

**A meeting of the Environment & Regeneration Committee will be held on Thursday 5 March 2020 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>Page</b>
<b>PERFORMANCE MANAGEMENT</b>	
2. <b>Environment &amp; Regeneration 2019/20 Revenue Budget– Period 9 (31 December 2019)</b> Report by Chief Financial Officer and Corporate Director Environment, Regeneration & Resources	<b>p</b>
3. <b>Environment &amp; Regeneration Capital Programme 2019/20 to 2022/23 – Progress</b> Report by Chief Financial Officer and Corporate Director Environment, Regeneration & Resources	<b>p</b>
<b>CONTINUED BUSINESS</b>	
4. <b>Clyde Muirshiel Regional Park</b> Report by Corporate Director Environment, Regeneration & Resources	<b>p</b>
<b>NEW BUSINESS</b>	
5. <b>The Campaign to Save Inchgreen Dry Dock: Creation of Sub-Group – Request by Councillor McCabe</b> Report by Corporate Director Environment, Regeneration & Resources	<b>p</b>
6. <b>Article 4 Directions in Inverclyde Conservation Areas</b> Report by Corporate Director Environment, Regeneration & Resources	<b>p</b>
7. <b>Craigmuschat Quarry Recycling Centre</b> Report by Corporate Director Environment, Regeneration & Resources	<b>p</b>

8.	<b>Roads &amp; Transportation – Proposed RAMP/Capital Programme for 2020/21</b> Report by Corporate Director Environment, Regeneration & Resources		p
9.	<b>Safer Streets Initiative around Primary Schools</b> Report by Corporate Director Environment, Regeneration & Resources		p
10.	<b>Standardisation of Parking Charging</b> Report by Corporate Director Environment, Regeneration & Resources		p
11.	<b>Proposed Traffic Calming Measures and Road Humps, Lyle Road and Newton Street, Greenock</b> Report by Corporate Director Environment, Regeneration & Resources		p
12.	<b>Proposed Traffic Regulation Order – Disabled Persons’ Parking Places (On-Street) Order No. 1 2020</b> Report by Corporate Director Environment, Regeneration & Resources		p
13.	<b>Stopping Up Order – The Stopping Up of Road and Footway, Inverclyde (Campsie Road, Port Glasgow) Order 2020</b> Report by Corporate Director Environment, Regeneration & Resources		p
14. **	<b>Employability Programme – Tender Outcome</b> Report by Corporate Director Environment, Regeneration & Resources		
<b>ITEMS FOR NOTING</b>			
15.	<b>Items for Noting</b> Report by Corporate Director Environment, Regeneration & Resources		p
15a	<b>Addendum to the Inverclyde Strategic Housing Investment Plan 2020/21-2024/25</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>			
<b>NEW BUSINESS</b>			
16.	<b>Joint Collaboration: Fleet and Waste Services Inverclyde and West Dunbartonshire Councils</b> Report by Corporate Director Environment, Regeneration & Resources seeking approval to implement shared fleet and waste management arrangements with West Dunbartonshire Council	<b>Para 1</b>	p
17.	<b>Clune Park Regeneration Plan Progress Report: Update on Current Actions</b> Report by Corporate Director Environment, Regeneration & Resources providing an update on the current actions to implement the Council’s decisions in the Clune Park Estate	<b>Paras 6, 9, 12 &amp; 13</b>	p
18.	<b>New Lease of Premises – Cathcart Street, Greenock</b> Report by Corporate Director Environment, Regeneration & Resources on new lease of premises at Cathcart Street, Greenock	<b>Paras 2, 6 &amp; 9</b>	p

19.	<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	Paras 2, 6 & 9  <b>p</b>
20.	<b>Property Assets Management Report</b> Report by Corporate Director Environment, Regeneration & Resources making recommendations in respect of a number of property assets	Paras 2, 6 & 9  <b>p</b>

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

---

<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>5 March 2020</b>
<b>Report By:</b>	<b>Chief Financial Officer and Corporate Director Environment, Regeneration and Resources</b>	<b>Report No:</b>	<b>FIN/23/20/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 2019/20 Revenue Budget – Period 9 (31 December 2019)</b>		

---

## **1.0 PURPOSE**

1.1 To advise the Committee of the 2019/20 Revenue Budget position at period 9 to 31 December 2019.

## **2.0 SUMMARY**

2.1 The revised 2019/20 budget for Environment and Regeneration is £23,779,000 which excludes Earmarked Reserves.

2.2 The latest projection, excluding Earmarked Reserves, is an underspend of £191,000, a reduction in spend of £85,000 since the Period 7 Committee.

2.3 The main material variances projected at Period 9 are:

- i. Turnover savings across the Committee (not offset by other expenditure or reduced income) of £240,000.
- ii. An underspend in Economic Development Workforce Development of £73,000 resulting from staff vacancies meaning that expenditure on this area has been curtailed, as previously reported.
- iii. An under recovery in Planning income of £140,000, £69,000 of which is covered by the Planning Income Smoothing Earmarked Reserve; the net under recovery being £71,000. This is mainly due to reduced demand.
- iv. A projected underspend of £79,000 within the recycling contract, mainly due to reduced tonnages.
- v. An overspend on non-routine vehicle maintenance across Roads and Environmental and Public Protection totalling £87,000.

2.4 The European Commission (EC) has suspended European Social Fund (ESF) payments following an audit into the submission of claims. The Scottish Government has been working with the EC in order to resolve matters and have the suspension lifted, however at this point in time this remains unresolved. While it is not clear at this stage when the suspension will be lifted or, in the event that it is not lifted, whether any outstanding claims will be honoured by the Scottish Government, officers continue to project that all relevant grant claims will be paid in full. There does however remain a risk that grant claims will not be paid, resulting in a shortfall in income. The situation will continue to be monitored closely and reported in future monitoring reports.

2.5 Operational Earmarked Reserves for 2019/20 total £4,659,000 of which £1,192,000 is projected to be spent in the current financial year. As detailed in Appendix 4 expenditure of £537,000 (45% of projected spend or 56% of phased budget) has been incurred to Period 9.



### **3.0 RECOMMENDATIONS**

- 3.1 It is recommended that the Committee notes the current projected underspend for 2019/20 of £191,000 as at 31 December 2019.
- 3.2 It is recommended that the Committee notes the current position with regard to ESF funding and that updates will be brought to future meetings of this Committee.
- 3.3 The Committee is asked to approve virement as detailed in Section 7 and Appendix 5.

Alan Puckrin  
Chief Financial Officer

Scott Allan  
Corporate Director  
Environment, Regeneration & Resources

## 4.0 BACKGROUND

- 4.1 The purpose of this report is to advise the Committee of the current position of the 2019/20 budget and to highlight the main issues contributing to the projected underspend.
- 4.2 The revised 2019/20 budget for Environment and Regeneration, excluding earmarked reserves, is £23,779,000. This is an increase of £229,000 from the approved budget, prior to transfers to earmarked reserves.

## 5.0 2019/20 CURRENT POSITION

- 5.1 The current projection for 2019/20 is an underspend of £191,000 (0.79%).

### 5.2 Regeneration & Planning - £188,000 underspend

The current projected out-turn for Regeneration & Planning is an underspend of £188,000, an increase in spend of £27,000 since the last Committee.

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 underspend of £243,000 in employee costs, a reduction in spend of £30,000 due to:

- i. Turnover savings within Economic Development of £96,000 resulting from delays in filling vacant posts, a reduction in spend of £2,000 from the last Committee. This includes budget for a Regeneration & Planning Policy Manager post, which remains vacant.
- ii. Turnover savings within Building Services of £32,000, £2,000 more spend than at Period 7.
- iii. Turnover savings within Planning of £95,000, £30,000 less spend than was projected at the last Committee due to further delays in filling vacant posts. This is partially offset by additional expenditure, per 5.2(c)(iii) below.
- iv. Other turnover savings across the service amounting to £20,000.

#### (b) Supplies & Services

Within supplies and services there is a projected overspend of £240,000 within Building Services direct purchases and sub-contractors. This is £120,000 more spend than was previously reported, is due to the current workload and is offset by additional income.

#### (c) Payments to Other Bodies

There is a projected overspend of £269,000 in payments to other bodies, an increase in projected spend of £190,000 from last Committee, mainly due to:

- i. Expenditure on grant funded projects: Smarter Choices and Innovation & Integration of £73,000 and £30,000 respectively. This expenditure is offset by grant income, per 5.2 (d)(i) below.
- ii. Expenditure relating to the European Social Fund (ESF) Programme of £173,000 which is offset by additional income. The position with regard to ESF funding is explained further at 2.4
- iii. £35,000 paid to Argyll and Bute Council for the processing of building warrants, necessary due to vacant Planning posts, as previously reported.

- iv. An underspend in training within Economic Development Workforce Development of £73,000, as previously reported, due to expenditure in this area being curtailed.

(d) Income

There is a projected over recovery in income of £466,000, an increase in income of £253,000 since the last Committee, mainly due to:

- i. Grant income for Smarter Choices and Innovation and Integration of £103,000, as outlined at 5.2(c)(i) above.
- ii. Grant income offsetting expenditure on ESF projects, per 5.2(c)(ii) above, of £173,000.
- iii. An over recovery of Building Services income of £240,000, offset by increased supplies and services costs, per 5.2(b) above; £120,000 more income than was previously reported.
- iv. An under recovery in Planning fee income of £140,000, £40,000 less income than was previously reported, mainly due to reduced demand. Of this under recovery £69,000 is covered by the Planning Income Smoothing Earmarked Reserve, leaving a net under recovery of £71,000.

### 5.3 Property Services - £102,000 overspend

The current projected out-turn for Property Services is an overspend of £102,000, a reduction in spend of £13,000 since the last Committee.

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

(a) Employee Costs

There is a projected underspend of £53,000, £6,000 less spend than the last report. This is mainly due to:

- i. Projected turnover savings in Technical Services of £58,000, partially offset by additional agency costs and an over recovery in income.
- ii. Turnover savings in Office Accommodation of £21,000, due to the delay in filling a vacant council officer post.

(b) Property Costs

There is a projected overspend in property costs of £63,000, a reduction in spend of £5,000. This is mainly within Surplus Property (£38,000) due to NDR costs for a number of surplus properties which are at various stages in the disposal process.

(c) Administration Costs

There is a projected overspend of £200,000 within Technical Services agency staff costs which is partly offset by additional capital recharge income and turnover savings, as previously reported.

(d) Income

There is a projected over recovery in income of £113,000, an increase in income of £2,000 from the last Committee. This is mainly due to a projected over recovery in Technical Services property fee income of £125,000. This income is offset by increased agency staff costs and turnover savings.

#### 5.4 **Environmental & Public Protection - £157,000 underspend**

The current projected out-turn for Environmental & Public Protection is an underspend of £157,000, a reduction in spend of £121,000 since the last report.

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

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

There is a projected underspend of £179,000 in employee costs, £105,000 less spend than was previously projected, mainly due to:

- i. Turnover savings and reduced overtime in Refuse Collection of £61,000, a reduction in spend of £6,000 since the last Committee. This is offset by an overspend on agency costs.
- ii. Turnover savings within Vehicle Maintenance Mechanics and Drivers of £80,000, a reduction in spend of £32,000 from last report. This is partially offset by an under recovery in Drivers recharge income.
- iii. Within Management, there is a projected overspend of £60,000 mainly due to the turnover savings target not being achieved and increased overtime. This is an increase in spend of £5,000 from the last report.
- iv. Turnover savings within Community Wardens of £42,000, as previously reported, due to delays in filling vacant posts.
- v. Turnover savings within Safer Communities and Trading Standards of £56,000, £51,000 of which has not previously been reported due to newly vacated posts and delays in filling vacancies.

##### (b) **Supplies & Services**

There is a projected overspend of £164,000 within supplies and services, an increase in spend of £17,000 from the Period 7 Committee, mainly due to:

- i. A projected overspend of £119,000 within Vehicle Maintenance materials and subcontractors, £30,000 more spend than at Period 7. This is offset by an over recovery of non-routine maintenance income.
- ii. Various minor variances, the net projection being an overspend of £45,000.

##### (c) **Transportation & Plant**

There is a projected overspend in transportation and plant of £81,000, £59,000 more spend than at the last Committee, mainly due to the following:

- i. A net overspend across the Client services on non-routine maintenance of £55,000.
- ii. An overspend within Vehicle Maintenance tyres of £22,000 which is offset by additional recharge income.

##### (d) **Administration Costs**

There is a projected overspend of £59,000 in administration costs, a reduction in spend of £7,000 from Period 7. This is mainly due to a projected overspend on agency costs within Refuse Collection of £60,000. This overspend is offset by an underspend in employee costs.

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

Payments to other bodies is projected to overspend by £789,000, an increase in spend of £201,000 since the last report, due mainly to the following:

- i. Expenditure of £889,000 relating to the Home Energy Efficiency Programmes for Scotland (HEEPS) and Scotland's Energy Efficiency Programme (SEEP) grants, offset by income. This is an increase in projected spend of £154,000 since the last Committee.
- ii. A projected underspend in the residual waste contract of £25,000. This is the position after virement to offset an under recovery in Trade Waste income, as requested at 3.3 and explained further in Section 7 and Appendix 5.
- iii. A projected underspend on the recycling contract of £79,000, £8,000 less spend than was previously reported, an element of which is in line with the previous years' outturn.

(f) Income

There is a projected over recovery in income of £1,080,000, £303,000 more income than the last report, mainly due to:

- i. HEEPS and SEEP grant income of £889,000, offset by additional expenditure, see 6.4(e)(i) above.
- ii. An over recovery in Vehicle Maintenance non-routine maintenance income of £119,000, in line with increased materials and sub-contractor costs.
- iii. An under recovery in Cremations income of £35,000, offset by a projected over recovery in Burial Grounds income of £31,000. This is £12,000 less income than was previously projected.
- iv. An under recovery in Drivers' recharges income of £27,000, in line with reduced employee costs.
- v. An over recovery in Vehicle Maintenance tyres recharge income of £34,000, partially offset by additional costs, per 5.4(c)(ii) above.
- vi. Various minor variances across the Service, the net projection being an over recovery of £69,000.

5.5 Roads - £52,000 overspend

The current projected out-turn for Roads is an overspend of £52,000, an increase in spend of £22,000 since the last Committee.

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

(a) Employee Costs

Employee costs are projected to overspend by £45,000, an increase in spend of £21,000 mainly due to an overspend in Roads Client of £58,000, £5,000 more spend than at the last Committee. This is due to employee cost expenditure which is partly funded by additional fee income and the turnover savings target not being achieved.

(b) Supplies & Services

There is a projected overspend of £265,000 within supplies & services, £95,000 more spend than the last report, mainly due to:

- i. Roads Client rechargeable works of £77,000, offset by additional income. This is an increase of £18,000 since Period 7.
- ii. An underspend in Roads Client Lighting electrical power of £20,000. At Period 7, the Committee was advised that the underspend in electrical power (£65,000 at that time) would be used to sort underlying overspends in the Committee. Virement requested at 3.3, Section 7 and Appendix 5 reallocates this underspend. The remaining £20,000 underspend will be removed as a saving during the current budget process.
- iii. An overspend on Roads Operations' subcontractors and materials of £194,000, in

line with the current work programme. This is an increase of £31,000 since Period 7. The net overall position is explained further at 5.5(e)(iv).

(c) Transportation & Plant

There is a projected overspend of £58,000, £4,000 more spend than at the last Committee, mainly due to an overspend in non-routine maintenance of £32,000.

(d) Administration Costs

There is a projected overspend of £34,000 due mainly to spend on agency workers of £23,000, which is partially offset by turnover savings.

(e) Income

There is a projected over recovery in income of £345,000, an increase in income of £108,000 since Period 7, mainly due to:

- i. Income for rechargeable works, as outlined at 5.5(b)(i) above of £77,000.
- ii. Capital fee income which offsets additional employee costs of £30,000, as previously reported.
- iii. An over recovery of Roads Client sales, fees and charges of £24,000, not previously reported.
- iv. An over recovery of Roads Operations income of £209,000, £80,000 more income than was previously reported due to acceleration of capital projects. This additional income is partially offset by increased supplies and services costs. The net position for Roads Operations is an under recovery of £46,000, a favourable movement of £22,000 from the last Committee. This position takes account of the current workload and is in part due to high levels of short term sickness. A review is underway into the Roads Operations recharge rate and any impact on the projected outturn will be included in future monitoring reports.

## 5.6 Corporate Director - £nil Variance

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

## 6.0 EARMARKED RESERVES

- 6.1 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 56% of phased budget (45% of projected spend).

## 7.0 VIREMENTS

- 7.1 The Committee is asked to approve virement as outlined in Appendix 5, as follows:

- i. Virement reducing the Refuse Collection trade waste income target and reducing the Refuse Transfer Station residual waste contract expenditure budget. This virement is required due to a reduction in the trade waste customer base and a resulting reduction in residual waste disposal costs.
- ii. Virement removing an underspend in Waste Strategy other expenditure; which is recurring and is due to less costs associated with the MRF; and allocating budget to: Waste Strategy administration costs to cover costs associated with the green waste charging scheme and to Refuse Transfer Station to cover increased costs of waste management licences.

- iii. Virement reducing the Roads Client electrical power budget which is underspent due to investment in street lighting and allocating budget to: Roads Client lighting maintenance, Roads security costs relating to the new depot and Roads Operations clothing and uniforms, which is historically overspent.

7.2 These reallocations of budget are all permanent in nature and are reflected in the figures presented 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 Equalities

(a) Has an Equality Impact Assessment been carried out?

	YES
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

(b) Fairer Scotland Duty

If this report affects or proposes any major strategic decision:-

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

	YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.
X	NO

(c) Data Protection

Has a Data Protection Impact Assessment been carried out?

	YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.
X	NO

**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 £191,000.

**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 2019 - 31st December 2019**

Service	Approved Budget		Movements			Revised Budget
	2019/20 £000	Inflation £000	Virement £000	Supplementary Budgets £000	Transferred to EMR £000	2019/20 £000
Regeneration & Planning	3,849	2	26	52	(345)	3,584
Property Services	3,307	11	55			3,373
Environmental & Public Protection	12,918	55	(46)			12,927
Roads	3,665	28	46			3,739
Corporate Director	156					156
<b>Totals</b>	<b>23,895</b>	<b>96</b>	<b>81</b>	<b>52</b>	<b>(345)</b>	<b>23,779</b>

**Movement Details**

£000

External ResourcesInflation

NDR Inflation	15
Residual Waste Contract Inflation	41
Green Waste Contract Inflation	11
Roads Lighting Electrical Power Inflation	25
Gas Inflation	4
	<u>96</u>

Virements

Virement from Environment & Public Protection to Roads in relation to employee transfers	(46)
Virement to Roads from Environment & Public Protection in relation to employee transfers	46
Virement to Education & Communities Committee - FIT/RHI Income	55
Virement from Education & Communities Committee - MCMC team	26
	<u>81</u>

Supplementary Budgets

Additional budget for management regrading approved as part of Senior Management restructure	4
PESF funding from Scottish Government	48
	<u>52</u>
	<u>229</u>

ENVIRONMENT AND REGENERATION COMMITTEEREVENUE BUDGET MONITORING REPORTPERIOD 9: 1st April 2019 - 31st December 2019

Subjective Heading	Approved Budget 2019/20 £000	Revised Budget 2019/20 £000	Projected Out-turn 2019/20 £000	Projected Over/(Under) Spend	Percentage Variance %
Employee Costs	15,784	15,999	15,569	(430)	(2.69)%
Property Costs	5,385	5,424	5,507	83	1.53%
Supplies & Services	4,633	4,206	4,878	672	15.98%
Transport Costs	2,230	2,298	2,439	141	6.14%
Administration Costs	556	591	884	293	49.56%
Payments to Other Bodies	9,561	9,238	10,295	1,057	11.44%
Other Expenditure	378	365	362	(3)	(0.82)%
Income	(14,632)	(13,997)	(16,001)	(2,004)	14.32%
<b>TOTAL NET EXPENDITURE</b>	<b>23,895</b>	<b>24,124</b>	<b>23,933</b>	<b>(191)</b>	<b>(0.79)%</b>
Transfer to Earmarked Reserves *	0	(345)	(345)	0	
<b>TOTAL NET EXPENDITURE EXCLUDING EARMARKED RESERVES</b>	<b>23,895</b>	<b>23,779</b>	<b>23,588</b>	<b>(191)</b>	<b>(0.80)%</b>

Objective Heading	Approved Budget 2019/20 £000	Revised Budget 2019/20 £000	Projected Out-turn 2019/20 £000	Projected Over/(Under) Spend	Percentage Variance %
Regeneration & Planning	3,849	3,929	3,741	(188)	(4.78)%
Property Services	3,307	3,373	3,475	102	3.02%
Environmental & Public Protection	12,918	12,927	12,770	(157)	(1.21)%
Roads	3,665	3,739	3,791	52	1.39%
Corporate Director	156	156	156	0	0.00%
<b>TOTAL NET EXPENDITURE</b>	<b>23,895</b>	<b>24,124</b>	<b>23,933</b>	<b>(191)</b>	<b>(0.79)%</b>
Transfer to Earmarked Reserves *	0	(345)	(345)	0	
<b>TOTAL NET EXPENDITURE EXCLUDING EARMARKED RESERVES</b>	<b>23,895</b>	<b>23,779</b>	<b>23,588</b>	<b>(191)</b>	<b>(0.80)%</b>

\* Per Appendix 3: New funding transferred to earmarked reserves during 2019/20

Earmarked Reserves	Approved Reserves 2019/20 £000	Revised Reserves 2019/20 £000	2019/20 Budget £000	Projected Spend 2019/20 £000	Projected Carry Forward £000
Earmarked Reserves	5,794	10,208	5,283	4,596	5,612
CFCR	0	665	173	173	492
<b>TOTAL</b>	<b>5,794</b>	<b>10,873</b>	<b>5,456</b>	<b>4,769</b>	<b>6,104</b>

**ENVIRONMENT AND REGENERATION COMMITTEE****REVENUE BUDGET MONITORING REPORT****MATERIAL VARIANCES****PERIOD 9: 1st April 2019 - 31st December 2019**

<u>Out Turn</u> <u>2018/19</u> <u>£000</u>	<u>Budget</u> <u>Heading</u>	<u>Subjective Head</u>	<u>Budget</u> <u>2019/20</u> <u>£000</u>	<u>Proportion</u> <u>of Budget</u> <u>£000</u>	<u>Actual to</u> <u>31-Dec-19</u> <u>£000</u>	<u>Projection</u> <u>2019/20</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>							
487	Economic Development - Admin	Employee Costs	517	361	226	421	(96)	(18.57)%
881	Building Services	Employee Costs	935	653	632	903	(32)	(3.42)%
827	Planning	Employee Costs	903	631	538	808	(95)	(10.52)%
							<b>(223)</b>	
351	Building Services - Direct Purchases	Supplies and Services	164	123	298	344	180	109.76%
381	Building Services - Sub-Contractors	Supplies and Services	220	165	243	280	60	27.27%
							<b>240</b>	
76	Regeneration Fund - Innovation Grant Expenditure	PTOB	0	0	6	30	30	
30	Economic Development - Training	PTOB	73	55	0	0	(73)	(100.00)%
42	ESF Employability Pipeline grant expenditure	PTOB	0	0	0	173	173	
0	Planning - Building Control	PTOB	0	0	30	35	35	
87	Planning - Smarter Choices Grant Expenditure	PTOB	0	0	15	73	73	
							<b>238</b>	
(76)	Regeneration Fund - Innovation Grant Income	Income	0	0	(30)	(30)	(30)	
(87)	Planning - Smarter Choices Grant Income	Income	0	0	0	(73)	(73)	
(41)	ESF Employability Pipeline grant income	Income	0	0	0	(173)	(173)	
(891)	Building Services - Tendered Work	Income	(603)	(452)	(371)	(893)	(290)	48.09%
(48)	Building Services - Recharge Internal Clients	Income	(145)	(109)	(9)	(95)	50	(34.48)%
(875)	Planning - Sales, Fees & Charges	Income	(605)	(454)	(415)	(534)	71	(11.74)%
							<b>(445)</b>	
	<b>PROPERTY SERVICES</b>							
843	Technical Services - Employee Costs	Employee Costs	863	601	564	805	(58)	(6.72)%
121	Office Accommodation - Employee Costs	Employee Costs	150	105	92	129	(21)	(14.00)%
							<b>(79)</b>	
86	Surplus Property - Property Costs	Property Costs	68	51	111	106	38	55.88%
							<b>38</b>	
265	Technical Services - Agency Staff	Administration	0	0	144	200	200	
							<b>200</b>	
(1,025)	Technical Services - Recharges to Capital	Income	(758)	(569)	(673)	(883)	(125)	16.49%
							<b>(125)</b>	

**ENVIRONMENT AND REGENERATION COMMITTEE****REVENUE BUDGET MONITORING REPORT****MATERIAL VARIANCES****PERIOD 9: 1st April 2019 - 31st December 2019**

