

**A meeting of the Environment & Regeneration Committee will be held on Thursday 14 January 2021 at 3pm.**

**This meeting is by remote online access only through the videoconferencing facilities which are available to Members and relevant Officers. The joining details will be sent to Members and Officers prior to the meeting.**

**In the event of connectivity issues, Members are asked to use the *join by phone* number in the WebEx invitation.**

**Please note that this meeting will be recorded.**

GERARD MALONE  
Head of Legal and Property Services

**BUSINESS**

**\*\*Copy to follow**

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| 19.       | <b>Joint Collaboration – Inverclyde and West Dunbartonshire Council – Interim Management Proposal (Grounds and Roads)</b><br>Report by Corporate Director Environment, Regeneration & Resources   | p |
| 20.       | <b>Report on the Public Consultation Relating to the Site of the Former Hector McNeil Baths</b><br>Report by Head of Legal & Property Services  | p |
| 21.<br>** | <b>Procurement of Pay and Display Machines</b><br>Report by Corporate Director Environment, Regeneration & Resources  |   |

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| <p><b>The documentation relative to the following items has been treated as exempt information in terms of the Local Government (Scotland) Act 1973 as amended, the nature of the exempt information being that set out in the paragraphs of Part I of Schedule 7(A) of the Act whose numbers are set out opposite the heading to each item.</b></p> |  |   |
| <p><b>NEW BUSINESS</b></p>   |  |   |
| 22.  | <p><b>Clune Park Regeneration Plan Progress Report: Update on Current Actions</b><br/> Report by Corporate Director Environment, Regeneration &amp; Resources providing an update on the current actions to implement the Council decisions in the Clune Park Estate</p> | <p><b>Paras 6, 9, 12 &amp; 13</b></p> <p><b>p</b></p> |
| 23.  | <p><b>Self-Build Plots, Leperstone Avenue, Kilmacolm</b><br/> Report by Corporate Director Environment, Regeneration &amp; Resources on an offer to purchase a self-build plot at Leperstone Avenue, Kilmacolm</p>   | <p><b>Paras 2, 6 &amp; 9</b></p> <p><b>p</b></p>      |
| 24.  | <p><b>Property Assets Management Report</b><br/> Report by Corporate Director Environment, Regeneration &amp; Resources making recommendations in respect of a number of property assets</p>   | <p><b>Paras 2, 6 &amp; 9</b></p> <p><b>p</b></p>      |

Please note that because of the current COVID-19 (Coronavirus) emergency, this meeting will not be open to members of the public.

The reports are available publicly on the Council's website and the minute of the meeting will be submitted to the next standing meeting of the Inverclyde Council. The agenda for the meeting of the Inverclyde Council will be available publicly on the Council's website.

In terms of Section 50A(3A) of the Local Government (Scotland) Act 1973, as introduced by Schedule 6, Paragraph 13 of the Coronavirus (Scotland) Act 2020, it is necessary to exclude the public from the meetings of the Committee on public health grounds. The Council considers that, if members of the public were to be present, this would create a real or substantial risk to public health, specifically relating to infection or contamination by Coronavirus.

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

**Report To:** Environment & Regeneration Committee      **Date:** 14 January 2021

**Report By:** Chief Financial Officer and Corporate Director Environment, Regeneration and Resources      **Report No:** FIN/01/21/AP/MMcC

**Contact Officer:** Mary McCabe      **Contact No:** 01475 712222

**Subject:** Environment and Regeneration 2020/21 Revenue Budget – Period 7 (31 October 2020)

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### 1.0 PURPOSE

1.1 The purpose of this report is to advise the Committee of the 2020/21 Revenue Budget position at period 7 to 31 October 2020.

### 2.0 SUMMARY

2.1 The revised 2020/21 budget for Environment and Regeneration is £23,186,000 which excludes Earmarked Reserves.

2.2 The latest projection, excluding Earmarked Reserves, is an overspend of £2,553,000. Included in this total is £2,547,000 of net costs associated with the Council's response to the COVID-19 pandemic. The net projection excluding these costs is an overspend of £6,000. This is an increase in COVID-19 costs of £49,000 and a reduction in core costs of £40,000 from Period 5.

