive success they have had over the years. Comparing like for like in terms of targets and the cost of bad debt is difficult as schemes operate differently, however based on information from Perth and Kinross, Dumfries and Galloway and Fife, it is reasonable to estimate that 20% of the overall budget may be spent on paying landlords in the event that the property is damaged. Estimates are created on 45 people signing up to the scheme, which is based on the maximum expose to the budget available. It is unknown the full extent of damages that might be claimed under the scheme or how many people require help under the scheme, however homeless data shows that people primarily find accommodation in the social rented sector.
- 4.4 The key principle for the operation of the DGS is to assist households to access private rented sector property of their choosing by guaranteeing a deposit where the household does not have sufficient funds to cover the cost. The scheme provides a written 'guarantee' to the private landlord instead of a tenant providing a cash deposit. A bond guarantee will be issued to the value of the chosen property with a maximum of £650. Money will only be given to the landlord in the event of damage to the property, however compensation for rent arrears may be considered.
- 4.5 If the tenant damages the property, the Council will settle the debt up to the value of the deposit bond with the landlords at the end of the tenancy. Before the tenancy starts, an inspection attended by an Environmental Health Officer (EHO), to assess the condition of the property against the repairing standard, and a member of the Homelessness Service will take photographic evidence to safeguard the Council against any claims. In the event of a claim, a further inspection will take place and pictures compared to the original inspection to ascertain whether the claim is valid.
- 4.6 Both tenants and landlords will be supported and offered mediation throughout the course of the DGS should any disputes arise, however the landlord is solely responsible for all duties relating to the tenancy and will be required to enter into a formal tenancy agreement under The Private Housing (Tenancies) (Scotland) Act 2016.
- 4.7 During the course of the scheme, the tenant will be advised to save enough money to cover the cost of deposit to put in place once the scheme is over. This is a key priority, which will be encouraged through ongoing support from the homelessness service.
- 4.8 **Credit Union**  
Inverclyde Council has teamed up with Tail O' the Bank Credit Union to encourage people to save money for their deposit. A one off £10 insurance cost will be paid for each applicant to the cover up front insurance cost of opening a savings account. The Tail O' the Bank will operate a special savings account, with restricted withdrawal periods to limit risk of spending saved funds. The applicant will sign a written agreement

to authorise the Tail O' the Bank to transfer the full deposit amount directly to the landlord once it has been saved.

4.9 All money saved by the applicant will be deposited in the Tail O' the Bank Credit Union and will not be held by the Council at any time. Teaming up with Tail O' the Bank also has consequential benefits of encouraging a culture of saving, and members of the credit union are eligible for loans with reasonable and legitimate interest rates.

4.10 **Administration**

The scheme will be administered by the Homelessness Service and assessed via Housing Options interview. Accepting an applicant will be at the discretion of the Homelessness Services Team lead. Any money paid to the landlord for property damages will be recovered by debt recovery under the sundry debtor's corporate debt policy where practical.

## 5.0 PROPOSALS

5.1 The pilot aims to administer the DGS to a maximum of 45 people only in the first year. It is unknown how many people will require support under the scheme, however operating a pilot scheme will enable to Council to make a more informed decision about operating the policy fully.

5.2 Following an 18 month pilot, the period will be assessed and findings will be reported back to Committee.

5.3 The DGS will be run by Homelessness Service with support from Housing Strategy and Policy.

5.4 There are no legal consequences arising from this report.

## 6.0 IMPLICATIONS

6.1 **Financial Implications**

The Council approved that a report setting out a DGS be submitted for consideration by Committee at a meeting on 15 March 2018 and that costs for the scheme be identified from free Reserves. A maximum of 45 applicants will be supported under the DGS pilot with a total provisional cost of £29,250 if all landlords require to be compensated under the bond. Money from the scheme will **only** be administered to compensate the landlord should there be any damage to the property. Based on the evidence of other local authorities, it would be estimated that around 20% of the total budget cost will be used to pay landlords at a provisional cost of £5,850, however calculations are estimates only. It is unlikely the scheme will be taken up by 45 people in the first year, due to level of people who may be eligible, present as homeless and require housing in the private rented sector.

A maximum of £650 has been identified for each applicant, but this will depend on the amount of deposit required by the landlord for the property. Applicants will only be eligible for the deposit value on their identified property, which should be affordable and where possible, not exceed LHA.

The scheme will also provide £10 for each applicant to set up a savings account with Tail O' the Bank Credit Union to save money for their deposit, with a total cost of £450. This is the only way to get access to a Tail O' the Bank savings account and it is envisioned this will encourage applicants to save money.

Cost Centre	Budget Heading	Budget Year	Proposed Spend this Report	Virement From	Other Comments
	Reserves	2018/2020	£6300		£5850, allowance for bad debt and £450 for applicant sign up to Tail O' The Bank Credit Union. Maximum exposure is £29, 700

Annually Recurring Costs/ (Savings) to be decided following evidence from the pilot report.

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

## 6.2 Legal Implications

Legal Services have been consulted regarding the policy documentation and legal agreements for the applicant and landlord. All changes have been administered and are legally compliant (see appendix).

## 6.3 HUMAN RESOURCES

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

## 6.4 EQUALITIES

Has an Equality Impact Assessment been carried out?

X	YES (see attached appendix)
	NO

## 6.5 Repopulation Implications

Assistance to help tenants access good quality accommodation supports re-population.

## 7.0 CONSULTATION

7.1 The DGS pilot seeks to help those who are threatened with homelessness, on a low income who are struggling to access housing in the private sector.

7.2 The DGS will extend the housing options available to residents of Inverclyde by offering better access to the private sector and adopting a policy in line with other LA's.

7.3 The scheme aims to address outcomes and actions of the Local Housing Strategy 2017-2022.

## 8.0 BACKGROUND PAPERS (attached)

- Scheme Information Leaflet
- Landlord Minute of Agreement
- Applicant Agreement
- Tail o' the Bank Agreement



# Deposit Guarantee Scheme (DGS)

September 2018







## Purpose of scheme

The Deposit Guarantee Scheme (DGS) is to support people to access accommodation in the private rented sector, by guaranteeing a deposit where the applicant does not have sufficient funds to cover the cost. The scheme provides a written bond 'guarantee' equivalent to the value of the deposit on the property, up to a maximum of £650, to the private landlord instead of providing cash deposit upfront.

The Deposit Guarantee Scheme covers the first 12 months of the tenancy, which gives the applicant a chance to save a cash deposit to give to the landlord if they remain in the property after 12 months.

## What are the benefits of the DGS?

### For Applicant

- The DGS will assist the applicant to move into a property of their choosing in the private rented sector
- The scheme provides a guarantee to the landlord rather than upfront cash for people who have no or limited available funds to set up a tenancy
- Individual support is available to the applicant over the course of the Scheme

### For Landlords

- Reliable contact and support for both Landlord and applicant throughout the course of the scheme
- Inspection of property, photographic inventory taken of the contents before anyone moves in





## Who's eligible?

- People who are threatened with homelessness, on low income/benefits
- Those who are not able to afford a deposit for a private let
- Residents of Inverclyde

## Exclusions

Exclusion of the scheme includes (but not limited to):

- Where the proposed property is deemed unaffordable, affordability is in line with Local Housing Allowance (LHA) rate awarded or based on detailed income assessment
- Applicants who demonstrate an unwillingness to save the deposit value with Tail O' the Bank Credit Union to give to the landlord once the scheme is over
- In the event of an outstanding debt owed to the Council, consideration may be given to an applicant where the person has maintained a repayment plan. This will be on a case by case basis subject to the approval of the Housing Advice and Homelessness Team Leader
- Properties where the Energy Performance Certificate EPC is lower than a Grade E

## What the landlord needs to do

- Be on the Landlord Registration and ensure that property has been deemed to meet the criteria in The Repairing Standard defined by S.13 of the Housing (Scotland) Act 2006
- The property must not be subject to a Repairing Standard Enforcement Order
- The landlord must also have current building insurance in place and if the property is mortgaged the landlord must have permission to let it





- Deposit Bonds will only be granted in respect of a property where the Council is satisfied (i) that it is in a suitable location, (ii) the property is of a size (iii) the property meets the needs of the prospective applicant and (iv) affordable
- Deposit Bonds will not be granted in respect of properties where the landlord of the property is a 'resident landlord' and where the applicant would have no legal rights of occupation/security of tenure
- Deposit Bonds will not be issued where the tenancy has already commenced
- The operation of the DGS is for properties located within the Council's geographical boundaries
- The landlord must issue a valid tenancy agreement under The Private Housing (Tenancies) (Scotland) Act 2016, and comply with all relevant landlord and tenant regulations. The council will enter into separate agreements with both the landlord and the tenant respectfully in connection with the DGS.

### What the applicant needs to do

- Be able to commit to a payment plan to save the amount required to provide the deposit sum after a 12 month period when the DGS is no longer in place. The applicant must agree to save this in Tail o' the Bank Credit Union and sign a written agreement to allow them to transfer the deposit to the landlord once the value of the deposit has been saved. The Council will only grant a Deposit Bond if the property is deemed affordable following an income and expenditure by the homeless service during housing options interview
- Be willing to accept support throughout the DGS by the Housing Advice team and subsequent referrals to other support services where appropriate





## In the event of a claim

In the unfortunate event that a claim needs to be made during the tenancy, the landlord must make the claim within the 12 month period or within seven calendar days of the end of the tenancy. A subsequent inspection of the property will be undertaken to substantiate the claim and the results of the inspection will be compared to the pictures taken at the beginning of the tenancy. **The landlord will only be able to claim up to the value of the deposit on the property.**

No payments will be made under the DGS if;

- The tenancy is still running
- The Landlord has not notified the Council within seven calendar days of discovering an issue
- The Landlord does not make a claim within seven calendar days of knowing the applicant has vacated the property
- The Landlord is in breach of any of the terms in the DGS or tenancy agreement under The Private Housing (Tenancies) (Scotland) Act 2016 with regards to landlord registration and duties

## What the Deposit Scheme doesn't cover

The DGS does not cover rent arrears, unpaid utility bills, court fees, damage to communal areas and fair wear and tear.

### ***Examples of fair wear and tear, including but not limited to;***

- Fading/furniture indentations to carpets
- Small scuffs/marks on walls
- Loose hinges/handles on doors
- Faded/cracked paint
- Frayed fabric/ faded curtain's
- Small tears/cracks on furniture
- Faded curtains
- Loose/tight tap handle

**Please Note: The applicant will be pursued for any financial damages caused to the property**



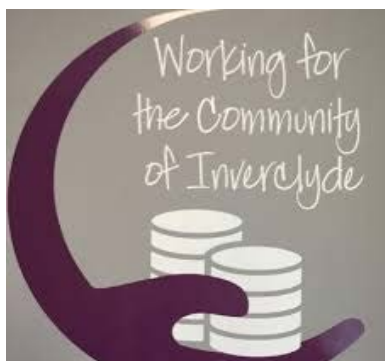


## What support is available?

Throughout the 12 months when the DGS is running, support will be provided from the Homelessness Service for both the landlord and tenant and should any dispute arise, support mediation between the landlord and tenant.

**Please note:** it is the sole responsibility of the Landlord's to manage the tenancy and maintain the property.

## Credit Union



Inverclyde Council has teamed up with Tail O' the Bank Credit Union to support the applicant in saving for a deposit to put in place once the 12 months' DGS has ended.

**Inverclyde Council will pay the £10 upfront fee to enter into the credit union**, but applicants must sign up to saving account to save their deposit. Under the agreement, applicants will have limited access to their savings account

in order to encourage saving for the deposit. During sign-up with Tail O' the Bank, the applicant must sign a written agreement giving permission that once the deposit value has been saved, it will be transferred directly to the landlord. Any money above the cost of deposit in the savings account can be accessed at any time.

Tail O' the Bank can advise the applicant of a range of savings options and loans that they offer and should be contacted directly for support.

### **Tail O' the Bank Credit Union**

24 Kilblain Street, Greenock, PA15 1SR

Telephone: **01475 734 655**

Email: [totb@live.co.uk](mailto:totb@live.co.uk)





## What happens at the end of 12 months?

During the 12 month period when the DGS is in place, it is expected that the applicant raises the money to pay the deposit to the landlord. Following the expiration of the 12 month period, the applicant must pay the deposit value to the landlord, which the landlord is then legally obligated to pay the deposit sum into one of the three national deposit guarantee schemes:

- [Letting Protection Service Scotland](#)
- [Safe Deposits Scotland](#)
- [mydeposits Scotland](#)

Once the DGS ends, Inverclyde Council's financial responsibilities under the scheme also end. Inverclyde Council may continue to support the applicant and assist the landlord after the scheme has ended, however the Council will not carry on with any formal responsibility that was established under the scheme.

### Contact Information

#### **Homelessness Services**

Hector McNeil House, 7-8 Clyde Square, Greenock, PA15 1NB

Telephone: **01475 715 378**

Email: [homelessness.services@inverclyde.gov.uk](mailto:homelessness.services@inverclyde.gov.uk)

Out of Hours Service: **01475 715 880**



Deposit Guarantee Scheme (DGS)

Minute of Agreement

between

**Inverclyde Council** .....

Address.....

.....

..... Post code.....

**(“The Council”)**

and

**Landlord name**.....

Address.....

.....

..... Post code.....

**Landlords Registration Number**.....

**(“the Landlord”)**

In respect of the Landlord's let to

**Name of Tenant**.....

.....

**(“the Tenant”)**

Of the Property known as and forming

Address of Property.....

.....

..... Post code.....

**(“the Property”)**

The official terms of the let are contained in a written Private Residential Tenancy agreement (the “Tenancy Agreement”) which fully complies with the requirements of the Private Housing (Tenancies) (Scotland) Act 2016, a copy of which will be delivered by the Landlord to Inverclyde Council within 14 days of a written request by the Council.

**The Landlord and the Council hereby agree as follows**

**The Council agrees to use reasonable endeavours to:**

- (1) Provide a guarantee Bond (“Bond”) on behalf of the Tenant in lieu of the Tenant providing a deposit to the Landlord. The Bond will indemnify the Landlord up to a maximum level of £ ..... (**insert Bond amount**) in the event that the Tenant:
  - causes damage to the Property and the Bond is required by the Landlord to reinstate the Property to the same condition as existed at the commencement of the lease, fair wear and tear excepted, but only in the event that the claim is not covered by insurance arranged by the Landlord for any insured risks. The Landlord acknowledges and agrees that it shall provide all necessary vouching in relation to the reinstatement of the Property to the same condition as existed at the commencement of the lease as may be reasonably requested by the Council.
- (2) Help the Tenant in maintaining their tenancy by offering and where appropriate providing support (provided that the Landlord acknowledges that this is dependent on the availability of support workers and the co-operation of the Tenant);
- (3) Ensure that the Tenant is encouraged and assisted to provide all the necessary information to the Private Sector Housing Benefit Section to enable any claim for Local Housing Allowance (“LHA”) to be processed

**The Landlord agrees that:**

- (1) the decision to let the Property to the Tenant is the Landlord’s alone and that the Council gives no warranty or makes no representations as to the suitability of the Tenant, the conduct, past or present of the Tenant, or the credit worthiness or financial standing of the Tenant;
- (2) (i) the Landlord is registered as a Landlord with the Council’s landlord registration service in terms of the Private Rented Housing (Scotland) Act 2011;  
(ii) the Landlord will fulfil its obligations under the Private Housing (Tenancies) (Scotland) Act 2016 including, but not limited to entering into a written Private Residential Tenancy Agreement with the Tenant as defined in the said 2016 Act; and  
(iii) the Landlord holds any required licence relating to multiple occupancy, in terms of the Housing (Scotland) Act 2006.
- (3) To the best of their knowledge and belief there are no legal proceedings proposed which may relate to the Landlord’s possession or ownership of the Property;
- (4) The Property is not under offer of sale or been sold and the Landlord is the registered owner or proprietor of the Property in terms of the Property’s title
- (5) where the Property is mortgaged, the mortgage lender has given their written permission for the Property to be let and such written permission will be produced to the Council within 14 days of a written request by the Council;



- (6) There is an up to date valid gas and electrical safety certificates for the Property issued by respectively an authorised Gas Safe engineer or qualified electrician respectively;
- (7) the Property is in good and tenable condition and repair and meets the Repairing Standard laid down in Section 13 of the Housing (Scotland) Act 2006\* at the start of the tenancy and at all times throughout the tenancy; This includes all building regulations and applicable Fire, Health and Safety requirements, including a requirement for a smoke detection device which complies with building regulations and complies with Guidance issued by Scottish Ministers on the provision for detecting fire and for giving of warning in the event of fire or suspected fire and the Property has a current energy performance certificate;
- (8) The Property is adequately insured under an appropriate landlord's insurance policy against the normal insurable risks and the Landlord undertakes to produce evidence of such cover on request by the Council and to produce on request details of any claims made on that cover within 14 days of the date of any written request by the Council. The Landlord gives authorisation for the Council to obtain information from the insurance company regarding the claim;
- (9) That the Tenant has not moved into the Property before the written inventory referred to in point (4) below has been prepared and the Tenancy Agreement has been signed by the Landlord and the Tenant.

**The Landlord further agrees to:**

- (1) Accept the written 'Bond' in lieu of a deposit from the Tenant;
- (2) ensure that the Tenant is fully advised of his/her rights and responsibilities as a Tenant;
- (3) meet with the Tenant and representatives from the Council prior to the commencement of the lease to: (i) allow an inspection of the Property to be carried out by the Tenant and the Council; and (ii) prepare a written inventory of the contents of the Property which shall be agreed with the potential Tenant and the Council prior to the let being agreed;
- (5) Provide within 14 days of any written request by the Council the agreed written inventory with the Tenant and photographic evidence on the condition of the Property at the date of signing the DGS documentation;
- (6) permit the authorised representative of the Council access to the Property at any reasonable time to investigate any claim by the Landlord under the Bond;
- (7) insure the Property and its contents and keep the Property and contents insured against damage caused by the Tenant and normal insurable risks and to claim against any insurance policy whenever it is reasonable to do so; The insurance policy and the payment receipts for that cover will be produced to the Council within 14 days of any written demand by the Council.

- (8) not to object to the Tenant making arrangements for the rent to be paid in whole or in part by LHA and to accept such payments in respect of the rent and not to seek to enforce the terms of the Tenancy Agreement or to charge interest by reason only of the fact that LHA payments in respect of rent payments are received after the date upon which the rent was due to be paid;
- (9) Keep an accurate record of rent received in respect of the tenancy, both by way of any LHA payments and payments by the Tenant and to issue receipts for the latter;
- (10) Notify the Council within 14 days of the occurrence of potential problems, which include but are not exclusive to the following:
  - (a) any rent arrears;
  - (b) any dispute with the Tenant;
  - (c) any legal action proposed to be taken;
  - (d) any issue that may pose a risk to the rent deposit Bond
  - (e) any application to the Private Rented Housing Panel for determination in terms of Section 22(1) of the Housing (Scotland) Act 2006;
  - (f) any referral of the Landlord to the fit and proper person panel of the Council's landlord registration service
- (11) notify The Council immediately a notice to quit is served on the Tenant or if the tenancy ends, whichever happens first, setting out the circumstances and reasons under which the tenancy has ended or will end;
- (12) respond to all enquiries from the Council concerning the tenancy within 14 days of any written request;
- (13) Pay the mortgage, if any, on the Property on the due date and not to run up arrears.
- (14) Instruct annual gas and electricity safety checks from authorised Gas safe and qualified electrical engineers confirming that the Property meets the Repairing Standard.

\*The **Repairing Standard** is the general quality and letting standard applied to properties in the private rented sector. A house meets the Repairing Standard if:

- It is wind and watertight and in all other respects is reasonably fit for human habitation.
- The structure and exterior of the house (including drains, gutters and external pipes) are in reasonable state of repair and in proper working order.
- The installations in the house for the supply of water, gas and electricity and for sanitation, space heating and heating water are in a reasonable state of repair and in proper working order.
- Any fixtures, fittings and appliances provided by the Landlord under the tenancy are in a reasonable state of repair and in proper working order.
- Any furnishings provided by the Landlord under the tenancy are capable of being used safely for the purpose for which they were designed, and

- The house has satisfactory provision for detecting fires and for giving warning in the event of fire or suspected fire.

### **Termination**

This agreement shall be terminated and any undertaking shall lapse if:

- (1) the Landlord disposes of the Property by sale or otherwise;
- (2) any information given by the Landlord is found to be inaccurate in a material way;
- (3) the Landlord commits any act of harassment or illegal eviction;
- (4) the Landlord is in breach of any terms or obligations under this agreement;
- (5) the Landlord is deregistered under the Council's landlord registration system; or
- (6) the Landlord is found by a Private Rented Housing Committee to have failed to comply with a Repairing Standard Enforcement Order

If this agreement terminates then any right of a Landlord to receive indemnity under the Bond will also terminate.

Homelessness Service shall inform the Landlord and Tenant in writing of its decision to terminate the agreement.

### **Notices**

Any notice to the tenant or the Landlord under this agreement shall be sent to the Homelessness Service Team Lead at;

**HSCP, Casework Services and Operations,  
Homelessness Service  
30 King Street  
Greenock,  
Inverclyde  
PA15 1NL**

This agreement sets out the entire agreement between Inverclyde Council and the Landlord. No further obligations on the part of Inverclyde Council shall be implied into this agreement.

No representation or warranty is made by Inverclyde Council and no duty of care shall exist or arise between Inverclyde Council and the Landlord in relation to the suitability or otherwise of any Tenant to whom the Landlord lets the Property.

Inverclyde Council has given no warranty or representation in relation to the condition of the Property and has no responsibility for any default by the Landlord regarding the terms of the Tenancy Agreement.

**Signed.....** Date of signing.....  
**(Landlord)**

**Signed.....** Date of signing.....  
**(On behalf of Inverclyde Council and HSCP)**

# Deposit Guarantee Scheme

## Applicant agreement

This agreement is made between Inverclyde Council and

.....

(The Applicant)

Date:

### **Following assessment of the property and a satisfactory interview with the Applicant, Inverclyde Council agrees to;**

1. Issue a guarantee to the Landlord agreeing to meet the cost of any damage to a total maximum of the equivalent of one month's rental for the property, in this case £\_\_\_\_\_. This sum would cover damage caused by the Applicant to the property and the furnishings and fittings therein. Any additional cost out with the bond agreement will be repaid by the Applicant.
2. Support the Applicant in settling into the rented accommodation and to continue to offer support over the course of the Deposit Guarantee Scheme (DGS) and should any dispute arise, facilitate in any mediation between the Applicant and the Landlord
3. To keep its relationship with the Landlord and applicant separate and keep all information relating to the Applicant complete confidential

### **Following a successful application under the deposit guarantee scheme and the acceptance a tenancy by the applicant, the Applicant agrees to;**

1. Keep to the terms of the tenancy agreement between themselves and the landlord including; but not limited to; paying rent, bills/utilities, council tax and any other changes not covered by the Local Housing Allowance( LHA)
2. To keep an adequate record of rent paid to the Landlord
3. Claim LHA (if eligible) at the beginning of the tenancy and ensure that you provide all necessary documentation to avoid delay
4. Notify the Landlord of the progress of any LHA claim made by the Applicant
5. Inform Inverclyde Council and the Landlords of any change in circumstance which might affect the tenancy in any way

6. Notify Inverclyde Council once the tenancy ends or if a notice to terminate is issued by the Landlord to the Applicant, whichever is earlier.
7. Give Inverclyde Council access to the property before commencement of the tenancy to allow them to inspect it and take an inventory of the contents and their conditions, which is to be agreed and signed by both the Landlord and Applicant
8. Allow access to the accommodation within a reasonable time agreed to investigate any claims made by the Landlord
9. Commit to saving the deposit value of £\_\_\_\_\_ to give the landlord once the deposit guarantee scheme has ended.
10. Save all money in Tail O' the Bank Credit Union and sign a written agreement to enable fund to be transferred directly to the landlord once the value of the deposit has been raised.
11. Acknowledge that the Applicant is personally responsible for any loss or damage to the property either committed by the Applicant or a visitor, notwithstanding the fact that Inverclyde Council has given a guarantee to the Landlord under the DGS.
12. Acknowledge that (i) Inverclyde Council will only indemnify the Landlord against any damage subject to the conditions of and up to the value of the guarantee bond issued under the DGS and (ii) in the event that the value of a claim made by a Landlord exceeds the guarantee bond sum, the Applicant will be personally responsible to the Landlord for that portion of the claim which exceeds the said guarantee bond sum.
13. Acknowledge that if a claim is made under the DGS, Inverclyde Council may recharge the Applicant for any payments made to the Landlord in the event of a claim under the DGS being made by the Landlord and that in the event of any such claim by the Landlord, the Applicant will be disqualified from any further consideration in connection with further applications for assistance under the DGS.

This agreement sets out the entire agreement between Inverclyde Council and the Applicant. No representation or warranty is made by Inverclyde Council, and no duty of care shall exist or arise between Inverclyde Council and the Applicant in relation to the suitability or otherwise of any Landlord to whom the Applicant is introduced or in relation to the suitability of any accommodation taken up by the Applicant. Inverclyde Council shall have no liability under the terms of this agreement other than in accordance with the guarantee given in terms of the DGS referred to above. In addition, Inverclyde Council has given no warranty or representation to the condition of the property and has no responsibility for any default by the Landlord in relation to the terms of the tenancy agreement entered into between the Applicant and the Landlord.

I understand that I have read and understood the terms of this agreement and agree to be bound by the terms herein.

Signed \_\_\_\_\_ Date \_\_\_\_\_  
(Applicant)

Signed \_\_\_\_\_ Date \_\_\_\_\_  
(On behalf of Inverclyde Council)

Witnessed by:

\_\_\_\_\_

(For and on behalf of Inverclyde Council)

Date: \_\_\_\_\_



**DEPOSIT GUARANTEE SCHEME**

This Deposit Guarantee is given on the provision that the lender becomes a member of Tail O' The Bank Credit Union and complies with the Loans Policy of Tail O' The Bank Credit Union. All payments of the Deposit Guarantee will be reimbursed to the member's Landlord.

The member must agree to save at least £1 per week whilst repaying back their Deposit Guarantee. The member will be eligible to borrow from Tail O' The Bank Credit Union once the Deposit Guarantee has been repaid back in full and if they have accumulated savings in their account. Any savings made to the member's account cannot be withdrawn until their Deposit Guarantee has been paid in full.

Landlord's Name: .....

Landlord's Contact Detail's: .....

Landlord's Bank Details:

Account Number.....Sort Code Number.....

Members Number: .....

Members Signature: .....

Members Address: .....

.....

Credit Union Witness: .....

Date: .....



## Equality Impact Assessment

This document should be completed at the start of policy development or at the early stages of a review. This will ensure equality considerations are taken into account before a decision is made and policies can be altered if required.

### SECTION 1 - Policy Profile

1 Name/description of the policy, plan, strategy or programme	Deposit Guarantee Scheme
2 Responsible organisations/Lead Service	HSCP - Homelessness
3 Lead Officer	Deborah Gillespie
4 Partners/other services involved in the development of this policy	Environment & Public Protection Service – Housing Strategy and Tail 'o' the Bank Credit Union.
5 Is this policy:	New <input checked="" type="checkbox"/> X Reviewed/Revised <input type="checkbox"/>
6 What is the purpose of the policy (include any new legislation which prompted the policy or changes to the policy)?	Support all people who have difficulty finding a deposit to rent a good quality home.
7 What are the intended outcomes of the policy?	Prevent homelessness, tenants have easier access to good homes and encourage a savings culture.
8 Geographical area (Inverclyde wide or a specific location)	Inverclyde wide
9 Is the policy likely to have an impact on any of the elements of the Council equality duty (if yes, please tick as appropriate)?	<input checked="" type="checkbox"/> Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010 <input checked="" type="checkbox"/> Advance equality of opportunity between people from different groups <input checked="" type="checkbox"/> Foster good relations between people from different groups
10 Will those who may be directly or indirectly affected by this policy be involved in its development?	Not directly but preventing homelessness is the main focus of this scheme.

## SECTION 2 – Impact on Protected Characteristics

Which of the protected characteristics will the policy have an impact upon? (see guidance for examples of key considerations under each characteristic)

Protected Characteristic	Impact					Reason/Comments
	Positive High	Low	Neutral	Negative High	Low	
<b>Age</b>		X				All have access to this scheme
<b>Disability</b>	X					While all will have access to the scheme, it is known that a number of underlying issues may underpin homelessness including, for example, mental health problems
<b>Gender reassignment</b>		X				All have access to this scheme
<b>Marriage and civil partnership</b>		X				All have access to this scheme
<b>Pregnancy and maternity</b>		X				All have access to this scheme
<b>Race</b>		X				All have access to this scheme
<b>Religion or belief</b>		X				All have access to this scheme
<b>Sex (male or female)</b>		X				All have access to this scheme
<b>Sexual orientation</b>		X				All have access to this scheme
<b>Other groups to consider (please give details)</b> <b>Financially vulnerable</b>	X					While all will have access to the scheme, it is known that a number of underlying issues may underpin homelessness including, for example, financial debt. It is also known that homeless households are generally more vulnerable and appear to be disproportionately affected by Welfare Reform compared to other groups.

SECTION 3 – Evidence

What evidence do you have to help identify any potential impacts of the policy? (Evidence could include: consultations, surveys, focus groups, interviews, projects, user feedback, complaints, officer knowledge and experience, equalities monitoring data, publications, research, reports, local, national groups.)

Evidence	Details
Consultation/Engagement (including any carried out while developing the policy)	Officers of HSCP and other Council Services engage continually with tenants and the homeless to support them to find decent homes and help them before they reach crisis point
Research	Similar schemes are effective in other council areas as a tool to help prevent homelessness.
Officer's knowledge and experience (including feedback from frontline staff).	Officers of HSCP and Council engage continually with tenants and the homeless to support them to find decent homes.
Equalities monitoring data.	Homelessness team monitor client type.
User feedback (including complaints)	Clients find it difficult to raise a deposit and often settle in poor accommodation that requires no deposit. Uptake of the scheme will be reviewed.
Stakeholders  Other	Those who are homeless or are home vulnerable, landlords, HSCP, Council.
What information gaps are there?	Because the proposed Scheme is a pilot, it unclear at present how many people will be eligible or chose to participate in it.

**SECTION 4 – CONSEQUENCES OF ANALYSIS**

<b>What steps will you take in response to the findings of your analysis? Please select at least one of the following and give a brief explanation.</b>		
<b>1. Continue development with no changes</b>		
<b>2. Continue development with minor alterations</b>	X	<b>Depends on the uptake and reasons why this may vary</b>
<b>3. Continue development with major changes</b>		
<b>4. Discontinue development and consider alternatives (where relevant)</b>		
<b>How will the actual effect of the policy be monitored following implementation?</b>		
This is a pilot scheme, level of uptake will be monitored and any changes to the scheme will reflect this.		
<b>When is the policy due to be implemented?</b>		
April 2019		
<b>When will the policy be reviewed?</b>		
Pilot scheme will run for 18 months		
<b>What resources are available for the implementation of this policy? Have these resources changed?</b>		
£6300 to cover bad debt and current officer time.		

**Name of Individual(s) who completed the Assessment**

Name(s): Drew Hall  
Position: Service Manager  
Date: 11<sup>th</sup> February 2019

**Authorised by**

Name:  
Position:  
Date:

Please send a copy of all completed forms to Karen Barclay, Corporate Policy Officer at [karen.barclay@inverclyde.gov.uk](mailto:karen.barclay@inverclyde.gov.uk)

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<b>Report To:</b>	<b>Environment and Regeneration Committee</b>	<b>Date:</b>	<b>7 March 2019</b>
<b>Report By:</b>	<b>Corporate Director Environment, Regeneration and Resources</b>	<b>Report No:</b>	<b>ENV018/19/MM</b>
<b>Contact Officer:</b>	<b>Martin McNab</b>	<b>Contact No:</b>	<b>01475 714246</b>
<b>Subject:</b>	<b>Withdrawal From the European Union</b>		

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to advise the Committee on actions taken to mitigate the potential risks arising from EU withdrawal including a 'no deal' Brexit and to provide an update on the Council's response to the Audit Scotland report "Withdrawal from the European Union – Key audit issues for the Scottish public sector".

## 2.0 SUMMARY

- 2.1 Inverclyde Council has taken a number of actions as detailed in section 5.0 of this report to prepare and plan for a potential 'no deal' Brexit. These have included regular meetings to consider the risks to Inverclyde arising from the reasonable worst case scenarios detailed in the Scottish and UK planning assumptions for such an event.
- 2.2 Separately Audit Scotland has posed a number of key questions for Scottish public bodies to address as part of their planning for withdrawal from the EU. These, together with the current position in Inverclyde, are detailed in sections 6, 7 and 8 of this report.

## 3.0 RECOMMENDATION

- 3.1 That Members note the contents of this report.

## **4.0 BACKGROUND**

- 4.1 Preparations are ongoing both within Inverclyde and with multi-agency partners in planning for the possibility of a 'no deal' Brexit. These preparations are centred around consideration of the likely impact of reasonable worst case scenarios (RWCS) as outlined in both the Scottish and UK planning assumptions for a 'no deal' Brexit. Although such an event will undoubtedly have an impact the majority of the RWCS cover issues which will not necessarily impact directly on Inverclyde at least in the short term period post Brexit. There may however be secondary impacts as partners' resources are directed elsewhere to deal with matters arising from some of the areas covered by the RWCS.
- 4.2 Audit Scotland produced a report on this issue in October 2018 called "Withdrawal from the European Union – Key audit issues for the Scottish public sector". This report poses a number of key questions for Scottish public authorities to answer on preparedness for EU withdrawal both in a 'no deal' and more orderly scenario. The questions are under three headings, People, Finance and Rules and Regulations. The current Inverclyde position is noted in sections 6-8 below.

## **5.0 PLANNING FOR A 'NO DEAL' EXIT**

- 5.1 Significant planning has taken place to deal with the possibility of a 'no deal' Brexit in Inverclyde. The Corporate Director Environment, Regeneration & Resources is the Strategic Lead in the Council for Brexit contingency planning and the Head of Environmental and Public Protection is the Tactical Lead. A 'no deal' Brexit is identified as a risk both corporately and in relevant service risk registers and is a regular item on the CMT agenda.
- 5.2 The Council's Resilience Management Team (CRMT) was recognised as the appropriate group to take forward planning for a 'no deal' Brexit and it has met regularly to discuss and address issues raised by the UK and Scottish Planning Assumptions for a 'no deal' Brexit. These are based upon a "Reasonable Worst Case Scenario" and the CRMT has considered each and the implications for Inverclyde.
- 5.3 The Council has been represented at a number of external meetings and events to discuss 'no deal' Brexit planning including a COSLA Seminar, a West of Scotland Regional Resilience Partnership (WoS RRP) event and sector specific workshops including one for Health and Social Care. In addition to this the Council is sighted on regular updates from the Scottish Resilience Partnership (SRP) sub group on EU Exit Contingency Planning.
- 5.4 The CRMT will continue to meet in the run up to a possible 'no deal' EU Exit and will provide updates through the Local Resilience Partnership to the SRP sub-group on any emerging issues.