<u>Out Turn</u> <u>2018/19</u> <u>£000</u>	<u>Budget</u> <u>Heading</u>	<u>Subjective Head</u>	<u>Budget</u> <u>2019/20</u> <u>£000</u>	<u>Proportion</u> <u>of Budget</u> <u>£000</u>	<u>Actual to</u> <u>31-Dec-19</u> <u>£000</u>	<u>Projection</u> <u>2019/20</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>							
843	Public Protection - Community Wardens	Employee Costs	773	538	513	731	(42)	(5.43)%
0	Public Protection - Safer Communities	Employee Costs	670	467	460	640	(30)	(4.48)%
177	Public Protection - Trading Standards	Employee Costs	131	91	67	105	(26)	(19.85)%
843	Vehicle Maintenance - Front Line Staff	Employee Costs	897	646	604	817	(80)	(8.92)%
1,481	Refuse Collection - Front Line Staff	Employee Costs	1,523	1,111	1,089	1,462	(61)	(4.01)%
2,406	Environmental Management	Employee Costs	1385	1039	1018	1,445	60	4.33%
							<b>(179)</b>	
219	Vehicle Maintenance - Materials	Supplies and Services	185	137	178	247	62	33.51%
92	Vehicle Maintenance - Sub Contractors	Supplies and Services	96	72	113	153	57	59.38%
							<b>119</b>	
183	Service-Wide - Non-Routine Vehicle Maintenance	Transport & Plant	210	158	179	265	55	26.19%
107	Vehicle Maintenance - Materials / Spares (Tyres)	Transport & Plant	78	52	60	100	22	28.21%
							<b>77</b>	
93	Refuse Collection - Agency Staff	Administration	20	15	73	80	60	300.00%
							<b>60</b>	
1,204	HEEPS - Payments to Other Bodies	PTOB	0	0	864	864	864	
37	SEEPS - Payments to Other Bodies	PTOB	0	0	25	25	25	
2,812	Refuse Transfer Station - Residual Waste Contract	PTOB	2,635	1,976	1,634	2,610	(25)	(0.95)%
270	Waste Strategy - Dry Mixed Recycling	PTOB	344	261	178	265	(79)	(22.97)%
							<b>785</b>	
1,248	HEEPS - Government Grants	Income	0	0	(864)	(864)	(864)	
(37)	SEEPS - Government Grants	Income	0	0	(25)	(25)	(25)	
(650)	Crematorium - Cremations Income	Income	(697)	(467)	(419)	(662)	35	(5.02)%
(375)	Buitial Grounds- Income	Income	(407)	(268)	(264)	(438)	(31)	7.62%
(222)	Vehicle Maintenance - Non Routine Material Income	Income	(273)	(203)	(177)	(392)	(119)	43.59%
(446)	Vehicle Maintenance - Recharge - Drivers	Income	(496)	(371)	(335)	(469)	27	(5.44)%
(34)	Vehicle Maintenance - Tyres Income	Income	0	0	(22)	(34)	(34)	
							<b>(1,011)</b>	

**ENVIRONMENT AND REGENERATION COMMITTEE****REVENUE BUDGET MONITORING REPORT****MATERIAL VARIANCES****PERIOD 9: 1st April 2019 - 31st December 2019**

<u>Out Turn</u> <u>2018/19</u> <u>£000</u>	<u>Budget</u> <u>Heading</u>	<u>Subjective Head</u>	<u>Budget</u> <u>2019/20</u> <u>£000</u>	<u>Proportion</u> <u>of Budget</u> <u>£000</u>	<u>Actual to</u> <u>31-Dec-19</u> <u>£000</u>	<u>Projection</u> <u>2019/20</u> <u>£000</u>	<u>(Under)/Over</u> <u>Budget</u> <u>£000</u>	<u>Percentage</u> <u>Variance</u> <u>%</u>
29	<b>ROADS</b> Roads Client	Employee Costs	1,269	823	962	1,327	58	4.57%
							<b>58</b>	
293	Roads Client - Rechargeable payments to contractor	Supplies and Services	0	0	77	77	77	
358	Roads Client - Lighting - Electrical Power	Supplies and Services	319	274	161	299	(20)	(6.27)%
265	Roads Operations Unit - Subcontractors	Supplies and Services	227	147	161	256	29	12.78%
1,090	Roads Operations Unit - Materials	Supplies and Services	1,034	630	914	1,199	165	15.96%
							<b>251</b>	
52	Roads - Non Routine Vehicle Maintenance	Transport & Plant	25	19	35	57	32	128.00%
							<b>32</b>	
24	Roads Operations Unit - Agency Costs	Administration Costs	0	0	9	23	23	
							<b>23</b>	
(133)	Roads Client - Income from Capital	Income	(324)	(243)	(324)	(354)	(30)	9.26%
(233)	Roads Client - Sales, Fees and Charges	Income	(178)	(140)	(63)	(202)	(24)	13.48%
(807)	Roads Operations Unit - DLO Recharges at Dayworks	Income	(654)	(391)	(535)	(872)	(218)	33.33%
(1,903)	Roads Operations Unit - DLO Recharges at Schedule of Rates	Income	(2,256)	(1,345)	(1,411)	(2,102)	154	(6.83)%
(197)	Roads Operations Unit - Non Client Involvement	Income	(26)	(16)	(84)	(171)	(145)	557.69%
(286)	Roads Client - Rechargeable Works	Income	0	0	(10)	(77)	(77)	
							<b>(340)</b>	
<b>Total Material Variances</b>							<b>(281)</b>	

EARMARKED RESERVES POSITION STATEMENT

COMMITTEE: Environment & Regeneration

<u>Project</u>	<u>Total Funding</u>	<u>Phased Budget To Period 09</u>	<u>Actual To Period 09</u>	<u>Projected Spend</u>	<u>Amount to be Earmarked for 2020/21 &amp; Beyond</u>	<u>Lead Officer Update</u>
	<u>2019/20 £000</u>	<u>2019/20 £000</u>	<u>2019/20 £000</u>	<u>2019/20 £000</u>	<u>£000</u>	
Renewal of Clune Park Area	2,285	140	28	140	2,145	Current projection is £140k, mainly survey costs and employee costs. Depending on the outcome of notices which have been served or will be served by the end of the year there may be further legal costs and ultimately demolition costs, albeit the latter are unlikely before the end of the financial year.
Youth Employment	633	291	67	300	333	Direct employee costs for Modern Apprentices as well as training fees and grants to local employers. Graduates now in post. Delay in start date for new MA's, now February 2020.
Repopulating/Promoting Inverclyde/ Group Action Plan	595	120	37	180	415	New Action Plan approved by Committee May 2019. Agreed areas of spend: Marketing and Communication, promoting Discover Inverclyde and encouraging tourism £160k Growing the housing market £100k Growing local jobs and enabling infrastructure £120k Encouraging opportunities for all people £60k Increasing opportunities for employment in culture and leisure sector £40k Balance of £20k to be used to develop detailed funding review of future funding sources.
Employability Initiatives	154	24	0	0	154	Contracts to local organisations and individuals for general employability.
Town and Village Centre Environmental Improvements	143	108	86	143	0	To deliver a range of environmental improvements in towns and villages across Inverclyde in consultation with local communities. Review of outturn being undertaken following RI transition.
Demolish Redundant Buildings	150	0	0	0	150	Provision of grant support to private owners to allow demolition of redundant buildings at Port Glasgow Industrial Estate. Report was agreed at August Committee to amend policy, increasing the grant intervention rate to 50% and a maximum of £75k.
Roads Defects & Drainage	200	100	150	200	0	Additional funding with accelerated spend being used to carry out repairs to carriageways, footways, drainage and others as required after winter weather conditions.

EARMARKED RESERVES POSITION STATEMENT

COMMITTEE: Environment & Regeneration

<u>Project</u>	<u>Total Funding</u>	<u>Phased Budget To Period 09</u>	<u>Actual To Period 09</u>	<u>Projected Spend</u>	<u>Amount to be Earmarked for 2020/21 &amp; Beyond</u>	<u>Lead Officer Update</u>
	<u>2019/20 £000</u>	<u>2019/20 £000</u>	<u>2019/20 £000</u>	<u>2019/20 £000</u>	<u>£000</u>	
Allocation for a Safer Streets Initiative	150	0	0	0	150	Recommendations will be identified and presented to Committee in March. Additional funding will be used to deliver projects through identifying walking/cycling routes linking key generators such as school, town centres and clinics. Policy being developed by officers and will be discussed with members. Projects will be delivered in 20/21.
Seed Funding for active travel within Inverclyde	50	0	0	50	0	Report approved by October committee to progress 3 projects. Full spend anticipated in 19/20
Establish a conservation area and listed building grant	80	0	0	0	80	Policy in development, update report was presented to January's Committee. No spend 19/20.
Repaint and carry out essential repairs to the Comet	50	0	0	10	40	Allocation is to carry out survey to assess the extent and cost of work required. Condition survey has been concluded and report awaited.
Strategic Investment	169	169	169	169	0	Spent in full 19/20.
<b>Total Category C to E</b>	<b>4,659</b>	<b>952</b>	<b>537</b>	<b>1,192</b>	<b>3,467</b>	

**ENVIRONMENT AND REGENERATION COMMITTEE****VIREMENT REQUESTS****PERIOD 9: 1st April 2019 - 31st December 2019**

<b>Budget Heading</b>		<b>Increase Budget</b>	<b>(Decrease) Budget</b>
		<b>£</b>	<b>£</b>
Refuse Transfer Station - Residual Waste Contract	1		(82,000)
Refuse Collection - Trade Waste Income	1	82,000	
Waste Strategy Other Expenditure	2		(21,000)
Waste Strategy Green Waste Administration Costs	2	13,000	
Refuse Transfer Station Waste Management Licences	2	8,000	
Roads Client Electrical Power	3		(55,000)
Roads Client Lighting Maintenance	3	20,000	
Roads Security & Internal CCTV	3	30,000	
Roads Operations Clothing and Uniforms	3	5,000	
<b>Total</b>		<b>158,000</b>	<b>(158,000)</b>

**Note**

Committee are asked to approve the following virements, which are permanent in nature:

1. Virement reducing the Refuse Collection trade waste income target and reducing the Refuse Transfer Station residual waste contract expenditure budget. This virement is required due to a reduction in the trade waste customer base and a resulting reduction in residual waste disposal costs.
2. Virement removing an underspend in Waste Strategy other expenditure; which is recurring and is due to less costs associated with the MRF; and allocating budget to: Waste Strategy administration costs to cover costs associated with the green waste charging scheme and to Refuse Transfer Station to cover increased costs of waste management licences.
3. Virement reducing the Roads Client electrical power budget which is underspent due to investment in street lighting and allocating budget to: Roads Client lighting maintenance, Roads security costs relating to the new depot and Roads Ops clothing and uniforms, which is historically overspent.



---

<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>5 March 2020</b>
<b>Report By:</b>	<b>Chief Financial Officer and Corporate Director Environment, Regeneration and Resources</b>	<b>Report No:</b>	<b>FIN/24/20/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 2019/20 to 2022/23 - Progress</b>		

---

## 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 paragraph 9.2 that the projected spend is £99.042m, which means the total projected spend is on budget.
- 2.3 Expenditure at 31 December is 56.97% of 2019/20 projected spend, there is net slippage of £0.823m (6.40%) being reported. This is an increase in slippage of £0.351m (2.73%) from the net slippage reported to the last Committee and is mainly due to further slippage in the Road Asset Management Plan - Lighting (£0.270m), Flooding Strategy – Future schemes (£0.100m), Cremator Replacement (£0.175m) and Town and Village Centres (£0.100m) offset by advancement in RAMP staff costs (£0.190m) and various core property assets (£0.075m).

## 3.0 RECOMMENDATIONS

- 3.1 That the Committee notes the current position of the 2019/23 Capital Programme and the progress on the specific projects detailed in Appendices 1-3.
- 3.2 That the Committee notes that a further allocation from the Core property allocation will be required to progress the Greenock Cemetery - Ivy House project which will be advised in due course.
- 3.3 That the Committee notes and approves the continued investment required and allocation of a further £0.300m from the 2020/21 Core Property allocation to address the renewal of the fire and panic alarm installations and upgrading of the emergency lighting throughout the Waterfront Leisure Complex.

**Alan Puckrin**  
Chief Financial Officer

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

## 4.0 BACKGROUND

4.1 On March 21 2019 the Council approved the 2019/23 Capital Programme. This effectively continued the previously approved 2018/21 Capital Programme to 2019/23, 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 Major Projects)

5.1 **Carriageways:** 16 of 18 carriageway resurfacing schemes have now been completed which includes 7 reserve schemes. 16 of 20 large patching schemes are complete with Surface Dressing completed in July.

5.2 **Footways:** 10 of 12 footway resurfacing schemes are now complete. 2 of 5 additional footway patching schemes have been completed.

5.3 **Street Lighting:** LED Lanterns Work Package 5 comprising approximately 3,500 lanterns is complete. The column replacement contract which consists of the replacement of approximately 750 life expired columns is ongoing.

5.4 **Structures:** Bogston Ramp parapet replacement works are complete.

5.5 **Flood Risk Management (Central Greenock):** A SEPA licence has been approved to carry out the removal of debris and clean the Eastern Line of Falls with a contractor now appointed.

5.6 **Flood Risk Management (Flood Risk Management Plan):** Bouverie Burn started in January and is ongoing. Officers are progressing with proposals regarding attenuation works at Glen Mosston Burn and are continuing discussions with land owners. Gotter Water service diversion costs have been returned with the design stage ongoing.

5.7 **Cycling, Walking & Safer Streets:** Buildouts at Robertson Street are complete. Traffic Calming proposals at Sinclair Street Bridge have been put on hold due to the ongoing works at Dellingburn Street and will be carried out in the new financial year. Cycle path improvement works on the R21 Newark Castle are complete with the N753 Cloch Road section ongoing.

5.8 **SPT:** The installation of the pedestrian traffic lights on Container Way is complete. Gibshill Road/Weir Street road widening works are complete. William Street pedestrian crossing design is ongoing. Traffic Management System Improvements survey on the A770 to improve journey times has been returned for scheme consideration. The Pedestrian Crossing Accessibility report has been returned for scheme consideration. Port Glasgow Access Improvement works including John Wood Street and Church Street are complete with an extended phase ongoing.

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

6.1 **Vehicle Replacement Programme:** Replacement Programme budget for 2019/20 is £1.345m. £0.534m of assets has been delivered with a further £0.916m committed. Full spend for 2019/20 is anticipated to be £1.450m which brings forward £0.105m funding from 2020/21. While the VRP remains within budget it is coming under increasing pressure due to inflation in fleet purchase costs. In recognition of this the Council approved the allocation of a further £0.110m per year from 2020/21 as part of the Financial Strategy.

6.2 **Play Areas:** Accessible play equipment as approved by the Committee has been procured and the £60k allocated spend will be made this year.

6.3 **Cemetery Development:** Positive meetings have been held with SEPA in respect of the hydrology report. A scheme for the allocation of layers will be developed and agreed.

- 6.4 **Cremator Replacement:** The tender documents are being developed in house with assistance from the project external consultant. Legal, Procurement and Finance have been consulted on the tender and are represented on the project team.
- 6.5 **Scheme of Assistance:** Projected spend on the scheme of Assistance is currently £0.800m. As requested at the January Committee further detail on the nature of spend is now included in Appendix 4. This shows both the nature and number of adaptations funded to 31 December 2019 and also gives some detail on the small repairs scheme which is funded from the Scheme of Assistance.
- 6.6 **Clune Park Regeneration:** The capital budget for Clune Park is currently projected at £0.100m expenditure with negotiations continuing on a number of acquisitions.

## 7.0 PROGRESS (Regeneration and Property Major Projects)

### 7.1 Core Regeneration:

**Baker Street Food and Drink Hub:** Work is progressing on this programme. This programme is fully funded by Riverside Inverclyde with completion anticipated May 2020.

**Regeneration of Town & Village Centres:** This programme is now mostly complete. The budget position is being reported to the Regeneration Forums.

**West Blackhall Street and Town Centre Connections:** The Council was successful in securing funds from Sustrans for next stage of the detailed design. Update to be provided to the Greenock Town Centre Regeneration forum.

**Lyle Fountain:** A tendering exercise was undertaken however only one return was received which was not fully compliant and unable to be accepted. Technical Services are currently investigating options for progression of the project.

**Jamaica Street Car Park:** The first phase of the works involves the clearance of the site, tenders have been returned with acceptance held pending receipt of Building Standards approval. Phase 2 involves the formation of the new car park.

- 7.2 **Core Property Services:** The programme includes allocations for works across a number of core operational properties. The Committee is asked to note that further projects have been identified below utilising the 2020/21 allocation as part of the on-going review and prioritisation of works based on the property condition surveys. The latest 5 yearly external condition surveys were undertaken via Aecom between October and December 2019 with all reports now submitted and under review by Property Services. Further projects will be identified for progression in due course and throughout the year.

### 7.3 Greenock Municipal Buildings

**Window Replacement:** Phases 1 to 4 are complete. Phase 5 addresses windows at lower ground level on the Wallace Place elevation which have now been installed with the installation of actuators to operate the opening element of the windows in progress. Phase 6 addressing the courtyard/stair well at the Fire museum has received planning/listed building consent with detail design being progressed in conjunction with enabling works. Design work has now commenced for Phase 7 addressing the Wallace Place elevation first floor windows.

**District Court Room Restoration:** As previously reported to the Committee, works involving the replacement of sandstone lintels are outstanding pending agreement of a method statement via Historic Environment Scotland (HES) with works to be programmed subject to concluding formal amendment to building warrant. HES approval has been received with structural calculations and certification now resolved allowing the contractor to prepare the works Health & Safety Plan with a view to imminent recommencement of the works. Final account negotiations are ongoing with the main contractor as previously reported to the Committee. A more detailed report on the final position will be brought back to a future

Committee upon agreement of the final account for the project.

**Carriageway Glazed Roof:** The contractor has been appointed with Listed Building Consent (through the Design & Build contractor) re-submitted and now in place. Formal building warrant application has been submitted by the contractor and is still awaited pending submission of the structural self-certification. The contractor has confirmed commencement of site works the week commencing 10 February 2020, with completion anticipated in early April.

**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. Tenders had been returned but not accepted due to the delay with the carriageway roof works and, with the imminent commencement of this work, the work for the Clyde Square elevation roof will be retendered with an anticipated site start following completion of the carriageway.

**Finance Wing First Floor Refurbishment:** Works commenced on phase 1 in April and were completed in October 2019. The second phase is currently on site with completion expected late March 2020.

**Chimney/Flue Works:** Tenders have been returned and the tender report in progress. Listed Building Consent has been approved and Building Warrant application submitted.

- 7.4 **Greenock Cemetery Complex (Ivy House):** The scope of works has been reviewed with the Client Service to address a further review of the proposals. The design has been progressed to Stage 2 and a Stage 2 cost report is in progress. A revised listed building consent and warrant application will be required. It should be noted that a further allocation of funding will be required from the Core Property allocation to progress the project which will be advised in due course.
- 7.5 **King George VI Building:** The October Committee approved the specific report and revised scope of works to address bringing the building up to a standard where it is structurally safe and wind/water tight. Demolitions are complete and rebuilding of walls in progress with roof trusses currently in manufacture. Completion is anticipated in June 2020.
- 7.6 **Waterfront Leisure Complex Boiler/Plant Replacement:** Previous reports to Committee have advised on the current condition of the Waterfront Leisure Centre and specifically the Building Services installations, the majority of which are now over 20 years old and requiring replacement. The phased approach to this has seen the replacement of a number of the significant elements over the last few years such as the ice rink dehumidifiers, lift installations and most recently the main boiler plant. The Committee is requested to note and approve the continued investment required and allocation of a further £0.300m from the 2020/21 Core Property allocation to address the renewal of the fire and panic alarm installations and upgrading of the emergency lighting throughout the building. This allocation is indicative pending progression of the detail design/scope of the works and competitive tendering.
- 7.7 **Boglestone Community Centre - Re-Roofing:** Planning approval is in place with building warrant submitted and being progressed. Tenders have been returned and are currently being evaluated.
- 7.8 **Inverclyde Centre for Independent Living – Roof Replacement:** The works are being progressed in conjunction with HSCP funded alterations to the decontamination area to comply with current hygiene regulations. The store has been decanted for the period of the works. The internal alterations are 90% complete and the roof works are 50% complete. The roof works are being delayed as the contractor has not provided a suitable method statement for the last part of the roof.
- 7.9 **Caladh House Residential Care Home – Building Services Remedial Works:** The works are in progress with completion anticipated within the current financial year.

## 7.10 Minor Works – General

**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. Works have commenced with glazed screen in place and operational. Final cosmetic cladding to take place within the next few weeks.

## 7.11 Minor Works - Inverclyde Leisure Properties

**Greenock Town Hall Saloon Floor Strengthening:** The works comprise the structural strengthening works to the Saloon floor. Works are programmed to commence within the next few weeks.

## 7.12 Statutory Duty Works – DDA/Equality

**Greenock Town Hall Stage Lift:** The project addresses provision of a permanent platform lift and integrated stair addressing improvements to the current Town Hall stage access arrangements. Listed Building Consent has been applied for with Building Warrant submission currently being prepared. Consultant structural engineer appointment being progressed to address the building warrant and Structural Engineers Registration certification elements of the design.

## 7.13 Asset Management Plan – Depots:

**Pottery Street Completion Works:** The final elements of the work to Pottery Street Depot involve redefining pedestrian and vehicular movement across the site. This is currently being progressed through the Roads Section.

**Depot Demolitions:** Tenders for the demolition of the former Parklea depot have been returned with acceptance issued. A pre-start meeting has been held with the contractor with a site start anticipated in February and completion in April.

### **Kirn Drive Civic Amenity Site:**

**Phase 1 Depot Demolition:** Tenders have been returned and accepted. Demolition and removal of redundant fuel tanks are currently on hold pending receipt of planning approval for the permanent siting of a facility at Craigmuschat Quarry.

**Phase 2 Civic Amenity Alterations:** This project is currently on hold pending the outcome of the planning approval for Craigmuschat Quarry proposal noted above. If planning approval is received then this project may no longer proceed.

## 8.0 PROGRESS – CITY DEAL

8.1 **Greenock Ocean Terminal:** Marine works are progressing with dredging complete and construction of the floating pontoon nearly complete. Cruise ship berthing facilities anticipated to be complete in April. Contract for the Terminal Building has been awarded, completion anticipated April 2021.

8.2 **Inverkip:** Approvals within partner organisations are now in place and the Final Business Case submission is under consideration with Scottish Power. With respect to delivery, current negotiations are on the basis of the works being split such that the road improvements at Inverkip proceed first during this calendar year to be followed by works at Brueacre.

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. Negotiations are continuing with site owners and potential developers.

## 9.0 FINANCE

9.1 The figures below detail the position at 31 December 2019. Expenditure to date is £6.854m (56.97% of the 2019/20 projected spend).

9.2 The current budget is £99.042m. The current projection is £99.042m which means total projected spend is on budget.

9.3 The approved budget for 2019/20 is £12.853m. The Committee is projecting to spend £12.030m with net slippage of £0.823m (6.40%) being reported. This is an increase in slippage of £0.351m (2.73%) from the net slippage reported to the last Committee and is mainly due to slippage within Cremator Replacement (£1.572m), Flooding Strategy – Future Schemes (£0.300m), Kirn Drive (£0.190m), Clyde Square reroofing (£0.760m) and Ivy House replacement (£0.120m) offset by advancement within RAMP (£0.493m), Scheme of Assistance (£0.147m), Clune Park regeneration (£0.100m), Vehicle Replacement Programme (£0.105m), Waterfront Leisure Centre Lifecycle works (£0.263m), Inverclyde Centre for Independent Living (£0.150m), Caladh House (£0.150m), Greenock Municipal Buildings – Flue replacement and Finance wing (£0.095m), West Blackhall Street (£0.112m), King George VI refurbishment (£0.107m), Pottery Street Office and Depot refurbishment (£0.114m) and minor and statutory duty works (£0.343m).

9.4 One off Costs

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

9.5 Annually Recurring Costs/ (Savings)

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

(a) There are no equalities implications in this report.

YES

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
---	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

(b) Fairer Scotland Duty

If this report affects or proposes any major strategic decision:-

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

	YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.
X	NO

(c) Data Protection

Has a Data Protection Impact Assessment been carried out?

	YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.
X	NO

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	9
	<u>Est Total Cost</u>	<u>Actual to 31/3/19</u>	<u>Approved Budget 2019/20</u>	<u>Revised Est 2019/20</u>	<u>Actual to 31/12/2019</u>	<u>Est 2020/21</u>	<u>Est 2021/22</u>	<u>Est 2022/23</u>	<u>Future Years</u>
	£000	£000	£000	£000	£000	£000	£000	£000	
<b>Environmental Services - Roads</b>									
<b>Core Programme</b>									
Cycling, Walking & Safer Streets	129	0	129	129	48	0	0	0	
SPT	1,155	0	1,137	1,155	1,063	0	0	0	
Flooding Strategy - Greenock Central	2,216	2,108	108	108	45	0	0	0	
Flooding Strategy - Future Schemes	1,426	25	501	200		300	901	0	
Kirn Drive Passing Places	200	8	17	0		0	192	0	
Drumshantie Road Carpark	80	0	0	80		0	0	0	
Auchneagh Farm Lane	10	0	0	10		0	0	0	
Complete on Site	9	0	9	9		0	0	0	
<b>Roads - Core Total</b>	<b>5,225</b>	<b>2,141</b>	<b>1,901</b>	<b>1,691</b>	<b>1,156</b>	<b>300</b>	<b>1,093</b>	<b>0</b>	<b>0</b>
<b>Roads Asset Management Plan</b>									
Carriageways	25,480	18,921	1,386	1,759	1,375	1,400	1,600	1,800	
Footways	4,749	3,610	237	237	144	302	300	300	
Structures	2,532	1,125	407	607	342	300	250	250	
Lighting	6,456	4,686	670	400	111	470	450	450	
Other Assets	741	166	125	125	70	150	150	150	
Staff Costs	3,901	2,376	225	415	366	370	370	370	
<b>Roads Asset Management Plan Total</b>	<b>43,859</b>	<b>30,884</b>	<b>3,050</b>	<b>3,543</b>	<b>2,408</b>	<b>2,992</b>	<b>3,120</b>	<b>3,320</b>	<b>0</b>
<b>Environmental Services - Roads Total</b>	<b>49,084</b>	<b>33,025</b>	<b>4,951</b>	<b>5,234</b>	<b>3,564</b>	<b>3,292</b>	<b>4,213</b>	<b>3,320</b>	<b>0</b>
<b>Environmental Services - Non Roads</b>									
Scheme of Assistance	3,559	0	653	800	523	1,293	733	733	
Clune Park Regeneration	1,000	531	0	100	74	369	0	0	
Public Space CCTV	201	168	33	33	8	0	0	0	
Cemetery Development	1,530	40	90	90	8	1,400	0	0	
Cremator Replacement	1,650	3	1,647	75	13	1,572	0	0	
Zero Waste Fund	609	386	43	43	22	60	60	60	
Vehicles Replacement Programme	17,901	13,352	1,345	1,450	323	2,162	570	367	
Sir Michael Street Play Area - Phase 2	261	169	92	69	61	23	0	0	
Various Other Play Areas	373	371	2	2		0	0	0	
Play Area Strategy	250	0	150	150		100	0	0	
Play Areas complete on Site	8	0	8	8		0	0	0	
Park, Cemeteries & Open Spaces AMP	1,250	380	120	200	86	270	200	200	
<b>Environmental Services - Non Roads total</b>	<b>28,592</b>	<b>15,400</b>	<b>4,183</b>	<b>3,020</b>	<b>1,118</b>	<b>7,249</b>	<b>1,563</b>	<b>1,360</b>	<b>0</b>
<b>ENVIRONMENT AND PLANNING TOTAL</b>	<b>77,676</b>	<b>48,425</b>	<b>9,134</b>	<b>8,254</b>	<b>4,682</b>	<b>10,541</b>	<b>5,776</b>	<b>4,680</b>	<b>0</b>



Project Name	1 Est Total Cost	2 Actual to 31/3/19	3 Approved Budget 2019/20	4 Revised Est 2019/20	5 Actual to 31/12/2019	6 Est 2020/21	7 Est 2021/22	8 Est 2022/23	9 Future Years
	£000	£000	£000	£000	£000	£000	£000		
<b>Regeneration and Planning</b>									
<b>Core Regeneration:</b>									
Port Glasgow Town Centre Regeneration	1,960	1,328	32	32	11	50	550	0	0
Central Gourrock	150	130	20	20		0	0	0	0
Enterprise Hub	300	282	18	18	18	0	0	0	0
T&VC - West Blackhall Street	1,612	70	0	112	31	0	1,430	0	0
T&VC - Lyle Fountain	130	0	130	10		100	20	0	0
T&VC - Jamaica Street Car Park	250	0	250	150	102	100	0	0	0
T&VC - Other	1,280	206	303	303	26	421	350	0	0
<b>Core Regeneration Total</b>	<b>5,682</b>	<b>2,016</b>	<b>753</b>	<b>645</b>	<b>188</b>	<b>671</b>	<b>2,350</b>	<b>0</b>	<b>0</b>
<b>Regeneration Services Total</b>	<b>5,682</b>	<b>2,016</b>	<b>753</b>	<b>645</b>	<b>188</b>	<b>671</b>	<b>2,350</b>	<b>0</b>	<b>0</b>
<b>Property Assets</b>									
<b>Core Property Assets</b>									
General Provision	4,734	0	0	0	0	400	2,334	2,000	0
Feasibility Studies	250	150	0	6	6	10	84	0	0
Greenock Municipal Buildings - Window Replacement	250	179	21	50	3	21	0	0	0
Greenock Municipal Buildings - Basement Storage	75	70	0	1	1	4	0	0	0
Greenock Municipal Buildings Carriageway Glazed Roof	350	53	287	200		80	17	0	0
Greenock Municipal Buildings - Flue replacement	80	0	0	20		60	0	0	0
Greenock Municipal Buildings - Finance Wing First Floor Refurbishment	350	15	225	300	207	35	0	0	0
Greenock Municipal Buildings - Clyde Square Re-roofing	1,020	0	815	55		865	100	0	0
District Court Room Restoration	562	493	0	69	70	0	0	0	0
Greenock Cemetery - Ivy House Replacement	300	97	130	10		93	100	0	0
King George VI Refurbishment	1,000	150	293	400	173	400	50	0	0
Waterfront Leisure Centre Lifecycle Works	1,278	451	249	512	440	215	100	0	0
Boglestone Community Centre Roof	300	20	155	55	3	175	50	0	0
Boglestone Community Centre - Mechanical & Electrical Services Upgrade	40	0	0	37	37	3	0	0	0
Inverclyde Centre for Independent Living - Re-roofing	200	10	0	150	39	40	0	0	0
Caladh House Residential Care Home - Building Services Remedial Works	190	0	0	150		40	0	0	0
Purchase of King St Car Park/Ground Floor Hector McNeil House	325	0	0	0		0	325	0	0
<b>Minor Works</b>									
Farms	14	0	14	0	0	14	0	0	0
Minor Demolitions	32	0	26	10	8	22	0	0	0
Inverclyde Leisure Properties	200	0	19	141	141	59	0	0	0
General Works	100	0	49	75	75	25	0	0	0
Design & Pre-Contract	50	0	33	44	10	6	0	0	0
Reservoirs	50	0	29	39	4	11	0	0	0
<b>Statutory Duty Works</b>									
Electrical	31	0	16	16	15	15	0	0	0
Lightning Protection	11	0	13	11		0	0	0	0
Lifts	24	0	10	24	24	0	0	0	0
Water	40	0	5	39	39	1	0	0	0
Gas	29	0	0	29	29	0	0	0	0
Asbestos	45	0	13	38	38	7	0	0	0
Fire Risk	61	0	10	45	45	16	0	0	0
DDA/Equality	76	0	0	6	6	70	0	0	0
Capital Works on Former Tied Houses	600	209	0	2	2	0	99	60	230
Complete on Site Allocation	144	0	0	61	61	0	83	0	0
<b>Core Property Assets Total</b>	<b>12,811</b>	<b>1,897</b>	<b>2,412</b>	<b>2,595</b>	<b>1,476</b>	<b>2,687</b>	<b>3,342</b>	<b>2,060</b>	<b>230</b>
<b>Asset Management Plan:</b>									
Pottery Street Offices & Depot Refurbishment	934	393	341	455	455	86	0	0	0
Completion Works (Decommission Fuel Tanks / Weighbridge Portacabin / Road Repairs & Markings)	90	1	12	40	40	49	0	0	0
Depot Demolitions	150	0	0	30	2	20	100	0	0
Kirn Drive Civic Amenity Site	360	85	201	11	11	30	234	0	0
Materials Recycling Facility	1,250	1,023	0	0		0	227	0	0
AMP Complete on site	89	0	0	0	0	0	89	0	0
<b>Asset Management Plan Total</b>	<b>2,873</b>	<b>1,502</b>	<b>554</b>	<b>536</b>	<b>508</b>	<b>185</b>	<b>650</b>	<b>0</b>	<b>0</b>
<b>Property Assets Total</b>	<b>15,684</b>	<b>3,399</b>	<b>2,966</b>	<b>3,131</b>	<b>1,984</b>	<b>2,872</b>	<b>3,992</b>	<b>2,060</b>	<b>230</b>
<b>Regeneration Total</b>	<b>21,366</b>	<b>5,415</b>	<b>3,719</b>	<b>3,776</b>	<b>2,172</b>	<b>3,543</b>	<b>6,342</b>	<b>2,060</b>	<b>230</b>

COMMITTEE: ENVIRONMENT & REGENERATION

Project Name	1	2	3	4	5	6	7		8
	Est Total Cost	Actual to 31/3/19	Approved Budget 2019/20	Revised Est 2019/20	Actual to 31/12/2019	Est 2020/21	Est 2021/22	Est 2022/23	Future Years
	£000	£000	£000	£000	£000	£000	£000	£000	£000
<b>City Deal</b>									
Greenock Ocean Terminal	9,693	495	5,378	5,378	2,465	2,517	1,303	0	0
Inverkip	3,250	8	300	300	10	1,600	1,342	0	0
Inchgreen	9,427	1	0	150	20	0	0	0	9,276
<b>City Deal Total</b>	<b>22,370</b>	<b>504</b>	<b>5,678</b>	<b>5,828</b>	<b>2,495</b>	<b>4,117</b>	<b>2,645</b>	<b>0</b>	<b>9,276</b>

	Budget 2018/19 £	Proportion of Budget £	Actual to 31/12/19 £	Projection 2019/20 £
Care & Repair (including Small Repair Service) - Provider Bridgewater Housing Association	125	94	97	125
Grant Assistance - Adaptions	528	396	505	675
<b>Total Scheme of Assistance</b>	<b>653</b>	<b>490</b>	<b>602</b>	<b>800</b>

**Types of Work Committed To:**

**Adaptations 1/4/19 - 31/12/19 Periods 1-9**

Adaptation Type	Numbers Committed	Value Committed
Wet Floor Shower Area	118	425,094.00
Wet Floor Shower Area Extension	2	28,520.00
Closomat	1	3,350.00
Straight Stairlift	10	17,884.00
Curved Stairlift	24	84,818.00
Through Floor Lift	4	49,656.00
Platform Lift	1	9,800.00
Ramp	7	20,289.00
House Alterations	5	7,285.00
Assistance with Moving	2	3,312.00
Professional Fees (in assistance with the above)	46	20,285.00
<b>Total exc Profesional Fees</b>	<b>174</b>	<b>670,293.00</b>

**Care and Repair**

Provider - Bridgewater Housing Association

**Small Repairs Services - Provided by Care and Repair**

Current Number of Members 309

Small Repairs - Number of Completions	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Total
Plumbing and Heating	50	69	45		164
Safety and Security	127	117	72		316
Electrical	57	91	115		263
Joinery	119	188	156		463
Other	74	23	11		108
<b>Total</b>	<b>427</b>	<b>488</b>	<b>399</b>		<b>1314</b>

**Report To: Environment and Regeneration  
Committee**

**Date: 5 March 2020**

**Report By: Corporate Director Environment,  
Regeneration and Resources**

**Report No: E&R/20/03/01/SJ**

**Contact Officer: Stuart Jamieson**

**Contact No: 01475 712402**

**Subject: Clyde Muirshiel Regional Park**

---

## **1.0 PURPOSE**

- 1.1 The purpose of this report is to provide the Committee with an update in respect of recent intelligence in respect of Clyde Muirshiel Regional Park.

## **2.0 SUMMARY**

- 2.1 At the January meeting of the Environment and Regeneration Committee, Members were advised that Officers had been told by colleagues in North Ayrshire that North Ayrshire Council was likely to reduce its requisition for the Clyde Muirshiel Regional Park.
- 2.2 As part of their budget setting process North Ayrshire have now confirmed that it is their intention to completely withdraw their requisition to the Park Authority and in turn their positions on the Joint Committee.
- 2.3 The impact of these changes have been discussed with colleagues in Renfrewshire Council. The withdrawal of the North Ayrshire requisition can be offset through the use of CMRP reserves in the 2020/21 financial year, which will allow Officers between the remaining members to develop proposals for the future of the Park.
- 2.4 It is anticipated that a revised operating model will be presented to Members by the summer. It will be necessary to provide full year accounts for the financial year 2020/21.

## **3.0 RECOMMENDATIONS**

- 3.1 It is recommended that the Committee considers the withdrawal of North Ayrshire from the Clyde Muirshiel Regional Park Authority and notes that a report on the future operating arrangements of the Park will be presented before the summer recess.

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

## 4.0 BACKGROUND

- 4.1 The Clyde Muirshiel Park Authority came into existence in 1990 and covers an area of 12,000 ha on land between Renfrewshire Council, Inverclyde Council and North Ayrshire Council.
- 4.2 At its meeting in January of this year, the Committee was advised that it was likely that North Ayrshire Council would reduce its requisition to the Park Authority. Confirmation has now been received from North Ayrshire that they do not intend to make payment of any requisition in the forthcoming financial year and are withdrawing their membership of the Park Authority.
- 4.3 The withdrawal of the North Ayrshire requisition can be offset in the short term through the use of CMRP reserves.
- 4.4 Discussion now needs to take place with colleagues in Renfrewshire Council on the development of a future operating model and recommendations on this model will be presented to the Committee prior to the summer recess.
- 4.5 As the Servicing Authority, Renfrewshire Council will continue to employ all of the Park Staff for the moment.

## 5.0 IMPLICATIONS

### Finance

- 5.1 There are no financial implications associated with this report.

#### Financial implications

##### One-off Costs

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

##### Annually recurring costs/(savings)

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

### Legal

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

### Human Resources

- 5.3 There are no personnel issues associated with this report.

### Equalities and diversity

- 5.4 There are no equality issues associated with this report.

## 5.5 Repopulation

The report supports our repopulation agenda.

## 6.0 CONSULTATIONS

6.1 Appropriate consultation has been undertaken with Legal and Property and Finance

## 7.0 LIST OF BACKGROUND PAPERS

7.1 None.

---

<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>5 March 2020</b>
<b>Report By:</b>	<b>Corporate Director Environment, Regeneration &amp; Resources</b>	<b>Report No:</b>	<b>RMcG/LP/019/20</b>
<b>Contact Officer:</b>	<b>Rona McGhee</b>	<b>Contact No:</b>	<b>01475 712113</b>
<b>Subject:</b>	<b>The Campaign to Save Inchgreen Dry Dock: Creation of Sub-Group – Request by Councillor McCabe</b>		

---

## **1.0 PURPOSE**

- 1.1 The purpose of this report is to advise the Committee of a request received from Councillor McCabe that consideration be given to the motion, attached at Appendix 1, received from the Campaign to Save Inchgreen Dry Dock.

## **2.0 RECOMMENDATION**

- 2.1 The Committee is asked to consider the request by Councillor McCabe.

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

## **APPENDIX 1**

### **THE CAMPAIGN TO SAVE INCHGREEN DRY DOCK**

#### *Sub group draft motion*

The campaign to save Inchgreen dry dock would propose that Inverclyde Council's Environment and Regeneration Committee creates a sub group to focus on the regeneration of our coastal industrial land and facilities. The sub group should be titled “ The regeneration of coastal industrial land and facilities group”. Membership should include 3 E&R Committee members, 1 Chamber of Commerce nominee and 1 Inchgreen Campaign nominee, Council Officer to provide secretarial and administration support. The sub group will have the ability to arrange for individuals, organisations and companies to attend meetings and discussions and provide information, ideas, advice, plans and proposals for further development and planning.



**Report To: Environment and Regeneration  
Committee**

**Date: 5 March 2020**

**Report By: Corporate Director, Environment,  
Regeneration and Resources**

**Report No: E&R/20/03/SJ**

**Contact Officer: Alan Williamson  
Planning Policy Team Leader**

**Contact No: 01475 712491**

**Subject: Article 4 Directions in Inverclyde Conservation Areas**

---

## **1.0 PURPOSE**

- 1.1 To seek Committee approval to undertake public consultation on proposed Article 4 Directions for the eight conservation areas in Inverclyde.

## **2.0 SUMMARY**

- 2.1 Article 4 Directions are made under the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 as amended and require that planning permission is sought in certain areas for types of development that would ordinarily be classed as permitted development. Article 4 Directions are most commonly used in conservation areas.
- 2.2 The Article 4 Directions currently in place in Inverclyde do not cover all conservation areas and each Article 4 Direction covers different development classes. The Town and Country Planning (General Permitted Development) (Scotland) Amendment Order 2011 has also removed the need for the inclusion of many householder permitted development rights in Article 4 Directions.
- 2.3 Revised Article 4 Directions have therefore been prepared for all eight conservation areas in Inverclyde and it is recommended that these are approved for consultation. These Article 4 Directions are standardised across the eight conservation areas. The development classes to be included in the Article 4 Directions are set out in Appendix 1.

## **3.0 RECOMMENDATIONS**

- 3.1 It is recommended that Committee approves public consultation on Article 4 Directions for the eight conservation areas in Inverclyde.

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

## **4.0 BACKGROUND**

- 4.1 Article 4 Directions are made under the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 as amended and require that planning permission is sought in certain areas for types of development that would ordinarily be classed as permitted development. Article 4 Directions are most commonly used in conservation areas to protect their special architectural or historic interest, including from the cumulative impact of minor alterations.
- 4.2 There are eight conservation areas in Inverclyde. Five conservation areas (Greenock West End, Cathcart Square/William Street, Inverkip, Kilmacolm South East and Quarrier's Homes) have Article 4 Directions in place, which differ with regard to the classes of development included i.e. some classes of development are excluded from permitted development rights in some conservation areas, but not in others. The three most recently designated conservation areas (Kempock Street/Shore Street, Gourrock, West Bay, Gourrock and The Cross, Kilmacolm) have no Article 4 Directions in place.

## **5.0 PROPOSAL**

- 5.1 The existing Article 4 Directions in place in Inverclyde conservation areas have been reviewed for a number of reasons:
- Not all conservation areas have an Article 4 Direction in place;
  - Where Article 4 Directions are in place in conservation areas different classes of development are covered in each;
  - The 2011 amendment to the Town and Country Planning (General Permitted Development) (Scotland) Order, relating to householder development, has removed the need for some classes of development to be referred to in Article 4 Directions; and
  - Conservation Area Appraisals which have been prepared have highlighted the requirement for Article 4 Directions.
- 5.2 It is therefore proposed to create new Article 4 Directions covering all eight conservation areas. Details of the classes of development to be included are shown in Appendix 1. For clarity, these are the classes of development to which permitted development rights will not apply in conservation areas.
- 5.3 When creating or amending an Article 4 Direction, it is a requirement to inform every property within the area to which it applies. It is proposed to do this through mail notification explaining the purpose and effect of an Article 4 Direction, by placing information on the Council website and an advert in the local press, with a 6 week period for responses. Relevant statutory undertakers will also be notified. After the 6 week period, representations will be reviewed, any necessary alterations made and a report brought back to the Committee requesting approval to submit the Article 4 Directions, along with supporting information, to the Scottish Ministers for approval.

## 6.0 IMPLICATIONS

### Finance

- 6.1 Public consultation, in accordance with statutory requirements will require the expenditure in relation to notification of those affected by the Article 4 Directions e.g. public notice and mailings.

#### Financial implications

##### One-off Costs

Cost Centre	Budget Heading	Budget Year	Proposed Spend this Report	Virement From	Other Comments
Planning (006130)	Postages Advertising	2019/20	£3500	n/a	n/a

##### Annually recurring costs/(savings)

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

### Legal

- 6.2 There are no legal issues associated with this report.

### Human Resources

- 6.3 There are no personnel issues associated with this report.

### Equalities

- 6.4 Equalities

- (a) Has an Equality Impact Assessment been carried out?

<input type="checkbox"/>	YES
<input checked="" type="checkbox"/>	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

- (b) Fairer Scotland Duty

If this report affects or proposes any major strategic decision:-

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

<input type="checkbox"/>	YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.
<input checked="" type="checkbox"/>	NO

(c) Data Protection

Has a Data Protection Impact Assessment been carried out?

YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.

NO

**Repopulation**

6.5 There are no repopulation issues associated with this report.

**7.0 CONSULTATIONS**

7.1 The Council's Roads and Technical Services were consulted during the preparation of the new Article 4 Directions as permitted development rights may be removed for some of the work undertaken by these service areas.

**8.0 LIST OF BACKGROUND PAPERS**

8.1 None

APPENDIX 1 – Article 4 Direction Classes

**Classes of development proposed to be removed from permitted development rights in Inverclyde's conservation areas through Article 4 Directions.**

Classes of development are derived from the Town and Country Planning (General Permitted Development) (Scotland) Order 1992, as amended

**Class 3A.** - (1) The provision within the curtilage of a dwellinghouse of a building for any purpose incidental to the enjoyment of that dwellinghouse or the alteration, maintenance or improvement of such a building.

**Class 7.** - (1) The erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure.

**Class 27.** - (1) The carrying out on land within the boundaries of a private road or private way of works required for the maintenance or improvement of the road or way.

**Class 30.** - The erection or construction and the maintenance, improvement or other alteration by a local authority of—

(a) any building, works or equipment not exceeding 4 metres in height or 200 cubic metres in capacity on land belonging to or maintained by them, being building works or equipment required for the purposes of any function exercised by them on that land otherwise than as statutory undertakers;

(b) lamp standards, refuse bins, public shelters and similar structures or works required in connection with the operation of any public service administered by them.

**Class 31.** - The carrying out by a roads authority on land outwith but adjoining the boundary of an existing road of works required for or incidental to the maintenance or improvement of the road.

**Class 33.** - The carrying out, within their own district by a planning authority of—

(a) works for the erection of dwellinghouses, so long as those works conform to a local plan adopted under section 12 of the Act;

(b) any development under the Housing (Scotland) Act 1987 not being development to which the last foregoing sub-paragraph applies so long as the development conforms to a local plan adopted under section 12 of the Act;

(c) any development under any enactment the estimated cost of which does not exceed £250,000 other than—

(i) development of any of the classes specified in Schedule 2 (bad neighbour development);  
or

(ii) development which constitutes a material change in the use of any buildings or other land.

---

<b>Report To:</b>	<b>Environment and Regeneration Committee</b>	<b>Date:</b>	<b>5 March 2020</b>
<b>Report By:</b>	<b>Corporate Director Environment, Regeneration &amp; Resources</b>	<b>Report No:</b>	<b>ENV018/20/MM</b>
<b>Contact Officer:</b>	<b>Kenny Lang</b>	<b>Contact No:</b>	<b>01475 715906</b>
<b>Subject:</b>	<b>Craigmuschat Quarry Recycling Centre</b>		

---

## 1.0 PURPOSE

- 1.1 The purpose of this report is to update the Committee on developments with regard to Kirn Drive and Craigmuschat Quarry and to make recommendations in respect of a long term strategy.

## 2.0 SUMMARY

- 2.1 The depot rationalisation programme included the demolition of the depot building and the removal of the fuel tanks located within Kirn Drive. Capital funding was set aside to refurbish the existing Civic Amenity site at Kirn Drive within its existing location when this work was complete.
- 2.2 In order to do facilitate this Kirn Drive Civic Amenity Site was closed on a temporary basis and the recycling element relocated to Craigmuschat Quarry on a temporary basis.
- 2.3 A report was presented to the October Committee advising that delays in decommissioning and removing the fuel tank meant the temporary nature of the recycling site would exceed a reasonable timescale from a planning position. It was therefore necessary to return to Kirn Drive following Members briefing and communications to householders.
- 2.4 The site at Craigmuschat proved to be very popular with Elected Members and householders alike. As a result of this a report was submitted to the Environment and Regeneration Committee on 31 October 2019 requesting permission to submit a planning application to use Craigmuschat Quarry as a recycling centre. This was in the context that a consent would facilitate a further move to Craigmuschat to complete the building demolition at Kirn and also potentially cater for a permanent move should Council decide this.
- 2.5 Officers were also tasked to provide a costed project plan to retain Craigmuschat Quarry as a Civic Amenity Site on a permanent basis and report to the Committee on the outcome. The conclusion of feasibility work supports the permanent use of Craigmuschat Quarry as a recycling centre.
- 2.6 The CMT has considered the options and for the reasons set out in paragraphs 5.6 and 5.7 would recommend that the civic amenity site be relocated on a permanent basis to Craigmuschat Quarry and become a recycling only site.

### **3.0 RECOMMENDATIONS**

3.1 That Committee approve:

1. Kirn Drive Civic Amenity Site be relocated permanently to Craigmuschat Quarry,
2. That the new Craigmuschat site be a recycling site only in order to encourage greater recycling.

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

## **4.0 BACKGROUND**

- 4.1 As part of the depot rationalisation programme, the proposals require that the buildings at Kirn Drive depot be demolished and the fuel tank within Kirn Drive be removed.
- 4.2 To facilitate the closure a number of options were considered, including the closure temporarily of Kirn Drive Civic Amenity Site to enable the demolition works to progress.
- 4.3 Following representation to ensure that local residents could still have access to a site, Craigmuschat Quarry was chosen as the location for the recycling element of the Civic Amenity site to on a temporary basis. The site was not able to accept any residual waste due to SEPA requirements.
- 4.4 Due to delays in respect of the fuel tank which required to be removed to access to the site, the extension of the Craigmuschat Quarry would have exceeded normal planning requirements and as a result a planning application needs to be made. Therefore the operation at Craigmuschat Quarry was suspended and Kirn Drive depot reinstated.
- 4.5 Prior to closing the Craigmuschat Quarry site briefings were given to local Members advising them of the requirement to relocate to Kirn Drive and a press release was issued along with information on social media, the Council's website and through leafleting residents in the days prior to closure.
- 4.6 The Policy & Resources Committee in August 2019 agreed to defer the Kirn Drive civic amenity capital investment until a decision on the 2020/23 budget is made. The Capital allowance of £50k for the demolition of the Depot is not affected by this decision and will proceed. The Capital budget for Kirn Drive Civic Amenity Site is £225k.