2.3 The main material variances projected at Period 7 are as follows:

- i. Turnover savings across the Committee, due to delays in filling vacant posts, not offset by other expenditure or reduced income, of £307,000.
- ii. An underspend in the Waste Recycling contract of £94,000 due to reduced tonnages, in line with the previous year's outturn. This is partially offset by an overspend in the green waste contract of £28,000 and an under recovery in trade waste income of £21,000.
- iii. An under recovery in Parking income (not related to COVID-19) of £50,000. This under recovery is due to new car parking charges which will not be introduced this financial year.
- iv. Projected overspends in utilities – electricity, water and gas, across the Committee, in line with the previous year's outturn of £42,000.
- v. An under recovery of Green Waste permit income of £49,000.
- vi. Overspends in the client services on non-routine vehicle maintenance totalling £77,000.
- vii. Net costs associated with the COVID-19 response amounting to £2,547,000.



- 2.4 Operational Earmarked Reserves for 2020/21 total £4,588,000 of which £1,527,000 is projected to be spent in the current financial year. This budget reflects write backs approved at the Inverclyde Council on 3 December 2020. As detailed in Appendix 4 expenditure of £108,000 (7% of projected spend or 22.5% of phased budget) has been incurred to Period 7. The earmarked reserves approved in March were immediately affected by the lock down. In consequence the normal process of developing schemes and taking these through committee was interrupted. This has created delays in the same manner as the Capital Programme. Officers are working on revised timelines.

### **3.0 RECOMMENDATIONS**

- 3.1 It is recommended that the Committee notes the current projected overspend for 2020/21 of £6,000 as at 31 October 2020.
- 3.2 It is recommended that the Committee notes that the above overspend excludes £2.547m of costs relating to COVID-19 for which Policy & Resources Committee has identified one-off funding in 2020/21.
- 3.3 It is recommended that the Committee notes the current position of earmarked reserves and that officers are carrying out a detailed review of phasings and projections.

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 2020/21 budget and to highlight the main issues contributing to the projected overspend.
- 4.2 The revised 2020/21 budget for Environment and Regeneration, excluding earmarked reserves, is £23,186,000. This is a reduction of £13,000 from the approved budget, prior to transfers to earmarked reserves. Appendix 1 gives details of this budget movement.

## 5.0 2020/21 CURRENT POSITION

- 5.1 The current projection for 2020/21 is an overspend of £2,553,000, of which £2,547,000 relates to the COVID-19 pandemic. The projected outturn excluding these costs is an overspend of £6,000 (0.03%).

### 5.2 **Regeneration & Planning - £610,000 overspend (£233,000 underspend net of COVID Costs)**

The current projected out-turn for Regeneration & Planning is an overspend of £610,000, £27,000 more spend than was reported at Period 5. This projection includes costs of £843,000 associated with the ongoing COVID-19 situation, £130,000 more net spend than was previously reported. The net projection excluding these costs being an underspend of £233,000.

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

#### (a) Employee Costs

There is a projected underspend of £125,000 in employee costs, mainly due to delays in filling vacant posts and costs associated with the COVID-19 response (net underspend excluding COVID-19 costs is £265,000). This is a reduction in spend of £79,000 since Period 5, made up as follows:

- i. Excess turnover savings of £265,000, a further reduction in spend of £98,000 since the last Committee.
- ii. Overtime costs associated with the COVID-19 Humanitarian Aid Centres of £22,000, as previously reported.
- iii. Costs for retaining a Head of Service post to co-ordinate the COVID-19 response of £114,000, as previously reported.

#### (b) Property Costs

There is a projected overspend of £40,000 due to a number of minor variances. This is an increase in spend of £12,000 from the last report.

#### (c) Supplies & Services

There is a projected underspend in BSU direct purchases and subcontractors of £185,000 resulting from COVID-19 delayed jobs, which is more than offset by reduced income, as previously reported. In addition there is an increase in subcontractors, not related to COVID, of £60,000, £30,000 more than the last report. This is offset by additional tendered income, per 5.2(f)(v) below.

(d) Administration Costs

There is a projected overspend of £35,000 in Planning mainly due to additional costs of £39,000 associated with reviewing the Local Development Plan (LDP) in light of the Court of Session decision to quash a chapter of the existing LDP.