## **6.0 AUDIT SCOTLAND PREPAREDNESS - PEOPLE**

- 6.1 The questions below and in the subsequent sections are from the Audit Scotland Report on Withdrawal from the European Union – Key audit issues for the Scottish public sector and the answers relate to the current position in Inverclyde.
- 6.2 *How are we communicating with staff about the potential impact of EU withdrawal and preparing to support any employees who may be affected?*

There are a relatively small number of EU nationals employed by Inverclyde Council. They have been communicated with regarding their options both by information posted on ICON and directly and support has been provided to those individuals by HR. An information page on withdrawal from the EU is on the Council's website.

- 6.3 *How are we reflecting the implications of EU withdrawal in our long-term workforce planning?*

We are engaging with other local authorities to ensure best practice and attending Home Office meetings. Compared to surrounding LA's (for example Glasgow) we have relatively small number of employees that will be affected so in terms of long term planning the risks are lower in terms of

turnover and potential to fill vacancies. Service workforce and succession plans are in place which have considered the potential impact of Brexit.

6.4 *What are the workforce implications for the third sector and private organisations that provide services in partnership with us or on our behalf?*

CVS Inverclyde has coordinated planning work in this area and identified the following issues:

Employment – no significant recruitment / skills challenges were identified associated with Brexit. Most of the sector's staff are entry to middle-skilled and local residents.

Demand – the main risks are around the economic impact to the overall economy of a 'no deal' Brexit. This could include more people in poverty / unemployed / not getting services from public sector. In particular if NHS struggle to recruit medical staff there may be implications for people using third sector services in lieu of the medical intervention they are waiting for.

Costs - there is obviously uncertainty around some of the other costs third sector organisations have (energy, taxation, equipment, premises) - most organisations have cut costs already over last 10 years - their ability to absorb cost increases or create more savings to offset lost income is low.

6.5 *Which parts of the workforce (sectors/skills/services/regions) are most at risk from the impact of EU withdrawal?*

No particular parts of the local workforce are identified as risks beyond the risks of a general economic slowdown.

6.6 *How are we reflecting the implications for the local workforce in our economic strategies?*

We are engaging with other local authorities to ensure best practice. Compared to surrounding LA's (for example Glasgow) we have a relatively small number of employees that will be affected so in terms of long term planning the risks are lower in terms of turnover, potential to fill vacancies. Service workforce and succession plans are in place which have considered the potential impact of Brexit.

## **7.0 AUDIT SCOTLAND PREPAREDNESS - FINANCE**

7.1 *What level of funding do we, and our partners, receive from the EU and through which funding streams?*

The main funding streams to Inverclyde from Europe are currently from the European Social Fund (ESF) currently Inverclyde receives approximately £600K per annum from this funding stream of which £215K comes direct to the Council and £380K to partners. In addition to this the agriculture sector receives funding through the CAP and there is some funding through LEADER for rural areas.

7.2 *What financial risks are associated with any changes after the UK has left the EU, during any transition period and beyond?*

There are obviously risks should the ESF funding cease and not be replaced by the equivalent through Scottish or UK funding. There may be an impact on partners' direct funding - withdrawal of European funding is significant for a relatively small number of organisations. What UK / Scottish / local government does in terms of replacing this is important. Around 5% of the voluntary sector's employees are paid by European funding.

For the third sector indirect funding is probably more significant for most of the sector. If the economic situation worsens then there may be less money available. Equally those organisations that are European funded are likely to end up competing for remaining resources.

There are risks to both the Council and partners of an increase in demand. A general economic slow-down or reduction in funding could easily result in a rise in poverty and consequent impact



on demand for services.

There could additionally be an impact from an increase in costs resulting from Brexit, and in particular a 'no deal' Brexit.

*7.3 How are we reflecting the implications of EU withdrawal in our long-term financial planning?*

Long term financial planning takes account of a number of economic risks and the potential for an economic slow-down or funding reduction of which leaving the EU whether with or without a deal is one possible cause.

*7.4 How can we capitalise on opportunities to access alternative funds or redesign replacement funding streams?*

At the point of writing there is still too much uncertainty over the likely shape of any EU Exit to address this issue in detail.

## **8.0 AUDIT SCOTLAND PREPAREDNESS – RULES AND REGULATIONS**

*8.1 What are the potential implications of changes to trade and customs rules to our supply chains and the cost and availability of products and services?*

The issue of the availability of products and services is very much dependent on the basis under which the UK withdraws from the EU. What can be said at this stage is that the immediate risks of a worst case scenario 'no deal' Brexit have been considered in detail by the Council's CRMT as detailed in Section 5 above. Beyond this there will undoubtedly be risks of cost increases for both goods and services however the level and extent of these cannot be quantified until the nature of withdrawal is known. The work of Scotland Excel should be noted in this respect. Scotland Excel has done significant work on supply chains evaluation to ensure continuity of supplies post Brexit.

*8.2 What EU regulations/legislation are directly relevant to our role (e.g., monitoring compliance)?*

The principal regulations which may have an effect on both our regulatory function are those around environmental protection, food safety, product safety and consumer rights. A close watch is being kept on developments around these areas.

Aside from regulatory services the biggest impact for the Council may be through changes to procurement rules.

*8.3 What impact would potential changes to regulations/legislation have on how we deliver services and our service users?*

At this stage we are not envisaging significant issues in the short term in Inverclyde. The main emerging regulatory issues are around export certification which will have an enormous impact on some authorities but not at this stage Inverclyde. There may be demand from some areas for mutual aid or support however and recruitment of Environmental Health Officers and Trading Standards Officers could be significantly more challenging.

At this stage there are no indications that there are likely to be changes to the range of goods imported through Greenock Ocean Terminal but there could be medium to long term implications for Environmental Health and Trading Standards should there be any developments in this area.

*8.4 How can we capitalise on opportunities to streamline or improve the regulatory environment?*

At this stage there are too many uncertainties around the likely changes to identify specific opportunities. We will however be monitoring this closely.

*8.5 How are we planning for the possibility that the UK Government and the EU fail to reach an agreement on arrangements for the UK's exit from the EU?*

This is covered in section 5 above.

## 9.0 IMPLICATIONS

### 9.1 Finance

There are no immediate financial implications arising from this report.

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					

### 9.2 Legal

There are no immediate legal issues arising from this report.

### 9.3 Human Resources

The issues for HR are detailed in Section 6 above.

### 9.4 Equalities

Has an Equality Impact Assessment been carried out?

	YES (see attached appendix)
X	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.

### 9.5 Repopulation

There are no impacts on repopulation arising from this report.

## 10.0 CONSULTATIONS

10.1 The Chief Financial Officer and the Head of Regeneration and Planning have been consulted on this report.

## 11.0 BACKGROUND PAPERS

11.1 None

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<b>Report To:</b>	<b>Environment and Regeneration Committee</b>	<b>Date:</b>	<b>7 March 2019</b>
<b>Report By:</b>	<b>Corporate Director Environment, Regeneration and Resources</b>	<b>Report No:</b>	<b>E&amp;R/19/03/01/SJ/AW</b>
<b>Contact Officer:</b>	<b>Alan Williamson</b>	<b>Contact No:</b>	<b>01475 712491</b>
<b>Subject:</b>	<b>Street naming of new development at Auchneagh Road and unnamed road at the Harbours, both Greenock</b>		

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to seek Committee approval to name:
- (a) streets within a new development off Auchneagh Road, Greenock
  - (b) an unnamed road at the Harbours, Greenock.

## 2.0 SUMMARY

- 2.1 Street names have been requested for a new residential development by Turnberry Homes off Auchneagh Road, Greenock. It is proposed that these are named Auchneagh Gardens and Auchneagh Grove.
- 2.2 The Council's Roads Service has requested that a name be given to the unnamed road which sits to the front (south) of the 'Tail O' The Bank' public house/restaurant in Greenock. It is proposed that it should be named Virginia Street.

## 3.0 RECOMMENDATIONS

- 3.1 It is recommended that the Committee approve the following:
- (a) the streets within the new development off Auchneagh Road, Greenock be named Auchneagh Gardens and Auchneagh Grove; and
  - (b) the unnamed road at the Harbours, Greenock be named Virginia Street.

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

## 4.0 BACKGROUND

4.1 Section 97 of the Civic Government (Scotland) Act 1982 gives a local authority power to name roads within its area.

## 5.0 NEW DEVELOPMENT OFF OF AUCHNEAGH ROAD, GREENOCK

5.1 Turnberry Homes are developing 28 houses on the site of the former hospital laundry on Auchneagh Road, Greenock. The first houses to be occupied on the site are nearing completion and Turnberry Homes have requested that street names and numbers be assigned to the development. In doing so, Turnberry Homes suggested Greenwood Grove and Greenwood Gardens reflecting the marketing name of the site. However, it is not always suitable to name the streets of a new development after the development marketing name, as it can often have little connection to the area.

5.2 Investigations of historical maps of the area reveal that Auchneagh House sat to the immediate north of the development site. It is therefore suggested that the two new streets be named Auchneagh Gardens and Auchneagh Grove as per Appendix 1. As well as the historical context, this will help the development to identify with its local area.

5.3 Ward 7 Councillors and Greenock South West Community Council were consulted on this matter and no objections or alternative suggestions were received.

## 6.0 UNNAMED ROAD AT THE HARBOURS, GREENOCK

6.1 The Council's Road Service has highlighted that the road to the front (south) of the 'Tail O' The Bank' public house/restaurant at Greenock Harbours does not appear to be officially named. The public house/restaurant uses Rue End Street as its address but the road on which it sits is clearly identifiable as a separate road, which runs parallel to Rue End Street.

6.2 The unnamed road is currently accessed from Rue End Street by way of Virginia Street. Analysis of historical maps shows that Virginia Street used to form a crossroads with Rue End Street running towards the harbour and through what is now the Morrisons' car park. The former route of Virginia Street on the waterside was the subject of a Stopping Up Order in 2008. The unnamed road is a continuation of Virginia Street but does not follow its former route, and whilst some might assume it to be called Virginia Street, this name has never officially been assigned to this road.

6.3 It is therefore proposed that the unnamed road at the Harbours be officially recognised as Virginia Street, as per Appendix 2. Ward 4 Councillors were consulted on this matter and no objections or alternative suggestions were received.

## 7.0 IMPLICATIONS

### Finance

7.1 There are no 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)

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

### **Legal**

7.2 There are no legal implications associated with this report.

### **Human Resources**

7.3 There are no personnel implications associated with this report.

### **Equalities**

7.4 There are no equalities issues associated with this report.

### **Repopulation**

7.5 There are no repopulation implications associated with this report.

## **8.0 CONSULTATIONS**

8.1 The Council's Legal and Property Services were consulted during the preparation of this report.

## **9.0 LIST OF BACKGROUND PAPERS**

9.1 None

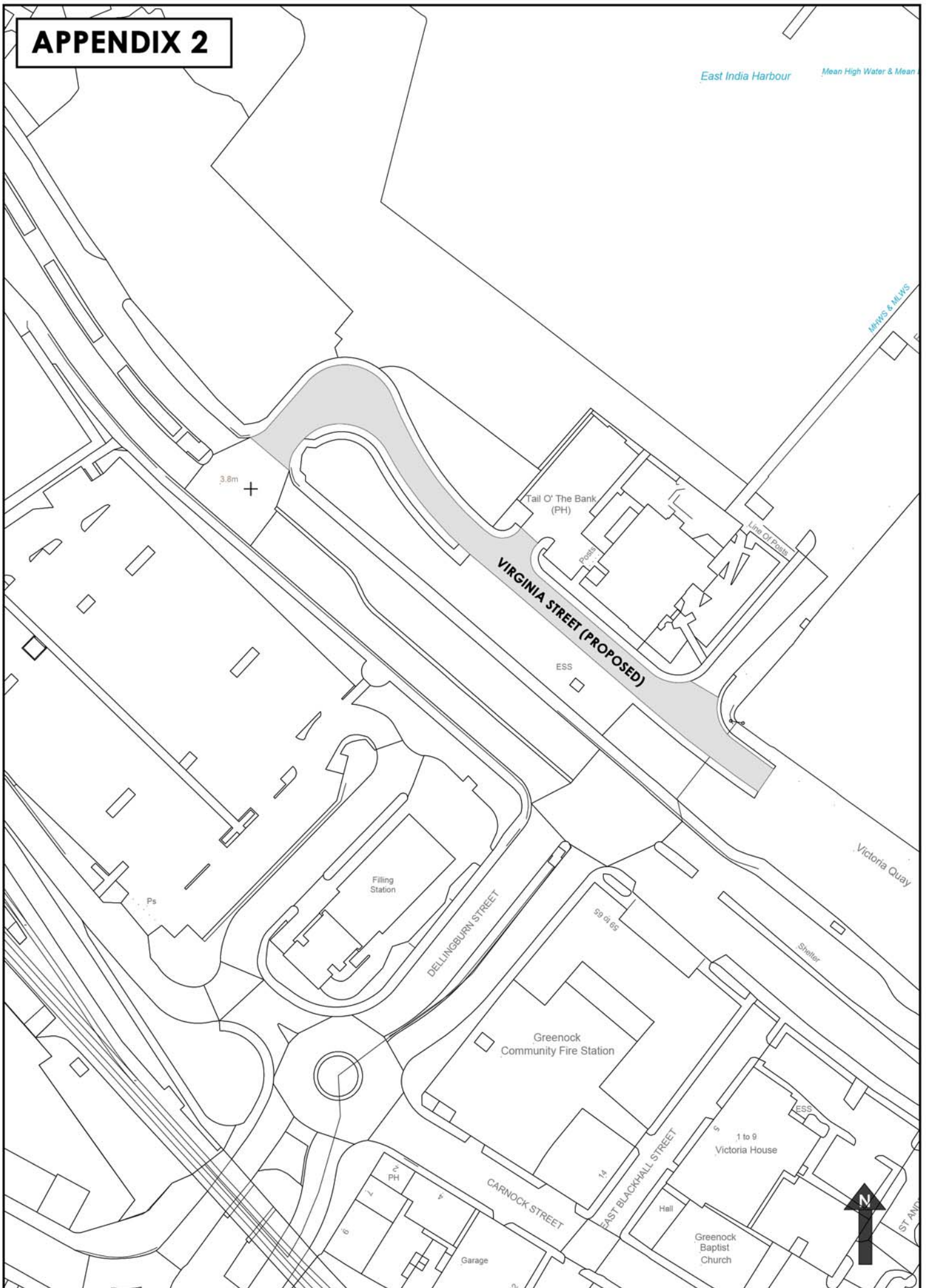
Appendix 1: New residential development at Auchneagh Road, Greenock

Appendix 2: Unnamed road at the Harbours, Greenock

# APPENDIX 1



# APPENDIX 2



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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>7 March 2019</b>
<b>Report By:</b>	<b>Corporate Director Environment, Regeneration &amp; Resources</b>	<b>Report No:</b>	<b>ENV020/19/SA</b>
<b>Contact Officer:</b>	<b>Scott Allan</b>	<b>Contact No:</b>	<b>01475 712764</b>
<b>Subject:</b>	<b>Joint Collaboration with West Dunbartonshire Council, Strategic Leadership Update</b>		

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to update the Committee on activities within the Shared Services Joint Committee following the meeting of 11 January 2019.

## 2.0 SUMMARY

- 2.1 Following the appointment of a Shared Head of Service across Roads and Transportation services in Inverclyde and West Dunbartonshire, a meeting of the Shared Services Joint Committee was organised for 11 January 2019. The Joint Committee was given updates on the outcome of the appointment process, namely that Inverclyde Council and West Dunbartonshire Council now share a Strategic Lead covering Roads and Transportation, what the role will involve and the associated timescales. The new Strategic Lead will review existing services across Inverclyde and West Dunbartonshire Councils and prepare plans for mutual policy development and identify areas of potential professional support across employee groups on a voluntary basis. The Strategic Lead will also develop strategic business cases across wider front line services including grounds and greenspace, waste and environmental services, fleet and transportation across the two councils.
- 2.2 The Joint Committee agreed to engagement with East Dunbartonshire Council to explore their aspirations for a strategic partnership form of collaboration.
- 2.3 The Shared Services Joint Committee will now meet every 3 months and receive updates on the progression of further collaboration opportunities. The regular monitoring of progress on collaboration will therefore be through the Joint Committee and Members are advised to look to the Joint Committee reports for information on progress.
- 2.4 Any matters requiring a decision will be brought back to the Environment & Regeneration Committee.

## 3.0 RECOMMENDATIONS

- 3.1 Committee is asked to note the issues discussed at the recent Shared Services Joint Committee, that the Joint Committee will now meet on a 3-monthly basis and that reports will only be brought to the Environment & Regeneration Committee when decisions are required.

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



## 4.0 BACKGROUND

- 4.1 Members will recall the report to this Committee on 27 September 2018 which approved a revised governance arrangement in respect of West Dunbartonshire Council and Inverclyde Council within the Shared Services Joint Committee combined with the joint appointment of a Shared Strategic Lead (Head of Service) leading on collaboration across West Dunbartonshire Council and Inverclyde Council. Subsequent to approval of a similar paper in West Dunbartonshire Council a shared strategic lead was appointed.
- 4.2 The shared Strategic Lead titled Head of Roads and Transportation in Inverclyde, is employed by Inverclyde Council reporting directly to the Corporate Director Environment, Regeneration & Resources but in terms of duties manages the Roads and Transportation Service in both councils. All decision making remains in each individual council and the new Strategic Lead attends departmental management teams in both councils. All decision making continues to be through the existing committee structure in each council.
- 4.3 The focus in the first few weeks has been to review the existing services and consider areas for joint policy development or collaboration on a voluntary basis.
- 4.4 Following the appointment of the Shared Strategic Lead, a Joint Committee was arranged for 11 January 2019 and updated on progress. The Joint Committee is already structured to allow two councils to share and will operate in this model in the meantime. On 11 January 2019, there were no decisions required only by the two councils in formal collaboration arrangements and consequently all three councils participated for the duration of the meeting.
- 4.5 The meeting was advised of the proposed development and implementation of joint working across roads services and also the intention to develop strategic business plans for grounds and greenspace, waste and environmental services and fleet and transportation.
- 4.6 There are regular management meetings between West Dunbartonshire Council and Inverclyde Council at Chief Executive level and Corporate Director level. There are also monthly meetings involving the Corporate Directors in both councils and the Strategic Lead for Roads and Transportation.
- 4.7 All matters of information and progress of the Roads and Transportation Collaboration will be reported to the Joint Committee. Members are advised to monitor the Joint Committee papers in this respect. Any matters of decision however will be brought back to the Environment & Regeneration Committee.

## 5.0 IMPLICATIONS

### Finance

#### 5.1 Financial Implications:

##### One off Costs

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

## Annually Recurring Costs/ (Savings)

<b>Cost Centre</b>	<b>Budget Heading</b>	<b>With Effect from</b>	<b>Annual Net Impact £000</b>	<b>Virement From (If Applicable)</b>	<b>Other Comments</b>
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 There are no repopulation implications.

## **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 & Regeneration Committee      **Date:** 7 March 2019

**Report By:** Corporate Director Environment, Regeneration & Resources      **Report No:** ERC/RT/GMcF/18.600

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

**Subject:** RAMP Programme – Performance of Microasphalt

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### 1.0 PURPOSE

- 1.1 The purpose of this report is to advise the Committee of the performance of microasphalt surfacing used as part of the RAMP/Capital resurfacing programmes.

### 2.0 SUMMARY

- 2.1 The use of carriageway protective surface treatments forms an integral part of the overall 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 resurfacing and/or reconstruction, whilst still maintaining the running surface in an acceptable physical and aesthetic condition.
- 2.2 “Microasphalt” is an asphalt based treatment which is mixed in-situ in specialist plant and deposited on to the road surface. This preventative treatment offers longer life expectancy of existing carriageways, high resistance to rutting, reduced traffic noise and is able to withstand heavy trafficking. This type of treatment has been around for many years and has been used within Inverclyde for a number of years, including prior to the current RAMP programme.
- 2.3 It is considered that the procurement and application of microasphalt continues to provide very good value to the Council. It is a low cost treatment which gives a significant extension to the useful lifespan of the existing road carriageways when used in appropriate circumstances as part of the Council’s Assessment Management approach to roads maintenance.

### 3.0 RECOMMENDATIONS

- 3.1 That the Committee notes the performance of the microasphalt surfacing used as part of the RAMP/Capital resurfacing programmes and that these materials provide a best value approach as part of the Roads Asset Management Strategy.

**Gail MacFarlane**  
**Head of Service – Roads & Transportation**

## 4.0 BACKGROUND

- 4.1 The use of carriageway protective surface treatments forms an integral part of the overall 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 resurfacing and/or 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 and/or reconstruction would be proposed.
- 4.2 “Microasphalt” is an asphalt based treatment which is mixed in-situ in specialist plant and deposited on to the road surface. This preventative treatment offers longer life expectancy of existing carriageways, high resistance to rutting, reduced traffic noise and is able to withstand heavy trafficking. This type of treatment has been around for many years and has been used within Inverclyde for a number of years, including prior to the current RAMP programme.

## 5.0 ANALYSIS OF PERFORMANCE OF MICROASPHALT

- 5.1 The analysis of the performance considers the period of RAMP/Capital funding for the six year period April 2013 to March 2019. It should be noted that microasphalt has been used to a limited extent on Inverclyde’s road network prior to this period, but given that its intended lifespan before further treatment is required is around 8 years, it is considered that microasphalt laid prior to April 2013 is close to the end of intended lifespan, and given there have been no significant issues of concern, it has not been included in this analysis.
- 5.2 The extent of microasphalt utilised during the 2013/19 period is as follows:

RAMP Year	Carriageway Area m <sup>2</sup>	Carriageway Length m	Total Cost £k	£/m <sup>2</sup>	Scheme Locations (Nr.)	
					Total	Significant Material Failure
2013/14	51,640	9,152	339	6.56	19	0
2014/15	65,587	12,224	402	6.13	38	0
2015/16	86,014	15,561	687	7.99	42	4
2016/17	75,729	10,533	692	9.14	34	2
2017/18	42,264	6,776	314	7.43	32	0
2018/19	28,703	4,297	253	8.81	17	0
<b>2013/19</b>	<b>349,937</b>	<b>58,543</b>	<b>2,687</b>	<b>7.68</b>	<b>182</b>	<b>6</b>

Note 1: Costs include for prep-patching, microasphalt, ironwork, and road markings.

Note 2: £/m<sup>2</sup> varies year on year due to proportion of prep-patching, ironwork, road markings required, and inflation.

- 5.3 The total length of road carriageway resurfaced with microasphalt is just under 59km, and this represents some 16% of the total carriageway length in Inverclyde.
- 5.4 The costs of microasphalt at an average of £7.68/m<sup>2</sup>, with an intended lifespan of around 8 years before further treatment, compares with a conventional resurfacing cost, assuming a 40mm inlay of hot-rolled asphalt, and based on recent RAMP schemes, of £25 to £30/m<sup>2</sup> for a 15 year lifespan. It should be noted that these are different types of treatment and used in differing circumstance according to the level of deterioration of the existing road surface. However, the data demonstrates that microasphalt is a low cost treatment which gives a significant extension to the useful lifespan of the existing road carriageways when used in appropriate circumstances.
- 5.5 Microasphalt is procured from specialist external contractors, and a 2 year maintenance period is specified in the tender/contract documents to ensure that any localised minor surface defects,

along with more major early life material failures, are rectified at no cost to the Council.

- 5.6 Following application of the microasphalt, sweeping of the road surface is required to ensure that any loose aggregates are removed timeously, and this is an area that has caused some concern and complaints to the Council. The difficulty often lies with the number of parked cars, and Officers are working to ensure that a more formalised approach, involving the promotion of Temporary Traffic Regulation Orders, along with advance notice to residents, to ensure that the road carriageways are kept clear to permit an effective sweeping regime across the whole carriageway length and width.
- 5.7 From the table in 5.2 above, there were six scheme locations where there was an apparent early life failure of the microasphalt; these are discussed as follows:
- One location failed due to braking forces from heavy vehicles and it is considered that that the microasphalt has been pushed to, and probably beyond, the limit of its design capability; as this is primarily a design issue rather than material issue, the location has been resurfaced with a conventional rolled asphalt;
  - One location started to fail due to reflective cracking coming up from the sub-surface of the road; this sub-surface cracking was not detected at the time the microasphalt was applied; again, this is primarily a design issue rather than material issue and this location has been resurfaced with a conventional rolled asphalt;
  - The other four locations exhibited a failure of the material including loss of bond to the subsurface and ongoing loss of surface aggregates; these were direct failures of the material and its application, and these locations have been rectified by the Contractor(s).
- 5.8 Of the four material failures noted in 5.7 above, the failed/repared areas comprise some 9,928m<sup>2</sup>, and which represents a failure rate of 2.84% over the period 2013/19. This is considered to be very low.
- 5.9 It is considered that the procurement and application of microasphalt continues to provide very good value to the Council. It is a low cost treatment which gives a significant extension to the useful lifespan of the existing road carriageways when used in appropriate circumstances as part of the Council's Assessment Management approach to roads maintenance.

## 6.0 IMPLICATIONS

### Finance

#### 6.1 One-off costs:

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

#### 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

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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 use of cost effective materials 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:** 7 March 2019

**Report By:** Corporate Director Environment, Regeneration & Resources  
**Report No:** ERC/RT/GMcF/18.601

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

**Subject:** Roads & Transportation – Proposed RAMP/Capital Programme for 2019/20

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to seek Committee approval in relation to a proposed programme of projects to be undertaken in 2019/20 using RAMP/Capital Funding and a grant offer of funding by the Scottish Government for Cycling, Walking and Safer Streets Projects.

## 2.0 SUMMARY

- 2.1 The first year of the approved 5 year Roads Asset Management Strategy for 2018/23 will be complete at the end of March 2019. This report is to advise the Committee of the proposed RAMP/Capital expenditure and core projects for 2019/20 (excluding CWSS Grant Funding) amounting to a value of £3.110m.
- 2.2 The 2019/20 Cycling, Walking and Safer Streets (CWSS) projects for Roads & Transportation are valued at £107k. At least 36% (and preferably above 50%) of the grant funding must be considered for the purposes of undertaking a programme of works for the promotion of cycling. Payment of the funding will be by grant made in arrears on the basis of evidenced expenditure.

## 3.0 RECOMMENDATIONS

- 3.1 That the Committee approves the list detailed below for the 2019/20 RAMP/Capital and CWSS grant aided roads related projects.
- 3.2 That the Committee grants delegated authority to the Head of Service – Roads & Transportation to achieve full spend of the RAMP/Capital budget through the substitution of projects from a reserve list when necessary.

**Gail MacFarlane**  
**Head of Service – Roads & Transportation**

## 4.0 BACKGROUND

- 4.1 The first year of the approved 5 year Roads Asset Management Strategy for 2018/23 will be complete at the end of March 2019. This report is to advise the Committee of the proposed RAMP/Capital expenditure and core projects for 2019/20 (excluding CWSS Grant Funding) amounting to a value of £3.110m.
- 4.2 The 2019/20 Cycling, Walking and Safer Streets (CWSS) projects for Roads & Transportation are valued at £107k. At least 36% (and preferably above 50%) of the grant funding must be considered for the purposes of undertaking a programme of works for the promotion of cycling. Payment of the funding will be by grant made in arrears on the basis of evidenced expenditure.

## 5.0 PROPOSALS – 2019/20 PROGRAMME

- 5.1 The proposed projects, where appropriate, apply only to carriageways, footways, lighting and bridges etc. on public roads for which Roads & Transportation has specific responsibilities in terms of the Roads (Scotland) Act 1984.
- 5.2 The costs of the projects as specified 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 Delivery of the 2019/20 programme will depend on a number of factors including changing priorities due to ongoing changes within the condition of the network, weather, market prices and the work programmes of public utility companies who also require access to the road network. In view of this, it is proposed that delegated authority be given to the Head of Service – Roads & Transportation to achieve full spend of the capital budget through the substitution of projects from a reserve list when necessary. Reserve carriageway, footway and structures projects are in the relevant section of this report.
- 5.4 A CWSS budget has been established by the Scottish Ministers, with a view to giving greater prominence to cycling, walking and safer streets, to assist Local Authorities to achieve the aims of their Local Transport Strategy.
- 5.5 The programme of expenditure for the £3.217m funding is as detailed in the table below.

<i>Outline Programme</i>	<i>2019/20 (£000s)</i>
<i>RAMP</i>	
Carriageways (refer 6.0)	1,400
Footways (refer 7.0)	323
Structures (refer 8.0)	309
Lighting (refer 9.0)	648
Other Assets (refer 10.0) (drainage, signs & road markings, vehicle restraint systems, traffic measures)	120
Fees & Staffing	310
<i>Roads Core Funding</i>	
Cycling Walking & Safer Streets (refer 11.0)	107
Total	3,217



## 6.0 RAMP CARRIAGEWAY PROGRAMME

- 6.1 The priority investment programme for carriageways has been determined through analysis of available information comprising: road hierarchy, results from the Scottish Road Maintenance Condition Survey (SRMCS), local route knowledge with regard to defective lengths of carriageway, evidence of defects, number of complaints, accidents statistics, liability claims, and public, Councillor, and other requests. Particular emphasis is given to the road hierarchy, SRMCS and local route knowledge of Council Officers. Future determination is based on the Roads Asset Management Policy. Schemes are listed alphabetically by town.

### i. Named Carriageway Resurfacing/ Reconstruction Schemes (£1,000k).

<i>Road</i>	<i>Class</i>	<i>Town</i>	<i>Extent</i>
Cloch Road	A	Gourock	Selected Lengths Between Underheugh STW & Kennels
Auchmead Road	U	Greenock	Selected Lengths
Brougham Street	A	Greenock	Bridge to Forsyth Street
Eldon Street	A	Greenock	Lyle Road to Manor Crescent
Glencairn Road	U	Greenock	Full Length
Grieve Road	C	Greenock	Gateside Avenue to Bow Road
Pennyfern Road	U	Greenock	A78 to Maple Road & Maple Road to Pennyfern Drive
Waverley Street	U	Greenock	Dunlop Street to End
Port Glasgow Road	A	Kilmacolm	Auchenbothie Road to Auchenbothie Gardens
Ardmore Road	U	Port Glasgow	Selkirk Road to Bridgend Avenue
Heggies Avenue	U	Port Glasgow	Parkhill Avenue to Glasgow Road

### ii. Carriageway Proprietary Surface Treatments – Surface Dressing (£200k).

The programme for the Carriageway Proprietary Surface Treatments – Surface Dressing was approved at the January 2019 Committee.

### iii. Carriageway Large Patching - Various Locations (£200k).

### iv. Named Carriageway Resurfacing/ Reconstruction Schemes (Reserve).

<i>Road</i>	<i>Class</i>	<i>Town</i>	<i>Extent</i>
St Johns Road	C	Gourock	Full Length
Ardgowan Street	U	Greenock	Nelson Street to Robertson Street
Braeside Road	U	Greenock	Flatterton Road to Davaar Road
Cardross Crescent & Shandon Place	U	Greenock	Full Length
Auchenfoil Road	B	Kilmacolm	At Carseknowe to Burnbank Road
Bardrainney Avenue	U	Port Glasgow	Auchenbothie Road to Moss Road
Glasgow Road	U	Port Glasgow	Selected Lengths

## 7.0 RAMP FOOTWAY PROGRAMME

7.1 The priority investment programme for footways/footpaths has been determined through analysis of available information comprising: route classification (amenity, use), local route knowledge with regard to defective lengths of footway/footpath, evidence of defects, number of complaints, accidents statistics, liability claims, and public, Councillor, and other requests. Particular emphasis is given to the route classification, and local route knowledge of Council Technical staff. Future determination is based on the Roads Asset Management Policy. Schemes are listed alphabetically by town.

i. Named Footway/ Footpath Resurfacing/ Reconstruction Schemes (£293k)

<i>Road</i>	<i>Class</i>	<i>Town</i>	<i>Extent</i>
Royal Street	U	Gourock	Full Length (West Side)
Shore Street	A	Gourock	Selected Lengths (West Side)
Staffa Street	U	Gourock	Full Length (South Side)
Tantallon Avenue	U	Gourock	From Dunvegan Avenue to Doune Gardens (North Side)
Finnart Street	U	Greenock	Fox Street to Madeira Street (South Side) & Robertson Street to Campbell Street (North Side)
Octavia Terrace	U	Greenock	Number 79 to Newark Street (East Side)
Glen Douglas Road	U	Greenock	Selected Lengths (East & North Sides)
Glen Fruin Road	U	Greenock	Selected Lengths (Both Sides)
Grant Street	U	Greenock	Full Length (Both Sides)
Knockbuckle Road	U	Kilmacolm	Lochwinnoch Road to Park Road (Both Sides)
Dubbs Road	C	Port Glasgow	Boglestone Roundabout to Crosshill Road (West Side)
Glasgow Road	U	Port Glasgow	At Woodhall Station (North Side)

ii. Footway/Footpath Large Patching at Various Locations (£30k)

iii. Named Footway/ Footpath Resurfacing/ Reconstruction Schemes (Reserve)

<i>Road</i>	<i>Class</i>	<i>Town</i>	<i>Extent</i>
Cloch Road	A	Gourock	Dunvegan Avenue to Faulds Park (North Side)
Garvie Avenue	U	Greenock	Reservoir Road to Larkfield Road (Both Sides)
Regent Street	C	Greenock	Lynedoch Street to Roxburgh Street (South Side)
Renton Road	U	Greenock	Leven Road to Luss Avenue (North Side)

## 8.0 RAMP LIGHTING PROGRAMME

8.1 The delivery of the RAMP street lighting programme continues on from the works carried out in previous years, and concerns column replacement and lantern replacement on a priority basis.