## **5.0 CRAIGMUSCHAT QUARRY**

- 5.1 A planning application has been submitted to use Craigmuschat Quarry as a Civic Amenity site. Given the conditions that SEPA may apply it may be more prudent to submit an application for a full Civic Amenity site including residual waste pending a final decision by Members.
- 5.2 From a planning standpoint the Local Development Plan allocates the site as Open Space under Policy 35 and as such planning consent may be determined by the Planning Board. In order to facilitate and support the application Planning have requested a full supporting statement on the proposal and additional details.
- 5.3 The service will also be providing statements on:
  - How the facility supports the national Zero Waste Plan and promotes waste hierarchy.
  - How the facility promotes the proximity principle for waste being managed locally.
  - Impact on amenity and operations of existing and adjacent users on the road network.
  - Site restoration and aftercare plans (which are unlikely to arise).
- 5.4 Due to the type, nature and quantities of waste, SEPA have advised that a full waste management licence is required. The site covers an area much larger than that of a normal stream Neighbourhood Recycling Point. Initial indications from our SEPA colleagues have indicated that there would be no objection to the application subject to the appropriate infrastructure being in place i.e. impermeable surfaces and sealed drainage system along with adequate security, lighting and fencing. Appendix 1 shows Broomberry Drive NRP along with Kirn Drive and Craigmuschat Quarry.
- 5.5 As the site will required to be staffed during opening hours to meet the site licence conditions we will also require a small site "portakabin" type office with messing and toilet facility. SEPA have advised that the application for a waste management licence would not be granted in the absence of Planning consent.



- 5.6 The Craigmuschat Civic Amenity site option has many positives over Kirn Drive:
- The site is larger and avoids traffic conflict internally.
  - The access and egress to the site avoids a corner junction as at Kirn Drive.
  - More containers can be accommodated reducing the internal skip movements.
  - Due to more containers the risk of closure due to full skips is reduced.
  - Moving to a recycling only facility reduces skip traffic movement by almost 66%.
  - The site is well screened from residential properties.
  - The site eliminates the misused Neighbourhood Recycling Point at Broomberry Drive.
  - Potentially opens up Kirn Drive site.
  - Public acceptability was very high during the operation of the site.
- 5.7 A further advantage of Craigmuschat operating as a recycling only site is that this increases the levels of recycling, due to members of the public segregating recyclable material for deposit in the appropriate container. Currently householders will deposit mixed waste including recyclables in the residual container at Kirn Drive, possibly due to the space constraints in the site and traffic conflict, and this measure will contribute positively to the Council's Corporate policies on the environment.
- 5.8 A report was submitted to the October meeting of the Environment & Regeneration Committee on the long term future of Kirn Drive. The Committee requested a costed project plan to retain Craigmuschat Quarry as a civic amenity site on a permanent basis. Discussions with SEPA however have identified that they consider a full licence is necessary for the site, even in the circumstances where there is no residual waste collection. In consequence, there will be a requirement for personnel on site during opening times with the consequent cost implications.
- 5.9 Retaining Craigmuschat as a recycling centre only will generate a time saving in terms of skip and vehicle movements as currently the service undertakes approximately 1100 residual skip collections annually. The existing driver would be deployed on civic amenity duties, servicing the remaining recycling skips (approx. 600 loads annually) and provide cover within the refuse collection service. Estimated savings of around £15k per annum arising from agency costs and Civic Amenity Employee costs would be generated. Further fuel savings of approximately £9.5k per annum are anticipated.
- 5.10 A further saving will be generated from residual waste reduction. The operation of Craigmuschat Quarry identified additional tonnage of residual waste going to Pottery Street as would be expected with a recorded increase in recycling at Craigmuschat Quarry. The overall waste mass balance however showed a reduction of residual waste which would generate savings of a further £15k per annum. These savings would come into effect when the site was fully licensed.
- 5.11 In terms of Option Appraisal, Craigmuschat and Kirn annual revenue costs would be the same if the operation at Craigmuschat was like for like with Kirn. If however Craigmuschat was to operate as a recycling only site, as was the case on a temporary basis, it is estimated that savings of just under £40,000 per annum could be achieved, as set out in the preceding paragraphs. It is clear therefore that the operation at Craigmuschat as a recycling only centre offers best value to the Council assuming that an option of complete closure is not acceptable.
- 5.12 Details of the capital costs of the move will require full costing of any requirements from SEPA for the site licence and whether this is solely for recycling or if it includes residual waste.

## **6.0 IMPLICATIONS**

### **6.1 Financial**

## One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
Depot AMP	Kirn Drive Depot Demolition	2019/20	£50		Spend deferred by P&R Committee, August 2019, pending 2020/23 Budget Decision. This would be a maximum spend depending on SEPA requirements.
	Kirn Drive CA Site	2020/21	£225		

## Annually recurring costs/(savings)

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
Refuse Collection and Civic Amenity Sites	Employee costs	2021/22	(15)		If proposal is approved the 2021/22 revenue budget will be reduced to reflect these savings.
Fleet	Fuel	2021/22	(9.5)		
Refuse Transfer station	Residual waste	2020/21	(15)		

### 6.2 Legal

There are no legal implications arising from this report.

### 6.3 Human Resources

There are no human resources issues arising from this report.

### 6.4 Equalities

#### (a) Equalities

Has an Equality Impact Assessment been carried out?

	YES
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

#### (b) Fairer Scotland Duty

If this report affects or proposes any major strategic decision:-

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

<b>X</b>

YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.

NO

(c) Data Protection

Has a Data Protection Impact Assessment been carried out?

<b>X</b>

YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.

NO

**6.5 Repopulation**

There are no repopulation issues arising from this report.

**7.0 CONSULTATION**

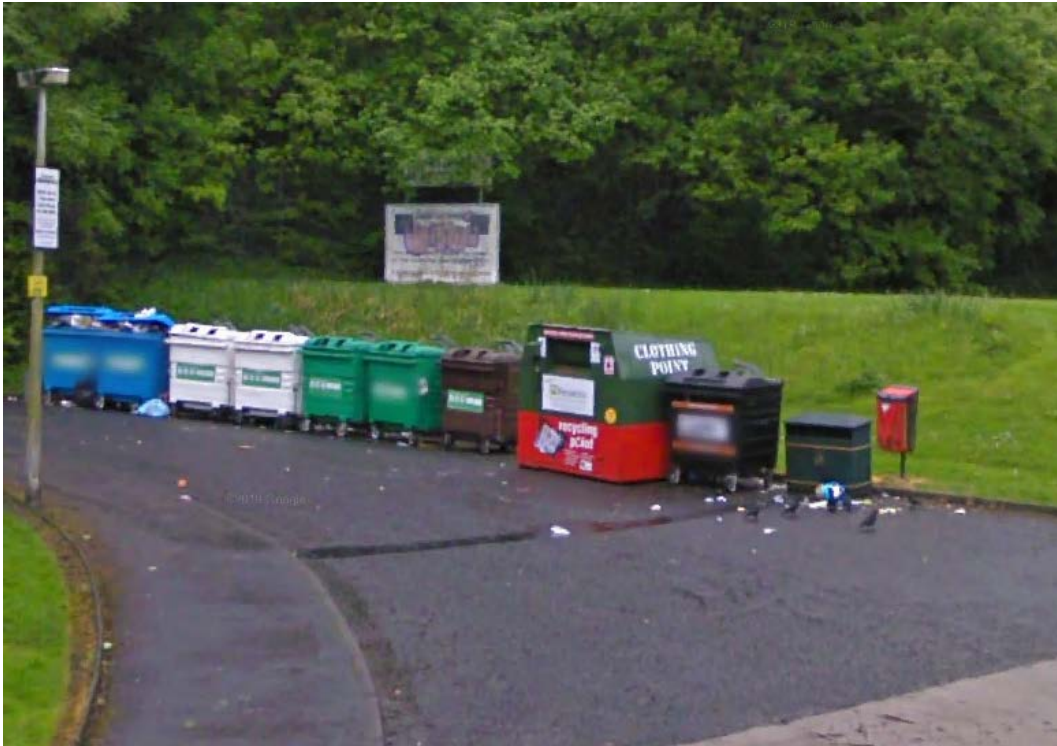
7.1 This report has been considered and agreed by members of the Corporate Management Team.

**8.0 BACKGROUND PAPERS**

8.1 None.

## Appendix 1

### Broomberry Drive NRP



### Kirn Drive



Craigmuschat Quarry





<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>5 March 2020</b>
<b>Report By:</b>	<b>Corporate Director Environment, Regeneration &amp; Resources</b>	<b>Report No:</b>	<b>ERC/RT/GMcF/18.613</b>
<b>Contact Officer:</b>	<b>Steven Walker</b>	<b>Contact No:</b>	<b>01475 714828</b>
<b>Subject:</b>	<b>Roads &amp; Transportation – Proposed RAMP/Capital Programme for 2020/21</b>		

---

### **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 2020/21 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 second year of the approved 5 year Roads Asset Management Strategy for 2018/23 will be complete at the end of March 2020. This report is to advise the Committee of the proposed RAMP/Capital expenditure and core projects for 2020/21 (excluding CWSS Grant Funding) amounting to a value of £3.017m.
- 2.2 The 2020/21 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 2020/21 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 second year of the approved 5 year Roads Asset Management Strategy for 2018/23 will be complete at the end of March 2020. 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 £3.017m.
- 4.2 The 2020/21 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 – 2020/21 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 2020/21 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 £3.124m funding is as detailed in the table below.

<i>Outline Programme</i>	<i>2020/21 (£000s)</i>
<i>RAMP</i>	
Carriageways (refer 6.0)	1,400
Footways (refer 7.0)	302
Structures (refer 9.0)	300
Lighting (refer 8.0)	520
Other Assets (refer 10.0) (drainage, signs & road markings, vehicle restraint systems, traffic measures)	125
Fees & Staffing	370
<i>Roads Core Funding</i>	
Cycling Walking & Safer Streets (refer 11.0)	107
Total	3,124

## 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 (£1,100k).

<i>Road</i>	<i>Class</i>	<i>Town</i>	<i>Extent</i>
Cloch Road	A	Gourock	Between Farm Road & North Lodge
A770 Brougham Street	A	Greenock	Grey Place to approx 20m east of bridge.
Ardgowan Street (Phase 1)	U	Greenock	Nelson Street to Robertson Street
Ardmore Road	U	Greenock	Kinross Ave to Selkirk Road
Auchmead Road	U	Greenock	Norfolk Road to Cumberland Road
Belville Street	C	Greenock	St Lawrence Street to Bellville Avenue
Braeside Road	U	Greenock	Burns Road to Davaar Road
Burns Road	U	Greenock	Banff Road to Devon Road
Customhouse Way	U	Greenock	Greenock Ocean Terminal Building – Relocation of Access to Car Park
Dellingburn Street and Baker Street	B	Greenock	Dellingburn Street - From Just South of the Morrison's Roundabout to Regent Street/Baker Street Junction (Both Carriageways) Baker Street - From Dellingburn Street/Regent Street Junction to Scout Hall
East Blackhall Street	U	Greenock	Carnock Street to End
Finneston Street	U	Greenock	Full Length
Maple Road	U	Greenock	Woodstock Road to Pennyfern Road
Mars Road	U	Greenock	Full Length
Old Largs Road	C	Greenock	Darndaff to Scottish Water Private Road
Tobago Street	U	Greenock	Sir Michael Street to King Street
Wellington Street	U	Greenock	Captain Street to Trafalgar Street
Finlaystone Road	C	Kilmacolm	Yetts Avenue to Lepperstone Road
Milton Road	B	Kilmacolm	Lochwinnoch Road Eastwards for 850m to Lay-by



ii. Carriageway Large Patching - Various Locations (£300k).

iii. Named Carriageway Resurfacing/ Reconstruction Schemes (Reserve).

<i>Road</i>	<i>Class</i>	<i>Town</i>	<i>Extent</i>
Faulds Park Road	U	Gourock	Cloch Road to Amazon Access
John Street	U	Gourock	Full Length
Ann Street	U	Greenock	Wellington Street to Drumfrochar Road
Ardgowan Street (Phase 2)	U	Greenock	Robertson Street to Forsyth Street
Cartsburn Street	U	Greenock	Stanners Lane to Main Street
Newark Street	C	Greenock	Octavia Terrace to Wood Street
Smillie Street	U	Greenock	Irwin Street to Cobham Street
Glasgow Road	U	Port Glasgow	Fyfe Park Road to Heggies Avenue

## 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 (£272k)

<i>Road</i>	<i>Class</i>	<i>Town</i>	<i>Extent (Both Sides of Road Unless Otherwise Noted)</i>
Cloch Road	A	Gourock	Dunvegan Avenue to Faulds Park (North Side)
Staffa Street	U	Gourock	Full Length (North Side)
Tantallon Avenue	U	Gourock	Dunvegan Avenue to Urquhart Drive
Tower Drive	U	Gourock	Fronting No 58 to No 70 (at Shops)
Ardgowan Street	U	Greenock	Kelly Street to Nelson Street (North Side)
Brisbane Street	U	Greenock	Fox Street to Margaret Street (South Side)
Luss Avenue	U	Greenock	Selected Sections
Davaar Road	U	Greenock	Full Length
Garvie Avenue	U	Greenock	Reservoir Road to Larkfield Road
Regent Street	C	Greenock	Lynedoch St to Roxburgh Street (South Side)
Gryffe Road	U	Kilmacolm	Houston Road to Bridge of Weir Road; Selected Sections
Lochwinnoch Road	B	Kilmacolm	Knockbuckle Road to Castlehill Road
Alderbrae Road	U	Port Glasgow	Alderwood Crescent to No 24 (North Side)
East Woodside Avenue	U	Port Glasgow	Mossyde Avenue to Turning Point (North Side)
Southfield Avenue	U	Port Glasgow	Burnside Avenue to No 46 (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 (Both Sides of Road Unless Otherwise Noted)</i>
Shore Street	A	Gourock	Selected Lengths (West Side)
Fox Street	U	Greenock	Ardgowan Street to Finnart Street (East Side)
Glen Street	U	Greenock	Fox Street to Johnston Street
Castle Road	U	Greenock	Full Length
Rankin Street	U	Greenock	Full Length (North Side)
Park Road	U	Kilmacolm	Knockbuckle Road to Castlehill Road

## 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 on a priority basis. The proposed priority investment is noted in the table below.

i. Column Replacement (£520k)

<i>Road</i>	<i>Class</i>	<i>Town</i>	<i>Project Extent</i>
Column Replacement	All	Gourock Greenock Inverkip Kilmacolm Port Glasgow Wemyss Bay	Completion of Contract Site works to Replace Life Expired Columns (750 number approx); Replacement of Ad-hoc Damaged Columns via Lighting Maintenance Contract

## 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 (£300k)

<i>Road/ Bridge</i>	<i>Class</i>	<i>Town</i>	<i>Project Extent</i>
Lynedoch Street	U	Greenock	Design and Construction of Replacement Culvert on the Eastern Line of Falls
Glenmill Bridge	U	Kilmacolm	Bridge Widening
Minor Bridge Repairs	All	Various	Inspection, Design and Construction of Repair Locations

ii. Structures Schemes (Reserve)

<i>Road/ Bridge</i>	<i>Class</i>	<i>Town</i>	<i>Project Extent</i>
Lochwinnoch Road Footbridge	B	Kilmacolm	Resurfacing of Footbridge over N75 Cycletrack
Craigbet Avenue Bridge	U	Quarriers	Parapet Replacement

## 10.0 RAMP OTHER ASSETS PROGRAMME

10.1 The proposed programme of works for other assets, which includes drainage, signs & road markings and 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 (£125k)

<i>Road/ Asset</i>	<i>Class</i>	<i>Town</i>	<i>Project Extent</i>
Kilmacolm Car Park	-	Kilmacolm	Design of Car Park
Drainage	All	Various	Various improvements
Minor Safety Measures	All	Various	Various improvements
Signs & Road Markings	All	Various	Various improvements
Traffic Calming Priority List	All	Various	Lyle Road Traffic Calming
Vehicle Restraint Systems	All	Various	Various improvements

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

11.1 The proposed programme of works for 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>
N75 Cycletrack	-	Greenock Port Glasgow Kilmacolm	Upgrade Cycletrack from Lady Octavia Park to Kilmacolm
N75 Cycletrack	-	Greenock	Improve Links from N75 to Greenock Town Centre
Sinclair Street	U	Greenock	Resurfacing of Road and Drainage Improvements Under the Sinclair Street Rail Bridge
Dropped Kerbs	All	Various	Improvements to Pedestrian Accessibility
School Working Group Requests	All	Various	Minor Safety Measures Around Schools

## 12.0 PARTICAPTORY BUDGETING

12.1 The Committee is asked to note that consideration is being given to including aspects of the roads asset programme within the participatory budgeting process. This is with a view to seeking community involvement in the setting of priorities (with the proviso that all expenditure must be in line with best value and consistent with asset improvement). Further reports will be brought to the Committee on this as participatory budgeting is progressed.

## 13.0 IMPLICATIONS

### Finance

#### 13.1 One-off costs:

Cost Centre	Budget Heading	Budget Years	Proposed spend this report (£000s)	Virement from	Other comments
Capital	RAMP	2020/21	3,017		CWSS Scottish Government Grant
Capital	Roads Core	2020/21	107		
			3,124 Total		

#### 13.2 Annually recurring costs:

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

### Legal

13.3 There are no legal implications arising from this report.

### Human Resources

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

### Equalities

#### 13.5

(a) Has an Equality Impact Assessment been carried out?

x

YES

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

(b) Fairer Scotland Duty

If this report affects or proposes any major strategic decision:-

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

x

YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.

NO

(c) Data Protection

Has a Data Protection Impact Assessment been carried out?

x

YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.

NO

**Repopulation**

13.6 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.

**14.0 CONSULTATIONS**

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

**15.0 LIST OF BACKGROUND PAPERS**

15.1 None.

**Report To:** Environment & Regeneration Committee    **Date:** 5 March 2020  
**Report By:** Corporate Director Environment, Regeneration & Resources    **Report No:** ENV014/20/GM  
**Contact Officer:** Gail MacFarlane    **Contact No:** 01475 714800  
**Subject:** Safer Streets Initiative, around Primary Schools

---

## **1.0 PURPOSE**

1.1 The purpose of this report is to seek Committee approval for the Safer Streets Initiative funding.

## **2.0 SUMMARY**

2.1 As part of the 2019/20 budget setting process £150,000 was allocated for a Safer Streets Initiative. This report seeks approval for the expenditure of that budget to improve pedestrian and cycling access around Inverclyde primary schools.

2.2 These measures will consider a gateway sign designed by each separate school on approval by Transport Scotland. Other measures will be considered on an individual basis and may include the following measures:

- Signs and lines,
- 20mph speed limit,
- Road safety education,
- Improved access for all vulnerable road users,
- Reduced road widths,
- Improved footway and footpath accesses,
- Improved cycling access,
- Reduce congestion at peak times.

## **3.0 RECOMMENDATIONS**

3.1 That the Committee approves the Safer Streets Initiative expenditure over a three year period improving access around the primary schools and the installation of the new gateway signs on approval by Transport Scotland designed by each primary school.

3.2 That the Committee notes that a further report will be brought before this Committee for approval of the final proposals.

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

## 4.0 BACKGROUND

4.1 As part of the 2019/20 budget setting process £150,000 was allocated for a Safer Streets Initiative. Officers reviewed key pedestrian generators within the local authority area and assessed barriers to changing travel behaviour when journeys are local and a mile or less in distance.

The school run has been identified as an opportunity to develop initiatives that will encourage the use of active travel and raise awareness of all road users that they are in the vicinity of a school.

This report seeks approval for the expenditure of that budget to improve pedestrian and cycling access around Inverclyde primary schools.

4.2 The budget will be expended over a 3 year period improving the pedestrian and cycling access around the primary schools.

4.3 The Community Safety & Resilience Team chair the Road Safety (Schools) Working Group which meets regularly to discuss safety issues around all schools in Inverclyde.

4.4 Officers will undertake a detailed study around the primary schools and through consultation with the primary schools and the Road Safety (Schools) Working Group will highlight areas to be considered for improvements. This study will look at pedestrian/cycle links and also reducing the impact of vehicles surrounding the schools.

4.5 As part of the improvements each school will have the opportunity to design a gateway sign. These signs will then require approval from Transport Scotland.

4.6 The improvement works around the primary schools will include but not limited to the following works:

- Signs and lines,
- 20mph speed limit,
- Improve road safety education,
- Improved access for all vulnerable road users,
- Reduced road widths,
- Improved footway and footpath accesses,
- Improved cycling access,
- Reduce congestion at peak times.

4.7 These works will not include traffic calming measures as these works will still be considered and undertaken as part of the Traffic Calming Policy.

4.8 On completion of the studies and detailed plans several reports will be brought back to this Committee for approval of the proposed schemes.

## 5.0 IMPLICATIONS

### Finance

5.1 There are no financial implications arising from this report.

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
02862 EMR	Safer Streets Initiative		£150,000		2020-2023

## 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 Equalities

Has an Equality Impact Assessment been carried out?

x

YES

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

## Fairer Scotland Duty

If this report affects or proposes any major strategic decision:-

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

x

YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.

NO

## Data Protection

Has a Data Protection Impact Assessment been carried out?

x

YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.

NO

## Repopulation

5.5 There are no repopulation implications arising from this report.

## 6.0 CONSULTATIONS

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

## 7.0 LIST OF BACKGROUND PAPERS

7.1 None



---

<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date: 5 March 2020</b>
<b>Report By:</b>	<b>Corporate Director Environment, Regeneration and Resources</b>	<b>Report No: ERC/RT/GMcF/18.614</b>
<b>Contact Officer:</b>	<b>Gail MacFarlane</b>	<b>Contact No: 01475 714800</b>
<b>Subject:</b>	<b>Standardisation of Parking Charging</b>	

---

## 1.0 PURPOSE

- 1.1 The purpose of this report is to update the Committee on a request made at the Environment and Regeneration Committee on 29 August 2019 on the implications of:
- a) introducing three hours free parking, increasing to £2 per day for vehicles parked for longer than three hours (to be applied in car parks where there is currently a three hour maximum stay as well as car parks which have a flat rate of £2 per day);
  - b) charging five days per week rather than six days per week (in respect of car parks at Gourock Rail Station); and
  - c) introducing parking charging (with the first three hours free) within the car parks at Bruce Street, Cathcart West, Roxburgh Street (West Station), and the Waterfront car parks, all Greenock.

## 2.0 SUMMARY

- 2.1 A report was submitted to the 29 August 2019 Environment and Regeneration Committee regarding the introduction of parking charges in 6 car parks in Gourock, Port Glasgow and Kilmacolm. The proposals were associated with the budget as approved at Council in March 2019.
- 2.2 As a result of the discussions at the Committee a request was made to submit a report to a future Committee on the implications of:
- a) introducing three hours free parking as a general rule in all car parks, increasing to £2 per day for vehicles parked for longer than three hours (i.e. removing the 3 hour maximum stay which is in place in a number of car parks and replacing it with a charge for exceeding 3 hours);
  - b) charging five days per week rather than six days per week in two car parks at the Station in Gourock; and
  - c) introducing parking charging (with the first three hours free) within the car parks at Bruce Street, Cathcart West, Roxburgh Street (West Station), and the Waterfront car parks, all Greenock.
- 2.3 This report summarises the implications of the above proposals.
- 2.4 It should be noted that the decision of the Committee on 29 August 2019 in respect of introducing charges in certain car parks continues to be taken forward through Traffic Regulation Orders.

### **3.0 RECOMMENDATIONS**

#### **3.1 That the Committee:**

- (i) Notes the work that has gone into evaluating car park usage at the locations raised at Committee.
- (ii) Approves the removal of charges in Gourock Station on Saturday to bring the parking management regime into line with Greenock.
- (iii) Approves a position of 'no change' at this time in respect of the other car parks evaluated.
- (iv) Approves that parking spaces with electric charging points cease to be exempt from time restrictions and parking charges.
- (v) Approves that any proposals in respect of the Waterfront Car Park are a consequence of consultation with the Cinema, the tenants of the Terminal Building and the Leisure Complex.

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

## 4.0 BACKGROUND

4.1 A report was submitted to the 29 August 2019 Environment and Regeneration Committee regarding the proposal to introduce parking charges in 6 car parks in Gourock, Port Glasgow and Kilmacolm.

4.2 As a result of the discussions at the Committee a request was made to submit a report to a future Committee on the implications of:

- a) introducing three hours free parking, increasing to £2 per day for vehicles parked for longer than three hours (to be applied in car parks where there is currently a three hour maximum stay as well as long stay car parks which have a flat rate of £2 per day);
- b) charging five days per week rather than six days per week at the car parks at Gourock Station; and
- c) introducing parking charging (with the first three hours free) within the car parks at Bruce Street, Cathcart West, Roxburgh Street (West Station), and the Waterfront car parks, all Greenock.

4.3 The parking policy in Inverclyde is underpinned by the principle that on and off street parking which directly supports town centre retail is free. Long stay car parks, suitable for commuters are charged at £2 per day. Free parking supports economic activity in town centres and villages. Pressure on retail across the country is well documented and free parking combined with management measures to ensure availability and a turnover of spaces supports the customer base. In considering the request at the Committee in respect of removing the restriction in length of staying in certain car parks (and replacing this with a £2 charge), charging for five days instead of 6 days at Gourock Station and introducing new charges at the car parks listed, consideration needs to be given to the impact on parking supply for customers and revenue implications.

4.4 In order to address these questions it was necessary to undertake parking surveys at the following car parks on Saturday 5 October 2019 and Tuesday 8 October 2019. The current parking tariff in each car park is noted.

- West Stewart Street, Greenock (£2 per day parking charge);
- Hastie Street, Greenock (£2 per day parking charge);
- Roslin Street, Greenock (£2 per day parking charge);
- Bullring, Greenock (£2 per day parking charge);
- Cathcart Street East, Greenock (£2 per day parking charge);
- Station Avenue East, Greenock (£2 per day parking charge);
- Station Avenue West, Greenock (£2 per day parking charge);
- Dalrymple Street, Greenock (£2 per day parking charge);
- Station Road North, Gourock (£2 per day parking charge);
- Station Road South, Gourock (£2 per day parking charge);
- Cathcart Street West, Greenock (free parking for up to three hours);
- Bruce Street, Greenock (no time limit or parking charge);
- Roxburgh Street, Greenock (no time limit or parking charge); and
- Waterfront, Greenock (west side of car park has no time limit or parking charge and east side of car park is managed by Inverclyde Leisure).