(e) Payments to Other Bodies

There is a projected overspend of £417,000 within Payments to Other Bodies, £151,000 of which relates to COVID-19. This is an increase of £61,000 from Period 5 and is mainly due to:

- i. Expenditure on grant funded projects: ESF Employability and Innovation & Integration of £230,000 and £11,000 respectively. This expenditure is offset by grant income, per 5.2(f)(i) below.
- ii. A projected overspend in the Clyde Muirshiel requisition of £25,000 resulting from an under recovery in fees and charges, due to COVID-19.
- iii. Cost of additional funding for Small Repairs Service due to losses resulting from COVID-19 of £14,000, not previously reported.
- iv. A provision for bad debt of £50,000 within commercial rents as a result of the pandemic.
- v. Projected spend of £60,000 for an economic study into the impact of COVID-19.
- vi. Various other minor variances amounting to an overspend of £27,000, mainly offset by additional income.

(f) Income

There is a net under recovery in income of £367,000, £1,000 more income than the last report. Of this under recovery £737,000 is as a result of COVID-19, a further reduction in income of £50,000 from the position reported at Period 5. Excluding the COVID-19 impact, there is a projected over recovery in income of £370,000, £51,000 more income than was previously reported. The main variances are as follows:

- i. Grant income from ESF for Employability and Innovation and Integration income, as outlined at 5.2(e)(i) above, of £241,000.
- ii. Recharge income of £25,000 from Riverside Inverclyde towards a post.
- iii. Social Protection team income of £20,000 from RCH for provision of additional patrols.
- iv. A projected under recovery in Planning income of £354,000, resulting from fewer applications as a result of COVID-19. This is a further reduction in income of £50,000 from last report.
- v. A projected under recovery in BSU income of £383,000, resulting from delayed jobs due to COVID-19, partially offset by a reduction in expenditure per 5.2(c) above. In addition, there is an over recovery in tendered income, not related to COVID of £60,000 in line with increased expenditure, also per 5.2(c) above. This is an increase in income of £30,000 from the last report.

**5.3 Property Services - £401,000 overspend (£56,000 overspend net of COVID Costs)**

The current projected out-turn for Property Services is an overspend of £401,000. This is an increase in spend of £5,000 since Period 5. Of this overspend £345,000 relates to costs associated with the COVID-19 pandemic, which is an increase of £25,000 from the last report.

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 £95,000, a reduction in spend of £10,000 from Period 5. This is mainly due to a projected underspend in Technical Services of £102,000. The underspend in Technical Services is due to a number of vacant posts where agency staff are now being used to cover (see 5.3(c) below) until such times as the major capital works are complete and the establishment will be reduced.

(b) Property Costs

There is a projected overspend in Property Costs of £117,000, a reduction in spend of £152,000 since the last report. Of this overspend £85,000 relates to costs associated with COVID-19, a reduction of £135,000 from Period 5. The main variances are as follows:

- i. An overspend within Surplus Property of £20,000, due to NDR costs for a number of empty properties which are at various stages in the disposal process.
- ii. A projected underspend in Central Repairs expenditure of £150,000 arising from delays in carrying out works as a result of COVID-19.
- iii. Costs associated with office works for COVID-19 Recovery Plans of £140,000, £60,000 less expenditure than was previously reported.
- iv. Projected costs of additional cleaning of offices due to COVID-19 of £95,000, £75,000 less expenditure than was previously reported.

(c) Administration Costs

There is a projected overspend of £166,000 within Administration Costs, an increase in expenditure of £63,000 from the last Committee. This is mainly due to an overspend of £160,000 within Technical Services agency staff costs, which is offset by turnover savings per 5.3(a) above and additional fee income per 5.3(d)(ii) below.

(d) Income

There is a projected under recovery in income of £209,000, a further reduction in income of £104,000 from last period. This is mainly due to:

- i. A projected under recovery in Technical Services capital recharge income of £260,000, resulting from delays in the Capital Programme because of the COVID-19 pandemic of £300,000 partially offset by additional fees relating to property mobilisation for recovery works of £40,000, a reduction in income of £160,000 from last period.
- ii. An increase in fee income, unrelated to Covid-19 of £58,000, not previously reported. This is offset by increased spend on agency costs, per 5.3(c) above.