The proposed priority investment is noted in the table below.

i. Column Replacement (£648k)

<i>Road</i>	<i>Class</i>	<i>Town</i>	<i>Project Extent</i>
Column Replacement Contracts	All	Gourock Greenock Inverkip Kilmacolm Port Glasgow Wemyss Bay	Replacement of life expired columns (750 number approx.)
Ad-Hoc Column Replacement (via Lighting Maintenance Contract)	All	All	Replacement of accident damaged columns as required, and other urgent column works where arising

## 9.0 RAMP STRUCTURES PROGRAMME

9.1 The proposed programme of works for structures addresses the requirement to replace and/or replenish specific structural elements which in general have become dilapidated due to their age or which have been rendered unfit for purpose due to changes in legislation. The proposed priority investment is noted in the table below. Schemes are listed alphabetically by town.

i. Structures Schemes (£309k)

<i>Road/ Bridge</i>	<i>Class</i>	<i>Town</i>	<i>Project Extent</i>
Cardwell Road Rail Bridge	A	Gourock	Waterproofing and Installation of High Kerbs
Cloch Road	A	Gourock	Installation of Retaining Walls at Lunderston Bay; Part Funded by SPT
Newton Street Structure	U	Greenock	Investigation and Strength Assessment
Auchenfolye Bridge (Old)	U	Kilmacolm	Scour Protection & Parapet Strengthening
Bogston Ramp	U	Port Glasgow	Parapet Replacement and Structural Repairs

ii. Structures Schemes (Reserve)

<i>Road/ Bridge</i>	<i>Class</i>	<i>Town</i>	<i>Project Extent</i>
Lynedoch Street	U	Greenock	Replacement Culvert to Eastern Line of Falls
Glenmill Bridge	U	Kilmacolm	Bridge Widening
Chapleton Bridge	U	Port Glasgow	Bridge Widening; Part Funded by SPT.

## 10.0 RAMP OTHER ASSETS PROGRAMME

- 10.1 The proposed programme of works for other assets which includes drainage, signs & road markings, vehicle barriers, addresses the requirement to replace and/or replenish specific asset elements which in general have become dilapidated due to their age or which have been rendered unfit for purpose due to changes in legislation. Traffic Measures allows for traffic improvements such as traffic calming measures. The proposed priority investment is noted in the table below. Schemes are listed alphabetically by town.

### i. Other Asset Schemes (£120k)

<i>Road/ Asset</i>	<i>Class</i>	<i>Town</i>	<i>Project Extent</i>
Drainage	All	Various	Various improvements
Signs & Road Markings	All	Various	Various improvements
Vehicle Restraint Systems	All	Various	Various improvements
George Road/Stevens Place	U	Gourock	Installation of Buildouts to Improve Junction Visibility
Dunlop Street	B	Greenock	Traffic Calming Measures
Lyle Road	U	Greenock	Traffic Calming Measures
Traffic Calming Priority List	All	Various	Other Traffic Calming Measures
Minor Safety Measures	All	Various	As required/requested

## 11.0 ROADS CORE FUNDING – CYCLING, WALKING & SAFER STREETS

- 11.1 The proposed programme of works for the Cycling, Walking and Safer Streets (CWSS) meets the requirements of the government funding allocation and is prioritised to expand the off-road cycling asset within Inverclyde, improve the walking journey to school and enhance pedestrian safety on the local road network in keeping with national guidance. The proposed priority investment is noted in the table below. Schemes are listed alphabetically by town.

### i. CWSS Schemes (£107k)

<i>Road</i>	<i>Class</i>	<i>Town</i>	<i>Project Extent</i>
N753 Cycle Track	U	Gourock	Widening at Cloch Road
Sinclair Street	U	Greenock	Footway installation at Sinclair Street Rail Bridge
Build Outs	U	Greenock	Installation of Buildouts to Improve Junction Visibility at Robertson Street/Newton Street & Robertson Street /South Street
School Working Group Requests	All	Various	Minor Safety Measures
Dropped Kerbs	All	Various	Improvements to Crossing Points

## 12.0 IMPLICATIONS

### Finance

#### 12.1 One-off costs:

Cost Centre	Budget Heading	Budget Years	Proposed spend this report (£000s)	Virement from	Other comments
Capital	RAMP	2019/20	3,110		CWSS Scottish Government Grant
Capital	Roads Core	2019/20	107		
			3,217 Total		

#### 12.2 Annually recurring costs:

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

### Legal

12.3 There are no legal implications arising from this report.

### Human Resources

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

### Equalities

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

### Repopulation

12.6 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.

## 13.0 CONSULTATIONS

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

## 14.0 LIST OF BACKGROUND PAPERS

14.1 None.

**Report To:** ENVIRONMENT & REGENERATION COMMITTEE      **Date:** 7 March 2019

**Report By:** CORPORATE DIRECTOR, ENVIRONMENT, REGENERATION & RESOURCES      **Report No:** LP/013/19

**Contact Officer:** LINDSAY CARRICK      **Contact No:** 01475 712114

**Subject:** PROPOSED TRAFFIC REGULATION ORDER – DISABLED PERSONS’ PARKING PLACES (ON STREET) ORDER NO. 4 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 Disabled Persons’ Parking Places (On-Street) Order No. 4 2018.

## 2.0 SUMMARY

- 2.1 In order to comply with The Disabled Persons’ Parking Places (Scotland) Act 2009, Section 5, it is proposed to introduce a Traffic Regulation Order to accompany the provision of parking places for the disabled. This will restrict parking to drivers displaying a Disabled Person’s Badge only and will enable enforcement of such restrictions. The proposed Order will also revoke those parking places no longer required in order to maximise street parking capacity.
- 2.2 The provision of on-street parking places for use by disabled drivers, who are the holders of a Disabled Person’s Badge, is regulated by The Disabled Persons’ Parking Places (Scotland) Act 2009. Inverclyde Council is required to promote a Traffic Regulation Order to regulate the use of such parking places.

## 3.0 RECOMMENDATION

- 3.1 That the Committee recommend to the Inverclyde Council the making of the Traffic Regulation Order – Disabled Persons’ Parking Places (On-Street) Order No. 4 2018 and remit it to the Head of Service – Roads and Transportation and the Head of Legal and Property Services to arrange for its implementation.

**Gerard Malone**  
**Head of Legal and Property Services**

## **4.0 BACKGROUND**

- 4.1 There are currently no Traffic Regulation Orders that exist at the locations shown in the schedule which would prohibit the allocation of parking places for Disabled Person's Badge holders.
- 4.2 No objection has been received to the proposed Order.
- 4.3 The Committee is asked to note that, if approved, the Order may not be implemented until the making of the Order has been advertised to allow any persons who so wish a period of six weeks to question the validity of the Order in terms of the Road Traffic Regulation Act 1984.

## **5.0 IMPLICATIONS**

### **Finance**

- 5.1 There are no financial implications arising from this report.

### **Legal**

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

### **Human Resources**

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

### **Equalities**

- 5.4 There are no equalities implications arising from this report.

### **Repopulation**

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

## **6.0 CONSULTATIONS**

- 6.1 The proposals have been advertised in the Greenock Telegraph and full details of the proposals have been made available for public inspection during normal office hours at the offices of the Head of Environmental and Public Protection, the Head of Legal and Property Services and at Central, Port Glasgow, Southwest and Gourock Libraries. A copy of the draft Order is appended hereto for Members' information. Appendix 1

## **7.0 LIST OF BACKGROUND PAPERS**

- 7.1 None

**THE INVERCLYDE COUNCIL**  
**DISABLED PERSONS' PARKING PLACES**  
**(ON-STREET) ORDER NO. 4 2018**  
**TRAFFIC REGULATION ORDER**



**THE INVERCLYDE COUNCIL**  
**DISABLED PERSONS' PARKING PLACES (ON-STREET)**  
**ORDER NO. 4 2018**

The Inverclyde Council in exercise of the powers conferred on them by Section 32(1) of the Road Traffic Regulation Act 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Constable of Police Scotland in accordance with Part III of Schedule 9 to the Act hereby make the following Order.

1. This Order may be cited as "The Inverclyde Council Disabled Persons' Parking Places (On-Street) Order No. 4 2018" and shall come into operation on ????????

2. In this Order the following expressions have the meanings hereby assigned to them:-

"Council" means The Inverclyde Council or its successors as Roads Authority;

"disabled person's badge" means:

- (a) a badge issued under Section 21 of the Chronically Sick and Disabled Persons Act 1970 (as amended);
  - (b) a badge issued under a provision of the law of Northern Ireland corresponding to that section; or
  - (c) a badge issued by any member State other than the United Kingdom for purposes corresponding to the purposes for which badges under that section are issued;
- and which has not ceased to be in force;

"disabled person's vehicle" means a vehicle lawfully displaying a disabled person's badge;

"parking attendant" means a person employed in accordance with Section 63A of the Act to carry out the functions therein;

"parking place" means an area of land specified by number and name in Columns 1 and 2 in the Schedule to this Order;

"traffic sign" means a sign prescribed or authorised under Section 64 of the Act; and

"vehicle" unless the context otherwise requires, means a vehicle of any description and includes a machine or implement of any kind drawn or propelled along roads whether or not by mechanical power.

3. The Schedule titled "Disabled Persons' Parking Places (On Street) Order No. 4 2018" forms the Schedule to this Order.

4. Each area of road which is described in the Schedule Part 1 to this Order and the plans relative to this Order is hereby designated as a parking place.

5. The parking places shall only be used for the leaving of disabled persons' vehicles displaying a valid disabled person's badge.

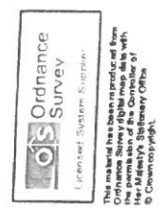
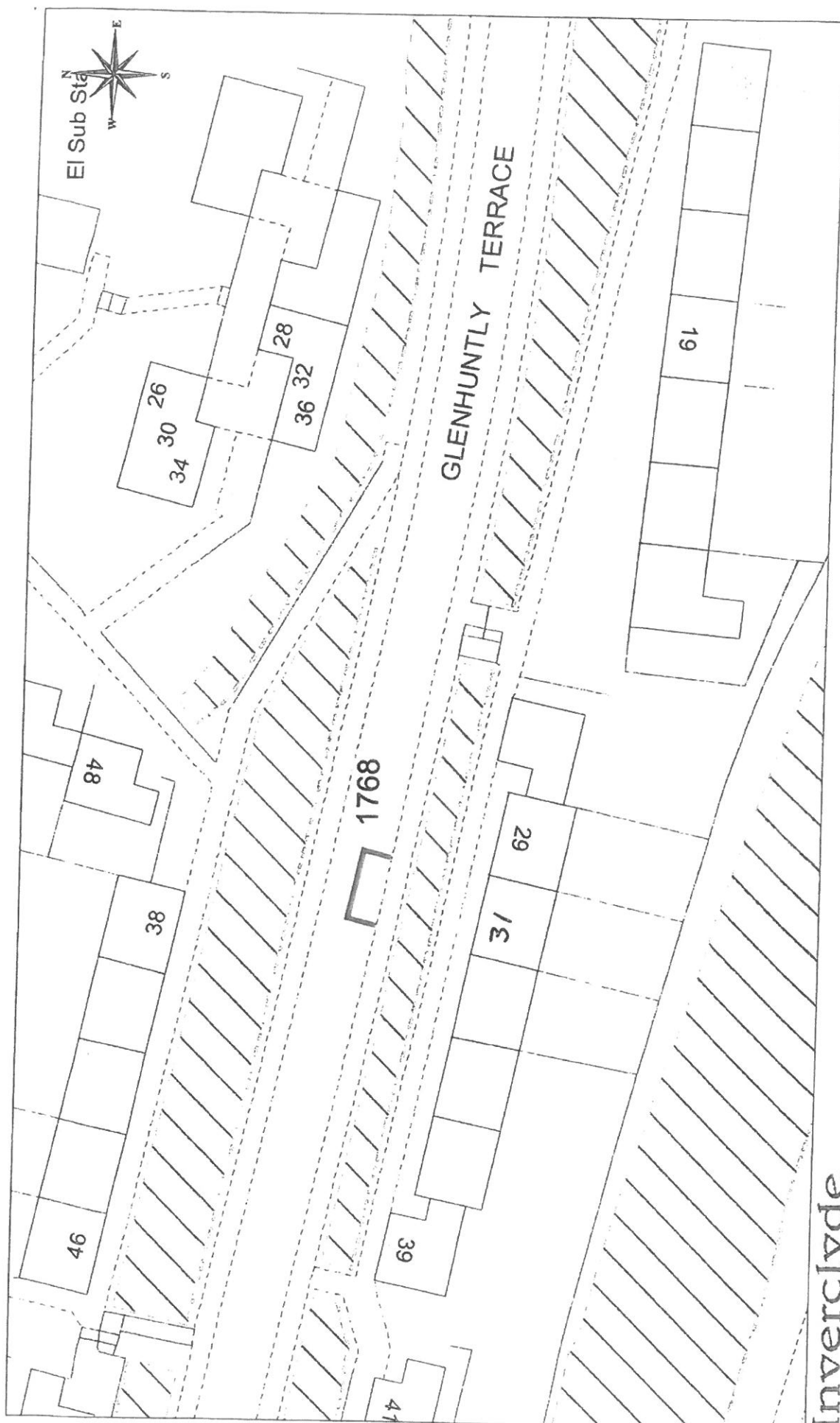
6. The limits of each parking place shall be indicated on the carriageway as prescribed by The Traffic Signs Regulations and General Directions 2016, as amended.
7. Every vehicle left in any parking place shall stand such that no parking place is occupied by more than one vehicle and that every part of the vehicle is within the limits of the parking place provided that, where the length of a vehicle precludes compliance with this paragraph, such vehicle shall be deemed to be within the limits of a parking place if:-  
  
the extreme front portion or, as the case may be, the extreme rear portion of the vehicle is within 300mm of an indication on the carriageway provided under this Order in relation to the parking place; and  
  
the vehicle, or any part thereof, is not within the limits of any adjoining parking place.
8. Any person duly authorised by the Council or a police officer in uniform or a traffic warden or parking attendant may move or cause to be moved in case of any emergency, to any place they think fit, vehicles left in a parking place.
9. Any person duly authorised by the Council may suspend the use of a parking place or any part thereof whenever such suspension is considered reasonably necessary:-  
  
for the purpose of facilitating the movement of traffic or promoting its safety;  
  
for the purpose of any building operation, demolition, or excavation in or adjacent to the parking place or the laying, erection, alteration, removal or repair in or adjacent to the parking place of any sewer or of any main, pipe, apparatus for the supply of gas, water electricity or of any telecommunications apparatus, traffic sign or parking meter;  
  
for the convenience of occupiers of premises adjacent to the parking place on any occasion of the removal of furniture from one office or dwellinghouse to another or the removal of furniture from such premises to a depository or to such premises from a depository;  
  
on any occasion on which it is likely by reason of some special attraction that any street will be thronged or obstructed; or  
  
for the convenience of occupiers of premises adjacent to the parking place at times of weddings or funerals or on other special occasions.
10. A police officer in uniform may suspend for not longer than twenty four hours the use of a parking place or part thereof whenever such suspension is considered reasonably necessary for the purpose of facilitating the movement of traffic or promoting its safety.

11. This Order insofar as it relates to the parking places to be revoked (R) and amended, as specified in the Schedule Part 2 to this Order, partially revokes and amends The Inverclyde Council Disabled Persons' Parking Places (On-Street) Order Nos. 01/2001, 01/2004, 03/2007, 02/2008, 04/2010, 01/2011, 03/2011, 01/2014, 02/2015 and 01/2018 respectively.

Sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by ????????????, Proper Officer, on the ?????????? day of ????????, Two Thousand and ??????????.

DRAFT

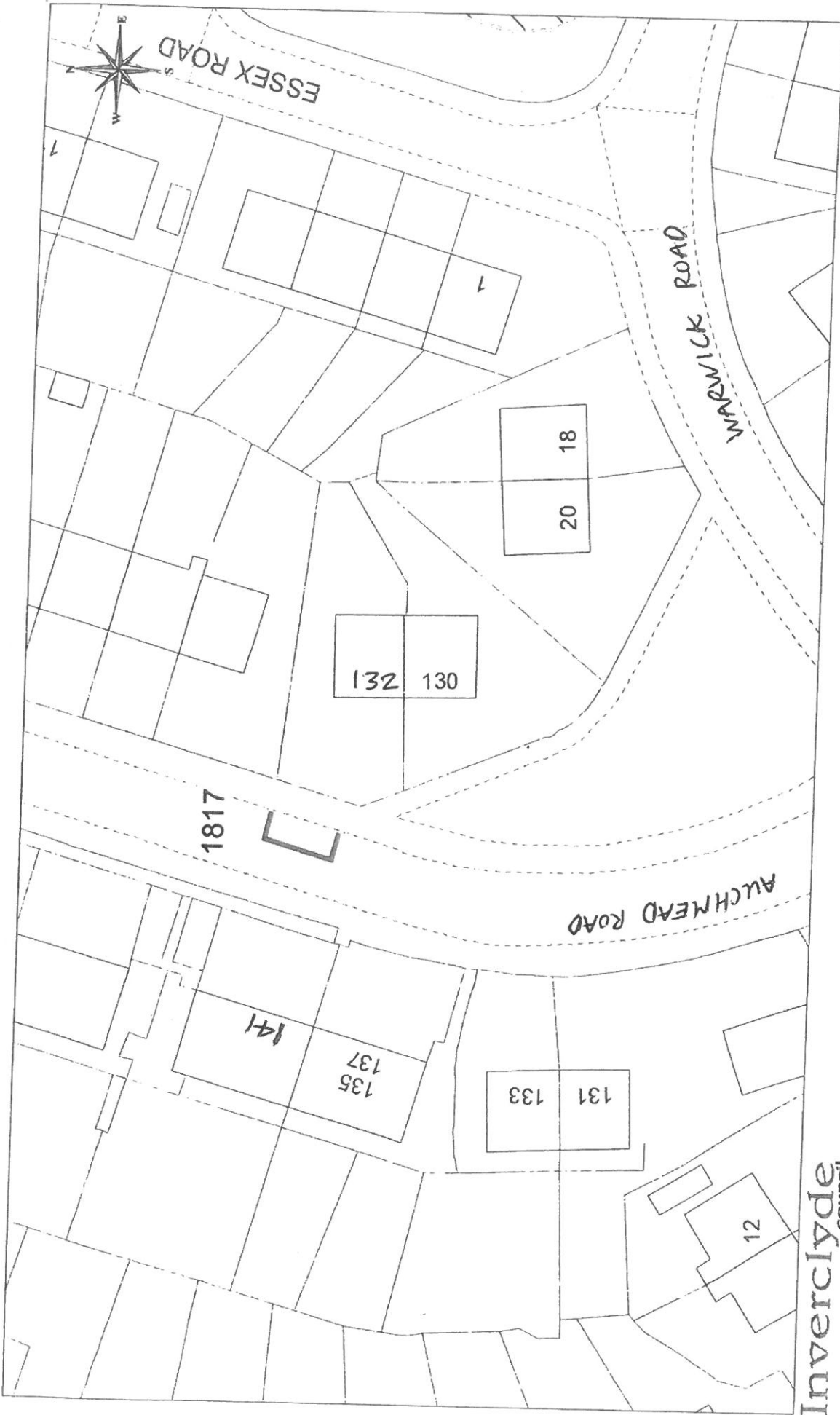




**Inverclyde**  
**council**  
 Environmental and Commercial Services

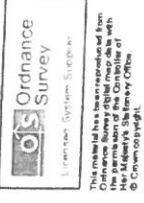
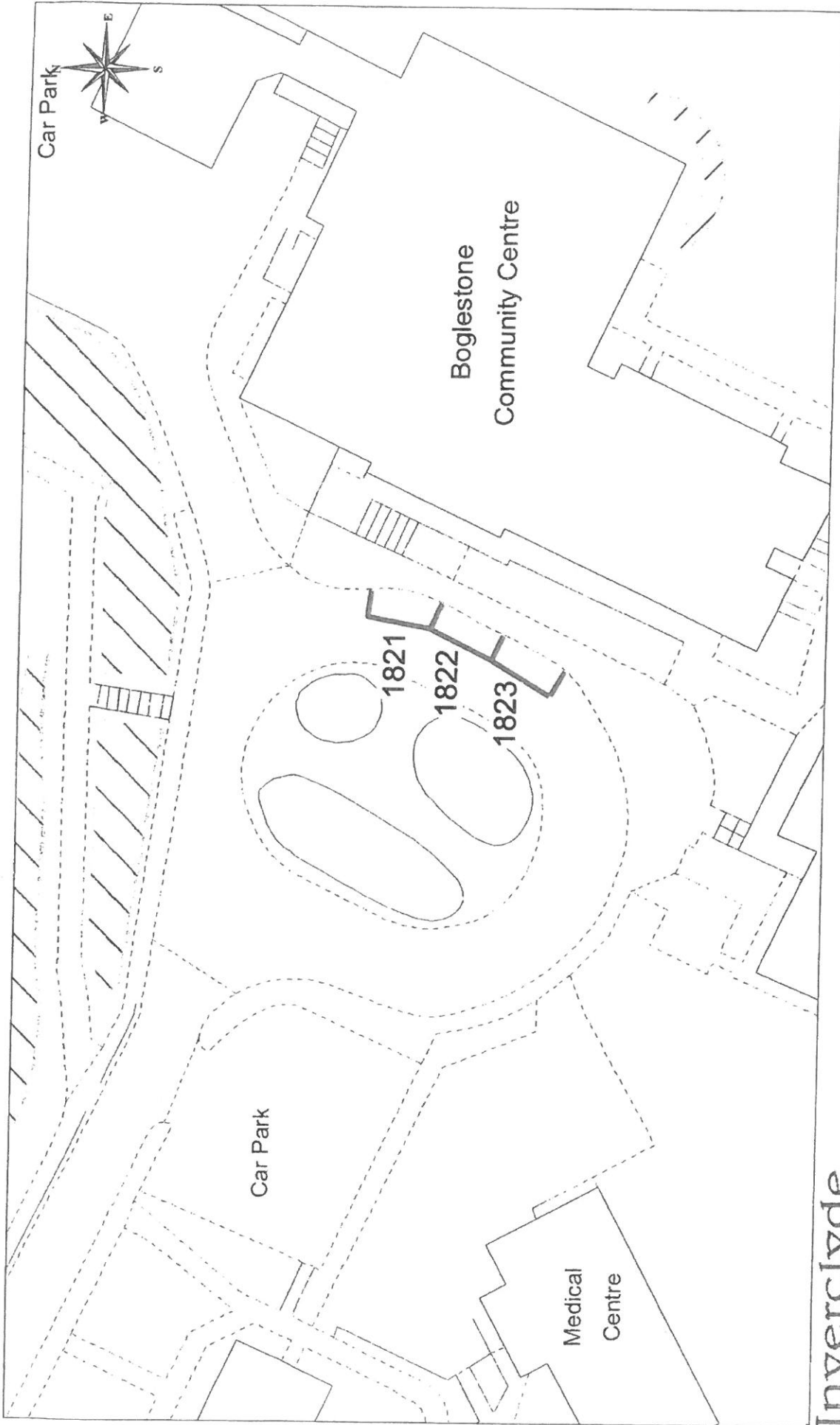
Environment, Regeneration & Resources  
 Corporate Director: Scott Allan BSc., C.Eng., M.I.C.E.  
 Municipal Buildings  
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 Fax: 01475 712731  
[scott.allan@inverclyde.gov.uk](mailto:scott.allan@inverclyde.gov.uk)

**DISABLED PERSONS' PARKING PLACE**  
**31 GLENHUNTLY TERRACE, PORT GLASGOW**  
**PLACE No. 1768**



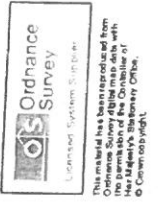
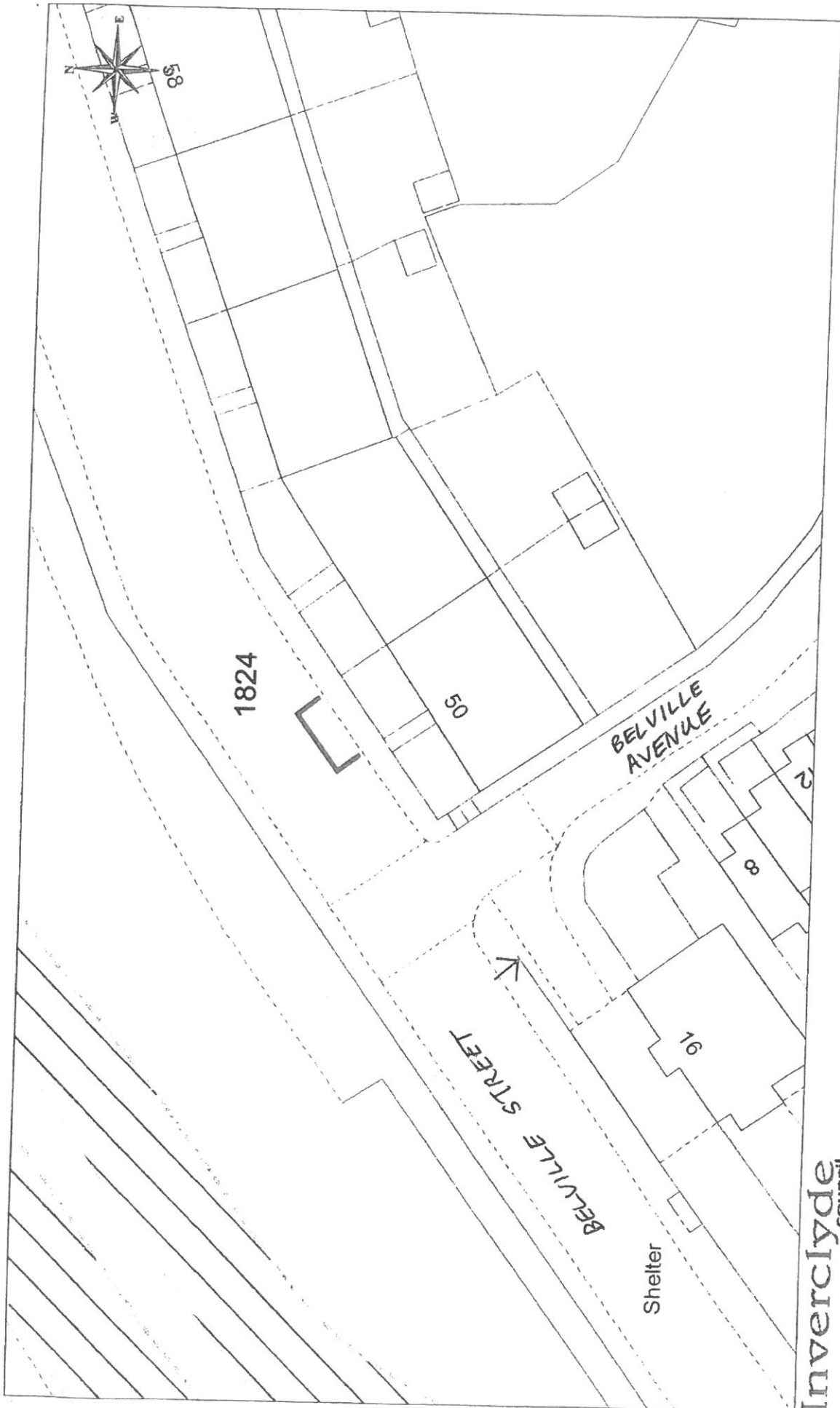
DISABLED PERSONS' PARKING PLACE  
 132 AUCHMEAD ROAD, GREENOCK  
 PLACE No. 1817

**Inverclyde Council**  
 Environmental and Commercial Services  
 Environment, Regeneration & Resources  
 Corporate Director: Scott Allan BSc., C.Eng., M.I.C.E.  
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**DISABLED PERSONS' PARKING PLACE**  
**DUBBS PLACE, PORT GLASGOW**  
**PLACES Nos. 1821-1823**

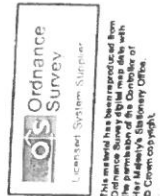
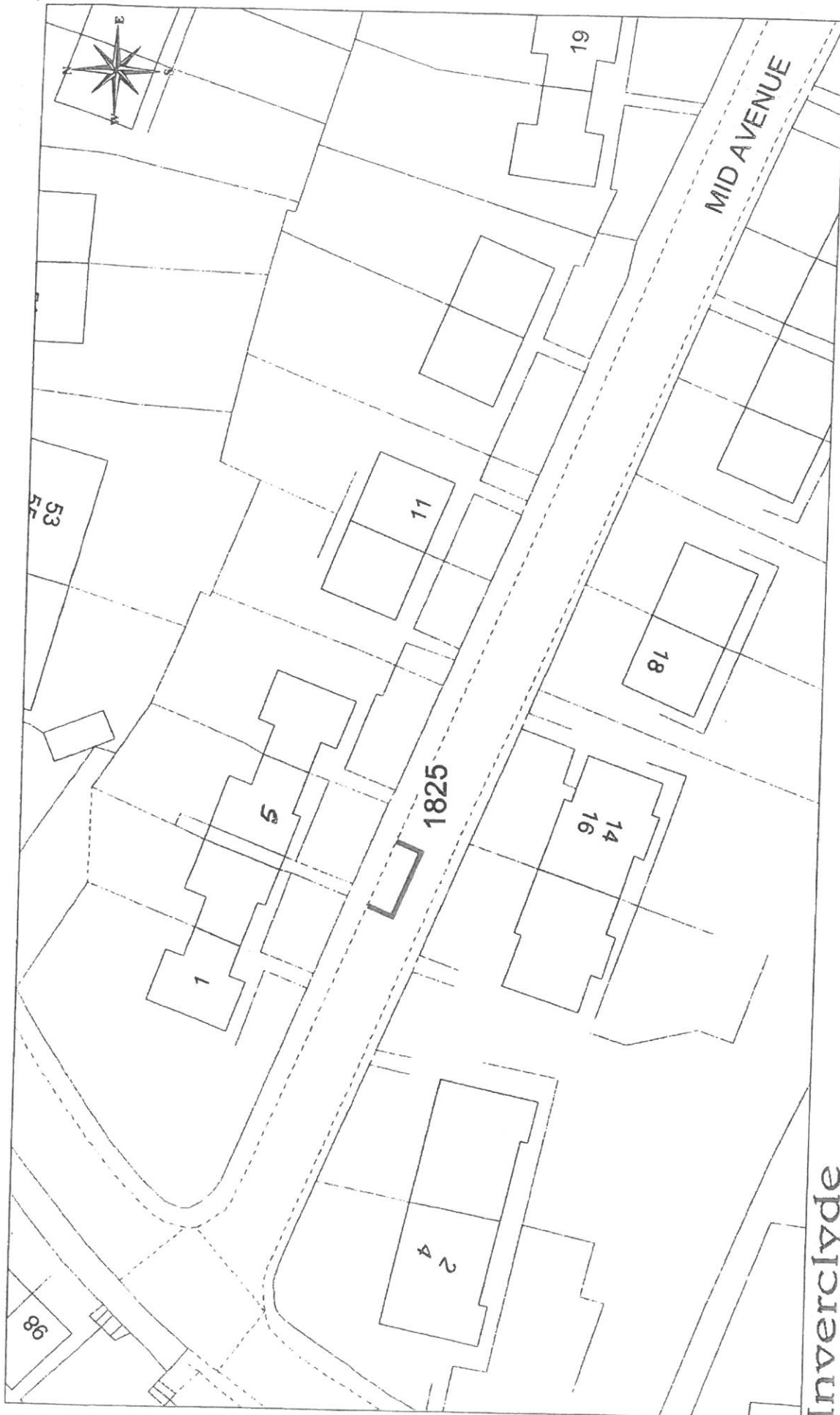
**Inverclyde Council**  
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**DISABLED PERSONS' PARKING PLACE**  
**50 BELVILLE STREET, GREENOCK**  
**PLACE NO. 1824**

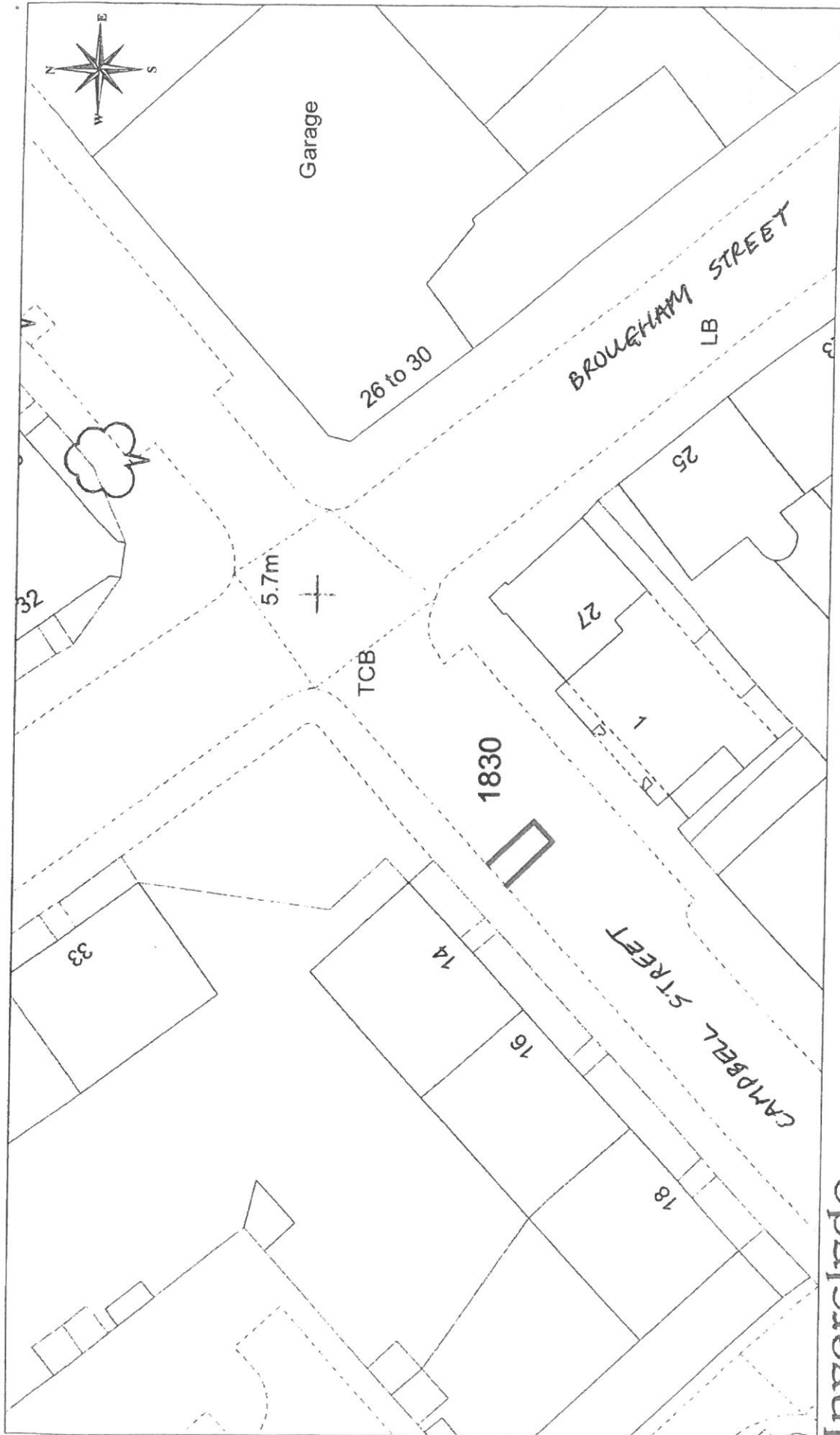
**Inverclyde Council**  
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DISABLED PERSONS' PARKING PLACE  
 5 MID AVENUE, PORT GLASGOW  
 PLACE No. 1825