4.5 The data gathered during the parking surveys has been analysed to answer the questions below.

### **Introducing three hours free parking, increasing to £2 per day for vehicles parked for longer than three hours**

4.6 The maximum occupancy of the currently charged car parks (£2 per day) is detailed in the table below:

**Maximum car park occupancy of charged spaces / £2 per day**

	<b>Total Charged Spaces (excl. Disabled, EV and Motorcycle bays)</b>	<b>Saturday 5 October 2019</b>	<b>Tuesday 8 October 2019</b>
West Stewart Street, Greenock	22	100.0%	100.0%
Hastie Street, Greenock	48	66.7%	45.8%
Roslin Street, Greenock	19	52.6%	31.6%
Bullring, Greenock	89	53.9%	79.8%
Cathcart Street East, Greenock	30	10.0%	83.3%
Station Avenue West, Greenock	16	25.0%	100.0%
Station Avenue East, Greenock	26	38.5%	61.5%
Dalrymple Street, Greenock	35	100.0%	100.0%
Station Road North, Gourock	24	33.3%	87.5%
Station Road South, Gourock	8	12.5%	50.0%

- 4.7 In Greenock and Gourock Town Centres most car parks are busier during weekdays, likely due to commuters to the town centre. The only exceptions to this are Hastie Street and Roslin Street which are busier on Saturdays.
- 4.8 Car parks in the immediate town centre have a maximum occupancy of over 80% and fluctuate throughout the day. The only car parks to reach full capacity are West Stewart Street, Station Avenue West and Dalrymple Street, all in Greenock.
- 4.9 The surveys also identified how long vehicles parked during the day. The information gleaned from the survey was used to determine the duration of stay below.

**Duration of stay in charged spaces / Day**

	<b>Saturday 5 October 2019</b>		<b>Tuesday 8 October 2019</b>	
	<b>Up to 3 hours</b>	<b>Over 3 hours</b>	<b>Up to 3 hours</b>	<b>Over 3 hours</b>
West Stewart Street, Greenock	46	15	10	20
Hastie Street, Greenock	38	20	21	13
Roslin Street, Greenock	5	8	2	5
Bullring, Greenock	76	25	17	68
Cathcart Street East, Greenock	7	0	3	25
Station Avenue West, Greenock	3	3	5	16
Station Avenue East, Greenock	16	6	5	13
Dalrymple Street, Greenock	65	22	13	29
Station Road North, Gourock	7	22	11	19
Station Road South, Gourock	0	0	0	4
<b>Totals</b>	<b>263</b>	<b>121</b>	<b>87</b>	<b>212</b>

- 4.10 The current parking restrictions in Greenock mean vehicles parked in the above car parks Monday to Friday incur a £2 per day parking charge. In Gourock the restrictions also apply on a Saturday. If the parking restrictions are changed to provide free parking for parking up to three hours and charged at £2 per day thereafter, Monday to Friday the financial losses identified below may occur.

**Cost implication of proposed changes to parking restrictions / Day (in making first 3 hours free)**

	Saturday 5 October 2019		Tuesday 8 October 2019	
	Up to 3 hours	Over 3 hours	Up to 3 hours	Over 3 hours
West Stewart Street, Greenock	£0	£0	-£20	£0
Hastie Street, Greenock	£0	£0	-£42	£0
Roslin Street, Greenock	£0	£0	-£4	£0
Bullring, Greenock	£0	£0	-£34	£0
Cathcart Street East, Greenock	£0	£0	-£6	£0
Station Avenue West, Greenock	£0	£0	-£10	£0
Station Avenue East, Greenock	£0	£0	-£10	£0
Dalrymple Street, Greenock	£0	£0	-£26	£0
Station Road North, Gourock	-£14	-£44	-£22	£0
Station Road South, Gourock	£0	£0	£0	£0
<b>Totals</b>	<b>-£14</b>	<b>-£44</b>	<b>-£174</b>	<b>£0</b>
<b>Potential weekly reduction = -£928</b>				
<b>Potential annual reduction = -£48,256</b>				

- 4.11 The results show that during the week, most people park for longer than 3 hours. This is consistent with commuter parking. Commuters are currently denied spaces in the free car parks due to the restriction on length of stay. On a Saturday when there is no charge, the car parks are used for shorter durations of stay, reflecting retail activity. It is clear from the results that the policy of displacing commuters to edge of centre paying car parks is effective. If a 3 hour free stay period was introduced in these car parks there would be £48,000 budget pressure. It is recommended that there is no change to the current restrictions as the car parks are generally well used and consequently support the town centre. In addition the changes considered would create a £48,000 budget pressure which would require savings to be identified elsewhere.

**Charging five days per week rather than six days per week**

- 4.12 Currently the only car parks which have charging six days per week are Station Road North and Station Road South. From the surveys undertaken this would result in a reduction of £58 per week or £3k per annum.

**Introducing parking charging within the car parks at Bruce Street, Cathcart West, Roxburgh Street (West Station), and the Waterfront car parks, all Greenock**

- 4.13 The maximum occupancy of the currently uncharged car parks is detailed in the table below:

#### Maximum car park occupancy of charged spaces / Day

	Total Charged Spaces (excl. Disabled, EV and Motorcycle bays)	Saturday 5 October 2019	Tuesday 8 October 2019
Cathcart Street West, Greenock	77	57.1%	98.7%
Waterfront, Greenock (excludes IL spaces) after the completion of the Greenock Ocean terminal	67	77.0%	60.6%
Roxburgh Street, Greenock	39	92.3%	97.3%
Bruce Street, Greenock	26	38.5%	100.0%

- 4.14 Cathcart Street West car park is generally busy especially during the week and popular with town centre users who wish to make a quick visit to Cathcart Street or town centre.
- 4.15 Waterfront car park is busy during the week with town centre businesses and also at the weekend with cinema and the Waterfront leisure complex.
- 4.16 Bruce Street car park is not adjacent to the town centre. It is likely those people using the car park during the week are commuters to local businesses or people travelling by train.
- 4.17 Roxburgh Street car park retains a high occupancy probably due to its location adjacent to Greenock West Rail Station.
- 4.18 The duration of stay in these car parks is summarised below.

#### Duration of stay in charged spaces / Day

	Saturday 5 October 2019		Tuesday 8 October 2019	
	Up to 3 hours	Over 3 hours	Up to 3 hours	Over 3 hours
Cathcart Street West, Greenock	173	19	324	15
Waterfront, Greenock	291	16	141	80
Roxburgh Street, Greenock	33	32	17	35
Bruce Street, Greenock	17	6	11	25
<b>Total</b>	<b>514</b>	<b>73</b>	<b>493</b>	<b>155</b>

- 4.19 These car parks are currently free of charge to park all day. If the parking restrictions are changed to provide free parking for parking up to three hours and charged at £2 per day thereafter, Monday to Friday only, the financial gains identified below may occur.

#### Income of proposed changes to parking restrictions / Day

	Total Charged Spaces (excl. Disabled, EV and Motorcycle bays)	50% occupancy for charged spaces	Income
Cathcart Street West, Greenock	77	38	+£76
Waterfront, Greenock	67	33	+£66
Roxburgh Street, Greenock	39	19	+£38
Bruce Street, Greenock	26	13	+£26
<b>Totals</b>			<b>+£206</b>
<b>Potential weekly income = £1,030</b>			

<b>Potential annual income = £53,560</b>
------------------------------------------

- 4.20 If parking charges were introduced in all four car parks it is expected that 50% of the vehicles would pay the £2/day and this could generate £53,560 per annum.
- 4.21 Cathcart Street West car park is well used and would likely continue to be if the parking charges outlined above were introduced. Turnover of spaces would reduce and many spaces could be used all day due to its location near the Municipal Buildings, Job Centre, Bank, etc. This would reduce its effectiveness as short stay supply for the town centre.
- 4.22 The Waterfront car park is intended to support the Cinema and Leisure Complex. In future it will also support the Ocean Terminal. At present, commuters take advantage of the parts of the car park which are not time restricted and park all day. This is reflected in the large number of cars staying for more than 3 hours mid-week. The commercial success of the Leisure Complex, Cinema and tenants of the new Terminal Building will rely on the availability of free parking. It is likely that all of these premises will support time restrictions on length of stay to deter commuters. It is recommended that any proposals for this car park are subject to consultation with the Cinema, tenants of Ocean Terminal and Inverclyde Leisure, this approach reflecting the unique circumstances of this location. It is recognised that it is not normal to consult in this way directly with premises adjacent to car park. It is considered that the circumstances of this car park, which is remote from the town centre, are sufficiently unique to require this approach. The interests of the Leisure Complex, Cinema and Ocean Terminal will therefore be fully considered.
- 4.23 Roxburgh Street car park is generally used as a park and ride for Greenock West Rail Station. The introduction of parking charges in this car park would go against the desire to encourage people to travel by more sustainable modes of transport. It may result in more journeys and displacement parking issues on the local road network with people travelling to other rail stations. Although the potential annual income from this car park could be around £9,880 per annum based on 50% of vehicles paying the £2/day, it is noted that this may not be achieved if drivers choose to use another station.
- 4.24 Finally Bruce Street car park is situated outwith the immediate town centre. It is difficult to say with certainty who uses this car park. There are likely to be some people who use it as a park and ride for Greenock West Station or those using or working in surrounding businesses. It should be noted River Clyde Homes and the Greenock Health Centre are relocating and this may reduce the demand on this carpark. It would be beneficial to leave this car park as is and survey again after those businesses have relocated. In summary it is recommended that there is no charge to the current management arrangements in Cathcart Street West, the Waterfront, Roxburgh Street and Bruce Street at this time.

## **5.0 ELECTRIC VEHICLE CHARGING PLACES**

- 5.1 There are currently 22 charging points within 9 off-street car parks in Inverclyde. The spaces allocated to these charging points are not subject to any time restrictions or parking charges. Six are within charged car parks (Dalrymple Street, Greenock and Station Road South, Gourrock normally charged at £2 per calendar day) and 2 are within Cathcart Street West car park where there is a 3 hour time restriction.
- 5.2 As a result of the increased use of electric vehicles there is growing demand for access to charging points. This has resulted in requests for time restrictions to be placed on the length of time vehicles can park in Council owned off-street car parks.
- 5.3 It is therefore proposed to remove the exemption for electric vehicle charging places from the off-street car parks Traffic Regulation Order which would mean that these bays would be subject to the same rules as others within the same car park. For example, in Cathcart Street West vehicles can only park for 3 hours and in Dalrymple Street and

Station Road South off-street car parks electric vehicles would have to pay parking charges which are currently set at £2 per day. To ensure consistency it would be proposed that the electric vehicles charging places be treated the same as other vehicles in the same car park, therefore, if the restrictions of a car park changes the electric vehicle charging place would also change.

- 5.4 If the parking restrictions are changed to provide equality for all off-street car park users the financial gains identified below may occur.

**Cost implication of proposed changes to parking restrictions in electric vehicle parking places / Day**

	Maximum Income
Cathcart Street West, Greenock	+£0
Dalrymple Street, Greenock	+£4
Station Road South, Gourrock	+£8
<b>Totals</b>	<b>+£12</b>
<b>Potential weekly income = £60</b>	
<b>Potential annual income = £3,120</b>	

**6.0 IMPLICATIONS**

**Finance**

- 6.1 There will be costs for each recommendation of this report. These are identified below.

If the report recommendations are followed there will be a budget pressure of £3,000 per annum from reducing 6 days to 5 days charging in Gourrock, balanced by a £3,120 income from charging for spaces at electric charging points.

*Charging five days per week rather than six days per week*

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
02506	Loss of Income	2020/21	3		Estimated loss of income from not charging to park on Saturdays

*Electric Vehicle Charging Places*

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report - £000	Virement From	Other Comments
02506	Technical Equipment	2020/21	2		Signs

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact £000	Virement From (If Applicable)	Other Comments
02506	Income	2020/21	(3)		Estimated new income from proposed parking charges



## **Legal**

6.2 There are no legal implications arising from this report.

## **Human Resources**

6.3 There are no HR implications arising from this report.

## **Equalities**

6.4 There are no equality issues arising from this report.

## **Repopulation**

6.5 There are no repopulation implications arising from this report.

## **7.0 CONSULTATIONS**

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

## **8.0 LIST OF BACKGROUND PAPERS**

8.1 None.

---

<b>Report To:</b>	<b>ENVIRONMENT &amp; REGENERATION COMMITTEE</b>	<b>Date:</b>	<b>5 MARCH 2020</b>
<b>Report By:</b>	<b>CORPORATE DIRECTOR, ENVIRONMENT, REGENERATION &amp; RESOURCES</b>	<b>Report No:</b>	<b>LP/026/20</b>
<b>Contact Officer:</b>	<b>EMMA PEACOCK</b>	<b>Contact No:</b>	<b>01475 712115</b>
<b>Subject:</b>	<b>PROPOSED TRAFFIC CALMING MEASURES AND ROAD HUMPS, LYLE ROAD AND NEWTON STREET, GREENOCK</b>		

---

## **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 and Newton Street, Greenock. It is proposed to install traffic calming measures in the form of road narrowing by the creation of footway build-outs located at the east and west corners of Madeira Street and Newton Street and at the east and west corners of South Street and Newton Street. The build-outs will be an extension of the existing footway which will narrow the carriageway on Newton Street and improve junction visibility at both Madeira Street and South Street. It is also proposed to install road humps, in the form of speed cushions, from approximately opposite 124 Lyle Road north for 180 metres and 53 metres west of the "Craig's" on Lyle Road easterly to the junction of Madeira Street and Newton Street.
- 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 and Newton Street Greenock were advertised for public consultation on 11 October 2019 with a closing date for objections of 11 November 2019. During this time 3 objections were received.
- 2.2 As 3 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 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 and Newton Street, Greenock were advertised for public consultation on 11 October 2019 with a closing date for objections of 11 November 2019.
- 4.2 During the public consultation, 3 objections were received. Officers wrote to the objectors following the consultation period and the 3 objections have been maintained.

## 5.0 IMPLICATIONS

### 5.1 Finance

#### Financial Implications:

##### One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
Traffic Measures	Traffic Calming Measures	2020/2021	£70,000		

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

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

### 5.2 Legal

There are no legal implications arising from this report.

### 5.3 Human Resources

There are no HR implications arising from this report.

### 5.4 Equalities

#### Equalities

- (a) Has an Equality Impact Assessment been carried out?

	YES
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

- (b) Fairer Scotland Duty

If this report affects or proposes any major strategic decision:-

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

	YES – A written statement showing how this report’s recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.
X	NO

(c) Data Protection

Has a Data Protection Impact Assessment been carried out?

	YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.
X	NO

**5.5 Repopulation**

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.

**8.0 LIST OF BACKGROUND PAPERS**

7.1 None.

---

<b>Report To:</b>	<b>ENVIRONMENT &amp; REGENERATION COMMITTEE</b>	<b>Date:</b>	<b>5 March 2020</b>
<b>Report By:</b>	<b>CORPORATE DIRECTOR, ENVIRONMENT, REGENERATION &amp; RESOURCES</b>	<b>Report No:</b>	<b>LP/015/20</b>
<b>Contact Officer:</b>	<b>LINDSAY CARRICK</b>	<b>Contact No:</b>	<b>01475 712114</b>
<b>Subject:</b>	<b>PROPOSED TRAFFIC REGULATION ORDER – DISABLED PERSONS’ PARKING PLACES (ON STREET) ORDER No. 1 2020</b>		

---

## **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 Shared Head of Service Roads 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 2020.

## **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 RECOMMENDATIONS**

- 3.1 That the Committee recommends to the Inverclyde Council the making of the Traffic Regulation Order – Disabled Persons’ Parking Places (On-Street) Order No. 1 2020 and remits it to the Shared Head of Service Roads and the Head of Legal and Property Services to arrange for its implementation.

**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 objections were received to the proposed Order.
- 4.3 The Committee is asked to note that, if approved, the Order may not be implemented until the making of the Order has been advertised to allow any persons who so wish a period of six weeks to question the validity of the Order in terms of the Road Traffic Regulation Act 1984.

**6.0 IMPLICATIONS**

**6.1 Finance**

Financial Implications:

One off Costs

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

Annually Recurring Costs/ (Savings)

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

**6.2 Legal**

There are no legal implications arising from this report.

**6.3 Human Resources**

There are no HR implications arising from this report.

**6.4 Equalities**

Equalities

(a) Has an Equality Impact Assessment been carried out?

	YES
<b>X</b>	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

(b) Fairer Scotland Duty

If this report affects or proposes any major strategic decision:-

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

	YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.
X	NO

(c) Data Protection

Has a Data Protection Impact Assessment been carried out?

	YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.
X	NO

**6.5 Repopulation**

There are no repopulation implications arising from this report.

**7.0 CONSULTATIONS**

7.1 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 Shared Head of Service Roads, the Head of Legal and Property Services and at Central, Port Glasgow, Southwest and Gourock Libraries. A copy of the draft Order forms appendix 1.

Appendix 1

**8.0 BACKGROUND PAPERS**

8.1 None



**THE INVERCLYDE COUNCIL**  
**DISABLED PERSONS' PARKING PLACES**  
**(ON-STREET) ORDER NO.1 2020**  
**TRAFFIC REGULATION ORDER**

**THE INVERCLYDE COUNCIL**  
**DISABLED PERSONS' PARKING PLACES (ON-STREET)**  
**ORDER NO.1 2020**

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 2020" 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 2020" 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. 02/2009, 04/2010, 04/2011, 04/2013, 01/2016, 04/2015 and 02/2017 respectively.

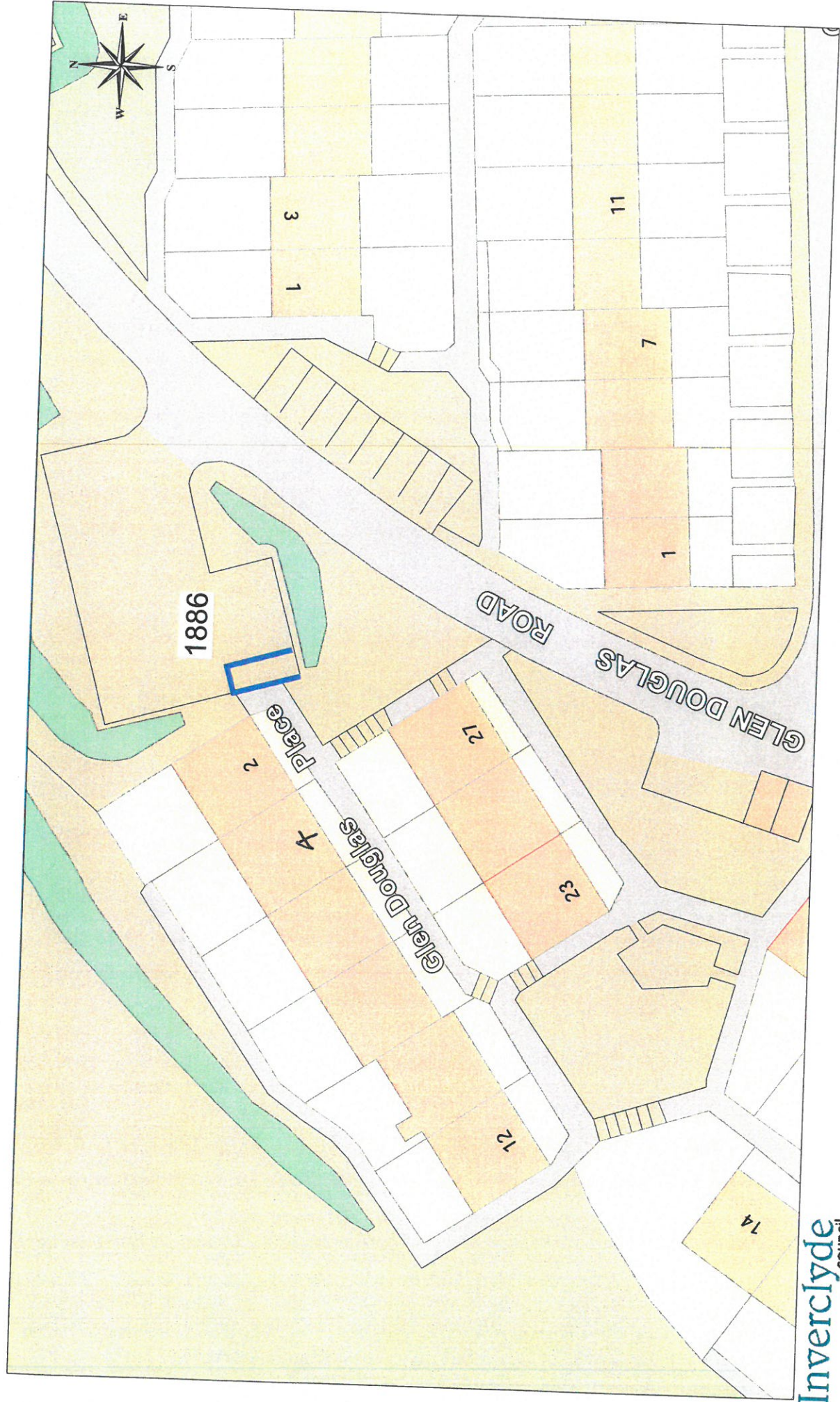
Sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by #####, Proper Officer, on the ##### day of #####, Two Thousand and #####.

DRAFT









Reproduced by permission of Ordnance Survey on behalf of HMISO.  
 ©Crown copyright and database right 2019.  
 All rights reserved.