5.4 **Environmental & Roads - £1,534,000 overspend (£175,000 overspend net of COVID Costs)**

The current projected out-turn for Environmental & Roads is an overspend of £1,534,000, £1,359,000 of which is due to the ongoing COVID-19 pandemic. Excluding these costs, the net projection is an overspend of £175,000. This is a reduction in net expenditure of £23,000 and a reduction in COVID-19 costs of £106,000 from Period 5.

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

(a) Employee Costs

There is a projected underspend of £56,000 in employee costs, an increase in spend of £34,000 from the last Committee, mainly due to:

- i. An underspend in Refuse Collection overtime of £28,000, an increase in spend of £5,000 from the last Committee. This is offset by additional agency costs under Administration Costs below.
- ii. Turnover savings within Roads Operations of £20,000, offset by agency costs.
- iii. Expenditure on an additional Roads Client post of £22,000, which is offset by additional fee income.
- iv. Additional turnover savings across the Service, not offset by income or agency costs, of £51,000.
- v. A net increase in Refuse Collection employee costs of £51,000 due to the retention of seasonal staff to support COVID-19 social distancing measures, not previously reported. It was previously anticipated that this would mainly be covered by agency staff.
- vi. Underspends in overtime across the Service of £30,000 resulting from the pandemic.

(b) Property Costs

There is a projected overspend of £37,000 in Property Costs due to a number of minor variances within utilities, £12,000 more spend than was reported at Period 5.

(c) Supplies & Services

There is a projected underspend in Supplies & Services of £289,000, £459,000 of which is related to COVID-19. This is an increase in expenditure of £284,000 from Period 5; an increase of £159,000 relating to COVID-19, made up as follows:

- i. An overspend in Crematorium technical equipment of £35,000, an increase in spend of £15,000 from the last report.
- ii. Rechargeable expenditure within Roads Client of £69,000, which is offset by additional income. This is an increase of £63,000 from last period.
- iii. A projected underspend in Roads Operations subcontractors and materials of £419,000 resulting from COVID-19 restrictions, which is more than offset by reduced income. This is an increase in spend of £101,000 from Period 5.
- iv. There is a projected overspend in Vehicle Maintenance subcontractors and materials of £90,000, which is offset by additional recharge income. This is £70,000 more spend than was previously reported.
- v. Underspends in Parking basic contract and technical equipment of £46,000. These underspends are due to the suspension of parking charges because of COVID-19 and are more than offset by reduced income.
- vi. Costs associated with traffic management around the reopening of civic amenity sites, closed due to COVID-19, of £20,000.

(d) Transportation & Plant

Transportation & Plant is projected to underspend by £53,000, £155,000 of which is as a result of COVID-19. This is an increase in core costs of £71,000 from last period and an increase in COVID-19 projected costs of £25,000, as follows:

- i. A projected underspend in Roads Operations external hires of £89,000, which is more than offset by a reduction in income and is an increase in spend of £71,000 from the last Committee. This is a result of the COVID-19 pandemic.
- ii. A projected underspend in Vehicle Maintenance fuel of £71,000, due to reduced usage; again as a result of the pandemic. This is a further reduction in spend of £12,000 from the last report.
- iii. A projected overspend in Refuse Collection external hires of £23,000 as a result of COVID-19 social distancing requirements meaning that additional vehicles are required to transport employees. This is a reduction in projected spend of £16,000 since the last Committee.
- iv. Projected overspends across the client services on non-routine vehicle maintenance of £77,000, in line with increased Vehicle Maintenance expenditure and income.

(e) Administration Costs

There is a projected overspend of £159,000 in Administration costs, a reduction in spend of £76,000 from last period. Of this overspend £83,000 is a result of COVID-19, £66,000 less than was previously reported, mainly due to:

- i. Agency costs within Roads Operations of £25,000, offset by turnover savings, as previously reported.
- ii. A further projected overspend in Roads Operations agency costs of £55,000, due to increasing the manpower over the winter as a result of COVID-19 restrictions, as previously reported.
- iii. A projected overspend on agency costs of £45,000 within Refuse Collection, £10,000 less than was previously reported. This overspend is partially offset by an underspend in employee costs.
- iv. A further projected overspend in Refuse Collection agency costs of £18,000 due to COVID-19 social distancing measures, as outlined in 6.4(d)(iii). This is a reduction in external agency costs of £85,000 from the last report due to the extension of seasonal staff contracts, mainly with Ground Maintenance, to carry out these duties, per 5.4(a)(v).