**Inverclyde**  
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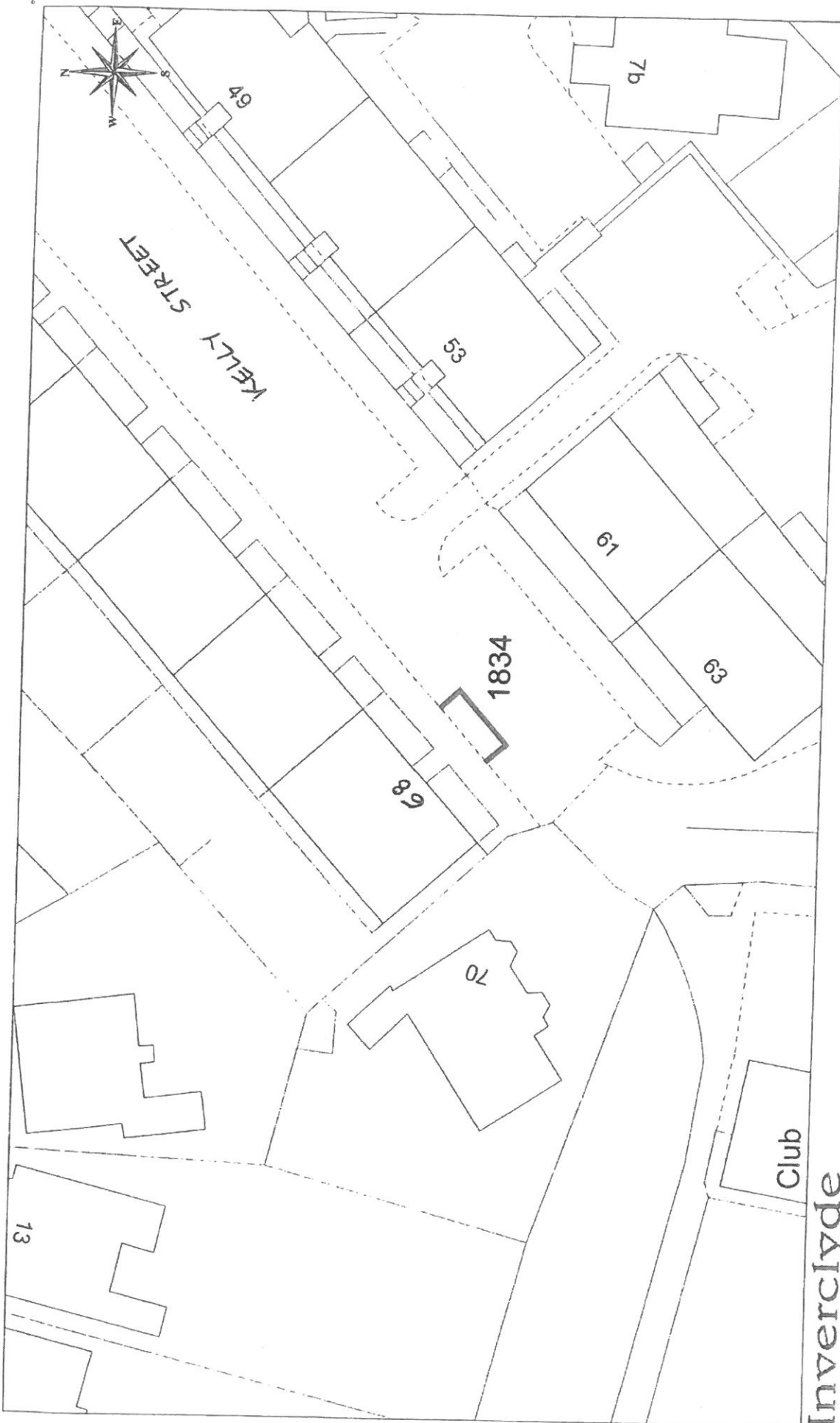
**DISABLED PERSONS' PARKING PLACE**  
**14 CAMPBELL STREET, GREENOCK**  
**PLACE No. 1830**

**Inverclyde**  
 council

Environmental and Commercial Services

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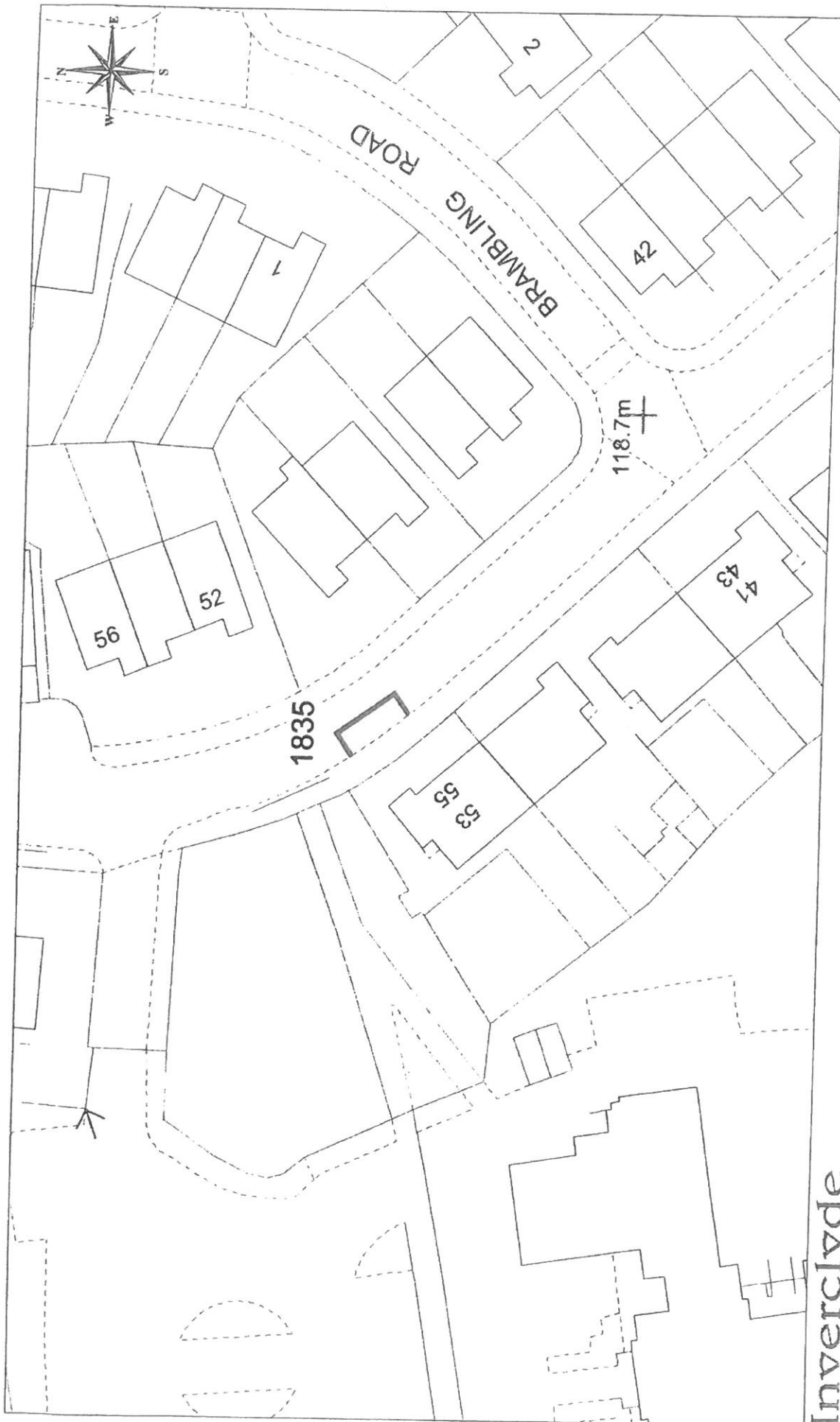


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**DISABLED PERSONS' PARKING PLACE**  
**68 KELLY STREET, GREENOCK**  
**PLACE No. 1834**

**Inverclyde**  
**council**

Environmental and Commercial Services  
 Environment, Regeneration & Resources  
 Corporate Director: Scott Allan BSc., C.Eng., M.I.C.E.  
 Municipal Buildings  
 Clyde Square  
 Greenock  
 PA15 1LY  
 Tel: 01475 712712  
 Fax: 01475 712731  
 scott.allan@inverclyde.gov.uk

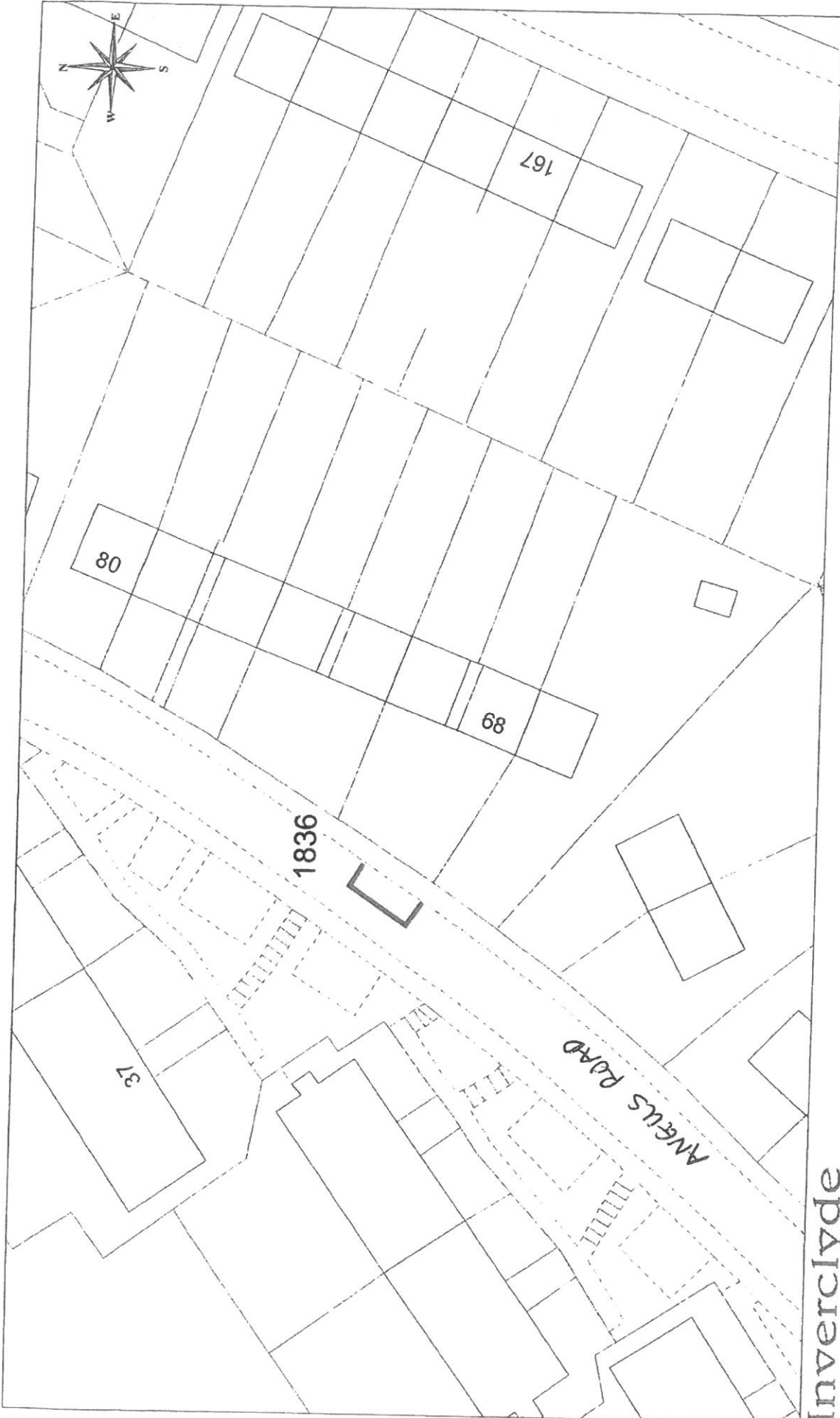


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**DISABLED PERSONS' PARKING PLACE**  
**55 WREN ROAD, GREENOCK**  
**PLACE No. 1835**

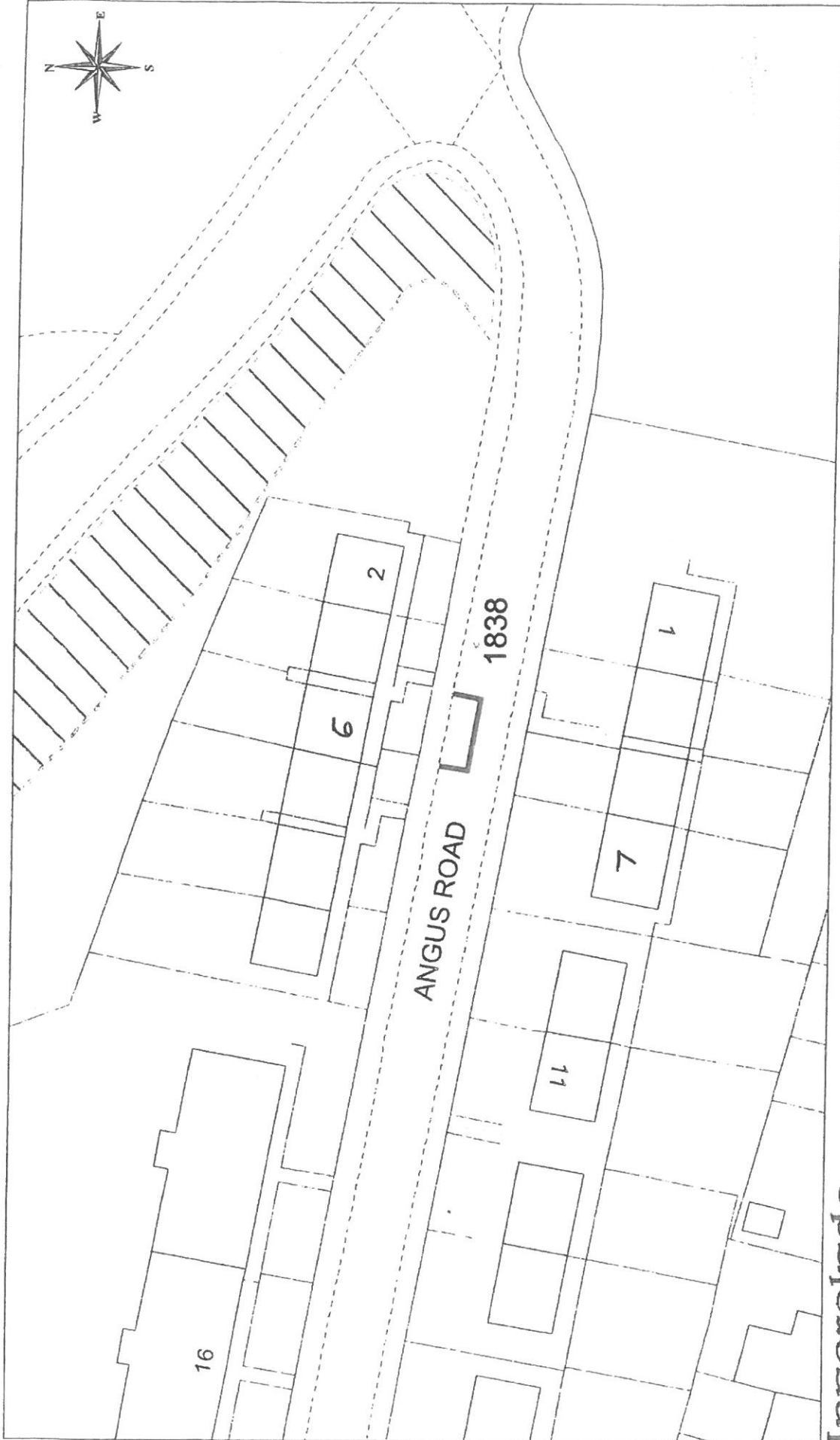
**Inverclyde** council  
 Environment | and Commercial Services

Environment, Regeneration & Resources  
 Corporate Director: Scott Allan BSc., C.Eng., M.I.C.E.  
 Municipal Buildings  
 Civic Square  
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**DISABLED PERSONS' PARKING PLACE**  
**68 ANGUS ROAD, GREENOCK**  
**PLACE No. 1836**

**Inverclyde council**  
 Environmental and Commercial Services  
 Environment, Regeneration & Resources  
 Corporate Director: Scott Allan BSc., C.Eng., M.I.C.E.  
 Municipal Buildings  
 Clyde Square  
 Greenock  
 PA15 1LY  
 Tel: 01475 712712  
 Fax: 01475 712731  
 scott.allan@inverclyde.gov.uk

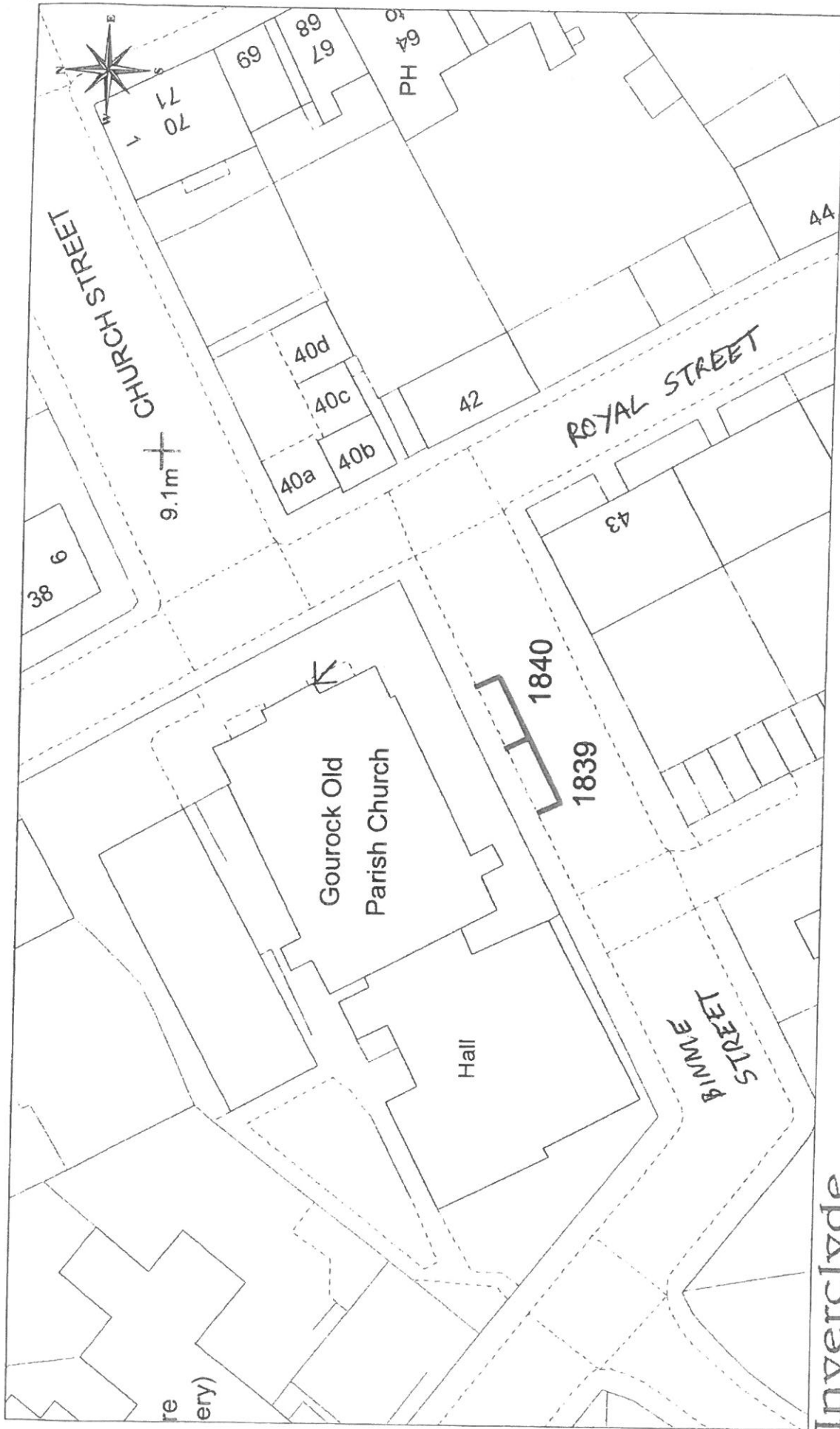


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Environmental and Commercial Services

Environment, Regeneration & Resources  
Corporate Director: Scott Allan BSc., C.Eng., M.I.C.E.  
Municipal Buildings  
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Greenock  
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scott.allan@inverclyde.gov.uk

**DISABLED PERSONS' PARKING PLACE**  
**6 ANGUS ROAD, PORT GLASGOW**  
**PLACE No. 1838**



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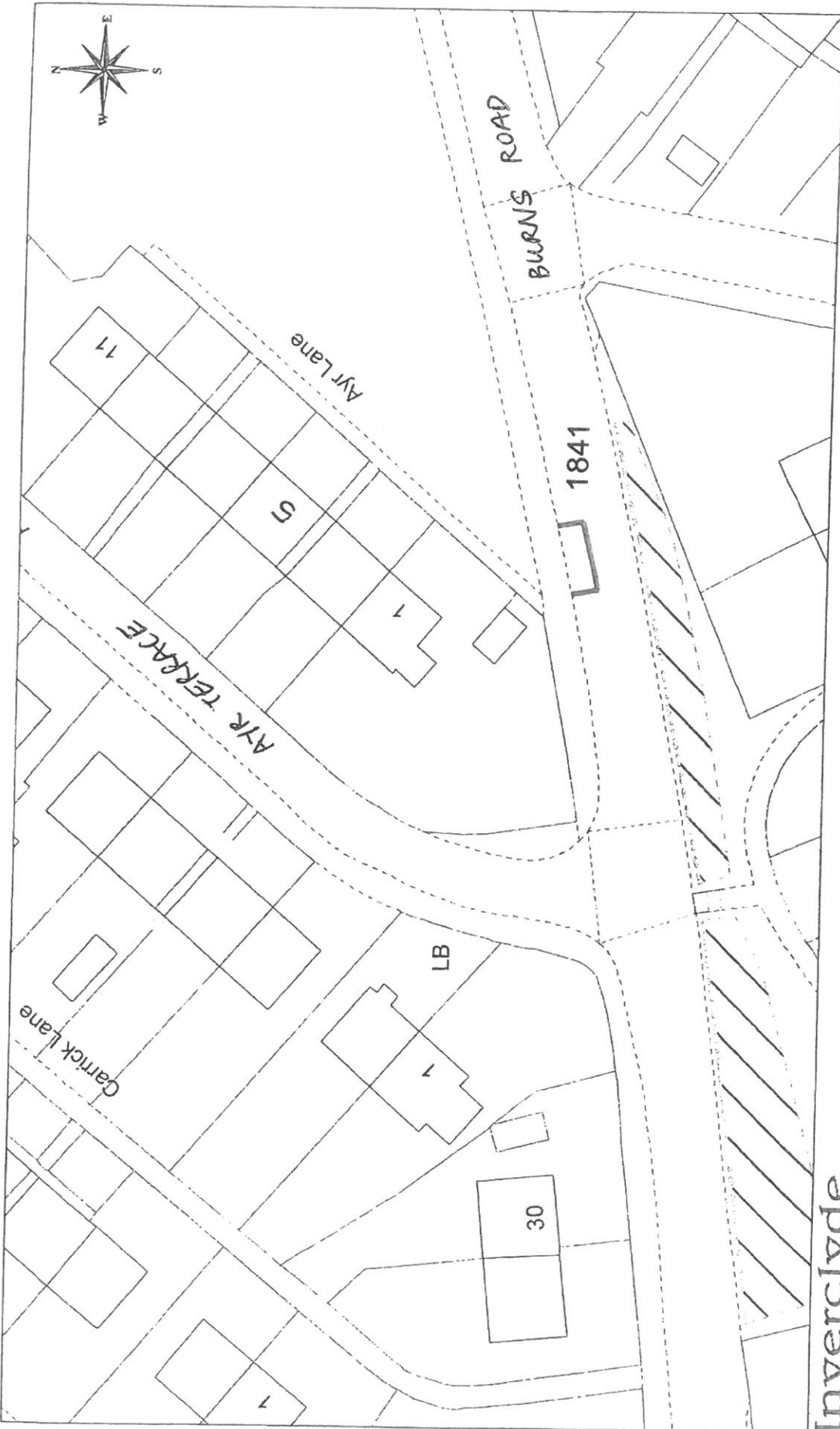
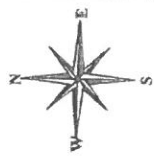
**DISABLED PERSONS' PARKING PLACE  
BINNIE STREET, GOUROCK  
PLACES Nos. 1839 & 1840**

**Inverclyde Council**

Environmental and Commercial Services

Environment, Regeneration & Resources  
Corporate Director: Scott Alan BSc., C.Eng., M.I.C.E.

Municipal Buildings  
Gourock Square  
Gourock  
PA15 1LY  
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scott.alan@inverclyde.gov.uk



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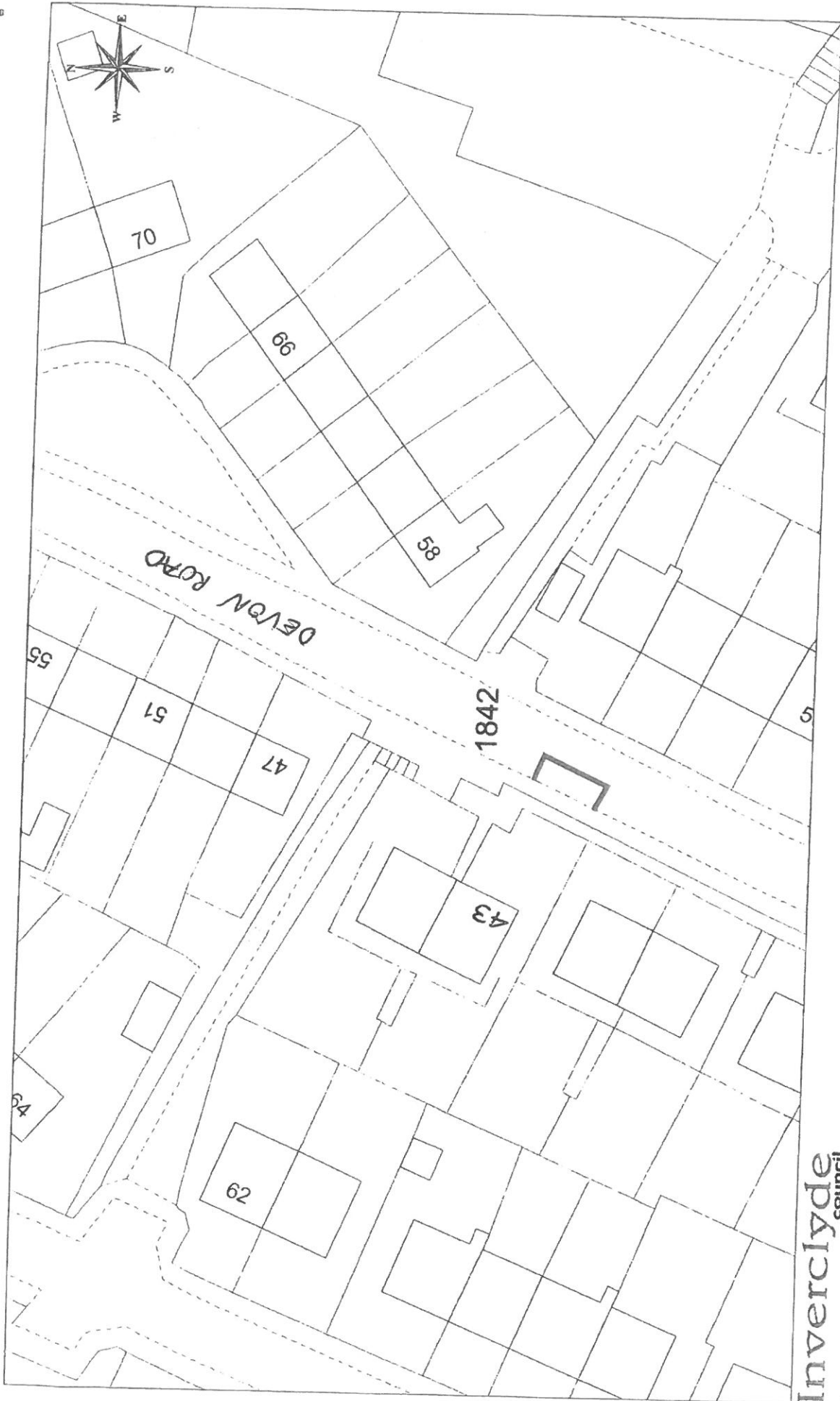
**DISABLED PERSONS' PARKING PLACE**  
**BURNS ROAD, GREENOCK**  
**PLACE No. 1841**

**Inverclyde**  
**council**

Environmental and Commercial Services  
 Environment, Regeneration & Resources  
 Corporate Director, Scott Allan BSc., C.Eng., M.I.C.E.

Municipal Buildings  
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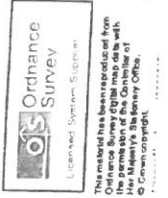
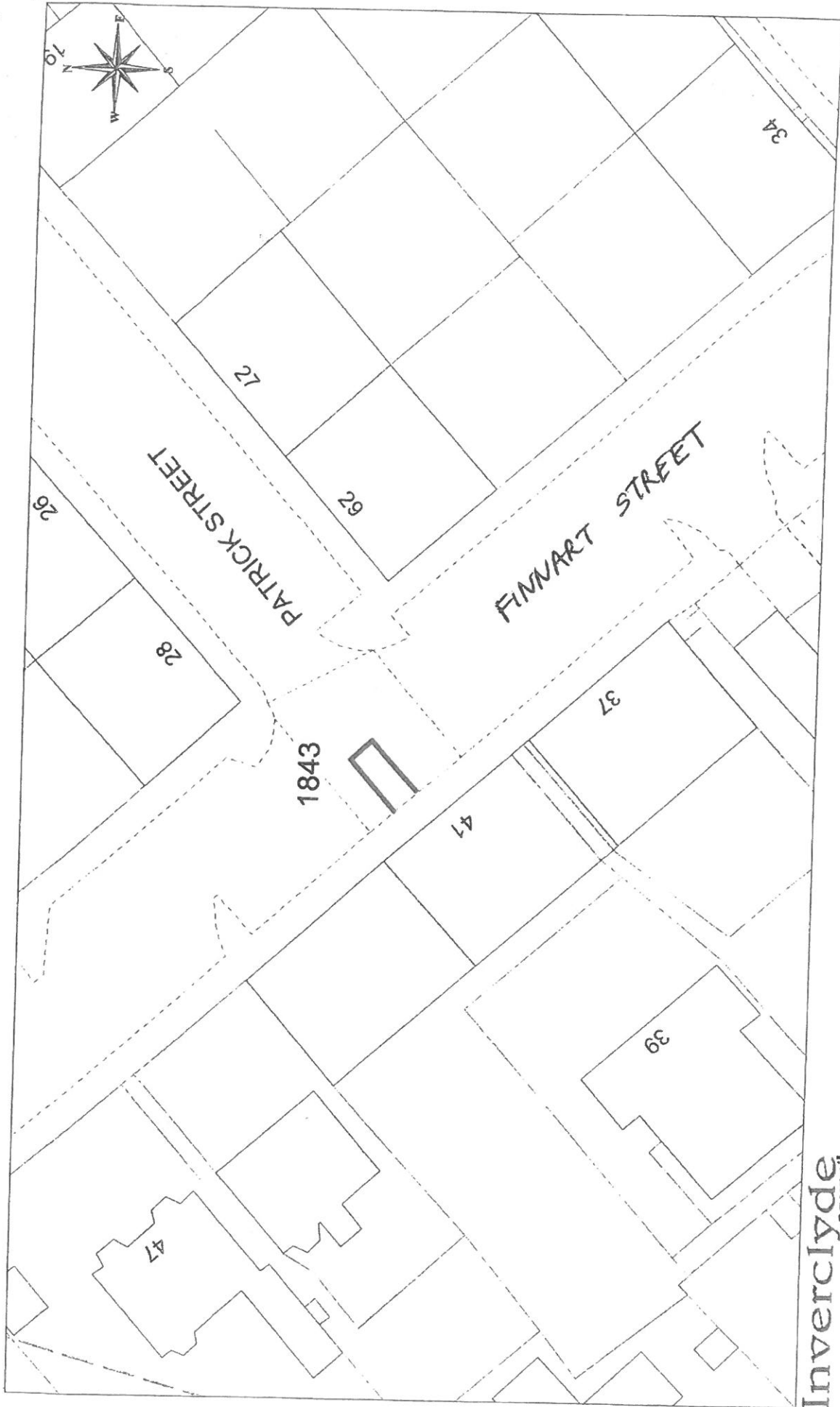
**DISABLED PERSONS' PARKING PLACE**  
**43 DEVON ROAD, GREENOCK**  
**PLACE No. 1842**

**Inverclyde**  
**council**

Environmental and Commercial Services

Environment, Regeneration & Resources  
 Corporate Director: Scott Allan BSc., C.Eng., M.I.C.E.