DISABLED PERSONS' PARKING PLACE  
 4 GLEN DOUGLAS PLACE, GREENOCK  
 PLACE No. 1886

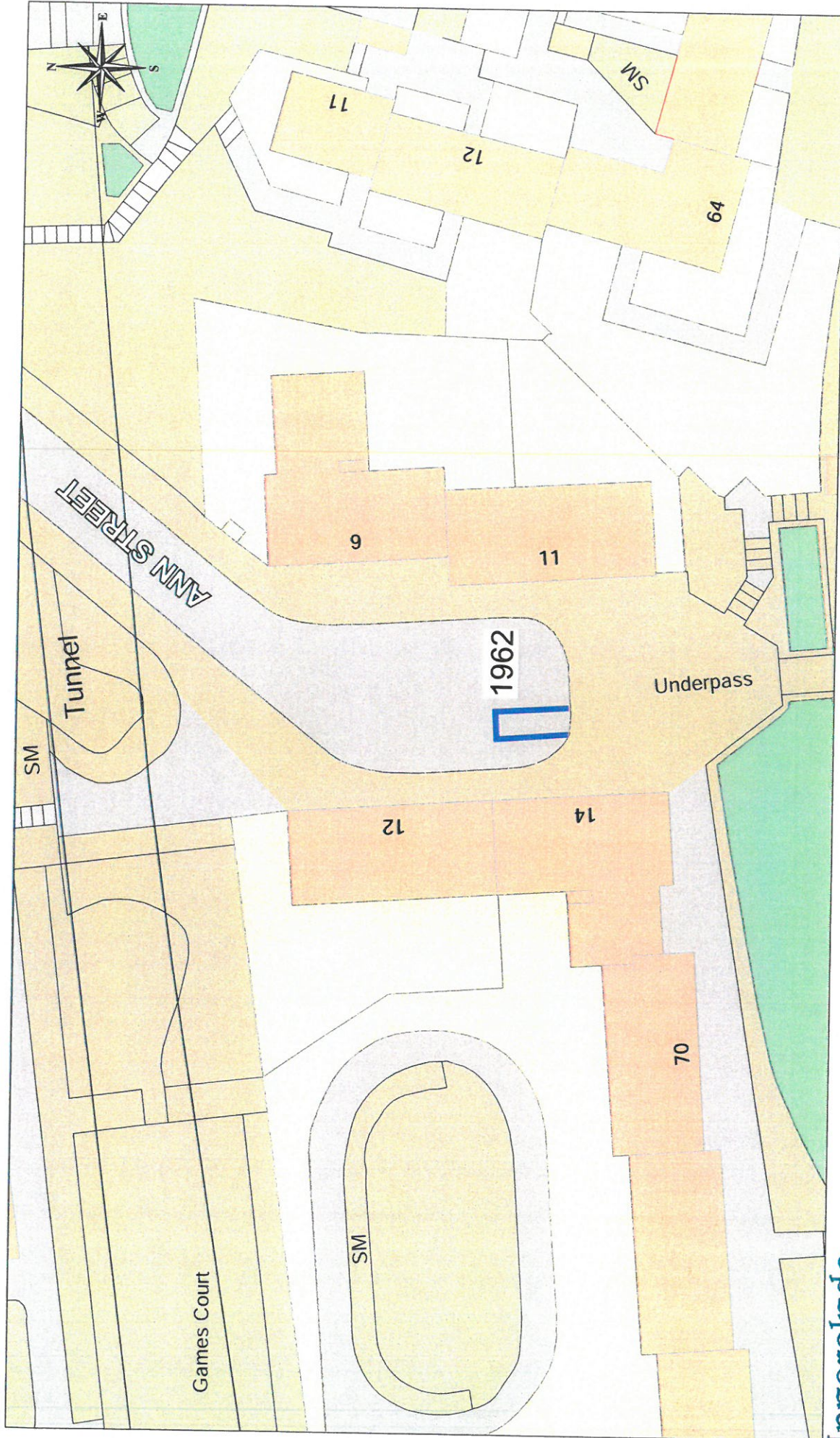
**Inverclyde**  
 council

Roads & Transportation

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



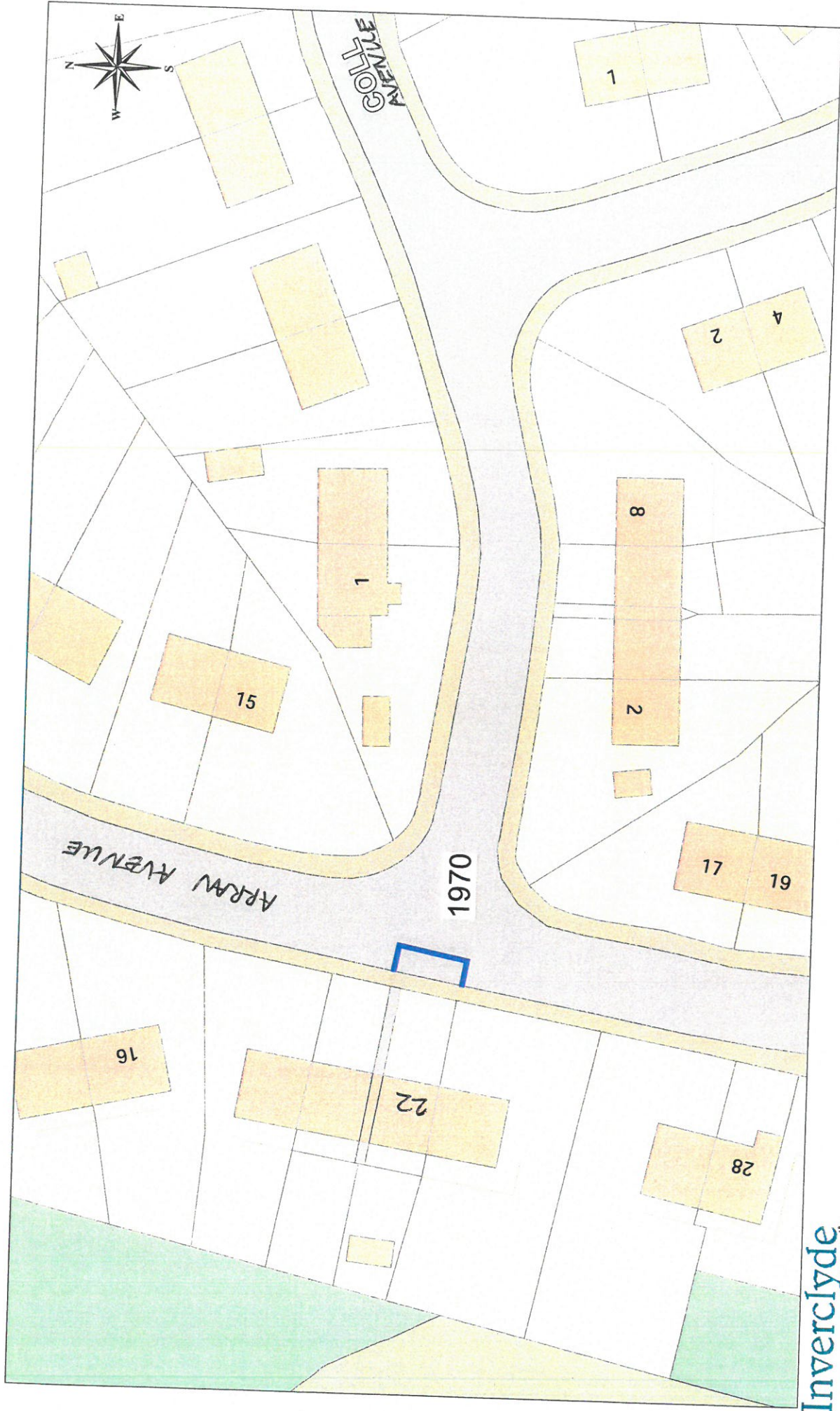


Reproduced by permission of Ordnance Survey on behalf of HMSO.  
 ©Crown copyright and database right 2019.  
 All rights reserved.  
 Ordnance Survey Licence number 10023421.

**Inverclyde**  
 council  
 Roads & Transportation  
 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

**DISABLED PERSONS' PARKING PLACE**  
 14 ANN STREET, GREENOCK  
 PLACE No. 1962



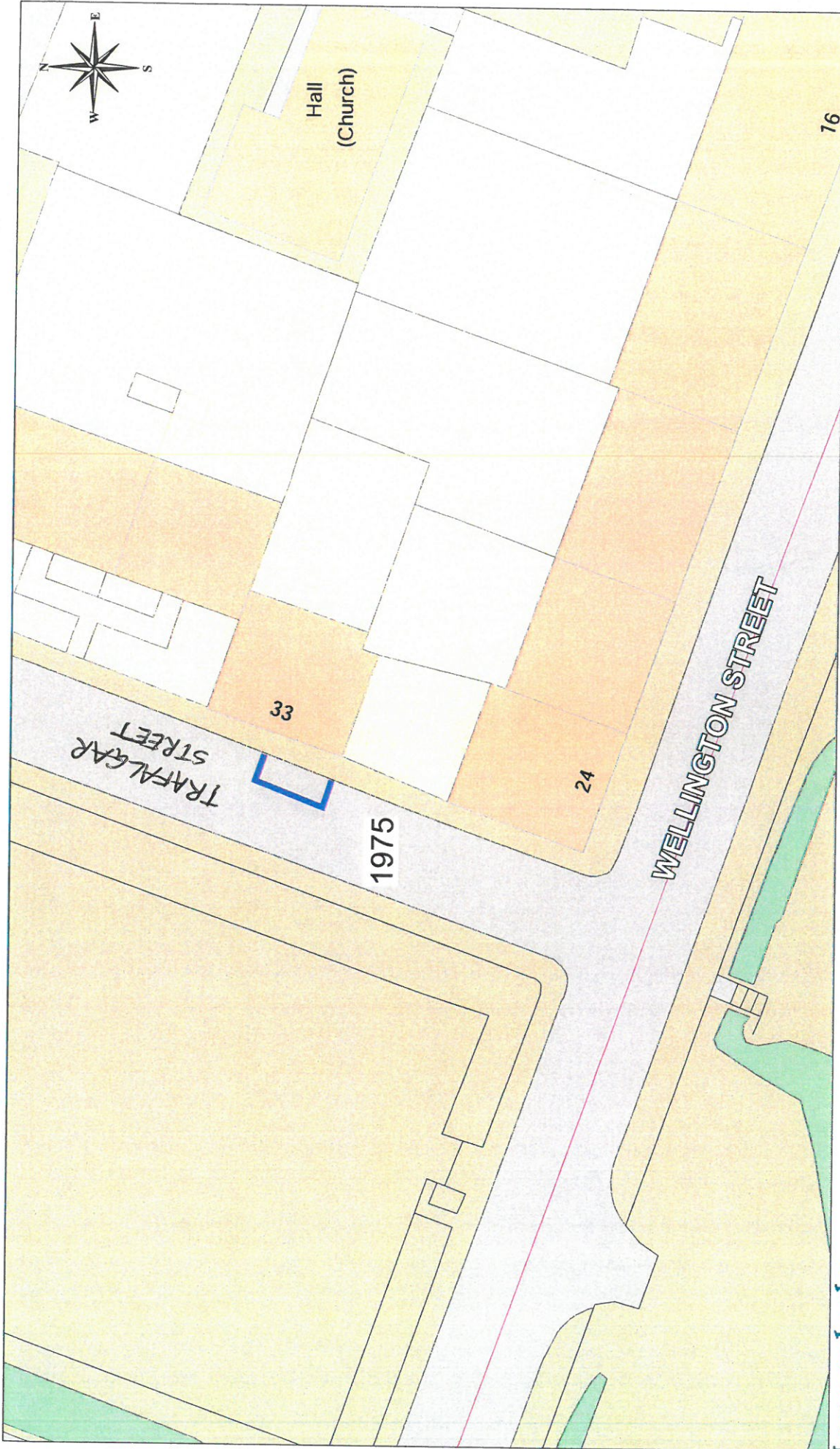


Reproduced by permission of Ordnance Survey on behalf of HMSO.  
 ©Crown copyright and database right 2019.  
 All rights reserved.

**DISABLED PERSONS' PARKING PLACE**  
**22 ARRAN AVENUE, PORT GLASGOW**  
**PLACE No. 1970**

**Inverclyde council**  
**Roads & Transportation**  
 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





Reproduced by permission of Ordnance Survey on behalf of HMSO.  
 ©Crown copyright and database right 2019.  
 All rights reserved.  
 Ordnance Survey Licence number 10023421.

**Inverclyde council**  
 Roads & Transportation  
 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

**DISABLED PERSONS' PARKING PLACE**  
**33 TRAFALGAR STREET, GREENOCK**  
**PLACE No. 1975**



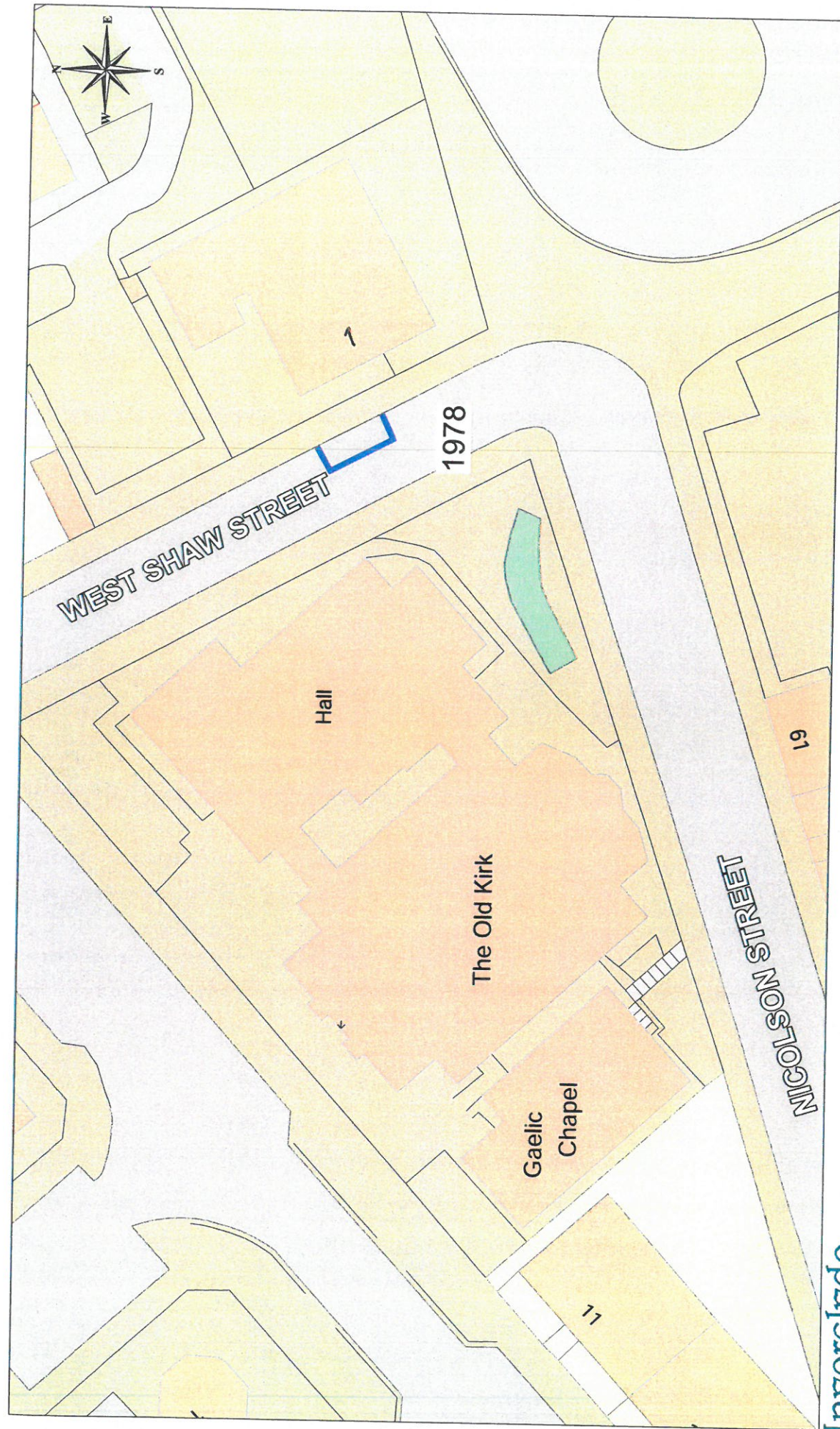
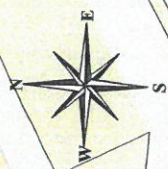


Reproduced by permission of Ordnance Survey on behalf of HMSO.  
 © Crown copyright and database right 2010.  
 All rights reserved.  
 Ordnance Survey Licence number 10023421.

**DISABLED PERSONS' PARKING PLACE**  
**11 FORSYTH STREET, GREENOCK**  
**PLACE No. 1976**

**Inverclyde council**  
**Roads & Transportation**  
 Environment, Regeneration & Resources  
 Corporate Director: Scott Allan BSc., C.Eng., M.I.C.E.  
 Municipal Buildings  
 Clyde Square  
 Greenock, PA15 1LY  
 Tel: 01475 71272  
 Fax: 01475 71273  
 scott.allan@inverclyde.gov.uk





Reproduced by permission of Ordnance Survey on behalf of HMSO.  
©Crown copyright and database right 2019.  
All rights reserved.  
Ordnance Survey Licence number 10023421.

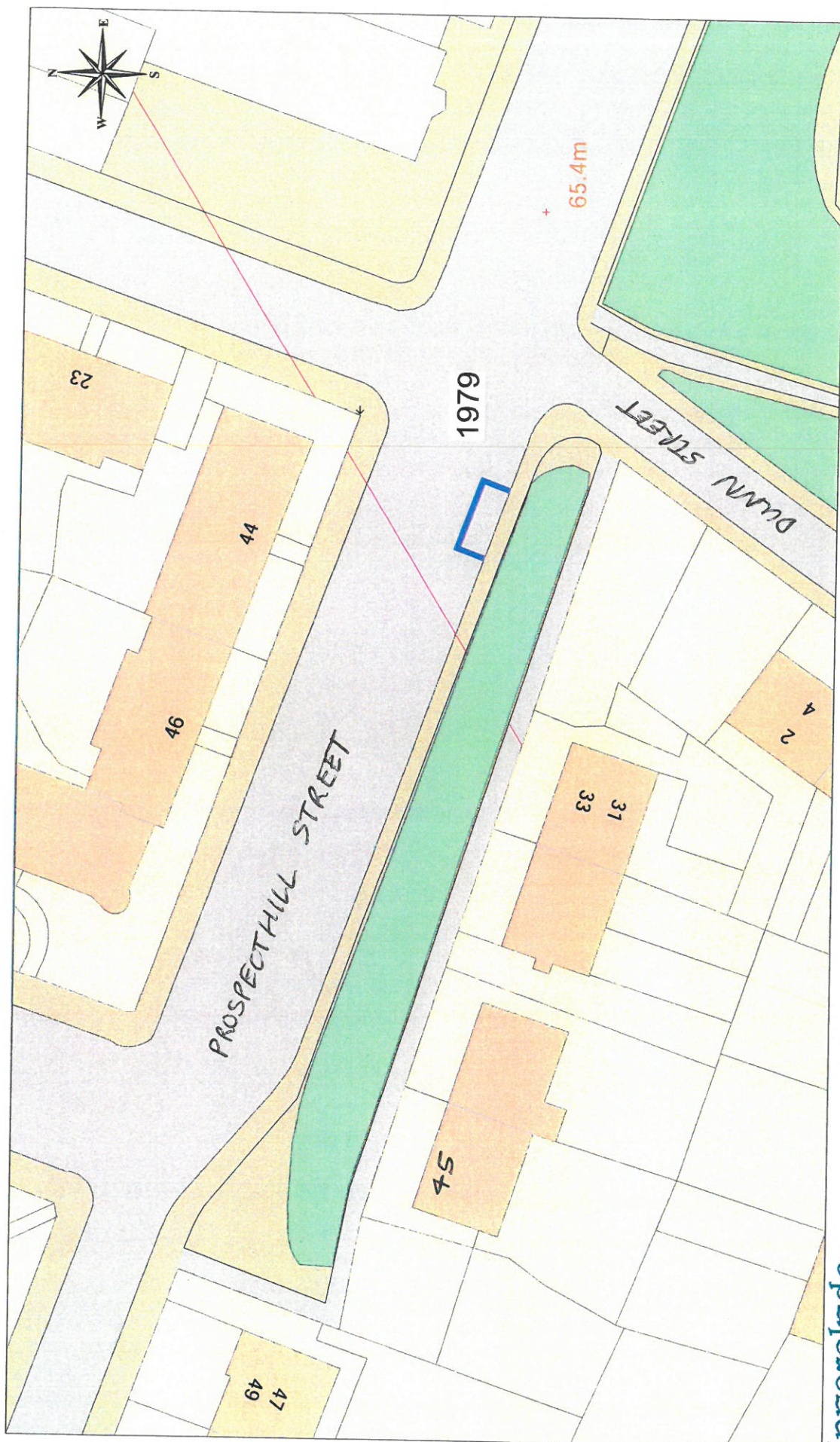
**Inverclyde**  
council

Roads & Transportation

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

DISABLED PERSONS' PARKING PLACE  
1 WEST SHAW STREET, GREENOCK  
PLACE No. 1978





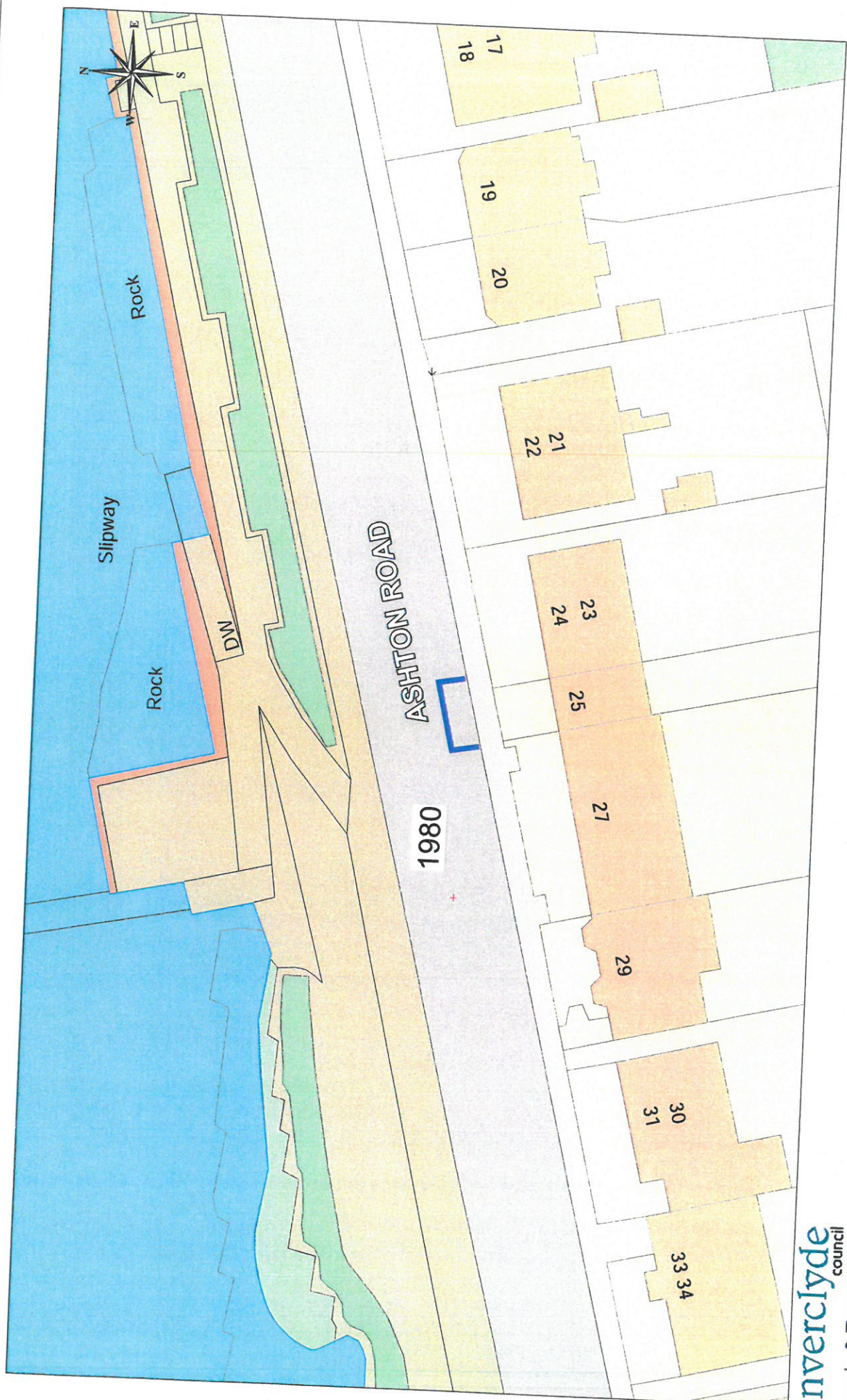
Reproduced by permission of Ordnance Survey on behalf of HMSO.  
 ©Crown copyright and database right 2019.  
 All rights reserved.  
 Ordnance Survey Licence number 10023421.

**Inverclyde**  
 council  
 Roads & Transportation

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

DISABLED PERSONS' PARKING PLACE  
 45 PROSPECTHILL STREET, GREENOCK  
 PLACE No. 1979





Reproduced by permission of Ordnance Survey on behalf of HMSO.  
 ©Crown copyright and database right 2019.  
 All rights reserved.

DISABLED PERSONS' PARKING PLACE  
 25 ASHTON ROAD, GOUROCK  
 PLACE No. 1980

**Inverclyde** council  
 Roads & Transportation  
 Environment, Regeneration & Resources  
 Corporate Director: Scott Allan BSc., C.Eng., M.I.C.E.  
 Municipal Buildings  
 Clyde Square  
 Greenock, PA15 1LY  
 Tel: 01475 712742  
 Fax: 01475 712731  
 scott.allan@inverclyde.gov.uk





LINNET ROAD

13

24

14 12

1981

MAVIS ROAD

23

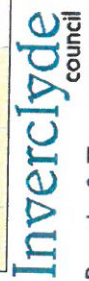
13 15

17



Reproduced by permission of Ordnance Survey on behalf of HMSO.  
©Crown copyright and database right 2019.  
All rights reserved.  
Ordnance Survey Licence number 10023421.

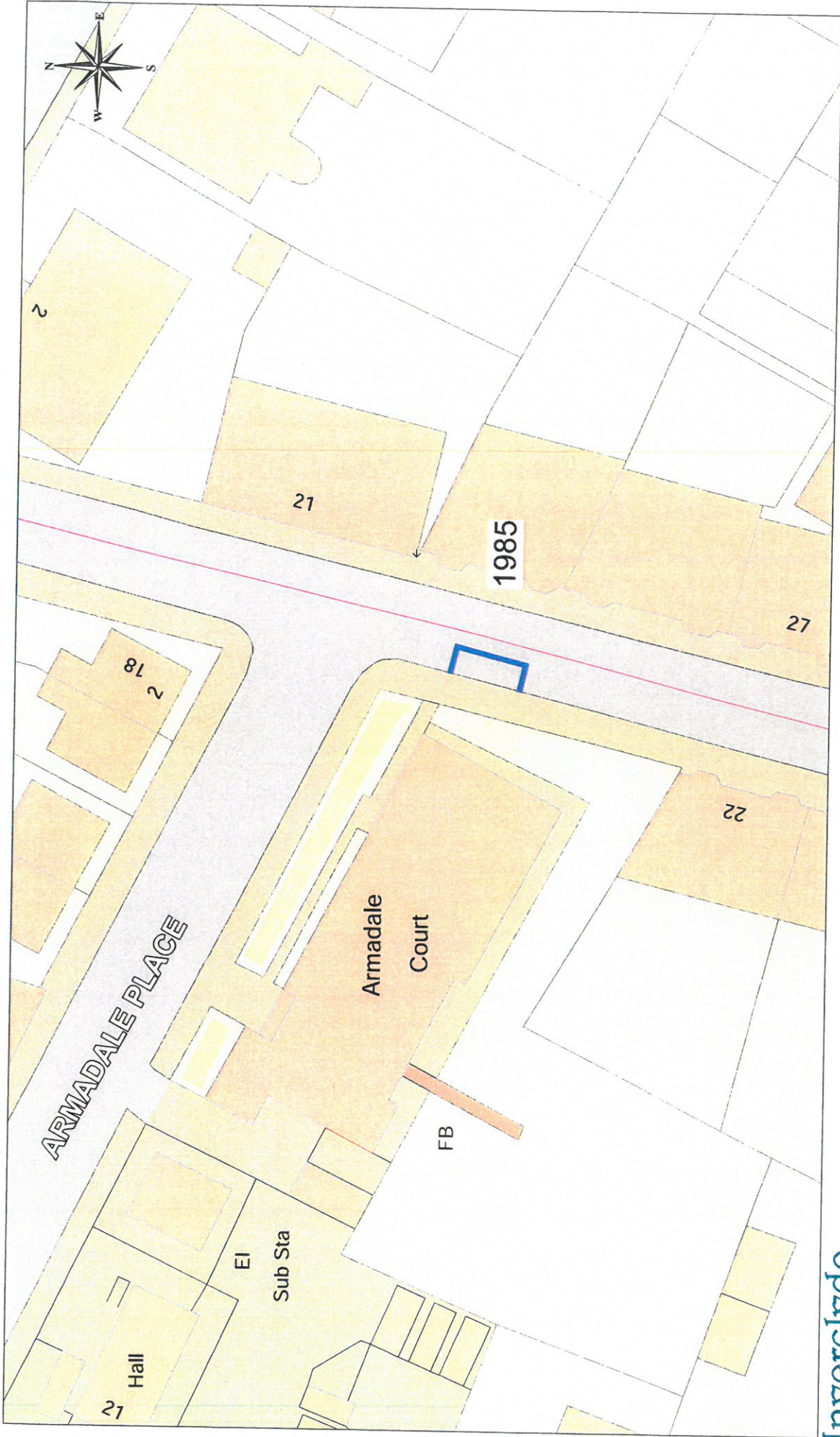
DISABLED PERSONS' PARKING PLACE  
14 MAVIS ROAD, GREENOCK  
PLACE No. 1981



Roads & Transportation

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





Reproduced by permission of Ordnance Survey on behalf of HMSO.  
 ©Crown copyright and database right 2019.  
 All rights reserved.  
 Ordnance Survey Licence number 10023421.