(f) Payments to Other Bodies

Payments to Other Bodies is projected to overspend by £339,000, a reduction in spend of £38,000 from Period 5. Of this overspend £412,000 is due to COVID-19, a reduction of £36,000 from the last report. There is an underspend of £73,000 in core budget, a reduction in spend of £2,000. The main variances are as follows:

- i. A projected overspend of £358,000 in the residual waste contract. The COVID-19 impact on this line is an overspend of £364,000. This is a reduction in spend of £19,000 from the last report and is due to all waste being landfilled at the start of the pandemic and an increase in residual waste tonnages following resumption of the normal waste treatment.
- ii. A projected underspend of £6,000 in the recycling contract line, an increase in expenditure of £5,000 from Period 5. The COVID-19 impact here is an overspend of £88,000.
- iii. A projected overspend of £20,000 in the green waste composting budget. The COVID-19 impact being an underspend of £8,000.
- iv. A projected underspend of £23,000 in the food waste contract, a reduction in spend of £7,000 from the last report. The COVID-19 impact is an underspend of £11,000.

(g) Income

There is a projected under recovery in income of £1,397,000, £1,449,000 of which is due to COVID-19. Overall there has been an increase in income since Period 5 of £335,000, £209,000 within COVID-19 and £126,000 in core income. The main variances are as follows:

- i. An over recovery of Roads Client capital recharge income of £30,000 which is offset by additional employee costs.
- ii. An over recovery in Roads Client rechargeable income, in line with increased costs per 5.4(c)(ii) above, of £69,000.
- iii. Under recoveries in Parking car park income and PCN fine income totalling £424,000. £374,000 of this under recovery is a result of the suspension of Parking enforcement and parking charges due to COVID-19 and is a further reduction in income of £30,000 from period 5 due to extending this suspension. The remaining £50,000 under recovery is due to delays in implementing new parking charges, agreed as part of the budget process, as previously reported.

- iv. An under recovery in Roads Operations recharge income of £746,000 as a result of delays due to the pandemic, which is an increase in projected income of £254,000 from the last Committee. This is partially offset by a reduction in costs, per 5.4(c)(iii) and 5.4(d)(i) above.
- v. Under recoveries in Roads Client capital recharges and sales, fees and charges, again due to COVID-19, totalling £122,000, mainly due to the inability to earn full capital fees for the first 3 months of the financial year, as previously reported.
- vi. An over recovery of Cremations income of £62,000, £14,000 less income than at Period 5. There is a £75,000 over recovery projected as a result of increased activity due to COVID-19, a reduction of £25,000 from the last report.
- vii. An under recovery in trade waste income of £206,000, £28,000 less income than the last report, £185,000 of which is attributable to the COVID-19 situation.
- viii. There has been an increase of £33,000 in tipping charges income projected. It was previously reported that this line would be £48,000 under recovered due to COVID-19, there is now a projected under recovery of £15,000.
- ix. An under recovery in green waste permits income of £49,000, a further reduction in income of £5,000 since the last Committee.
- x. An under recovery of Cab/MOT income of £25,000, £15,000 of which is a result of COVID-19, as previously reported.
- xi. An over recovery in Vehicle Maintenance non routine maintenance income of £90,000, an increase of £70,000 from the last report. This is offset by additional materials and subcontractors costs, per 5.4(c)(iv) above.
- xii. An under recovery in Waste clothing bank income of £24,000 due to a reduced price per tonne resulting from COVID-19, as previously reported.
- xiii. Under recoveries in Ground Maintenance special events income and income from memorial benches of £37,000, £10,000 less income than was previously reported. The COVID-19 share of this being £26,000.

## **5.5 Corporate Director - £8,000 overspend**

The Corporate Director budget is currently projecting to out-turn £8,000 over budget due to the turnover savings budget not being achieved, as previously reported.