Municipal Buildings  
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 Greenock  
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 scott.allan@inverclyde.gov.uk

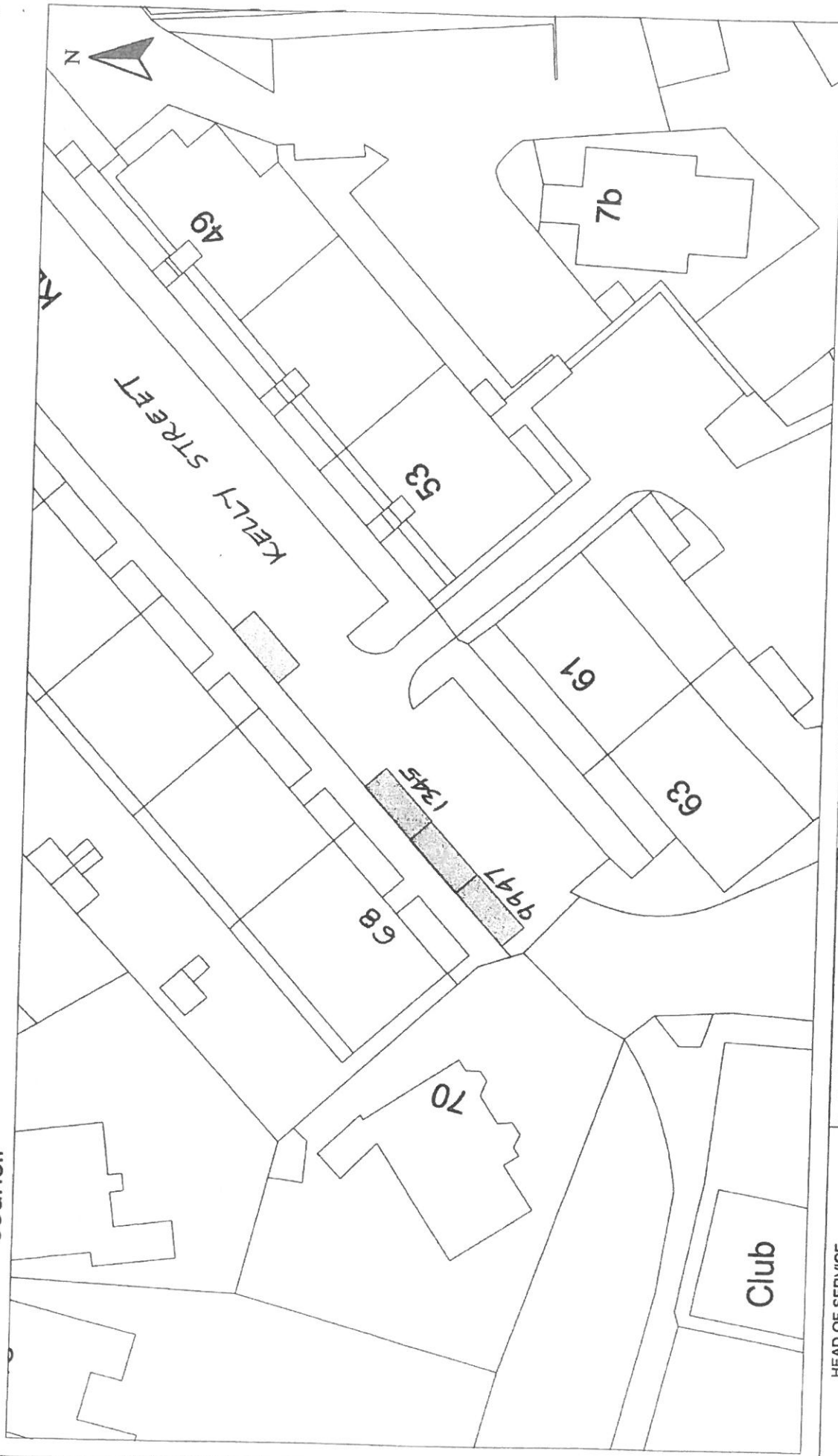


DISABLED PERSONS' PARKING PLACE  
 41 FINNART STREET, GREENOCK  
 PLACE NO. 1843

**Inverclyde**  
 Council

Environmental and Commercial Services  
 Environment, Regeneration & Resources  
 Corporate Director Scott Allen BSc., C.Eng., M.I.C.E.  
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 Greenock  
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HEAD OF SERVICE  
IAN MOFFAT

71 EAST HAMILTON STREET  
GREENOCK, PA15 2UA

Disabled Bays

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**DISABLED PERSONS' PARKING PLACE**  
68 KELLY STREET, GREENOCK  
PLACES Nos. 9947 & 1345 REVOCATION

Scale : 1:500

Prepared by : R. MACKAY

Drawn by : R. MACKAY

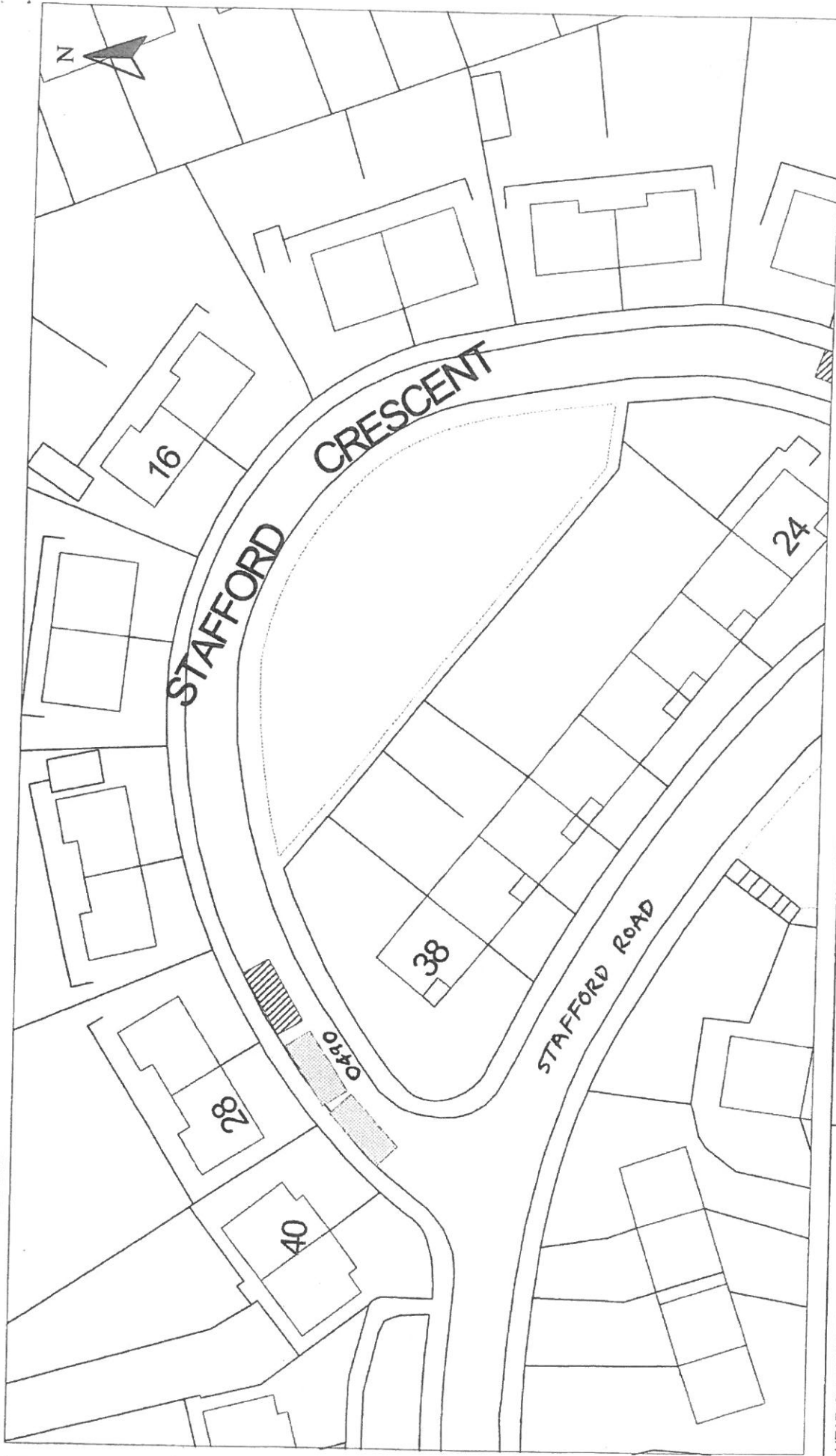
Drawing No. :

Date : NOV 2013

Checked by :

Approved by :

File No. : 19/12



HEAD OF TRANSPORTATION AND ROADS  
E. McCARRON C.Eng., M.I.C.E.

Disabled Bays  
71 EAST HAMILTON STREET  
GREENOCK, PA15 2JA

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DISABLED PERSONS' PARKING PLACE  
28 STAFFORD CRESCENT, GREENOCK  
PLACE No. 0490 REVOCATION

Scale : 1:500  
Prepared by : R. MACKAY  
Drawn by : R. MACKAY  
Drawing No. :

Date : JULY 2004  
Checked by :  
Approved by :  
File No. : 19/12



**HEAD OF PLANNING AND TRANSPORTATION**  
F. K. WILLIAMSON

Disabled Bays  
6 CATHCART SQUARE  
GREENOCK, PA15 1LS

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**DISABLED PERSONS' PARKING PLACE**  
7 & 9 MORRIS STREET, GREENOCK  
PLACES Nos. 0732 & 0737 REVOCATION

Scale : 1:500

Prepared by : R. MACKAY

Drawn by : R. MACKAY

Drawing No. :

Date : SEPT 2007

Checked by :

Approved by :

File No. : 19/12

**Inverclyde**  
council

**PLANNING, HOUSING AND TRANSPORTATION**



**Blairfield**

HEAD OF PLANNING, HOUSING AND  
TRANSPORTATION :- F. K. WILLIAMSON

Disabled Bays  
6 CATHCART SQUARE  
GREENOCK, PA15 1LS

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DISABLED PERSONS' PARKING PLACE  
2 MALLARD CRESCENT, GREENOCK  
PLACE No. 0822 REVOCATION

Scale : 1:500

Prepared by : R. MACKAY

Drawn by : R. MACKAY

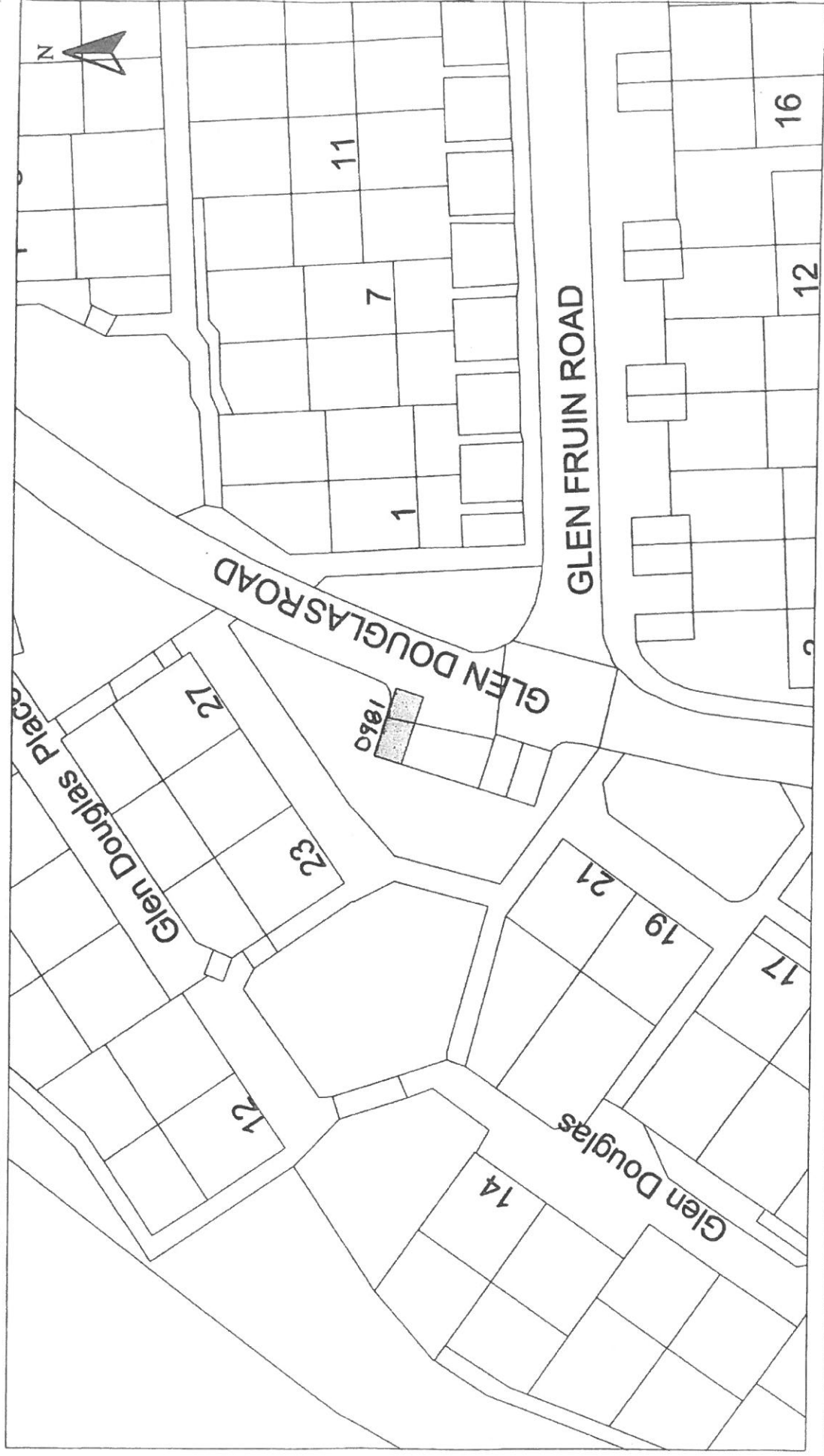
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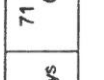
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Approved by :

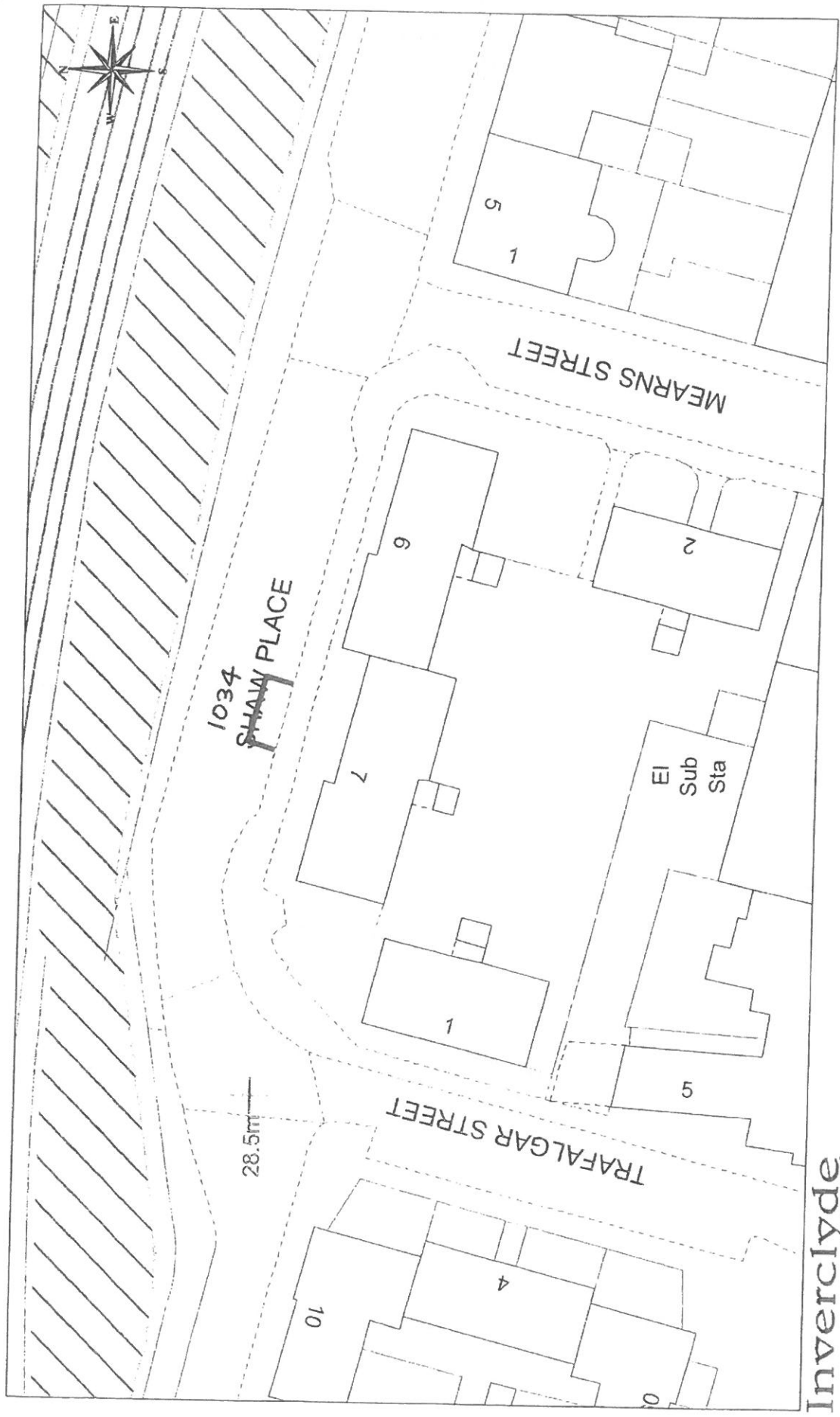
Drawing No. :

File No. : 19/12



<p>HEAD OF SERVICE ALAN G BARNES MCIWM CERV</p>	<p>DISABLED PERSONS' PARKING PLACE 27 GLEN DOUGLAS ROAD, GREENOCK PLACE No. 0981 REVOCATION</p>	<p>Scale : 1:500 Prepared by : R. MACKAY Checked by : Drawn by : R. MACKAY Approved by : Drawing No. : 19/12</p>
<p>Disabled Bays</p>	<p>71 EAST HAMILTON STREET GREENOCK, PA15 2JA</p>	<p>Date : JULY 2010</p>
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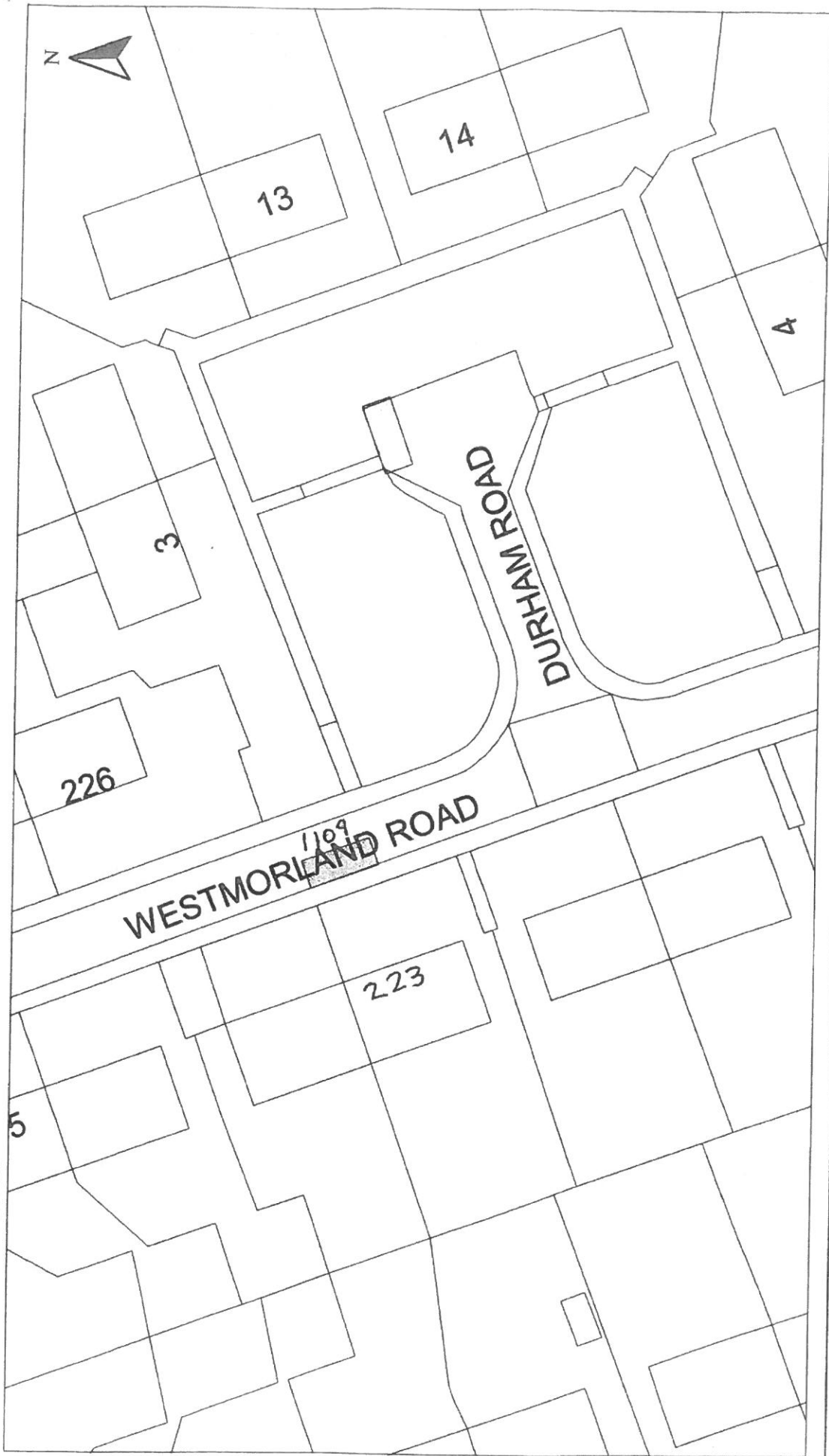





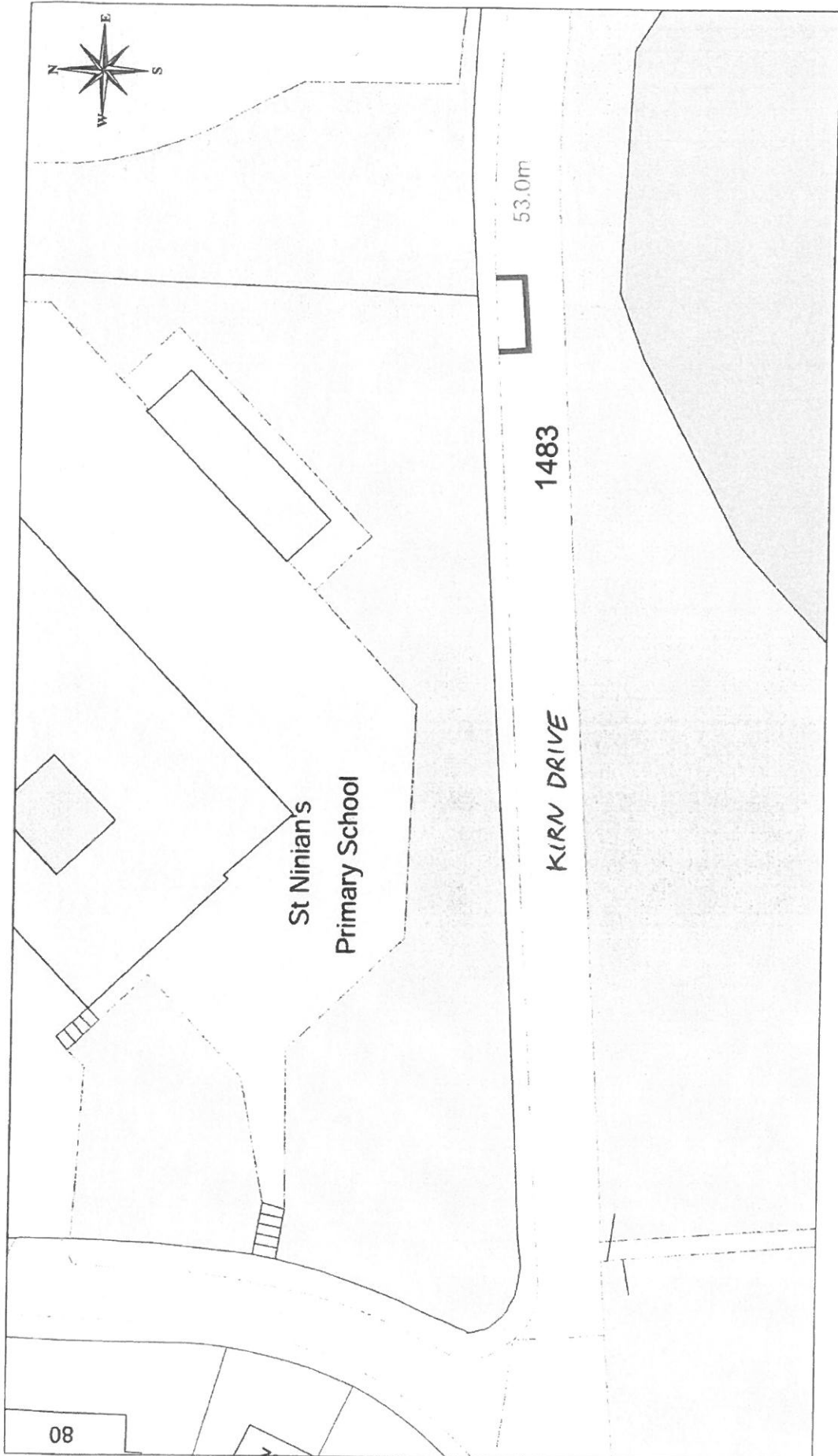
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**DISABLED PERSONS' PARKING PLACE**  
**7C SHAW PLACE, GREENOCK**  
**PLACE No. 1034 REVOCATION**

**Inverclyde Council**  
 Environmental and Commercial Services  
 Environment, Regeneration & Resources  
 Corporate Director, Scott Alan BSc., C.Eng., M.I.C.E.  
 Municipal Buildings  
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 PA15 1LY  
 Tel: 01475 712712  
 Fax: 01475 712731  
 ecot.alan@inverclyde.gov.uk



<p>HEAD OF SERVICE IAN MOFFAT</p>		<p>Scale : 1:500</p>		<p>Date : APR 2011</p>	
<p>71 EAST HAMILTON STREET GREENOCK, PA15 2UA</p>		<p>Prepared by : R. MACKAY</p>		<p>Checked by :</p>	
<p>Disabled Bays</p>		<p>Drawn by : R. MACKAY</p>		<p>Approved by :</p>	
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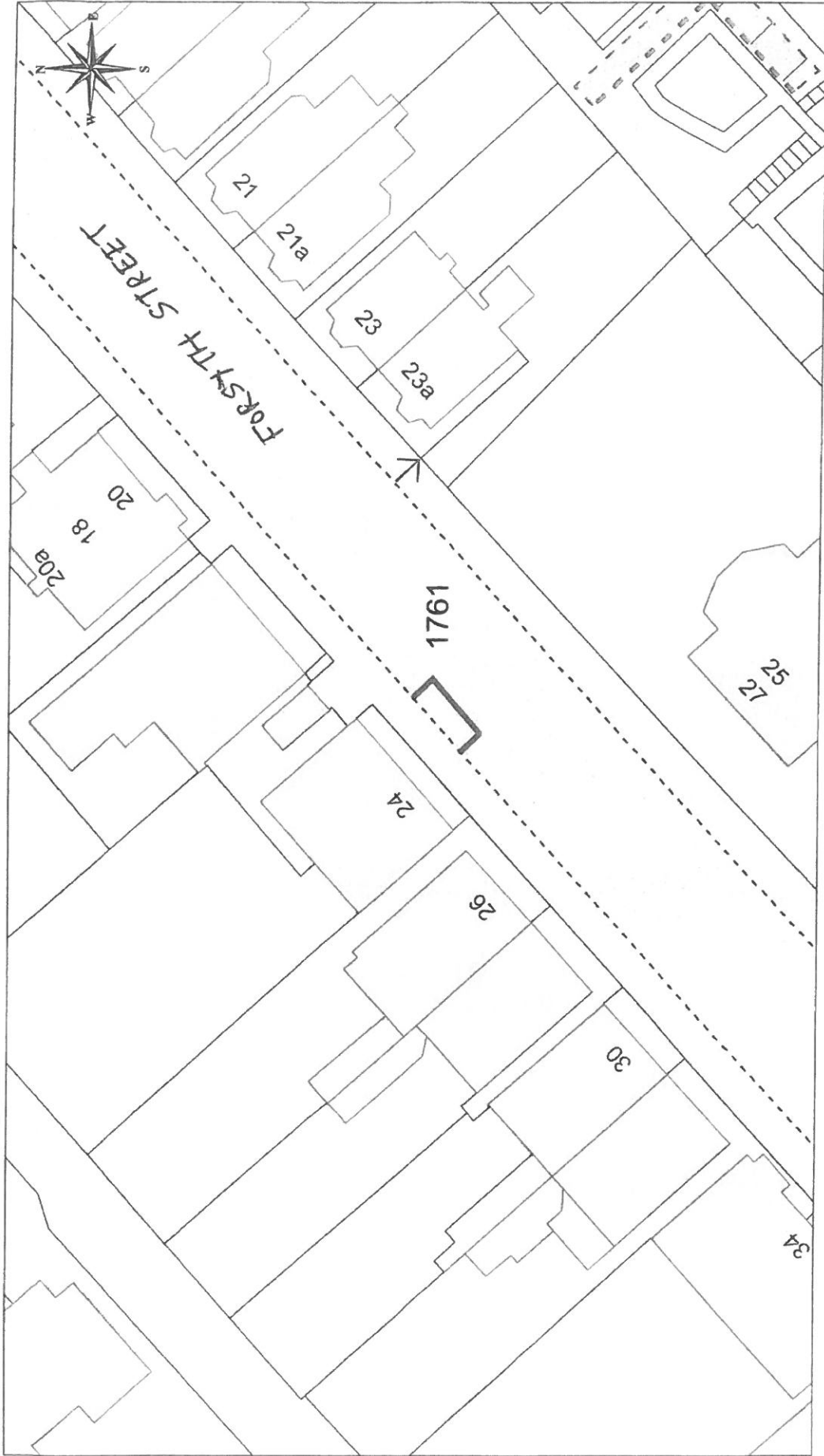


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**DISABLED PERSONS' PARKING PLACE**  
**KIRN DRIVE, GOUROCK**  
**PLACE No. 1483 REVOCATION**

**Inverclyde**  
 council  
**Environmental Services**

Regeneration & Environment  
 Corporate Director: Aubrey Fawcett  
 Municipal Buildings  
 Clyde Square  
 Greenock  
 PA15 1LY  
 Tel: 01475 712712  
 Fax: 01475 712731  
 aubrey.fawcett@inverclyde.gov.uk



**DISABLED PERSONS' PARKING PLACE  
24 FORSYTH STREET, GREENOCK  
PLACE No. 1761 REVOCATION**

**Inverclyde**  
council  
Environmental Services

Regeneration & Environment  
Corporate Director: Aubrey Fawcett  
Municipal Buildings  
Childe Square  
Greenock  
PA15 1LY  
Tel: 01475 712712  
Fax: 01475 712731  
aubrey.fawcett@inverclyde.gov.uk

**THE INVERCLYDE COUNCIL**

**DISABLED PERSONS' PARKING PLACES  
(ON-STREET) ORDER NO. 4 2018**

**Statement of Reasons for Proposing to Make  
the above Order**

It is considered necessary in order to comply with Section 5 of The Disabled Persons' Parking Places (Scotland) Act 2009, to make the above Order to provide assistance for disabled persons who hold a badge under the Disabled Persons (Badges for Motor Vehicles) (Scotland) Regulations 2000 as amended and to revoke those parking places no longer required to maximise street parking capacity.

Martin McNab  
Head of Environmental & Public Protection  
8 Pottery Street  
GREENOCK  
PA15 4UE

**Report To:** ENVIRONMENT & REGENERATION COMMITTEE      **Date:** 7 March 2019

**Report By:** CORPORATE DIRECTOR, ENVIRONMENT, REGENERATION & RESOURCES      **Report No:** LP/038/19

**Contact Officer:** LINDSAY CARRICK      **Contact No:** 01475 712114

**Subject:** PROPOSED TRAFFIC REGULATION ORDER – DISABLED PERSONS’ PARKING PLACES (ON STREET) ORDER NO. 1 2019

---

## **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 Disabled Persons’ Parking Places (On-Street) Order No. 1 2019.

## **2.0 SUMMARY**

- 2.1 In order to comply with The Disabled Persons’ Parking Places (Scotland) Act 2009, Section 5, it is proposed to introduce a Traffic Regulation Order to accompany the provision of parking places for the disabled. This will restrict parking to drivers displaying a Disabled Person’s Badge only and will enable enforcement of such restrictions. The proposed Order will also revoke those parking places no longer required in order to maximise street parking capacity.
- 2.2 The provision of on-street parking places for use by disabled drivers, who are the holders of a Disabled Person’s Badge, is regulated by The Disabled Persons’ Parking Places (Scotland) Act 2009. Inverclyde Council is required to promote a Traffic Regulation Order to regulate the use of such parking places.

## **3.0 RECOMMENDATION**

- 3.1 That the Committee recommend to the Inverclyde Council the making of the Traffic Regulation Order – Disabled Persons’ Parking Places (On-Street) Order No. 1 2019 and remit it to the Head of Service – Roads and Transportation and the Head of Legal and Property Services to arrange for its implementation.

**Gerard Malone**  
**Head of Legal and Property Services**

## **4.0 BACKGROUND**

- 4.1 There are currently no Traffic Regulation Orders that exist at the locations shown in the schedule which would prohibit the allocation of parking places for Disabled Person's Badge holders.
- 4.2 No objection has been received to the proposed order.
- 4.3 The Committee is asked to note that, if approved, the Order may not be implemented until the making of the Order has been advertised to allow any persons who so wish a period of six weeks to question the validity of the Order in terms of the Road Traffic Regulation Act 1984.

## **5.0 IMPLICATIONS**

### **Finance**

- 5.1 There are no financial implications arising from this report.

### **Legal**

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

### **Human Resources**

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

### **Equalities**

- 5.4 There are no equalities implications arising from this report.

### **Repopulation**

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

## **6.0 CONSULTATIONS**

- 6.1 The proposals have been advertised in the Greenock Telegraph and full details of the proposals have been made available for public inspection during normal office hours at the offices of the Head of Environmental and Public Protection, the Head of Legal and Property Services and at Central, Port Glasgow and Gourock Libraries. A copy of the draft Order is appended hereto for Members' information. Appendix 1

## **7.0 LIST OF BACKGROUND PAPERS**

- 7.1 None

**THE INVERCLYDE COUNCIL**  
**DISABLED PERSONS' PARKING PLACES**  
**(ON-STREET) ORDER NO. 1 2019**  
**TRAFFIC REGULATION ORDER**



**THE INVERCLYDE COUNCIL**  
**DISABLED PERSONS' PARKING PLACES (ON-STREET)**  
**ORDER NO. 1 2019**

The Inverclyde Council in exercise of the powers conferred on them by Section 32(1) of the Road Traffic Regulation Act 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Constable of Police Scotland in accordance with Part III of Schedule 9 to the Act hereby make the following Order.

1. This Order may be cited as "The Inverclyde Council Disabled Persons' Parking Places (On-Street) Order No. 1 2019" and shall come into operation on ????????