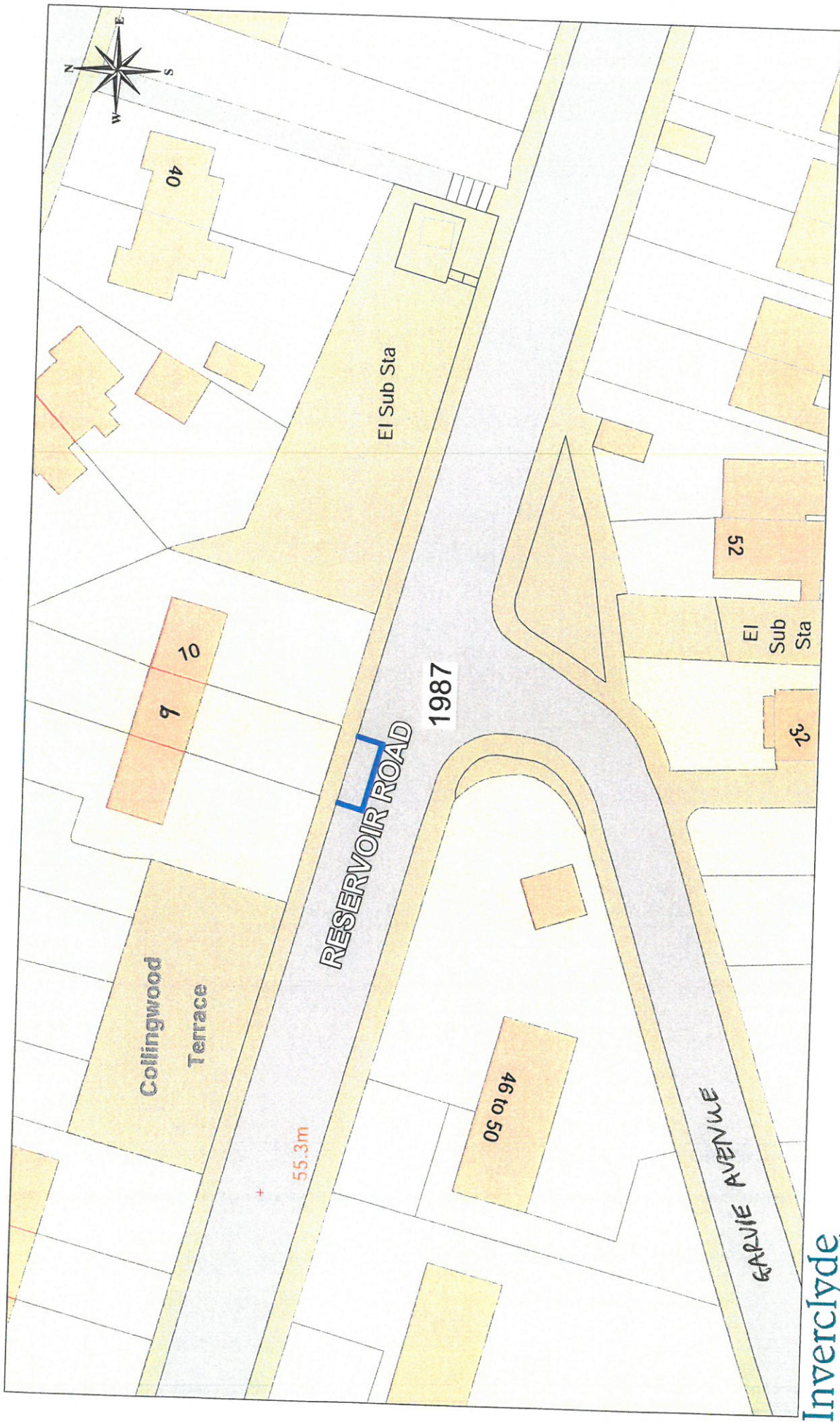
**Inverclyde**  
 council

Roads & Transportation

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

DISABLED PERSONS' PARKING PLACE  
 BANK STREET, GREENOCK  
 PLACE No. 1985





Reproduced by permission of Ordnance Survey on behalf of HMSO.  
 ©Crown copyright and database right 2019.  
 All rights reserved.

**Inverclyde**  
 council

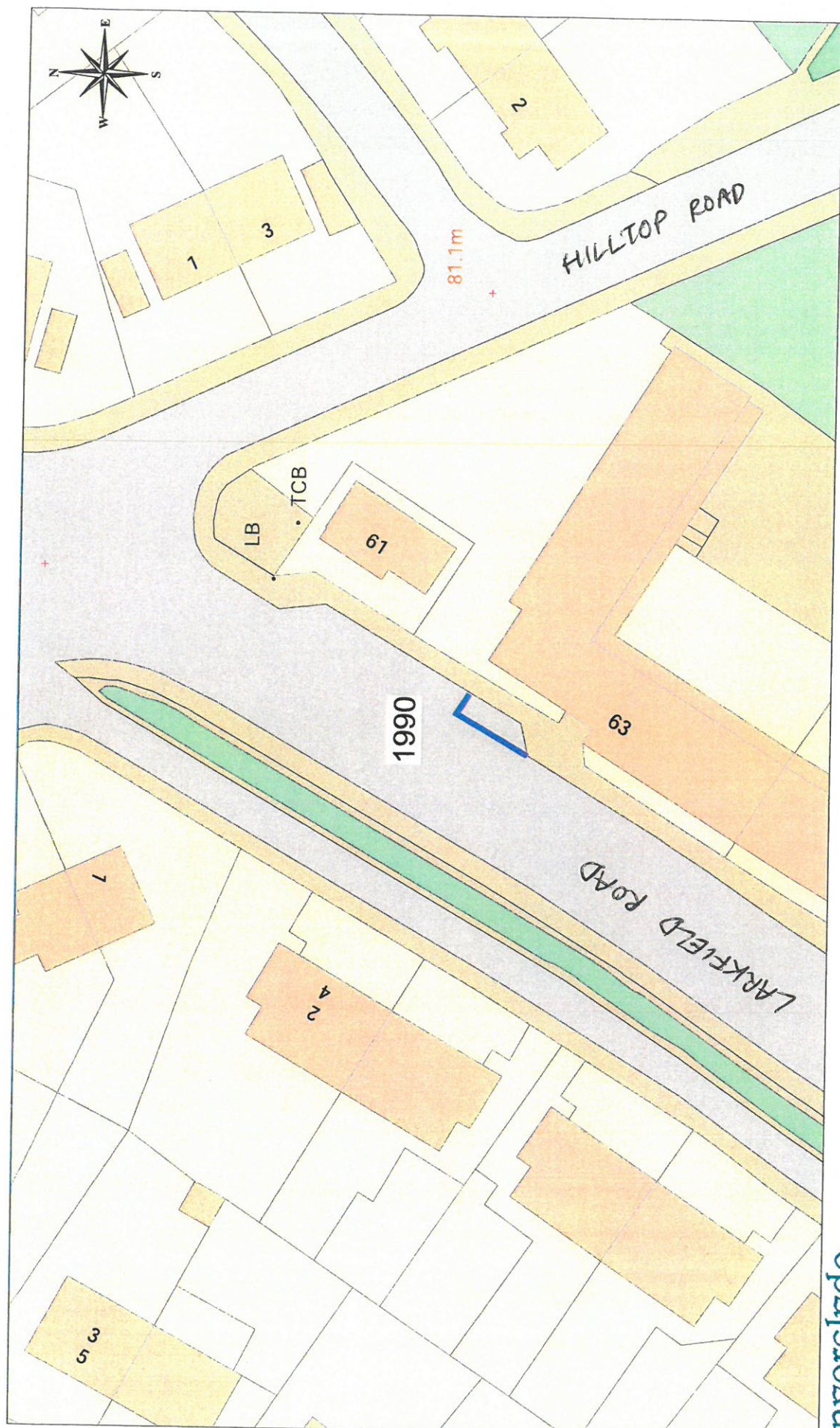
Roads & Transportation

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

DISABLED PERSONS' PARKING PLACE  
 9 COLLINGWOOD TERRACE, GOUROCK  
 PLACE No. 1987





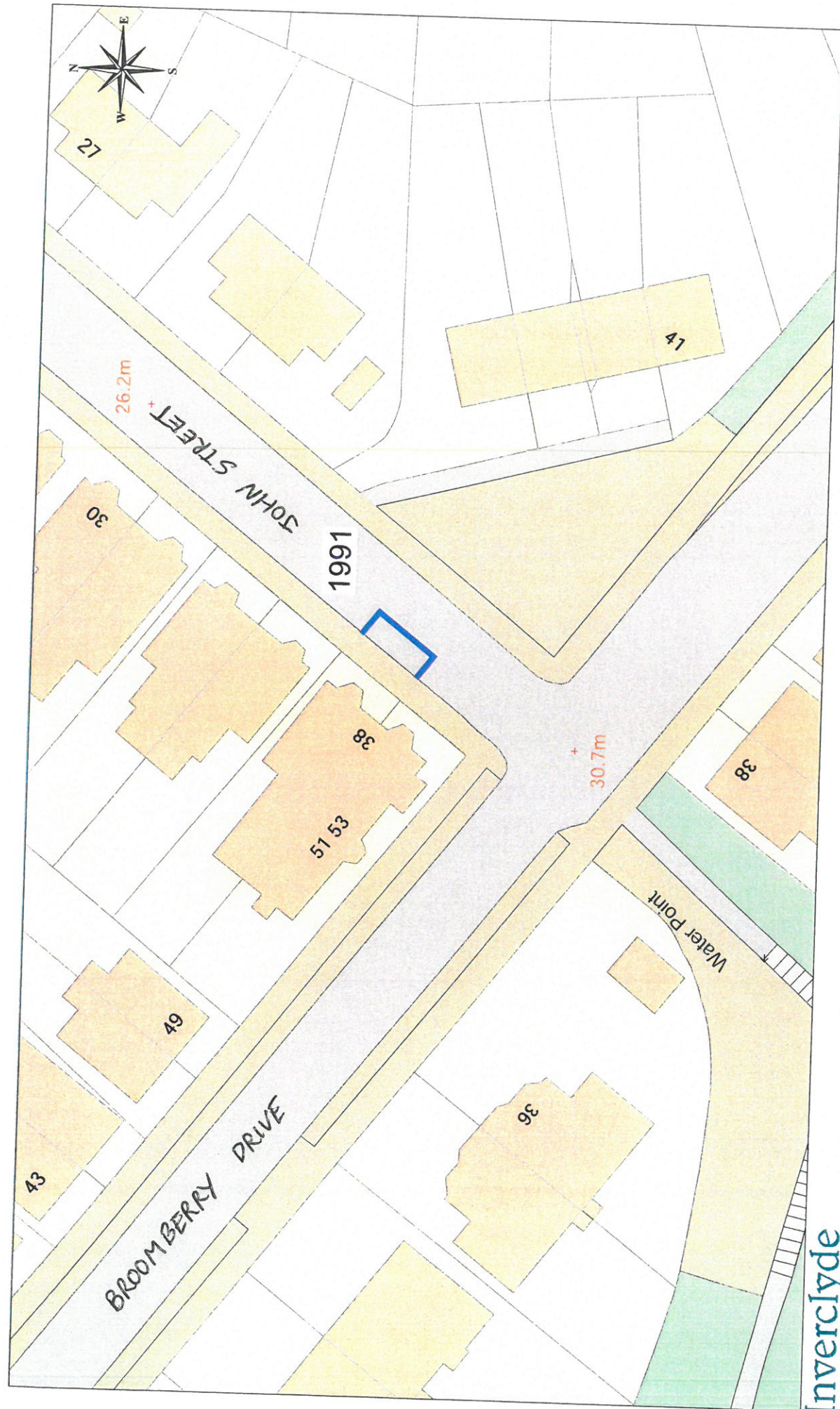
Reproduced by permission of Ordnance Survey on behalf of HMISO.  
 ©Crown copyright and database right 2019.  
 All rights reserved.  
 Ordnance Survey Licence number 10023421.

**Inverclyde**  
 council  
 Roads & Transportation

Environment, Regeneration & Resources  
 Corporate Director: Scott Allan BSc., C. Eng., M.I.C.E.  
 Municipal Buildings  
 Clydeside Square, PA15 1LY  
 Glasgow, G3 7LN  
 Tel: 01475 712712  
 Fax: 01475 712731  
 scott.allan@inverclyde.gov.uk

DISABLED PERSONS' PARKING PLACE  
 63 LARKFIELD ROAD, GOUROCK  
 PLACE No. 1990





Reproduced by permission of Ordnance Survey on behalf of HMSO.  
 ©Crown copyright and database right 2019.  
 All rights reserved.

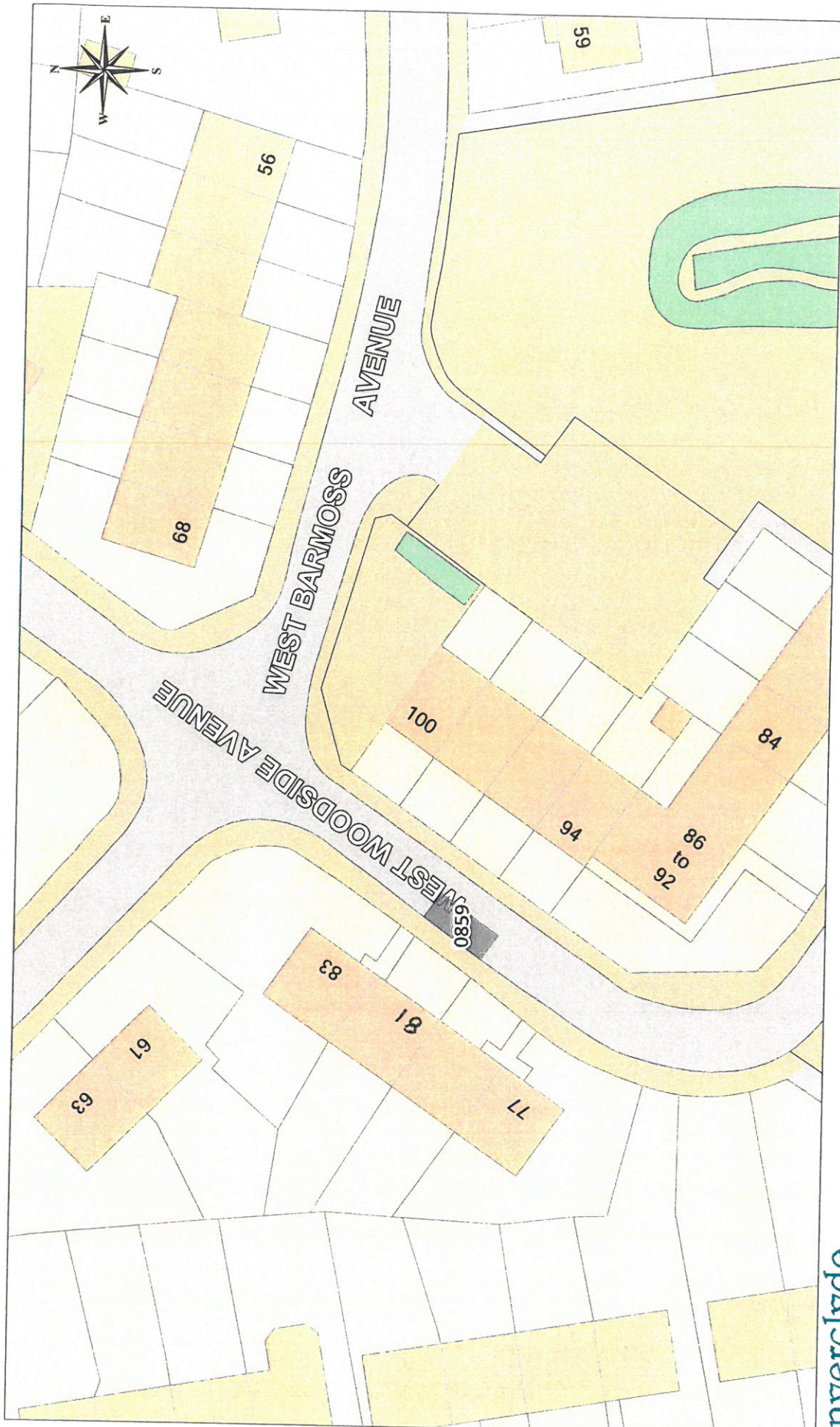
**Inverclyde**  
 council

Roads & Transportation

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

DISABLED PERSONS' PARKING PLACE  
 38 JOHN STREET, GOUROCK  
 PLACE No. 1991





Reproduced by permission of Ordnance Survey on behalf of HMISO.  
 ©Crown copyright and database right 2019.  
 All rights reserved.  
 Ordnance Survey Licence number 10023421.

**Inverclyde**  
 council  
 Roads & Transportation

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

**DISABLED PERSONS' PARKING PLACE**  
**81 WEST WOODSIDE AVE, PORT GLASGOW**  
**PLACE No. 0859 REVOCATION**

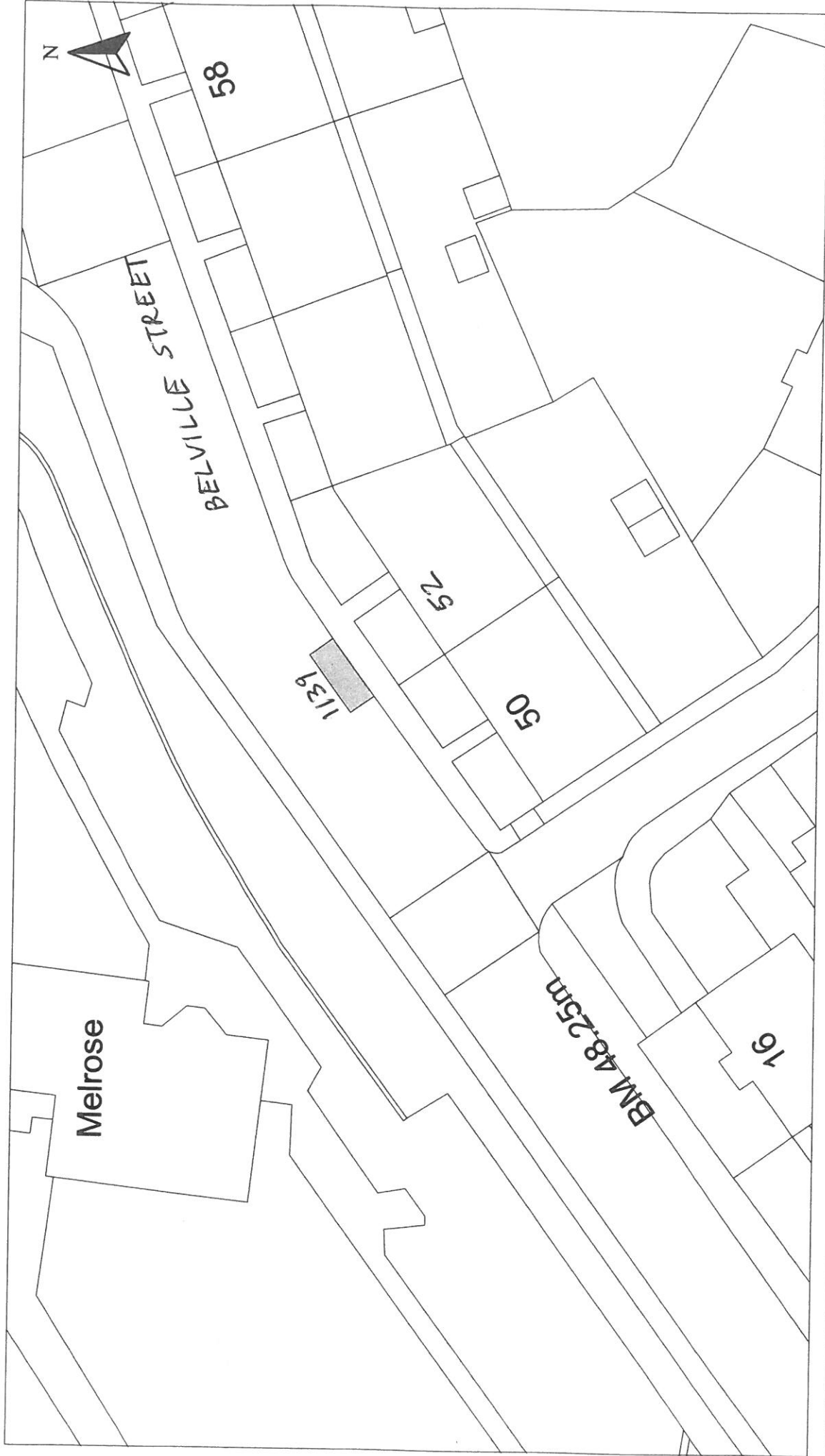



Disabled Bays  
 HEAD OF SERVICE  
 ALAN G BARNES MCIWM CEMV  
 71 EAST HAMILTON STREET  
 GREENOCK, PA15 2UA

Reproduced from Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. Crown Copyright. No reproduction in any form is permitted without the prior written permission of Ordnance Survey. Any reproduction in any form without the prior written permission of Ordnance Survey may result in prosecution or legal proceedings.  
 Licence No. LA03097L  

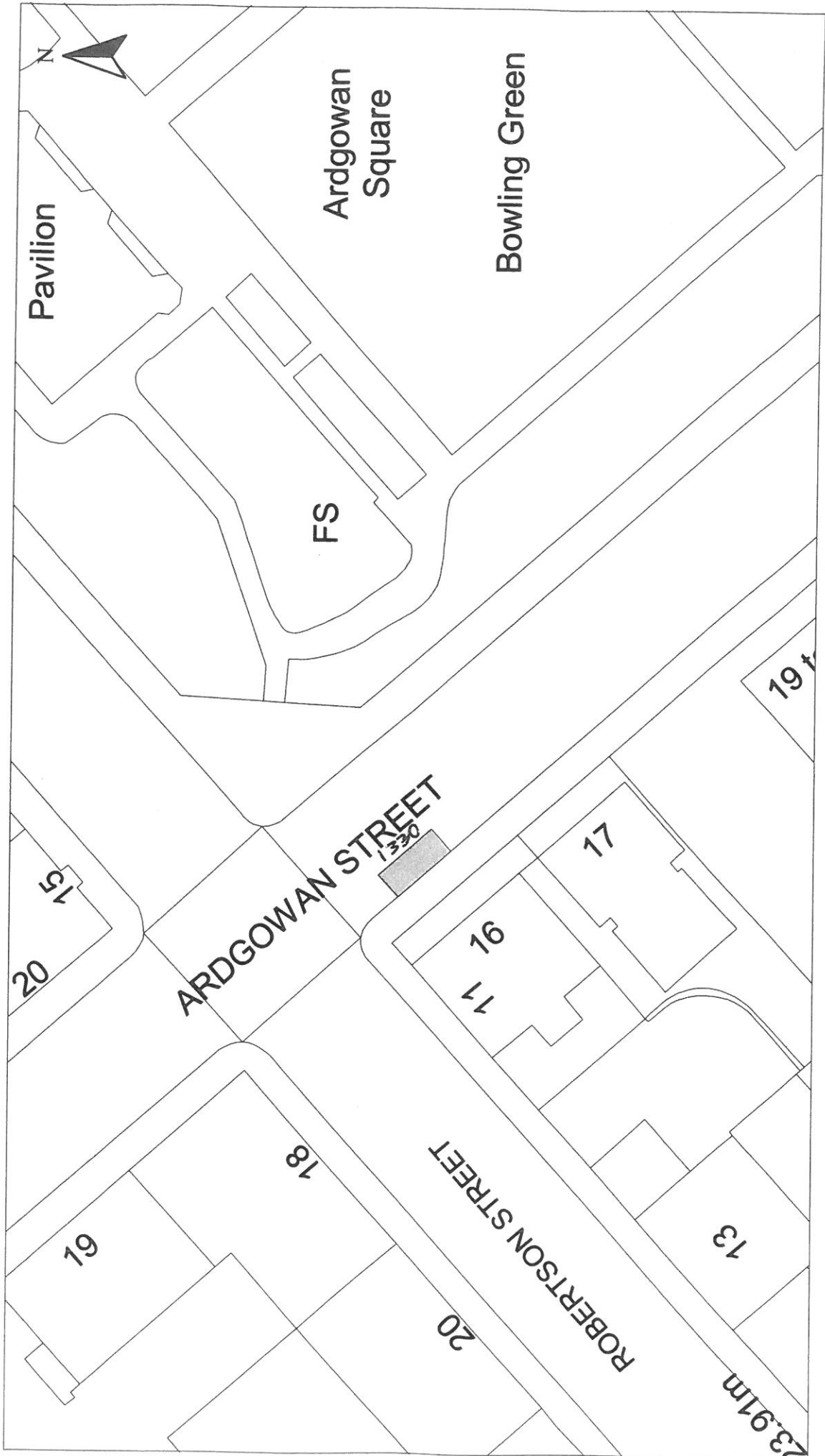

DISABLED PERSONS' PARKING PLACE  
 54 BROADFIELD AVENUE, PORT GLASGOW  
 PLACE No. 1032 REVOCATION

Scale : 1:500  
 Prepared by : R. MACKAY  
 Drawn by : R. MACKAY  
 Drawing No. :  
 Date : JULY 2010  
 Checked by :  
 Approved by :  
 File No. : 19/12