2. In this Order the following expressions have the meanings hereby assigned to them:-

"Council" means The Inverclyde Council or its successors as Roads Authority;

"disabled person's badge" means:

- (a) a badge issued under Section 21 of the Chronically Sick and Disabled Persons Act 1970 (as amended);
  - (b) a badge issued under a provision of the law of Northern Ireland corresponding to that section; or
  - (c) a badge issued by any member State other than the United Kingdom for purposes corresponding to the purposes for which badges under that section are issued;
- and which has not ceased to be in force;

"disabled person's vehicle" means a vehicle lawfully displaying a disabled person's badge;

"parking attendant" means a person employed in accordance with Section 63A of the Act to carry out the functions therein;

"parking place" means an area of land specified by number and name in Columns 1 and 2 in the Schedule to this Order;

"traffic sign" means a sign prescribed or authorised under Section 64 of the Act; and

"vehicle" unless the context otherwise requires, means a vehicle of any description and includes a machine or implement of any kind drawn or propelled along roads whether or not by mechanical power.

3. The Schedule titled "Disabled Persons' Parking Places (On Street) Order No. 1 2019" forms the Schedule to this Order.

4. Each area of road which is described in the Schedule Part 1 to this Order and the plans relative to this Order is hereby designated as a parking place.

5. The parking places shall only be used for the leaving of disabled persons' vehicles displaying a valid disabled person's badge.

6. The limits of each parking place shall be indicated on the carriageway as prescribed by The Traffic Signs Regulations and General Directions 2016, as amended.
7. Every vehicle left in any parking place shall stand such that no parking place is occupied by more than one vehicle and that every part of the vehicle is within the limits of the parking place provided that, where the length of a vehicle precludes compliance with this paragraph, such vehicle shall be deemed to be within the limits of a parking place if:-
  - the extreme front portion or, as the case may be, the extreme rear portion of the vehicle is within 300mm of an indication on the carriageway provided under this Order in relation to the parking place; and
  - the vehicle, or any part thereof, is not within the limits of any adjoining parking place.
8. Any person duly authorised by the Council or a police officer in uniform or a traffic warden or parking attendant may move or cause to be moved in case of any emergency, to any place they think fit, vehicles left in a parking place.
9. Any person duly authorised by the Council may suspend the use of a parking place or any part thereof whenever such suspension is considered reasonably necessary:-
  - for the purpose of facilitating the movement of traffic or promoting its safety;
  - for the purpose of any building operation, demolition, or excavation in or adjacent to the parking place or the laying, erection, alteration, removal or repair in or adjacent to the parking place of any sewer or of any main, pipe, apparatus for the supply of gas, water electricity or of any telecommunications apparatus, traffic sign or parking meter;
  - for the convenience of occupiers of premises adjacent to the parking place on any occasion of the removal of furniture from one office or dwellinghouse to another or the removal of furniture from such premises to a depository or to such premises from a depository;
  - on any occasion on which it is likely by reason of some special attraction that any street will be thronged or obstructed; or
  - for the convenience of occupiers of premises adjacent to the parking place at times of weddings or funerals or on other special occasions.
10. A police officer in uniform may suspend for not longer than twenty four hours the use of a parking place or part thereof whenever such suspension is considered reasonably necessary for the purpose of facilitating the movement of traffic or promoting its safety.

11. This Order insofar as it relates to the parking places to be revoked (R) and amended, as specified in the Schedule Part 2 to this Order, partially revokes and amends The Inverclyde Council Disabled Persons' Parking Places (On-Street) Order Nos. 01/2000, 01/2013, 04/2016, 01/2018 and 03/2018 respectively.

Sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by ????????????, Proper Officer, on the ???????? day of ???????, Two Thousand and ??????????.

DRAFT

# INVERCLYDE COUNCIL

## DISABLED PERSONS' PARKING PLACES (ON-STREET) ORDER No.1 2019

Rev A

### SCHEDULE (Part 1)

All and whole that area of ground as described in Column 2 in the table below:

Column 1	Column 2
<b><u>Ref No.</u></b>	<b><u>Address of Disabled Person's Parking Place to be created "ex-adverso"</u></b>
1844	10 Stroma Avenue, Port Glasgow
1847	25 Nelson Street, Greenock
1849	25 Nelson Street, Greenock
1850	26 Albert Road, Gourock
1851	123 Bearhope Street, Greenock
1852	121 Bearhope Street, Greenock
1853	66 Kelly Street, Greenock
1855	45 Auchenbothie Road, Port Glasgow
1856	51 Prospecthill Street, Greenock
1857	3 Darroch Drive, Gourock
1858	38 Carnoustie Avenue, Gourock
1860	127 Muirdykes Avenue, Port Glasgow
1862	87 Murdieston Street, Greenock
1864	52 Brougham Street, Greenock
1869	0 Muirdykes Avenue, Port Glasgow
1870	Strathblane Road, Greenock
1871	Custom House Way CP, Greenock
1872	Custom House Way CP, Greenock
1772	31 Royal Street, Gourock

**INVERCLYDE COUNCIL**

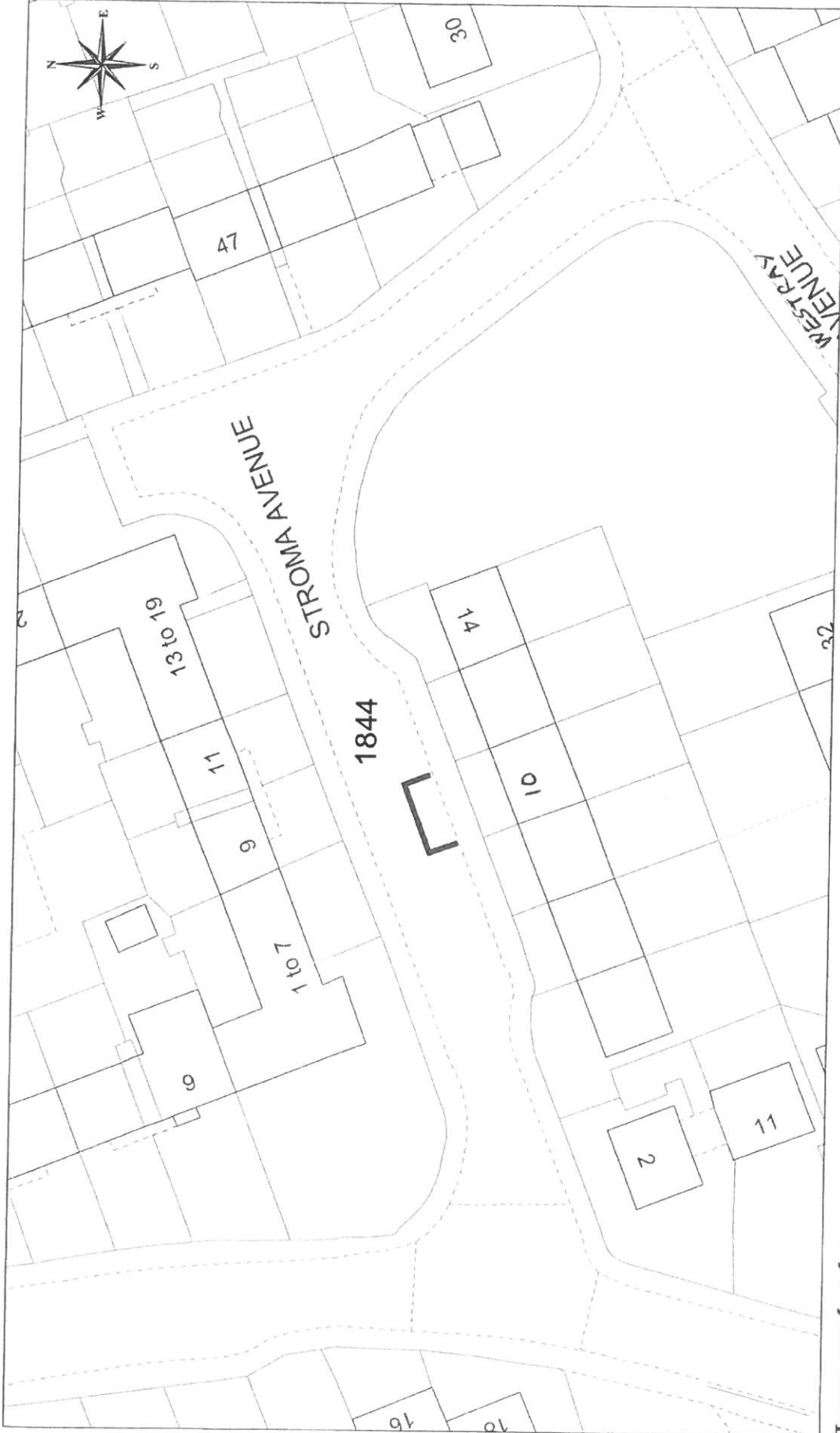
**DISABLED PERSONS' PARKING PLACES (ON-STREET)  
ORDER No.1 2019**

**Rev A**

**SCHEDULE (Part 2)**

All and whole that area of ground as described in Column 2 in the table below:

Column 1	Column 2
<b><u>Ref No.</u></b>	<b><u>Address of Disabled Person's Parking Place to be revoked @ "ex-adverso"</u></b>
9917	14 Bank Street, Greenock @
1233	3 Mid Avenue, Port Glasgow @
1639a	10 John Street, Gourock @
1639b	10 John Street, Gourock @
1751	43c Royal Street, Gourock @
1754	57 Oronsay Avenue, Port Glasgow @
1803	37 Finnart Street, Greenock @



**Inverclyde**  
council

Environment and Public Protection

Environment, Regeneration & Resources

Corporate Director: Scott Allan BSc., C.Eng., M.I.C.E.

Municipal Buildings

Clyde Square

Glenrock

PA15 1LY, 712715

01475 712715

scott.allan@inverclyde.gov.uk

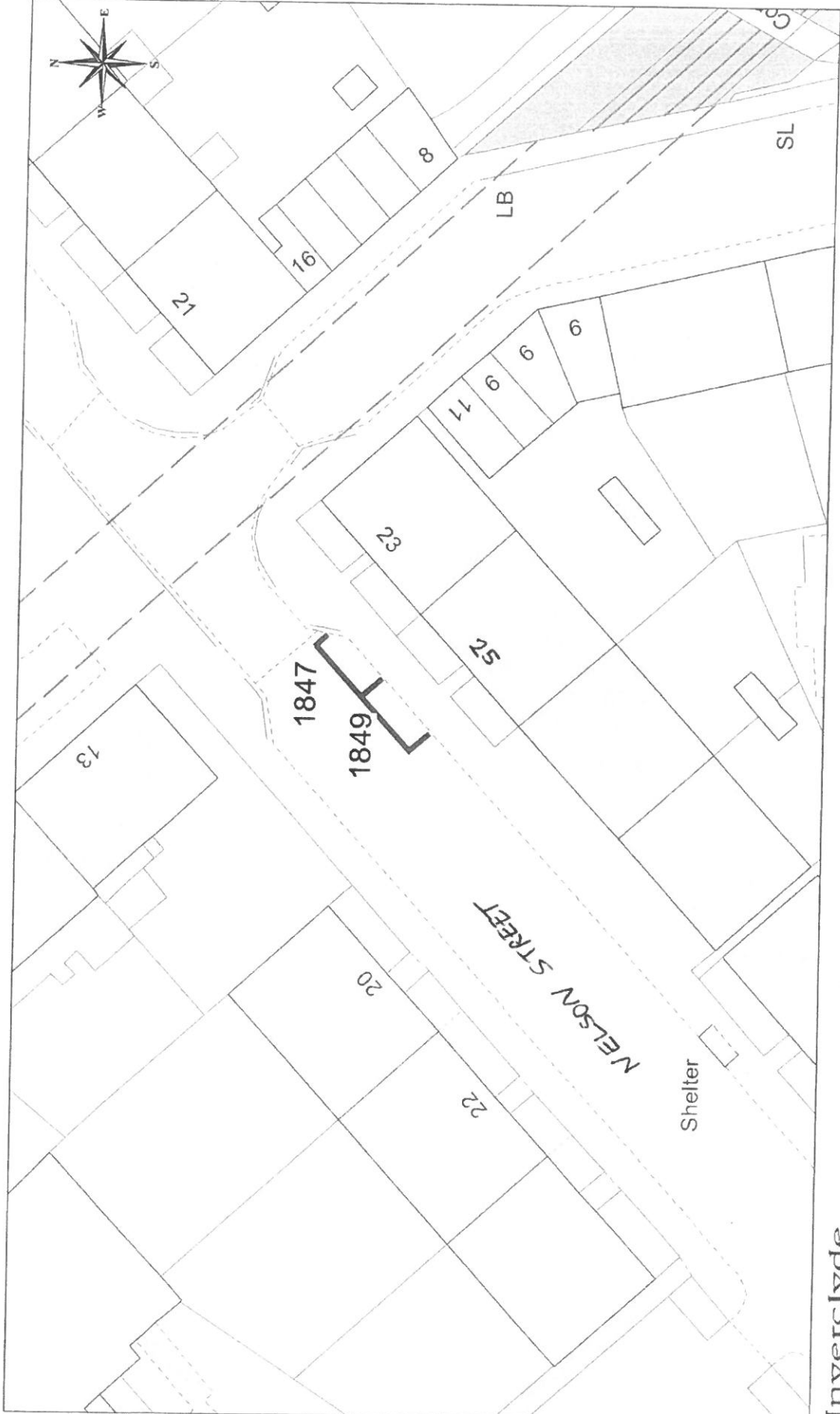


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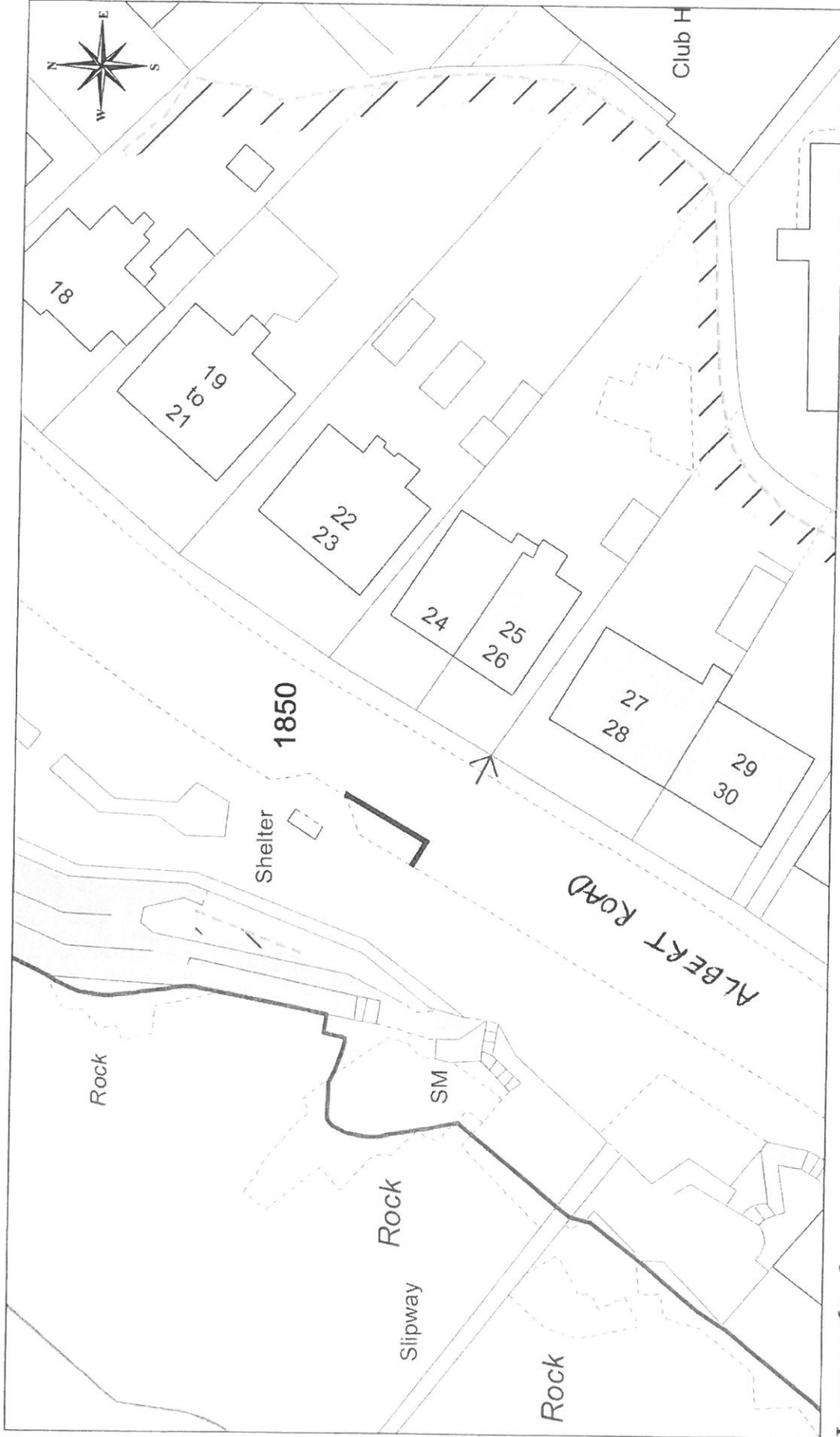
**DISABLED PERSONS' PARKING PLACE**  
**10 STROMA AVENUE, PORT GLASGOW**  
**PLACE No. 1844**



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 Greenock  
 PA15 1LY  
 Tel: 01475 712712  
 Fax: 01475 712731  
 scott.alan@inverclyde.gov.uk

**DISABLED PERSONS' PARKING PLACE**  
**25 NELSON STREET, GREENOCK**  
**PLACES Nos. 1847 & 1849**

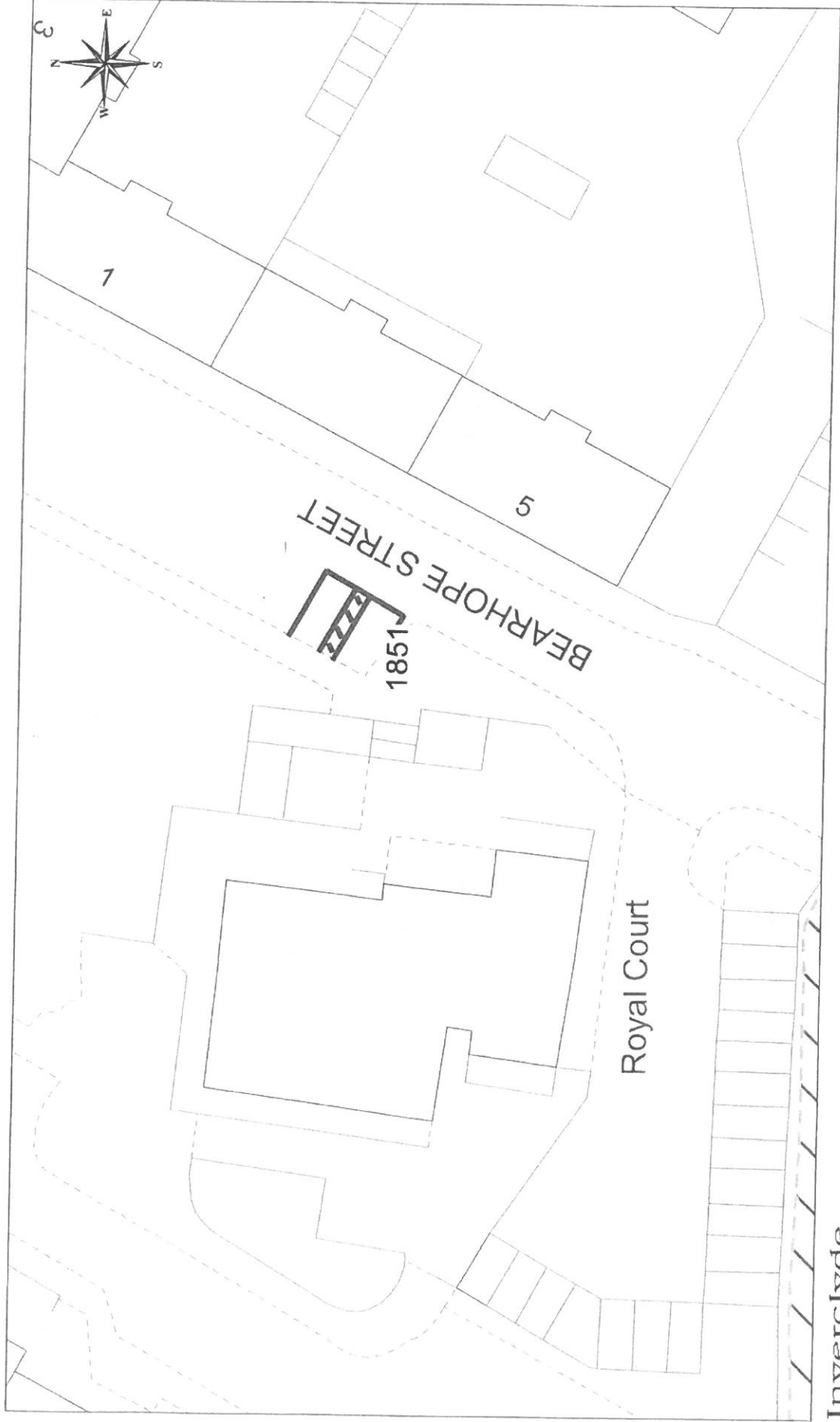
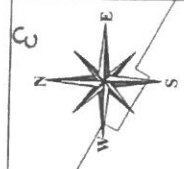


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**DISABLED PERSONS' PARKING PLACE**  
**26 ALBERT ROAD, GOUROCK**  
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Municipal Buildings

Clyde Square

Greenock

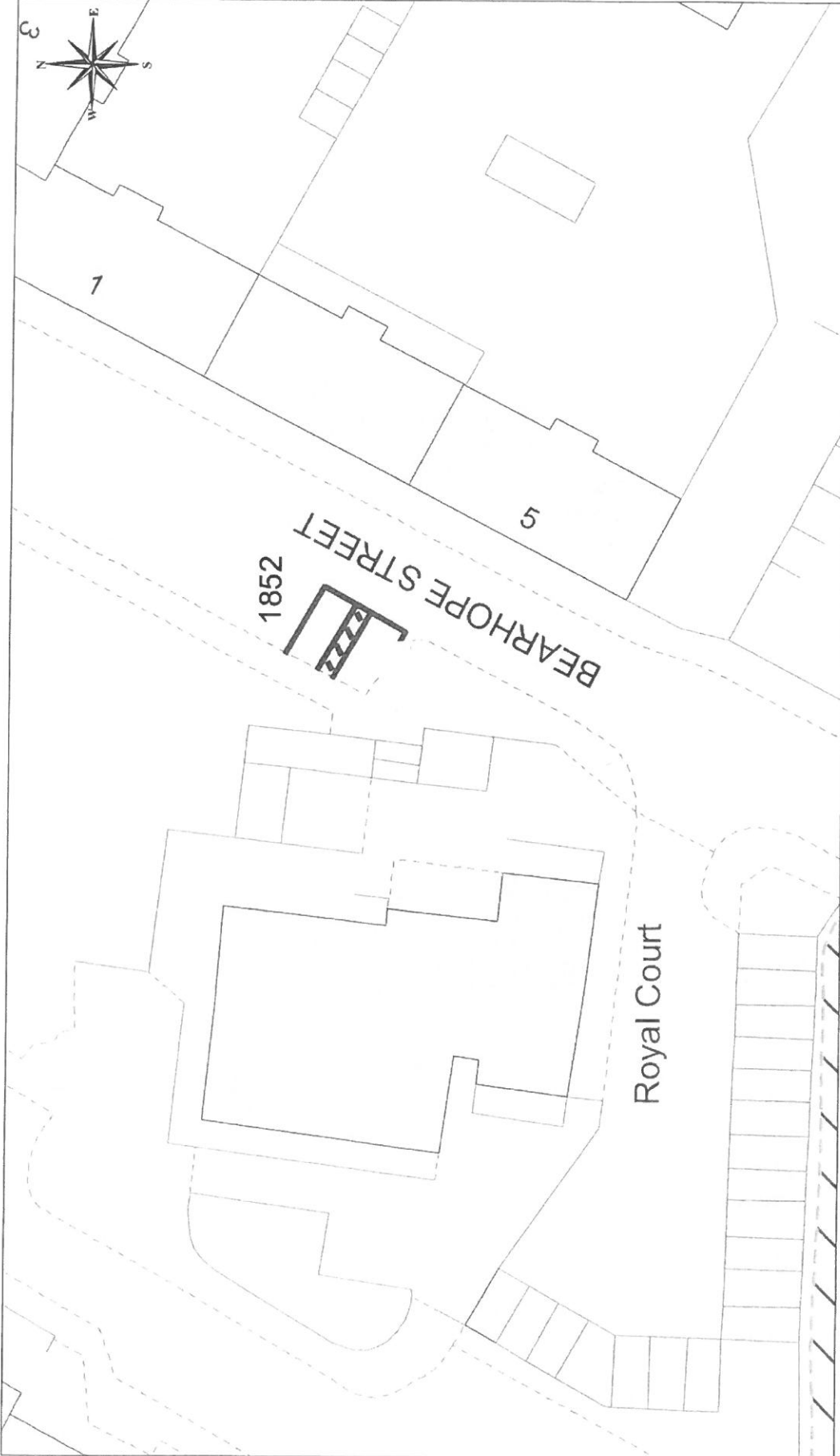
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**DISABLED PERSONS' PARKING PLACE**  
**123 BEARHOPE STREET, GREENOCK**  
**PLACE No. 1851**



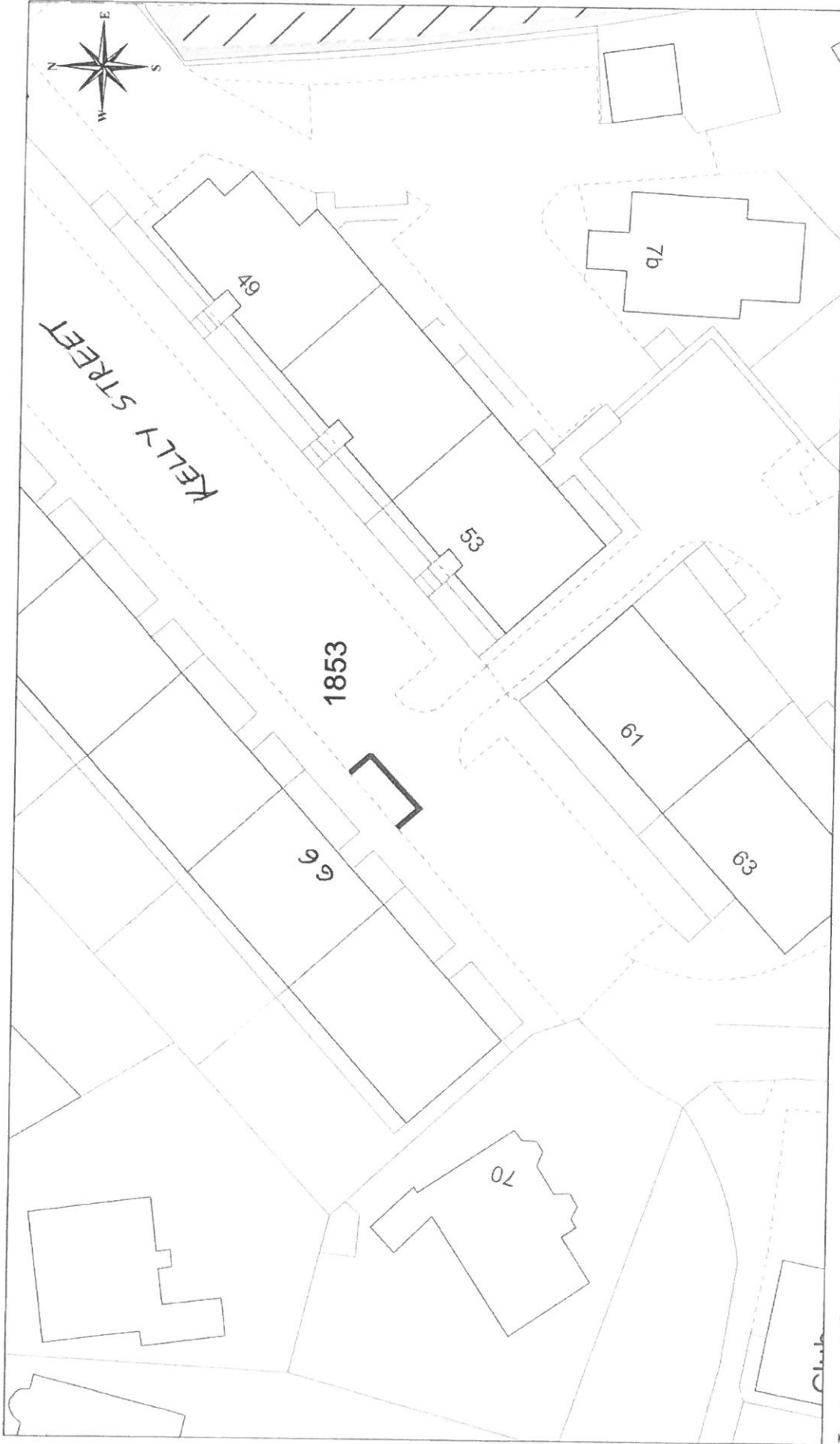
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**DISABLED PERSONS' PARKING PLACE**  
**121 BEARHOPE STREET, GREENOCK**  
**PLACE No. 1852**

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 Environment, Regeneration & Resources  
 Corporate Director: Scott Allan BSc., C.Eng., M.I.C.E.

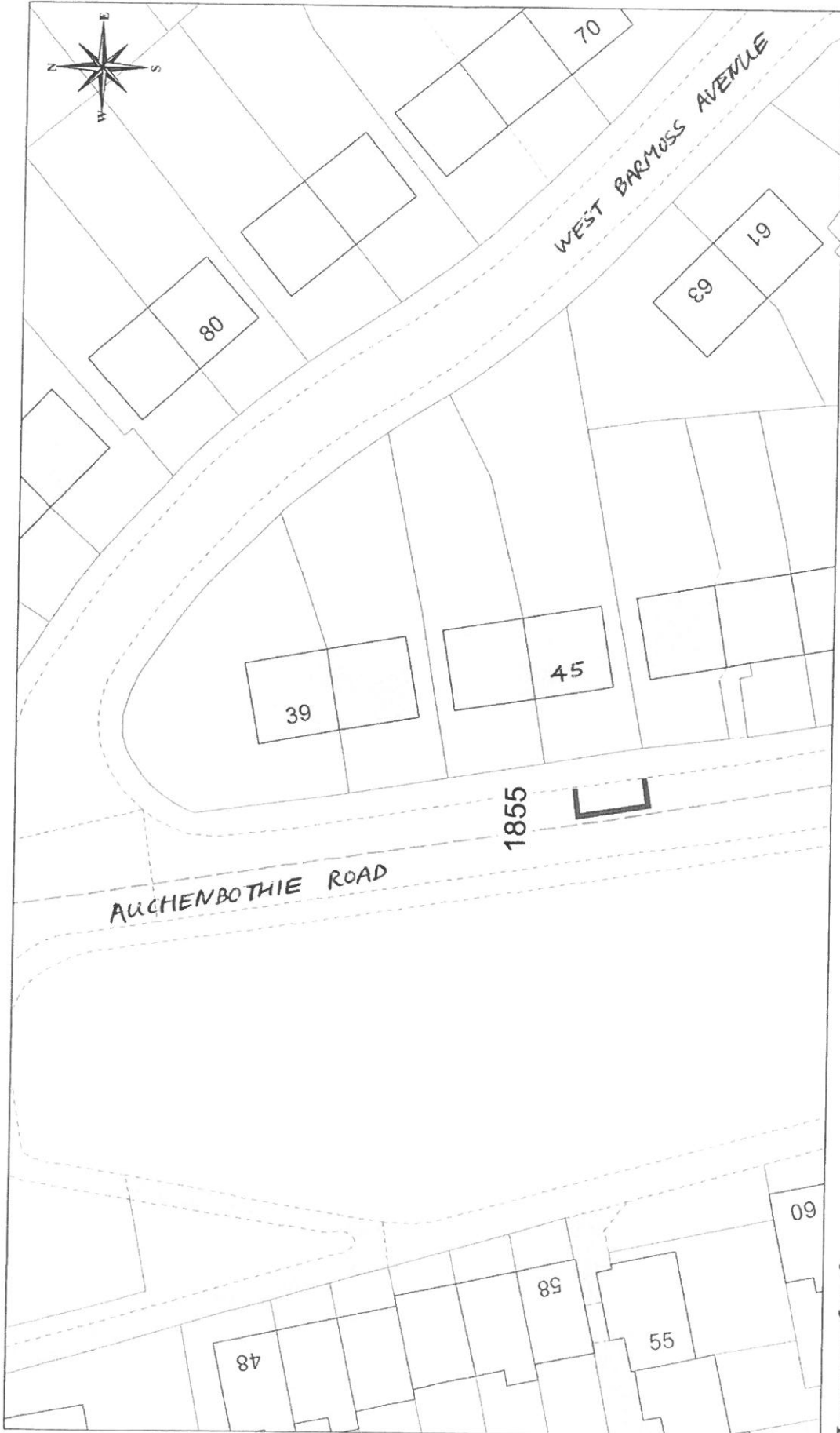
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**DISABLED PERSONS' PARKING PLACE**  
**66 KELLY STREET, GREENOCK**  
**PLACE No. 1853**

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**DISABLED PERSONS' PARKING PLACE**  
**45 AUCHENBOTHIE ROAD, PORT GLASGOW**  
**PLACE No. 1855**

**Inverclyde**  
 council

Environment and Public Protection  
 Environment, Regeneration & Resources  
 Corporate Director: Scott Alan BSc., C.Eng., M.I.C.E.  
 Municipal Buildings  
 Clyde Square  
 Greenock  
 PA15 1LY  
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**DISABLED PERSONS' PARKING PLACE**  
**51 PROSPECTHILL STREET, GREENOCK**  
**PLACE No. 1856**

**Inverclyde**  
 council

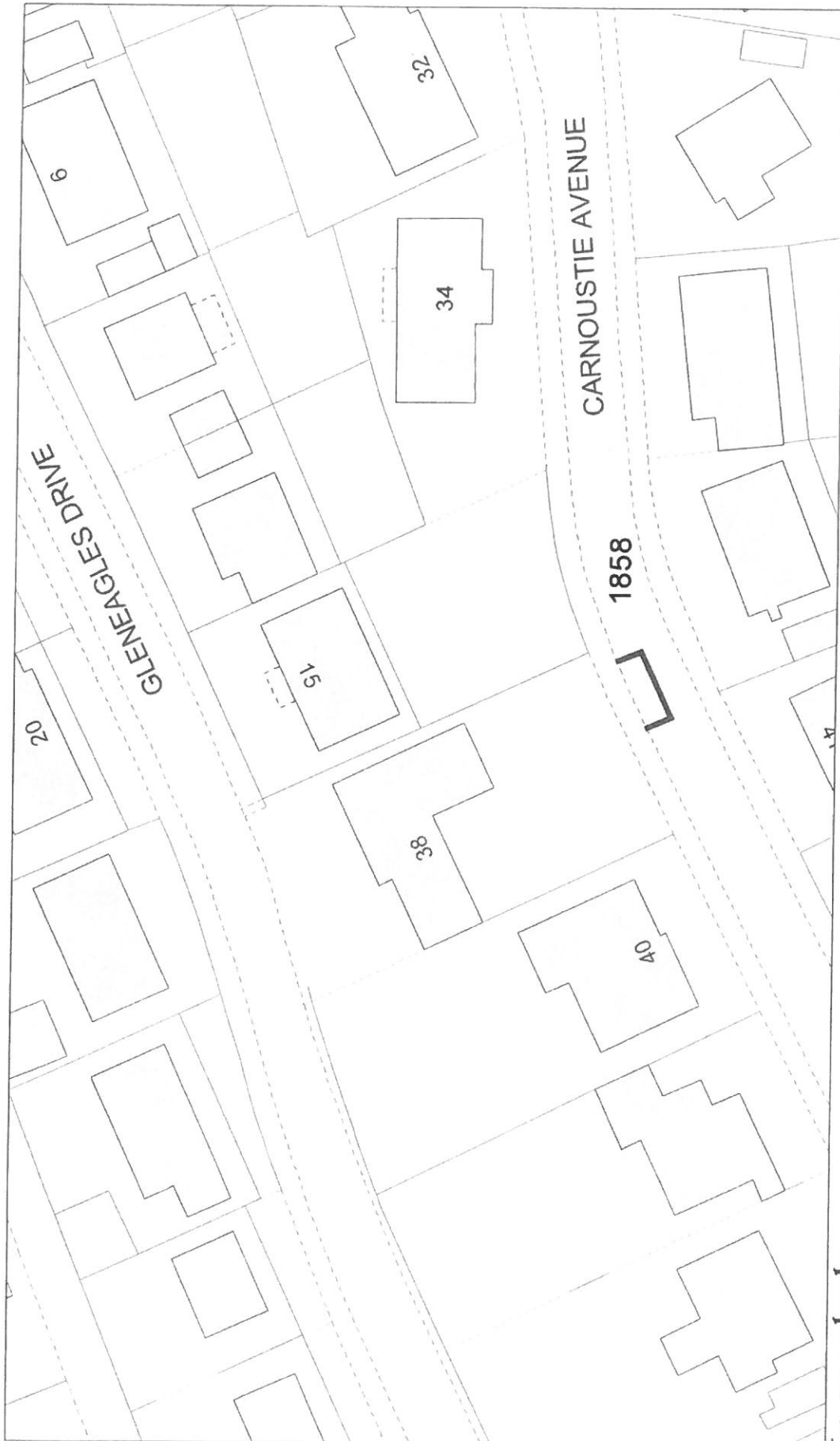
Environment and Public Protection  
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 Corporate Director: Scott Allan BSc., C.E.Eng., M.I.C.E.  
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**DISABLED PERSONS' PARKING PLACE**  
**3 DARROCH DRIVE, GOUROCK**  
**PLACE No. 1857**

**Inverclyde** council  
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 Environment, Regeneration & Resources  
 Corporate Director: Scott Alan BSc., C.Eng., M.I.C.E.  
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 Clyde Square  
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 scott.alan@inverclyde.gov.uk

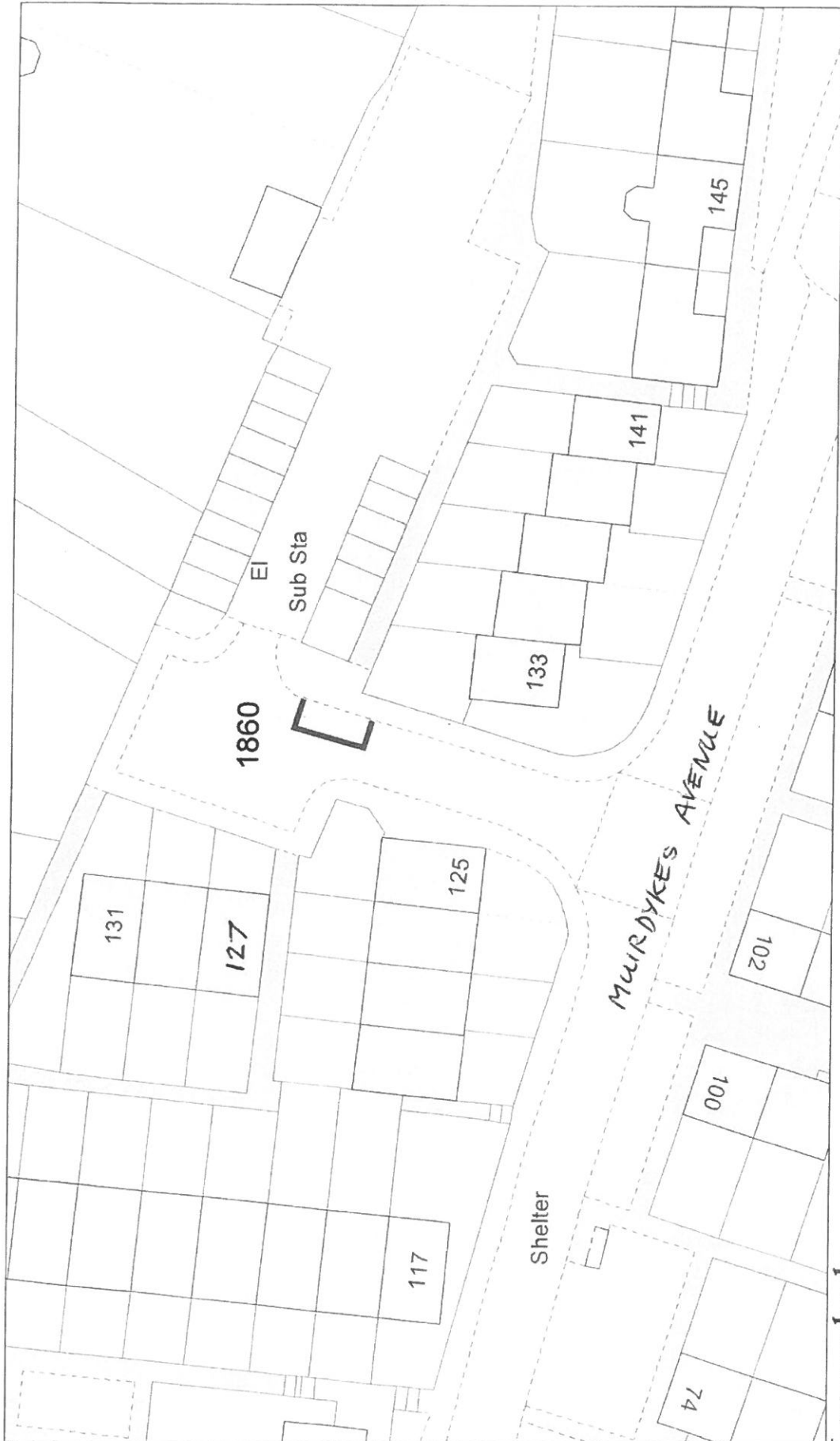


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**DISABLED PERSONS' PARKING PLACE**  
**38 CARNOUSTIE AVENUE, GOUROCK**  
**PLACE No. 1858**



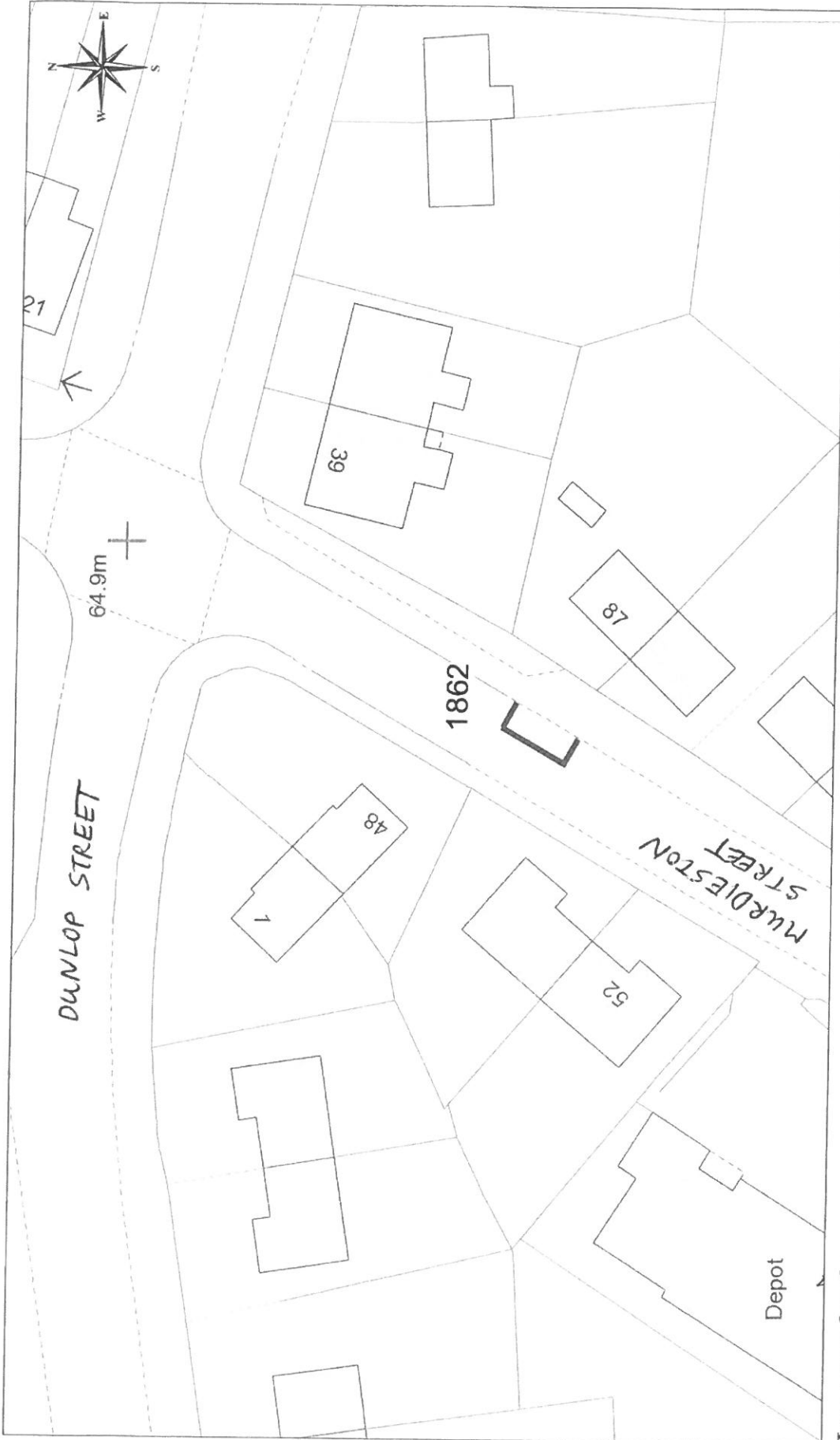
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 scott.allan@inverclyde.gov.uk

**DISABLED PERSONS' PARKING PLACE**  
**127 MURDYKES AVENUE, PORT GLASGOW**  
**PLACE No. 1860**

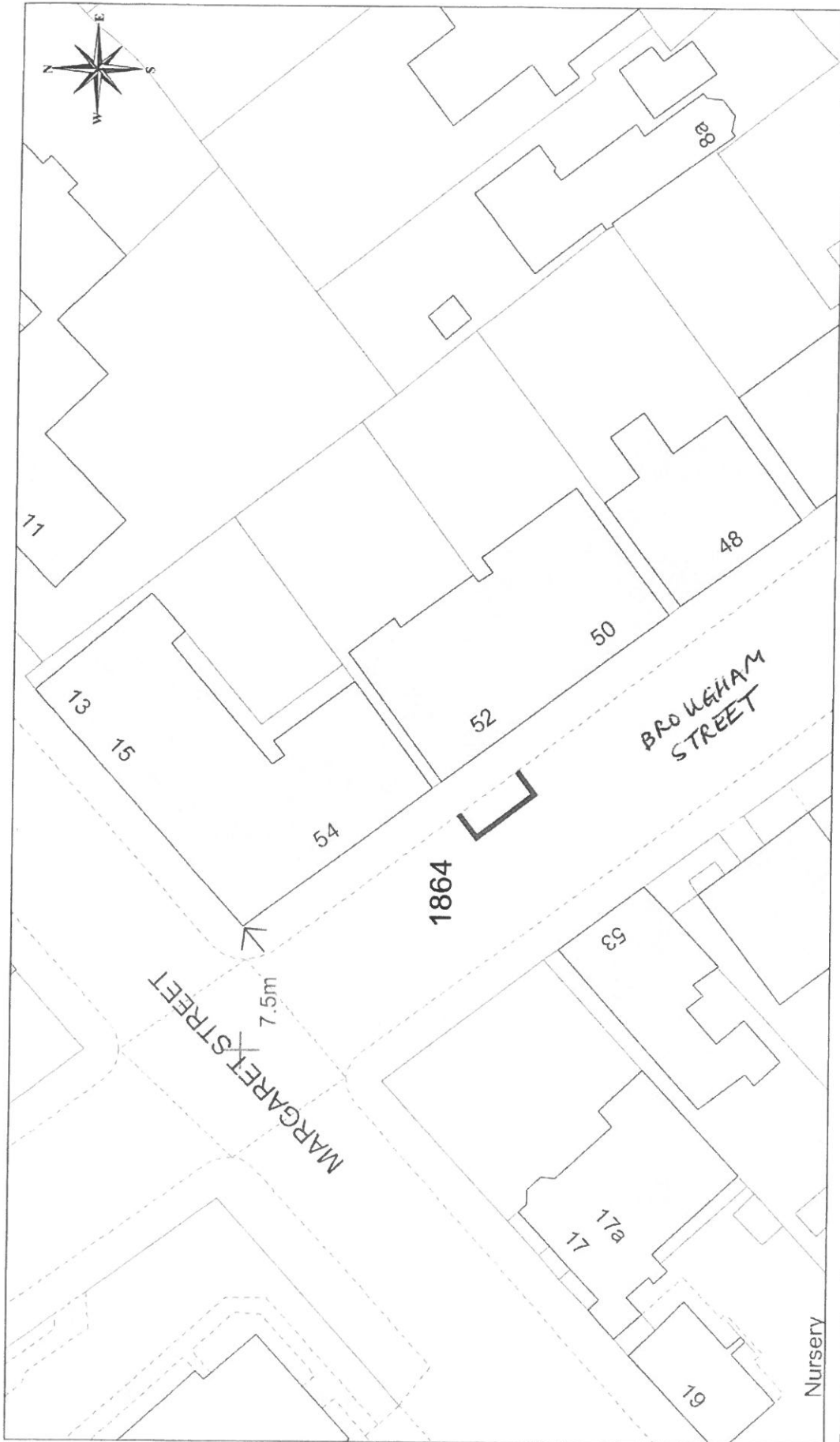




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**DISABLED PERSONS' PARKING PLACE**  
**87 MURDIESTON STREET, GREENOCK**  
**PLACE No. 1862**

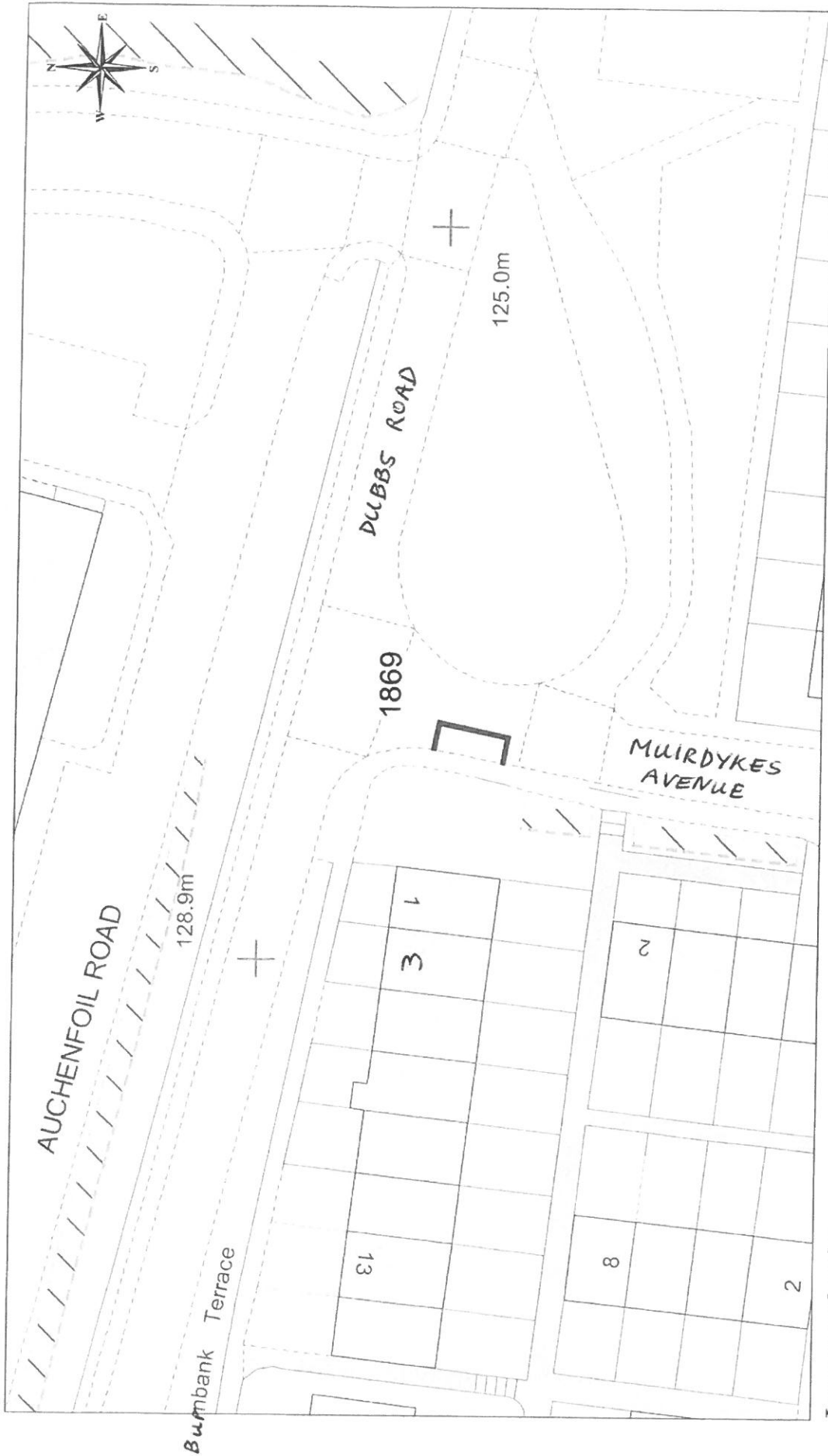
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**DISABLED PERSONS' PARKING PLACE**  
**52 BROUGHAM STREET, GREENOCK**  
**PLACE No. 1864**

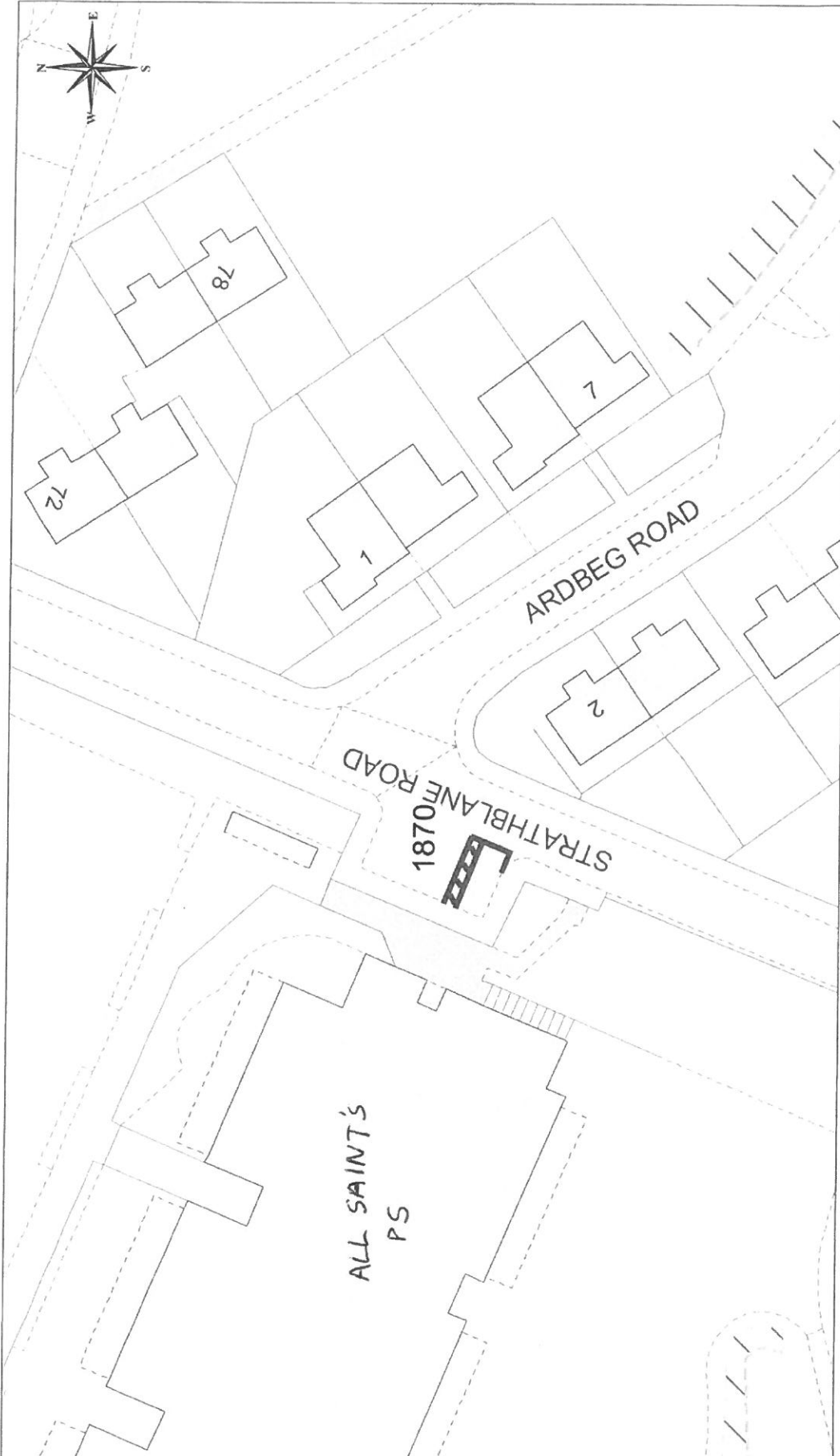
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**DISABLED PERSONS' PARKING PLACE**  
0 MUIRDYKES AVENUE, PORT GLASGOW  
PLACE No. 1869

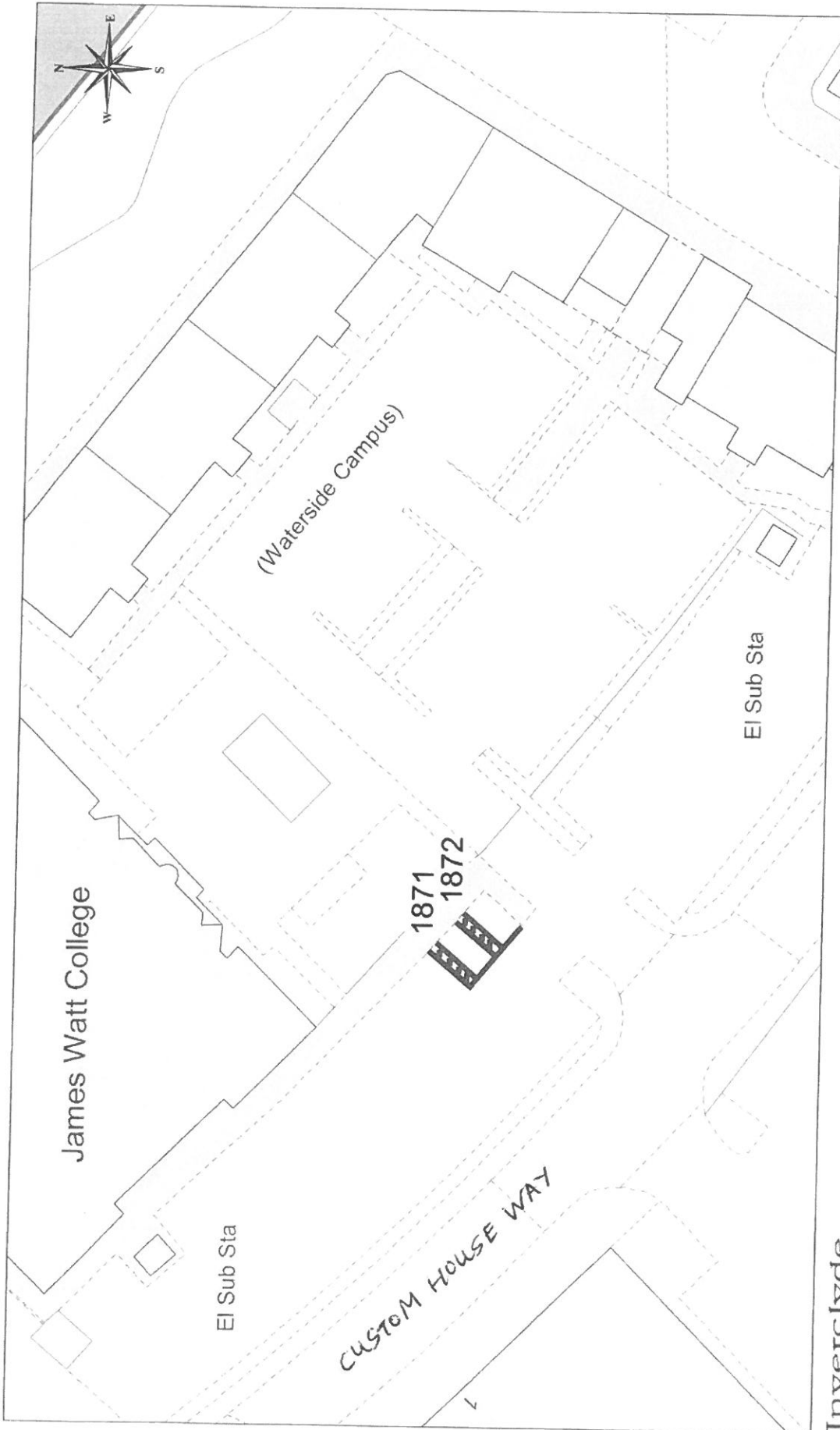
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Environment, Regeneration & Resources  
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**DISABLED PERSONS' PARKING PLACE**  
**STRATHBLANE ROAD, GREENOCK**  
**PLACE No. 1870**

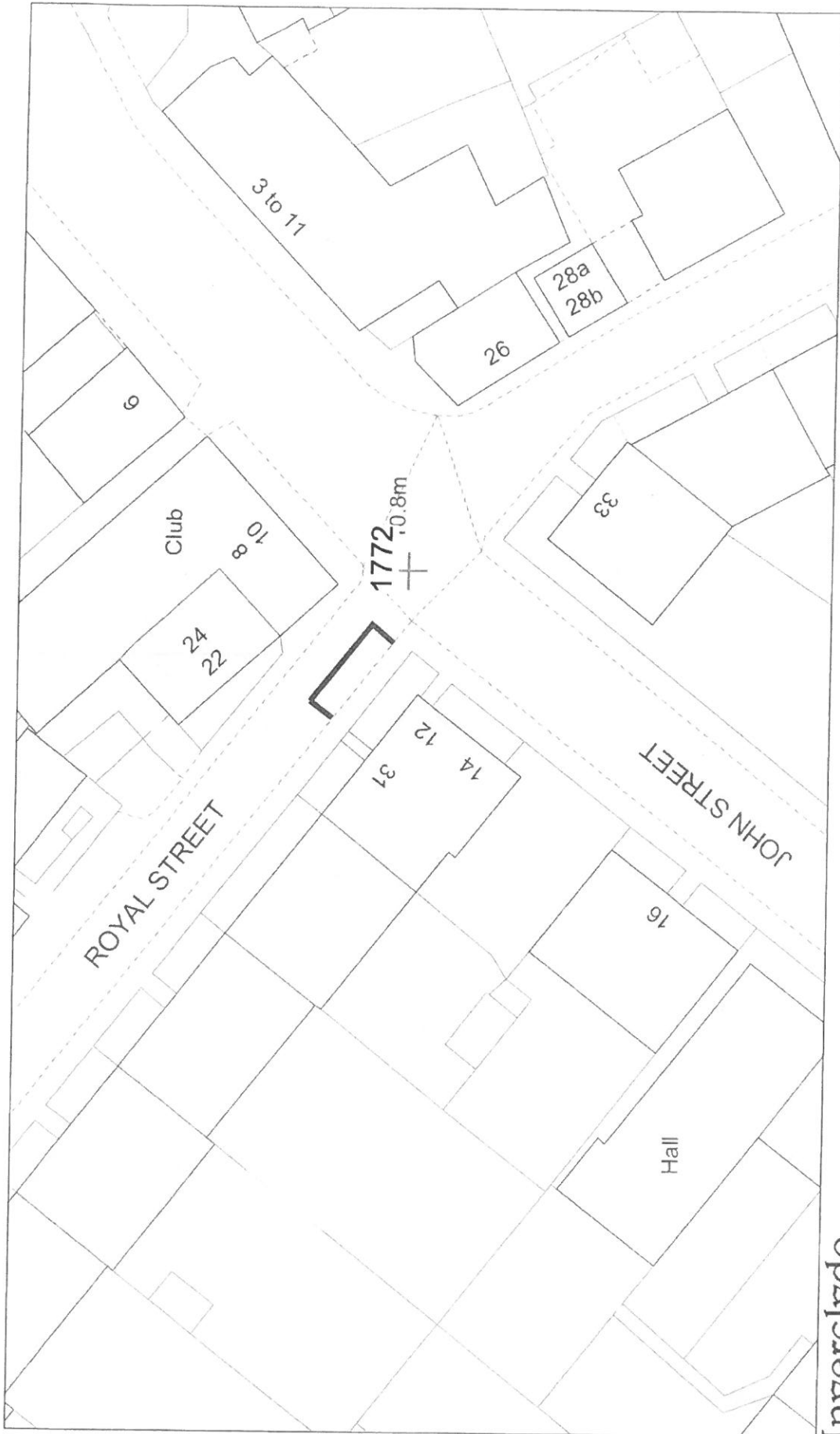
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Environment, Regeneration & Resources  
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Municipal Buildings  
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**DISABLED PERSONS' PARKING PLACE**  
**CUSTOMHOUSE WAY CP, GREENOCK**  
**PLACES Nos. 1871 & 1872**

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council  
 Environment and Public Protection  
 Environment, Regeneration & Resources  
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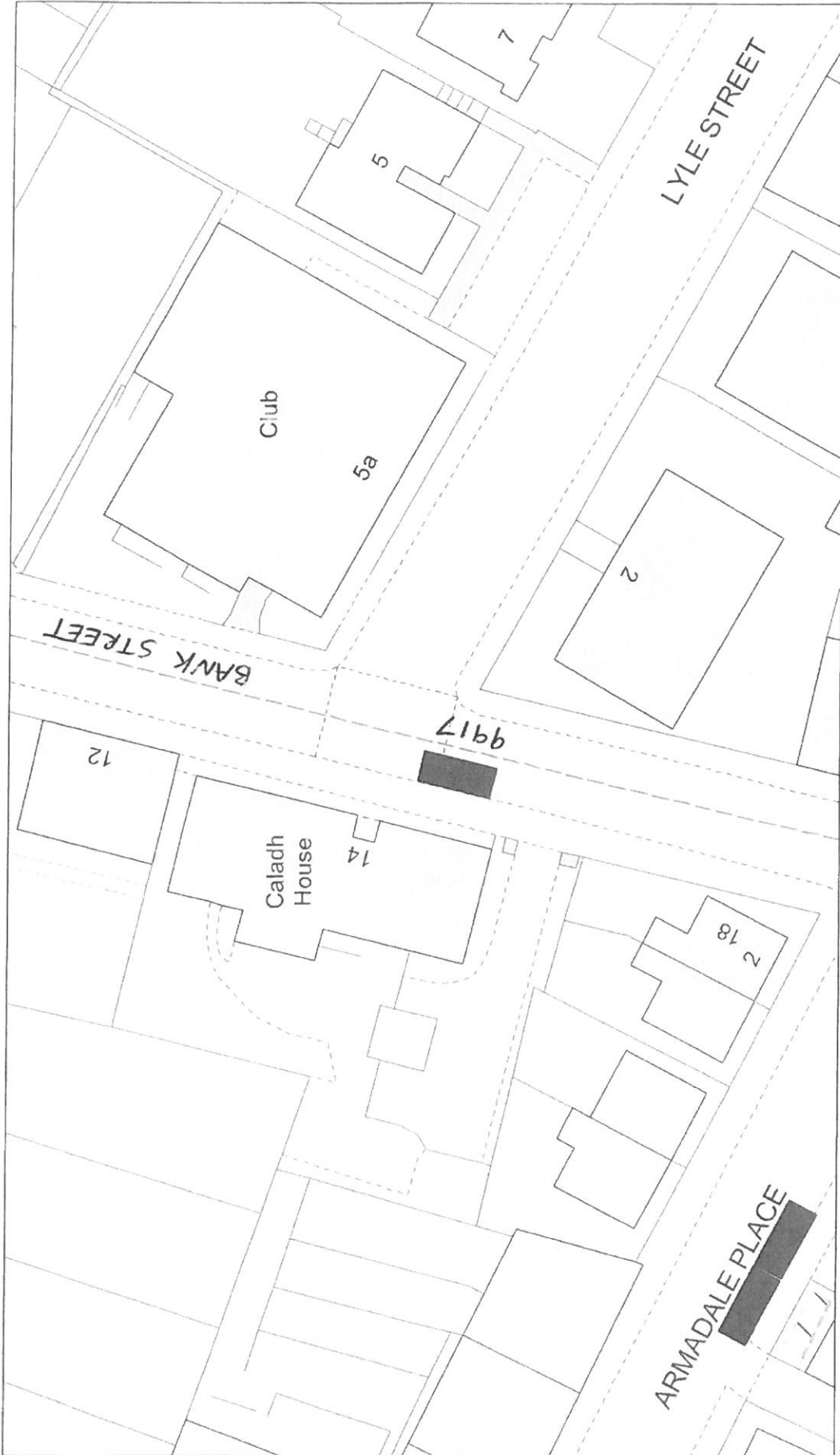


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**DISABLED PERSONS' PARKING PLACE**  
**31 ROYAL STREET, GOUROCK**  
**PLACE No. 1772 RELOCATION**