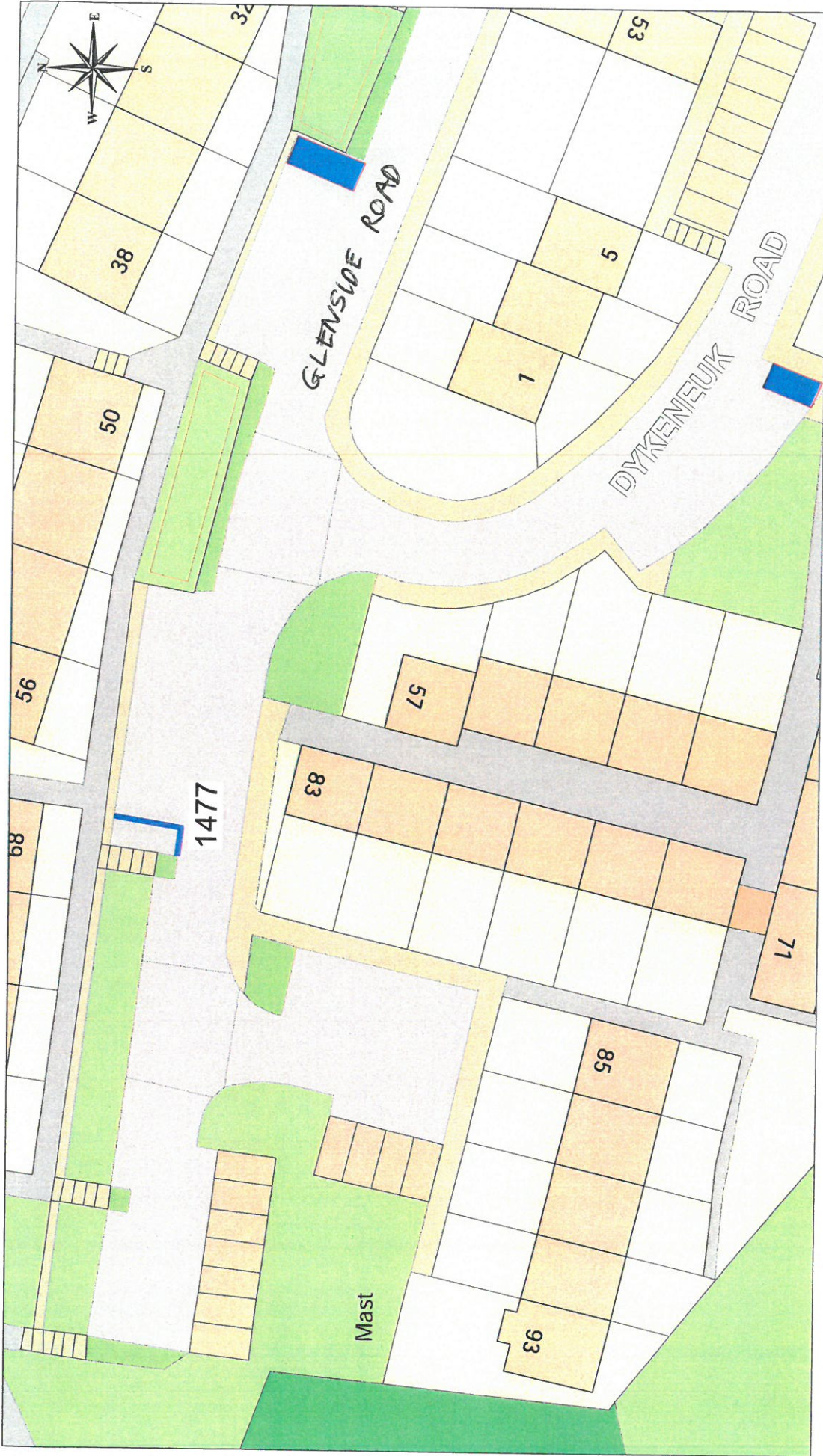


Disabled Bays HEAD OF SERVICE IAN MOFFAT 71 EAST HAMILTON STREET GREENOCK, PA15 2UA	Scale : 1:500 Prepared by : R. MACKAY Drawn by : R. MACKAY Drawing No. :		Date : AUG 2011 Checked by : Approved by : File No. : 19/12
	DISABLED PERSONS' PARKING PLACE 52 BELVILLE STREET, GREENOCK PLACE No. 1139 REVOCATION		
Reproduced from Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may result in prosecution or legal proceedings.		Licence No. LA03097L  Ordnance Survey	





Disabled Bays	HEAD OF SERVICE IAN MOFFAT		Scale : 1:500		Date : JULY 2013
	71 EAST HAMILTON STREET GREENOCK, PA15 2UA		Prepared by : R. MACKAY		Checked by :
			Drawn by : R. MACKAY		Approved by :
			Drawing No. :		File No. : 19/12
DISABLED PERSONS' PARKING PLACE 16 ARDGOWAN SQUARE, GREENOCK PLACE No. 1330 REVOCATION					
Reproduced from Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may result in prosecution or legal proceedings.					
Licence No. LA03097L  Ordnance Survey					




 Licensed System Supplier  
 This material has been reproduced from  
 Ordnance Survey maps, data with  
 the permission of the Controller of  
 Her Majesty's Stationery Office.  
 © Crown copyright.  
 Licence Number: 100029421

**DISABLED PERSONS' PARKING PLACE**  
**56 GLENSIDE ROAD, PORT GLASGOW**  
**PLACE No. 1477 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](mailto:aubrey.fawcett@inverclyde.gov.uk)



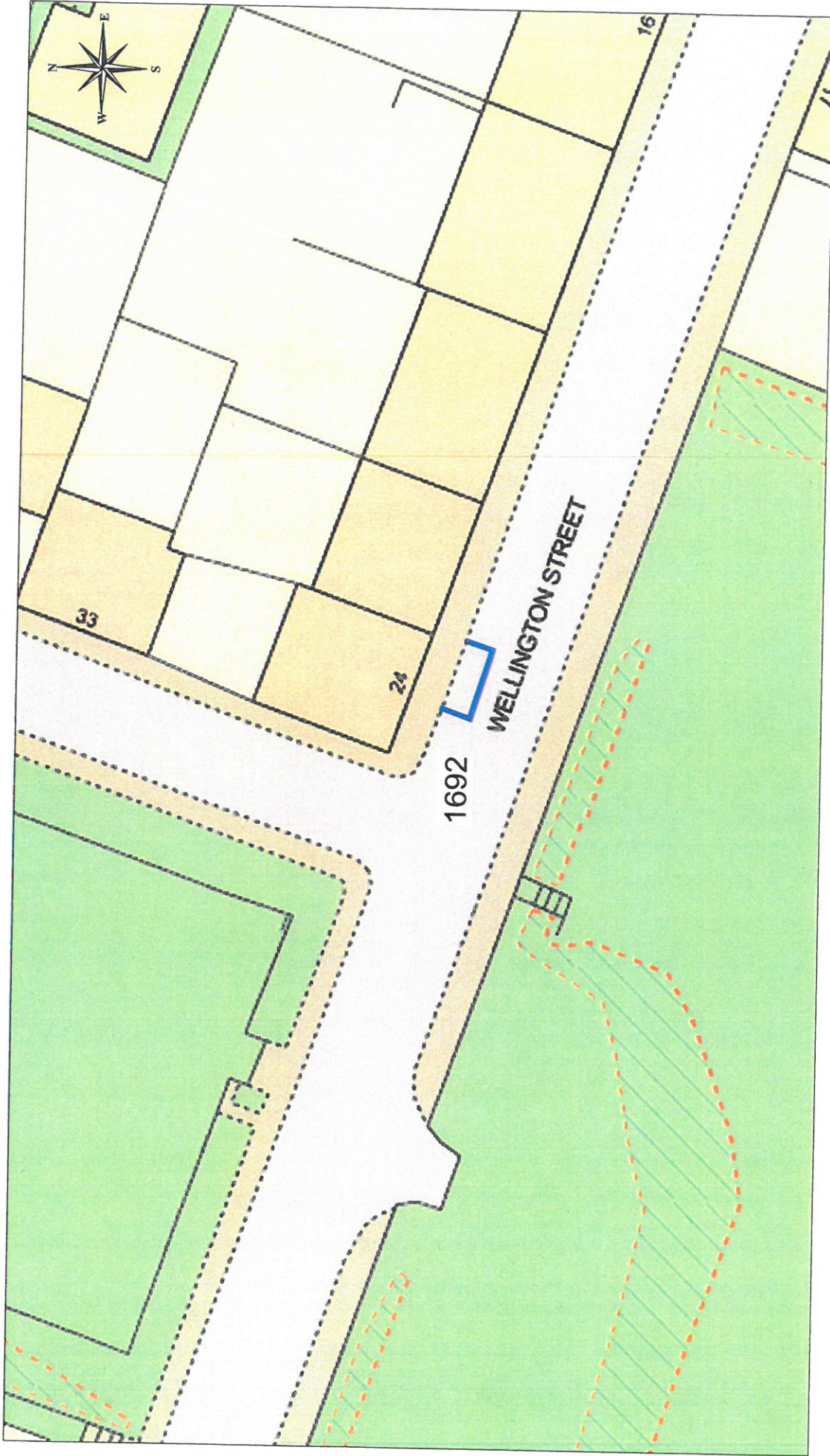


DISABLED PERSONS' PARKING PLACE  
 60 NELSON ROAD, GOUROCK  
 PLACE No. 1541 REVOCATION

**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






 Ordnance Survey  
 Licensed System Supplier  
This material has been reproduced from Ordnance Survey digital map data with the permission of Ordnance Survey on behalf of Her Majesty's Stationery Office. © Crown Copyright. Licence Number: 10003421

DISABLED PERSONS' PARKING PLACE  
 24B WELLINGTON STREET, GREENOCK  
 PLACE No. 1692 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](mailto:aubrey.fawcett@inverclyde.gov.uk)

**THE INVERCLYDE COUNCIL**

**DISABLED PERSONS' PARKING PLACES  
(ON-STREET) ORDER No. 1 2020**

**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.

Gail MacFarlane  
Shared Head of Service Roads  
8 Pottery Street  
GREENOCK  
PA15 2UH

---

<b>Report To:</b>	<b>ENVIRONMENT AND REGENERATION COMMITTEE</b>	<b>Date:</b>	<b>5 MARCH 2020</b>
<b>Report By:</b>	<b>CORPORATE DIRECTOR ENVIRONMENT, REGENERATION AND RESOURCES</b>	<b>Report No:</b>	<b>LP/023/020</b>
<b>Contact Officer:</b>	<b>LINDSAY CARRICK</b>	<b>Contact No:</b>	<b>712114</b>
<b>Subject:</b>	<b>STOPPING UP ORDER – THE STOPPING UP OF ROAD AND FOOTWAY, INVERCLYDE (CAMPSIE ROAD, PORT GLASGOW) ORDER 2020</b>		

---

## **1.0 PURPOSE**

- 1.1 The purpose of this report is to introduce the proposed Stopping Up Order – The Stopping Up of Road and Footway, Inverclyde (Campsie Road, Port Glasgow) Order 2020.

## **2.0 SUMMARY**

- 2.1 The procedure for the stopping up of roads and footways in association with a planning permission is set out in Sections 207 and 208 and Schedule 16 of the Town and Country Planning (Scotland) Act 1997, as amended. A Stopping Up Order is made if the planning authority is satisfied that it is necessary to enable the approved development to be carried out. Planning permission was granted on 28 May 2018 for the erection of five terraced houses, together with associated parking, landscaping and infrastructure at Campsie Road, Port Glasgow (planning permission 17/0269/IC).

## **3.0 RECOMMENDATION**

- 3.1 It is recommended that:
- (a) the Head of Legal and Property Services be authorised to promote The Stopping Up of Road and Footways, Inverclyde (Campsie Road, Port Glasgow) Order 2020; and
  - (b) if, after the 28 day period for statutory objections, no such objections are made or maintained, delegated authority be granted to the Head of Legal and Property Services to take all necessary action in connection therewith, including the confirmation of the Order.

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

## 4.0 BACKGROUND

- 4.1 Local Authorities are empowered to make orders under the Town and Country Planning (Scotland) Act 1997, as amended, and under the Council's Scheme of Administration the Head of Regeneration and Planning is responsible for the grant of planning consent and, if necessary, Stopping Up Orders in implementation of same.
- 4.2 Planning permission was granted on 28 May 2018 for the erection of five terraced houses, together with associated parking, landscaping and infrastructure at Campsie Road, Port Glasgow (planning permission 17/0269/IC).
- 4.3 Following the making of the Stopping Up Order, the procedures require the Order to be advertised in the local press and the Edinburgh Gazette with Notices sent to the landowner and any statutory undertaker who has apparatus in the road and footway which are to be stopped up.

## 5.0 IMPLICATIONS

### Finance

- 5.1 There are no financial implications arising from this report. The cost of advertising the Stopping Up Order is met by the developer.

#### Financial Implications:

##### One off Costs

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

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

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

### Legal

- 5.2 The Stopping Up Order complies with the Town and Country Planning (Scotland) Act 1997, as amended. The stopping up of the roads and footpaths is required to ensure proper implementation of the planning permission which has been granted. Failure to complete the statutory process to stop up the roads and footpaths will lead to the planning permission which has previously been granted not being lawfully implemented.

### Human Resources

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

## 5.4 Equalities

### Equalities

- (a) 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.

- (b) Fairer Scotland Duty

If this report affects or proposes any major strategic decision:-

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

	YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.
X	NO

- (c) Data Protection

Has a Data Protection Impact Assessment been carried out?

	YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.
X	NO

## 5.5 Repopulation

There are no repopulation implications arising from this report.

## 6.0 CONSULTATIONS

- 6.1 In terms of the statutory requirements the Stopping Up Order will be advertised in the Greenock Telegraph and the Edinburgh Gazette and full details of the proposals will be made available for public inspection during normal office hours at the offices of the Head of Regeneration and Planning and the Head of Legal and Property Services in the Customer Service Centre. A copy of the proposed Stopping Up Order is appended hereto for Members' information. Appendix

## 7.0 BACKGROUND PAPERS

- 7.1 Decision Notice - Conditional Planning Permission 17/0269/IC dated 28 May 2018.

**THE INVERCLYDE COUNCIL**

**TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997**

**THE STOPPING UP OF ROAD AND FOOTWAY, INVERCLYDE (CAMPSIE AVENUE,  
PORT GLASGOW) ORDER 2020**

The Inverclyde Council, in exercise of the powers conferred on it by Sections 207 and 208 of the Town and Country Planning (Scotland) Act 1997, being satisfied that it is necessary to authorise the stopping up of the road and the footway hereinafter specified in this Order to permit the erection of five terraced houses, together with associated parking, landscaping and infrastructure at plot 1-5, Site at 2-20 Campsie Road, Port Glasgow in accordance with planning permission reference 17/0269/IC granted under Part III of the said Act, hereby make the following Order:-

1. This Order may be cited as “The Stopping Up of Road and Footway, Inverclyde (Campsie Road, Port Glasgow) Order 2020” and shall come into operation on the date of confirmation or such other date as may be appointed by the Scottish Ministers.
2. In this Order:-  
  
    “Road” means the length of road in the area of Inverclyde which is specified in the Schedule to this Order.  
  
    “Footway” means the length of footway in the area of Inverclyde which is specified in the Schedule to this Order.
3. The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
4. The stopping up of the Road and the Footway is hereby authorised.
5. Where, immediately before the date of this Order, there are any rights of statutory undertakers or telecommunications code system operators in respect of any apparatus of theirs which is under, in, over, along or across the Road or the Footway, such undertakers shall thereafter without prejudice to the provisions of Section 224 and 225 of the Act, as read with Section 213(5) of the Act, have the same rights in respect of that apparatus as they had immediately before that date.

The person or persons carrying out development which affects the Road and the Footway shall be bound and obliged to pay the costs and expenses incurred by the statutory undertakers or telecommunications code system operators who deem it necessary to make special provision (by way of protection or otherwise) for or relocate any apparatus of theirs which is under, in, on, over, along or across the Road or the Footway.

SEALED with the Common Seal of The Inverclyde Council and subscribed for and on its behalf by Victoria Mary Pollock, Proper Officer, at Greenock on the #####day of#####, Two thousand and twenty.

## **SCHEDULE**

### **ROAD TO BE STOPPED UP**

The area of ground to be stopped up extending to One hundred and forty five square metres (145m<sup>2</sup>) or thereby Metric Measure is shown outlined in red and coloured blue on the plan docketed “Town and Country Planning (Scotland) Act 1997, Sections 207 and 208, Stopping Up of Road and Footway, Inverclyde (Campsie Road, Port Glasgow) Order 2020” annexed and executed as relative to this Order.

### **FOOTWAY TO BE STOPPED UP**

The area of ground to be stopped up extending to Seventy three square metres (73m<sup>2</sup>) or thereby Metric Measure is shown outlined in red and coloured yellow on the plan docketed “Town and Country Planning (Scotland) Act 1997, Sections 207 and 208, Stopping Up of Road and Footway, Inverclyde (Campsie Road, Port Glasgow) Order 2020” annexed and executed as relative to this Order.



**Town and Country Planning (Scotland) Act 1997**  
**Section 207 and 208**  
**Stopping Up of Road and Footpaths**  
**Inverclyde (Campsie Road, Port Glasgow) Order 2020**

- road / footways (145 square metres or thereby)
- footpaths (73 square metres or thereby)



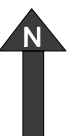
**At Greenock .....**

**This is the plan referred to in the foregoing Order of even date**

**Proper Officer .....**

**Inverclyde Council**  
**Regeneration & Planning**

**SCALE 1:1000**  
**GMcC JAN 2020**



---

<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>5 March 2020</b>
<b>Report By:</b>	<b>Corporate Director Environment, Regeneration &amp; Resources</b>	<b>Report No:</b>	<b>LP/027/20</b>
<b>Contact Officer:</b>	<b>Rona McGhee</b>	<b>Contact No:</b>	<b>01475 712113</b>
<b>Subject:</b>	<b>Items for Noting</b>		

---

## **1.0 PURPOSE**

1.1 The purpose of this report is to present items for noting only and the following report is submitted for the Committee's information:-

- Addendum to the Inverclyde Strategic Housing Investment Plan 2020/21 – 2024/25

## **2.0 RECOMMENDATION**

2.1 That the above report be noted.

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

---

<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>5 March 2020</b>
<b>Report By:</b>	<b>Corporate Director Environment, Regeneration &amp; Resources</b>	<b>Report No:</b>	<b>ENV016/20/MM</b>
<b>Contact Officer:</b>	<b>Martin McNab</b>	<b>Contact No:</b>	<b>4246</b>
<b>Subject:</b>	<b>Addendum to the Inverclyde Strategic Housing Investment Plan 2020/21 – 2024/25</b>		

---

## **1.0 PURPOSE**

- 1.1 The purpose of this report is to inform the Committee about funding secured through the Scottish Government's Affordable Housing Supply Programme to assist Blackwood Homes to remodel MacLehose Court.

## **2.0 SUMMARY**

- 2.1 Discussions with the Health and Social Care Partnership and the Care Inspectorate on possible alternatives to the unsustainable current care home service at MacLehose Court led to a decision by Blackwood Homes' Senior Management Team and Board of Directors that the most sustainable solution would be to close the current service and remodel the building to create new homes.
- 2.2 Blackwood has secured Scottish Government funding through the Affordable Housing Supply Programme to assist with the remodelling of MacLehose Court. This presents an opportunity to provide social rented homes in the west end of Greenock which more suitably address the needs of our population, including those with disabilities and impaired mobility.
- 2.3 The funding will assist Blackwood to provide 22 one and two bedroom homes, including 3 two bedroom homes for wheelchair users featuring assistive technology. All of the units will meet Housing for Varying Needs standards and therefore be easily adaptable should this be required. Tenants will benefit from free broadband and use of assistive technology which will serve to further future proof the new homes and provide housing solutions for a range of residents.

## **3.0 RECOMMENDATIONS**

- 3.1 The Committee is asked to note both the proposal to remodel MacLehose Court, and the additional Scottish Government funding coming to Inverclyde as a result.

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

## **4.0 BACKGROUND**

- 4.1 Blackwood Homes' MacLehose Court Care Home in Greenock has provided care and support to clients and their families for twenty-five years. However, national policy has seen a clear move towards shifting the balance of care away from residential settings to living independently as people's aspirations and expectations change. As a result there has been a significant reduction in demand for the type of care service provided at MacLehose Court making the housing provision unsustainable.
- 4.2 Discussions with the Health and Social Care Partnership and the Care Inspectorate on possible alternatives to the unsustainable current care home service at MacLehose Court led to a decision that the most sustainable solution would be to close the current service and remodel the building to create new homes. Blackwood decided to invest in the remodelling of the care home to move away from a residential setting and create a number of new homes which allow people to live independently with the appropriate care and support they need.
- 4.3 Blackwood previously worked with River Clyde Homes to develop 8 wheelchair homes at the James Watt Dock site. At the time it was assumed that clients of MacLehose Court could be rehomed at James Watt Dock but due to unforeseen timing issues caused by delays to the build it has been decided that River Clyde Homes will instead provide the wheelchair housing at the site themselves.
- 4.4 Blackwood will now provide an additional 3 wheelchair homes at MacLehose court which will benefit from the very latest in assistive technology. The homes will come equipped with electronic sliding doors, electric blinds and underfloor heating as well as solar panels. Other special features include rise and fall surfaces and cupboards in the kitchen. The contemporary bathrooms will be fitted with the fully adjustable Pressalit system so fittings can move horizontally and vertically. All remodelled units will meet Housing for Varying Needs standards and therefore be easily adaptable should this be required. Tenants will benefit from free broadband and use of assistive technology which will serve to further future proof the new homes and provide housing solutions for a range of residents
- 4.5 The remodelling of MacLehose Court presents an opportunity for the provision of new affordable social rented homes in the west end of Greenock which more suitably address the needs of our population, including those with disabilities and impaired mobility.

## **5.0 AFFORDABLE HOUSING SUPPLY PROGRAMME FUNDING**

- 5.1 The SHIP was approved by the Committee on 16 January 2020 and the Committee was informed that national and local housing providers building across Inverclyde will receive around £22 million grant funding over the next two years from the Scottish Government's Affordable Housing Supply Programme which will assist the Council and its partners in the plan to deliver 849 new affordable homes by March 2021. The £22 million funding is being fully utilised by the current projects detailed in the SHIP programme reported to the Committee on 16 January this year.
- 5.2 Where a local authority is unable to spend its offer of Resource Planning Assumptions (RPA) due to any number of development constraints, funding can be redirected to other authorities' who are able to spend the funding. This helps ensure the Scottish Government reaches the national target of providing 50,000 new affordable homes by March 2021.
- 5.3 Discussion between the Scottish Government, Blackwood and Inverclyde's Housing Strategy team regarding the remodelling of MacLehose Court has led to an agreement that further funding could be redirected to Inverclyde through the Affordable Housing Supply Programme to contribute to the remodelling.

## **6.0 PROPOSED HOUSING MIX**

- 6.1 Situated in the west end of Greenock and roughly one mile from the town centre, MacLehose Court will be reconfigured as a modern, three storey housing complex designed to provide

accommodation for people with general housing needs and also homes developed for wheelchair users and people who have limited mobility. Remodelling work is due to begin imminently. The proposed house mix is below:

*Designed for wheelchair users:*

- 3 ground floor, two-bedroom flats, suitable for up to three people

*Designed for people with general housing needs:*

- 13 one-bedroom flats, suitable for up to two people

6 two-bedroom flats, suitable for up to three people

## 7.0 IMPLICATIONS

### 7.1 Finance

National and local housing providers will receive around £22 million grant funding from 2019-2021 from the Scottish Government's AHSP. The budget for the current Scottish Parliament runs to March 2021. The next budget and three year RPA will be agreed following the outcome of the next Scottish Parliament election in May 2021. In the absence of RPA post 31 March 2021, local authorities have been instructed to plan on the basis of existing RPA levels. Further information on RPA levels post 2021 will be provided as soon as known and will inform the pace at which these future programme plans can be delivered.

#### Financial Implications:

One off Costs

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

Annually Recurring Costs/ (Savings)

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

### 7.2 Legal

N/A

### 7.3 Human Resources

N/A

### 7.4 Equalities

#### Equalities

(a) Has an Equality Impact Assessment been carried out?

YES

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
---	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

(b) Fairer Scotland Duty

If this report affects or proposes any major strategic decision:-

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

	YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.
X	NO

(c) Data Protection

Has a Data Protection Impact Assessment been carried out?

	YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.
X	NO

## 7.5 Repopulation

The provision of new affordable good quality housing is intended to support and complement the work on repopulation, which is seeking to stabilise the existing population and to attract new people to the Inverclyde Council area by improving the housing quality and expanding the housing options available across Inverclyde.

## 8.0 CONSULTATIONS

8.1 The Head of Health & Community Care has been consulted on this report.

## 9.0 BACKGROUND PAPERS

9.1 Inverclyde Strategic Housing Investment Plan 2020/21-2024/25 – E&RC, January 2020.  
ENV004/20/SA/RD