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**DISABLED PERSONS' PARKING PLACE**  
**14 BANK STREET, GREENOCK**  
**PLACE No. 9917 REVOCATION**

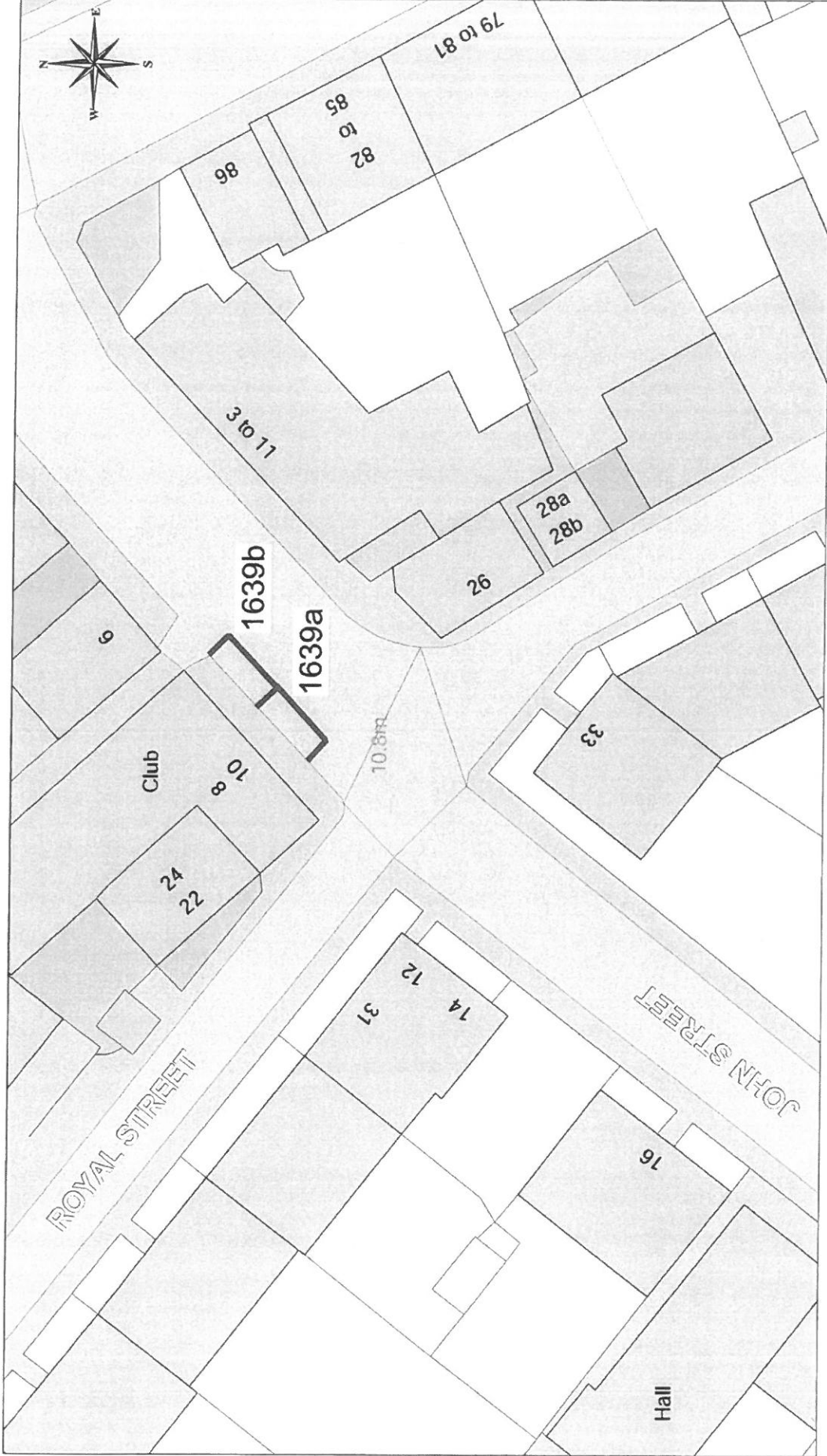
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 Environment and Public Protection

Environment, Regeneration & Resources  
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 PA15 1LY  
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 scott.allan@inverclyde.gov.uk



<p>HEAD OF SERVICE IAN MOFFAT</p>	<p>Scale : 1:500</p>	<p>Date : NOV 2012</p>
<p>71 EAST HAMILTON STREET GREENOCK, PA15 2UA</p>	<p>Prepared by : R. MACKAY</p>	<p>Checked by :</p>
<p>Disabled Bays</p>	<p>Drawn by : R. MACKAY</p>	<p>Approved by :</p>
<p>DISABLED PERSONS' PARKING PLACE 3 MID AVENUE, PORT GLASGOW PLACE No. 1233 REVOCATION</p>		
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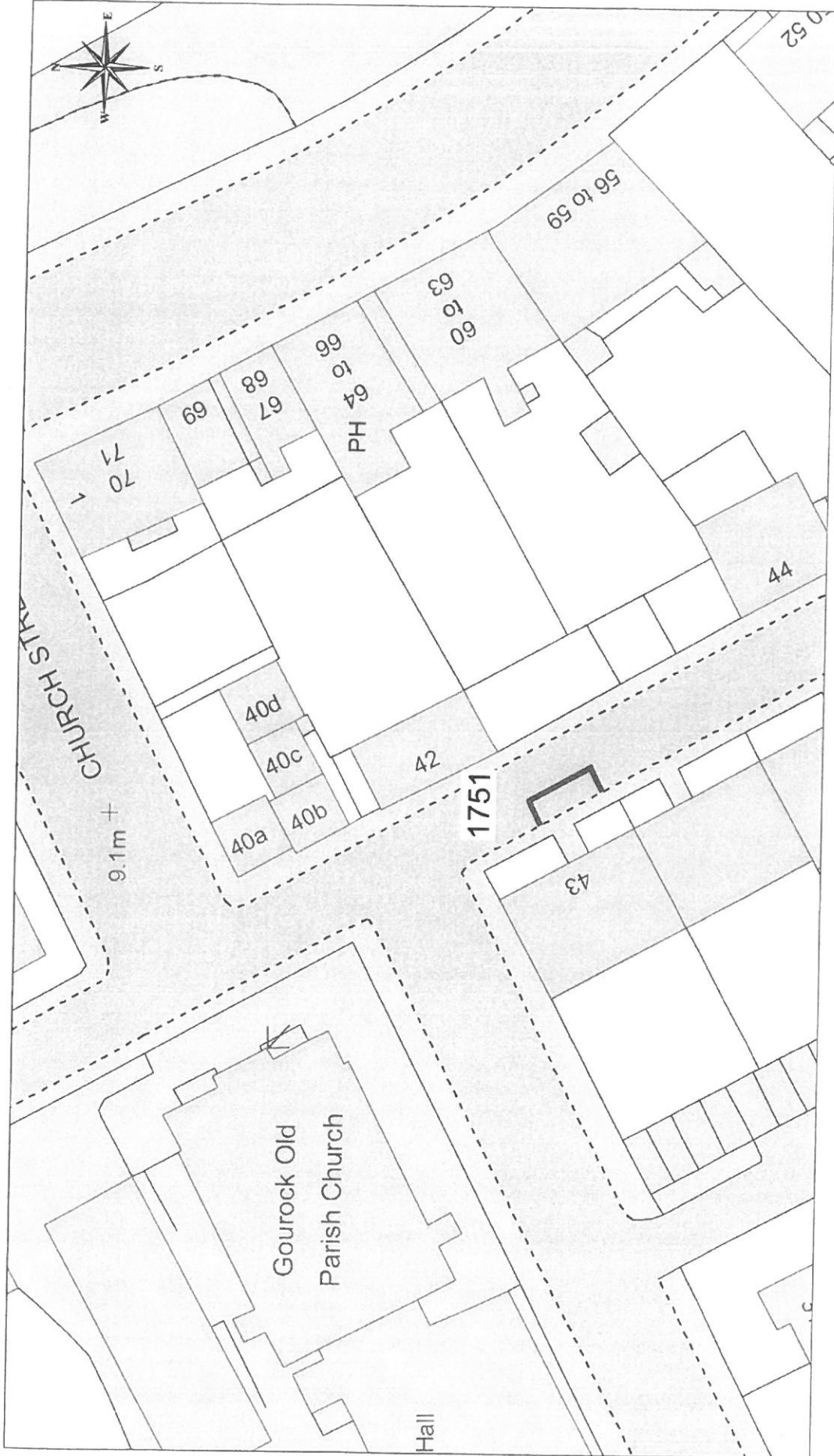


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**DISABLED PERSONS' PARKING PLACE  
10 JOHN STREET, GOUROCK  
PLACES Nos. 1639a & b REVOCATION**

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council  
Environmental Services

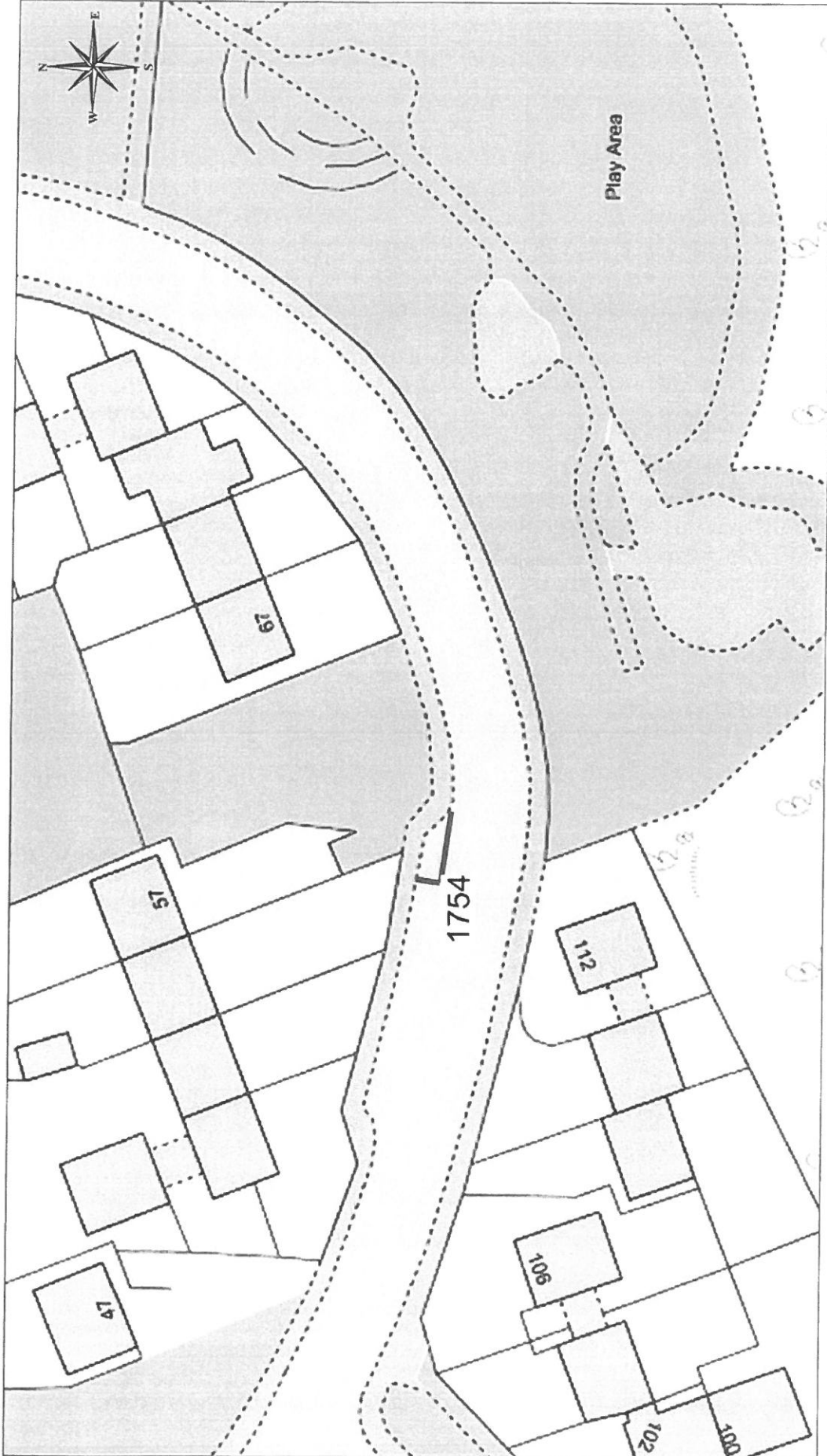
Regeneration & Environment  
Corporate Director: Aubrey Fawcett  
Municipal Buildings  
Clyde Square  
Gourock  
PA15 1LY  
Tel: 01475 712712  
Fax: 01475 712731  
aubrey.fawcett@inverclyde.gov.uk



**DISABLED PERSONS' PARKING PLACE**  
**43c ROYAL STREET, GOUROCK**  
**PLACE No. 1751 REVOCATION**

**Inverclyde**  
 council  
 Environmental Services

Regeneration & Environment  
 Corporate Director: Aubrey Fawcett  
 Municipal Buildings  
 Clyde Square  
 Greenock  
 PA 15 1LY  
 Tel: 01475 712712  
 Fax: 01475 712731  
 aubrey.fawcett@inverclyde.gov.uk

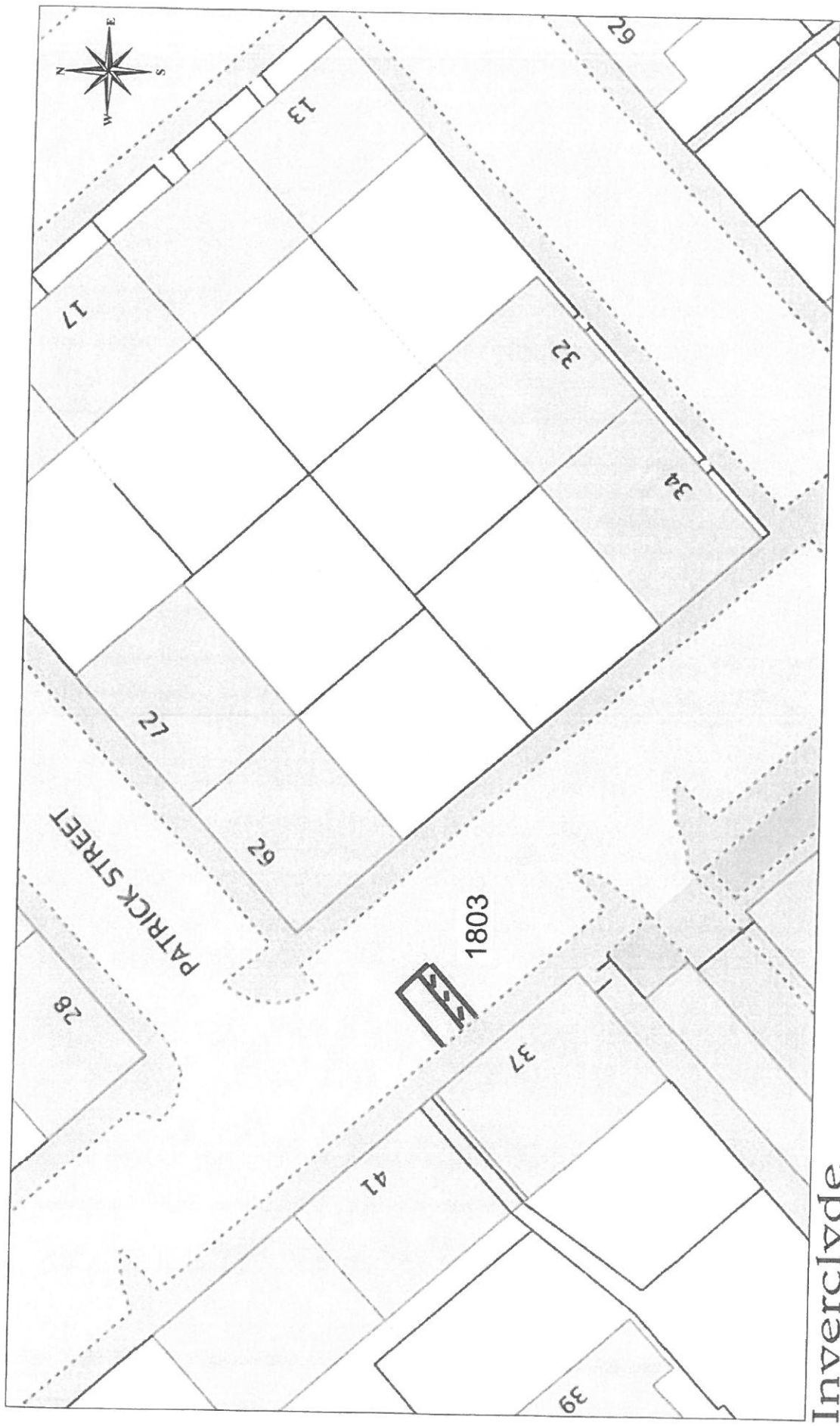


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**DISABLED PERSONS' PARKING PLACE  
 57 ORONSAY AVENUE, PORT GLASGOW  
 PLACE No. 1754 REVOCATION**

**Inverclyde**  
 council  
 Environmental Services

Regeneration & Environment  
 Corporate Director: Aubrey Fawcett  
 Municipal Buildings  
 Clyde Square  
 Greenock  
 PA15 1LY  
 Tel: 01475 712712  
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**DISABLED PERSONS' PARKING PLACE**  
**37 FINNART STREET, GREENOCK**  
**PLACE No. 1803 REVOCATION**

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**Council**  
 Environmental and Commercial Services

Environment, Regeneration & Resources  
 Corporate Director: Scott Allan BSc., C.Eng., M.I.C.E.  
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**THE INVERCLYDE COUNCIL**

**DISABLED PERSONS' PARKING PLACES**  
**(ON-STREET) ORDER NO. 1 2019**

**Statement of Reasons for Proposing to Make**  
**the above Order**

It is considered necessary in order to comply with Section 5 of The Disabled Persons' Parking Places (Scotland) Act 2009, to make the above Order to provide assistance for disabled persons who hold a badge under the Disabled Persons (Badges for Motor Vehicles) (Scotland) Regulations 2000 as amended and to revoke those parking places no longer required to maximise street parking capacity.

Martin McNab  
Head of Environmental & Public Protection  
8 Pottery Street  
GREENOCK  
PA15 4UE

**Report To:** ENVIRONMENT & REGENERATION COMMITTEE      **Date:** 7 March 2019

**Report By:** CORPORATE DIRECTOR, ENVIRONMENT, REGENERATION & RESOURCES      **Report No:** LP/033/19

**Contact Officer:** JIM KERR      **Contact No:** 01475 712617

**Subject:** PROPOSED TRAFFIC CALMING MEASURES, DUNLOP STREET, GREENOCK

---

## 1.0 PURPOSE

- 1.1 Local Authorities are empowered to construct traffic calming measures and road humps under the Roads (Scotland) Act 1984, The Roads (Traffic Calming) (Scotland) Regulations 1994, The Road Humps (Scotland) Regulations 1998, The Road Humps and Traffic Calming (Scotland) Amendment Regulations 1999 and The Roads Humps and Traffic Calming (Scotland) Amendment Regulations 2002 and, in terms of the Council's Scheme of Delegation, the Head of Service – Roads and Transportation is authorised to carry out the Council's functions under the relevant legislation.
- 1.2 The purpose of this report is to inform the Committee of the outcome of the consultation procedure undertaken for proposed traffic calming measures at Dunlop Street, Greenock. It is proposed to install horizontal traffic calming measures in the form of chicanes from 46 Dunlop Street to 106 Dunlop Street or thereby.
- 1.3 The process associated with hearing objections to the proposal is not set out in legislation. However, the Council's procedures for hearing objections to Traffic Regulation Orders are considered to be suitable procedures for hearing objections to proposed traffic calming measures.

## 2.0 SUMMARY

- 2.1 Proposed traffic calming measures on Dunlop Street, Greenock were advertised for public consultation on 30 November 2018 with a closing date for objections of 11 January 2019. During this time 3 objections were received.
- 2.2 As one objection was maintained after Officers corresponded with the objectors, this must now be considered by the Council. Officers suggest that the most appropriate way for the Council to consider these objections is at a public hearing before a special meeting of the Environment and Regeneration Committee. There is no requirement for objections to proposed traffic calming measures to be heard by an independent Reporter.

### **3.0 RECOMMENDATION**

3.1 It is recommended that the Committee:

- a) notes the requirement to hold a public hearing to consider the maintained objection, and decides to hear this before a special meeting of the Environment and Regeneration Committee, remitting it to the Head of Service – Roads and Transportation and the Head of Legal and Property Services to make the necessary arrangements for the public hearing.

**Gerard Malone**  
**Head of Legal & Property Services**

## 4.0 BACKGROUND

- 4.1 Proposed traffic calming measures on Dunlop Street, Greenock were advertised for public consultation on 30 November 2018 with a closing date for objections of 11 January 2019.
- 4.2 During the public consultation, 3 objections were received. Officers wrote to the 3 objectors and 1 of the objectors has maintained their objection.

## 5.0 IMPLICATIONS

### Finance

#### 5.1 One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
Traffic Measures	Traffic calming priority list	19/20	£17,000	N/A	Contained within overall Traffic Measures 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 has been consulted on this report.

## 7.0 LIST OF BACKGROUND PAPERS

- 7.1 None



**Report To:** ENVIRONMENT & REGENERATION COMMITTEE      **Date:** 7 March 2019

**Report By:** CORPORATE DIRECTOR, ENVIRONMENT, REGENERATION & RESOURCES      **Report No:** LP/03/19

**Contact Officer:** JIM KERR      **Contact No:** 01475 712617

**Subject:** PROPOSED TRAFFIC CALMING MEASURES AND ROAD HUMPS, LYLE ROAD, GREENOCK

---

## 1.0 PURPOSE

- 1.1 Local Authorities are empowered to construct traffic calming measures and road humps under the Roads (Scotland) Act 1984, The Roads (Traffic Calming) (Scotland) Regulations 1994, The Road Humps (Scotland) Regulations 1998, The Road Humps and Traffic Calming (Scotland) Amendment Regulations 1999 and The Roads Humps and Traffic Calming (Scotland) Amendment Regulations 2002 and, in terms of the Council's Scheme of Delegation, the Head of Service – Roads and Transportation is authorised to carry out the Council's functions under the relevant legislation.
- 1.2 The purpose of this report is to inform the Committee of the outcome of the consultation procedure undertaken for proposed traffic calming measures and road humps at Lyle Road, Greenock. It is proposed to install horizontal traffic calming measures in the form of chicanes and road humps in the form of speed cushions to be located between 158 Lyle Road to 139 Newton Street or thereby.
- 1.3 The process associated with hearing objections to the proposal is not set out in legislation. However, the Council's procedures for hearing objections to Traffic Regulation Orders are considered to be suitable procedures for hearing objections to proposed traffic calming measures and road humps.

## 2.0 SUMMARY

- 2.1 Proposed traffic calming measures and road humps on Lyle Road, Greenock were advertised for public consultation on 30 November 2018 with a closing date for objections of 11 January 2019. During this time 3 objections were received.
- 2.2 As 2 objections were maintained after Officers corresponded with the objectors, these must now be considered by the Council. Officers suggest that the most appropriate way for the Council to consider these objections is at a public hearing before a special meeting of the Environment and Regeneration Committee. There is no requirement for objections to proposed traffic calming measures and road humps to be heard by an independent Reporter.

### **3.0 RECOMMENDATION**

3.1 It is recommended that the Committee:

- a) notes the requirement to hold a public hearing to consider the maintained objections, and decides to hear these before a special meeting of the Environment and Regeneration Committee, remitting it to the Head of Service – Roads and Transportation and the Head of Legal and Property Services to make the necessary arrangements for the public hearing.

**Gerard Malone**  
**Head of Legal & Property Services**

## 4.0 BACKGROUND

- 4.1 Proposed traffic calming measures and road humps on Lyle Road, Greenock were advertised for public consultation on 30 November 2018 with a closing date for objections of 11 January 2019.
- 4.2 During the public consultation, 3 objections were received. Officers wrote to the 3 objectors and 2 of the 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
Traffic Measures	Traffic calming priority list	19/20	£25,000	N/A	Contained within overall Traffic Measures 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 has been consulted on this report.

## 7.0 LIST OF BACKGROUND PAPERS

- 7.1 None.

**Report To:** ENVIRONMENT & REGENERATION COMMITTEE      **Date:** 7 MARCH 2019

**Report By:** CORPORATE DIRECTOR ENVIRONMENT, REGENERATION & RESOURCES      **Report No:** ENV021/19/GM

**Contact Officer:** STEVEN WALKER      **Contact No:** 01475 714800

**Subject:** KILMACOLM PARKING STUDY

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to inform the Environment & Regeneration Committee of the outcome of a parking study undertaken in Kilmacolm Village Centre. It also seeks approval of the next steps following this study.

## 2.0 SUMMARY

- 2.1 A study was undertaken to review the existing parking provision and parking demands in Kilmacolm Village Centre. The study included parking surveys to identify occupancy rates of on and off-street parking, duration of stay, incidences of illegal parking, etc. As a result of the study a small shortfall in parking was identified.
- 2.2 The study considers areas of land available within reasonable walking distance of the village centre and estimates how many spaces could be created if it were to become a car park as well as the likelihood of it being used.

## 3.0 RECOMMENDATION

- 3.1 That the Environment & Regeneration Committee:
- Notes the findings of the “Kilmacolm Parking Study”;
  - Remits it to the Head of Service – Roads and Transportation to undertake a public consultation exercise to consider public opinion on the location and anticipated usage of the proposed car parks on Lochwinnoch Road with access from Bridge of Weir Road and Moss Road/Gillburn Road and to provide a detailed design and cost for both schemes; and
  - Notes that a report will be brought to a future Environment & Regeneration Committee detailing the outcome of the public consultation, detailed design and construction costs.

**Gail MacFarlane**  
**Head of Service – Roads and Transportation**

## 4.0 BACKGROUND

- 4.1 A study was undertaken to review the existing parking provision and parking demands in Kilmacolm Village Centre. The study included parking surveys to identify occupancy rates of on and off-street parking, duration of stay, incidences of illegal parking, etc.
- 4.2 As a result of the study a small shortfall in parking was identified. It identified a need for 24 parking spaces. This is generally the result of long stay parking in Lochwinnoch Road Car Park.
- 4.3 The study considered where a new car park could be constructed close to the Village Centre which could accommodate this demand. The following locations were identified and considered:

Location	Spaces	Comments
Old Police Station	44	Access to and from the site could be challenging. May be too far from the Village Centre to encourage people to park here.
Smithy Brae	29	Access to site is narrow and challenging.
Lochwinnoch Road Mulit-storey	34	Within the heart of the Village with good links to the Village facilities. Could provide medium and long stay parking to cater for a variety of needs.
Gibson Lane	31	Access to site is via a private road and the owners may not be in favour of vehicles using it to access the car park.
Moss Road/ Gillburn Road	31	Within reasonable walking distance of Village facilities.

- 4.4 It is considered that further investigation be given to the potential for car parks on Lochwinnoch Road and Moss Road/Gillburn Road. This should include a public consultation exercise to determine whether they would be in favour of either of the location and if they would use them. This is recommended due to the public opinion expressed in relation to parking in the Village in recent years.
- 4.5 A detailed design process is also recommended to identify any engineering issues with each site and to estimate the cost of their construction.

## 5.0 IMPLICATIONS

### Finance

- 5.1 There will be a cost to undertake a public consultation exercise and detailed design of the two preferred car park options.

#### One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
Roads Client	Roads Assessment /Feasibility	19/20	£2,500	n/a	Existing Revenue Budget
Roads Capital	RAMP Other Assets	19/20	£27,500	n/a	Existing Capital 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 equalities implications 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 Copies of the "Kilmacolm Parking Study Report" are available to Members on request from Ms Gail MacFarlane, Head of Service - Roads and Transportation (tel: 712758).

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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>07 March 2019</b>
<b>Report By:</b>	<b>Corporate Director Environment, Regeneration &amp; Resources</b>	<b>Report No:</b>	<b>ENV/019/19/SA</b>
<b>Contact Officer:</b>	<b>Scott Allan</b>	<b>Contact No:</b>	<b>01475 712764</b>
<b>Subject:</b>	<b>Glasgow City Deal – Inverkip (Scottish Power/Transport Scotland)</b>		

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to update Members on the revised access arrangements and road improvements on the A78 in respect of the Inverkip former Power Station City Deal Project.

## 2.0 SUMMARY

- 2.1 At this Committee on 25 October 2018 a report was presented which advised the Committee that following progression of detailed designs into roads improvements on the A78, Transport Scotland as the trunk road authority supported a revised scheme which involved the installation of traffic signals at the north entrance to Inverkip on the A78 and the creation of a 3-arm roundabout on the A78 just north of Brue acre junction. It was reported that this situation had arisen despite Transport Scotland's involvement in the Planning Permission in Principle for the development of the former power station site and their agreement to a different solution.
- 2.2 The revised proposals as developed to feasibility study stage between Iberdrola and Transport Scotland remained within the funding envelope of £3.25 million available within City Deal.
- 2.3 The Committee in considering the revised roads improvements requested that the Leader of the Council along with the Leader of Minority Groups write to the Cabinet Secretary for Transport, Infrastructure & Connectivity seeking a meeting.
- 2.4 The Cabinet Secretary in his response referred to ongoing officer engagement but did not mention or accept the offer of a meeting.
- 2.5 It is the case however that more detailed design has been carried out on the option preferred by Transport Scotland and Iberdrola which confirms the deliverability of the scheme, the cost estimates and the wider benefits which can be derived. Significantly, the revised roads improvements formed part of the consultation into the Inverkip former Power Station site masterplan proposals as displayed on 21 January in Wemyss Bay and 23 January at Inverkip. These consultations were attended by over 370 people, many of whom discussed the roads improvements. The development team at the consultations perceived that public support was in favour of the current proposals.
- 2.6 Whilst the development of detailed improvements on the A78 are a matter for Transport Scotland and Iberdrola as the developer, Inverclyde Council requires to confirm within the final business case for City Deal that the roads improvements are supported. It is officers' advice that Inverclyde Council should support the current proposals for roads improvements and that this be taken forward to the tender stage thereby allowing the Council to submit a final business case to City Deal to draw down the full capital funding.

### **3.0 RECOMMENDATIONS**

3.1 It is recommended that the Committee:

- Notes the position as now agreed between Transport Scotland and Iberdrola in respect of roads improvements in respect of the A78.
- Approves the revised design to enable the project to progress through detailed design, tender and thereafter inclusion in the final business case to be submitted to the City Deal Project Management Office.

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



## **4.0 BACKGROUND**

- 4.1 Members will recall the report to this Committee on 25 October 2018 which advised of the revised designs being progressed by Iberdrola and Transport Scotland in respect of roads improvements at Inverkip. The key changes involved the previously proposed roundabout at Inverkip village being replaced with a traffic signal solution and the change in respect of Brueacre where formerly an extension was proposed to the northbound A78 on ramp, the revised proposal involves a roundabout.
- 4.2 At the Committee in October 2018, it was agreed that a letter be sent to the Cabinet Secretary for Transport, Infrastructure & Connectivity jointly signed by the Leader of the Council and the Leader of Minority Groups seeking a meeting. A response was received which advised of the ongoing officer input into this scheme but did not mention the meeting request.
- 4.3 Notwithstanding the input of the Minister, Iberdrola and Transport Scotland have progressed the designs as described in greater detail and a meeting of these parties and Inverclyde Council at a senior level took place on Monday 11 February 2019. At that meeting, the proposals were discussed in detail and it was confirmed that the traffic signal solution at Inverkip village offers the best performance in terms of traffic queues and journey times. In this respect, it performs significantly better than a roundabout solution. A significant benefit of the traffic signal solution is that right turns out of Kip Marina are accommodated safely. Through detailed design, the impact of the traffic signal solution scheme has been constrained such that for the length of the scheme the road width is only widened by approximately one lane.
- 4.4 At Brueacre, a roundabout on the A78 (which will include signal controls on the roundabout when the developments at Inverkip progress) is shown to operate satisfactorily and is deliverable.
- 4.5 Cost estimates including optimism bias demonstrates that the revised scheme fits within the funding available within City Deal.
- 4.6 Whilst the details of roads improvements on the A78 is a matter for discussion between Iberdrola and Transport Scotland as the trunk road authority, this Council requires to endorse the design as part of the City Deal business case process.
- 4.7 In terms of operational considerations, Council officers are satisfied that the current design is satisfactory in all respects and addresses safety concerns. Officers recognise the significant safety benefits of the signals at the entrance to Kip Marina in respect of right turning traffic.
- 4.8 A previous concern over the changing position between Transport Scotland and Scottish Power from a roundabout to traffic signals clearly raised concerns amongst local residents. Iberdrola have advised that through local public consultations in Inverkip and Wemyss Bay on the master plan for Inverkip Power Station site, that feedback from people who engaged was positive in respect of the roads improvements. The positive reactions were witnessed in 'one to one' discussions where the benefits of protected right turning at both Inverkip Village and Kip Marina were discussed.
- 4.9 Officers recommend that the Committee supports the revised designs such that they can be progressed through to tender stage and thereby facilitate submission of a Final Business Case. Submission of a Final Business Case will allow drawdown of the capital funding and ensure the Inverkip Power Station site progresses to development in line with the City Deal aspirations.

### **Alternative Options**

- 4.10 At the meeting amongst Iberdrola, Transport Scotland and Inverclyde Council on 11 February 2019, the design team was asked to consider a couple of possible alternative layouts. The first involved positioning a roundabout at Inverkip Main Street similar to the original design but restricting the Kip Marina access to a left in left out. This would potentially facilitate the 2 lane exit from the roundabout southbound which cannot be delivered due to the proximity of the Kip Marina junction. This option is not deliverable within standards however. Guidance precludes

restricted left in left out junctions with single carriageway roads. Any arrangement like this would be likely to be abused especially during quiet traffic periods when motorists would potentially disobey signage. It is also the case that the diversion required to exit or enter Kip Marina would be lengthy in view of the distance between roundabouts. All parties agreed that this is not a viable option.

- 4.11 A further option was considered involving a diversion of the access into Kip Marina along the west side of the A78 to meet a roundabout at Main Street on the A78 similar to the original design. In this option, an access road at this location would require reconstruction of the pedestrian bridge. It would also involve crossing two water courses with consequent costs. The land is outwith the control of the developer and land acquisition in this case could not be guaranteed. For these reasons, all parties agreed that this option is not deliverable.

## 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 Development of the Inverkip former Power Station site will contribute positively to repopulation in Inverclyde through the provision of new housing.

## **6.0 CONSULTATIONS**

- 6.1 N/A.

## **7.0 CONCLUSIONS**

- 7.1 N/A.

## **8.0 BACKGROUND PAPERS**

- 8.1 N/A.