## **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 22.5% of phased budget (7% of projected spend). The total funding reflects write backs approved at the Inverclyde Council on 3 December 2020. The earmarked reserves approved in March were immediately affected by the lock down. In consequence the normal process of developing schemes and taking these through committee was interrupted. This has created delays in the same manner as the Capital Programme. Officers are working on revised timelines.

## **7.0 VIREMENTS**

- 7.1 There are no virement requests in this report.

## **8.0 IMPLICATIONS**

### **8.1 Finance**

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         |                |                  |                        |                               |                |

8.2 **Legal**

There are no specific legal implications arising from this report.

8.3 **Human Resources**

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

8.4 **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  |



## **8.5 Repopulation**

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 overspend of £2,553,000, £2,547,000 of which relates to additional costs resulting from the COVID-19 response. The net projection excluding these costs is an overspend of £6,000.

## **11.0 LIST OF BACKGROUND PAPERS**

11.1 There are no background papers relating to this report.

**Environment & Regeneration Budget Movement - 2020/21****PERIOD 7: 1st April 2020 - 31st October 2020**

| Service                 | Approved Budget |                   | Movements        |                                  |                               | Revised Budget  |
|-------------------------|-----------------|-------------------|------------------|----------------------------------|-------------------------------|-----------------|
|                         | 2020/21<br>£000 | Inflation<br>£000 | Virement<br>£000 | Supplementary<br>Budgets<br>£000 | Transferred to<br>EMR<br>£000 | 2020/21<br>£000 |
| Regeneration & Planning | 6,866           |                   | (1)              |                                  | (345)                         | 6,520           |
| Property Services       | 3,284           | 10                | 7                |                                  |                               | 3,301           |
| Environmental & Roads   | 13,244          | 18                | (47)             |                                  | (2)                           | 13,213          |
| Corporate Director      | 152             |                   |                  |                                  |                               | 152             |
| <b>Totals</b>           | <b>23,546</b>   | <b>28</b>         | <b>(41)</b>      | <b>0</b>                         | <b>(347)</b>                  | <b>23,186</b>   |

**Movement Details**

£000

External ResourcesInflation

Metered and Unmetered Water Inflation

31

Roads Electrical Power Inflation

11

NDR freeze - Reversal of Inflation

(14)

28Virements

Bottled Water saving - allocated to Services

6

Whinhill virement - squares to Communities Committee

(47)

(41)Supplementary Budgets0(13)

ENVIRONMENT AND REGENERATION COMMITTEEREVENUE BUDGET MONITORING REPORTSUBJECTIVE ANALYSISPERIOD 7: 1st April 2020 - 31st October 2020

| Subjective Heading  | Approved Budget<br>2020/21 £000 | Revised Budget<br>2020/21<br>£000 | Projected<br>Out-turn<br>2020/21<br>£000 | Projected<br>Over/(Under)<br>Spend | Percentage<br>Variance<br>% |
|---|---------------------------------|-----------------------------------|--|------------------------------------|-----------------------------|
| Employee Costs  | 16,504                          | 16,474                            | 16,206                                   | (268)                              | -1.63%                      |
| Property Costs  | 5,218                           | 5,217                             | 5,411                                    | 194                                | 3.72%                       |
| Supplies & Services   | 4,181                           | 4,199                             | 3,789                                    | (410)                              | -9.76%                      |
| Transport & Plant Costs                                       | 2,315                           | 2,315                             | 2,263                                    | (52)                               | -2.25%                      |
| Administration Costs  | 539                             | 539                               | 899                                      | 360                                | 66.85%                      |
| Payments to Other Bodies                                      | 9,181                           | 9,181                             | 9,921                                    | 740                                | 8.06%                       |
| Other Expenditure   | 377                             | 377                               | 393                                      | 16                                 | 4.24%                       |
| Income  | (14,769)                        | (14,769)                          | (12,796)                                 | 1,973                              | -13.36%                     |
| <b>TOTAL NET EXPENDITURE</b>                                  | <b>23,546</b>                   | <b>23,533</b>                     | <b>26,086</b>                            | <b>2,553</b>                       | <b>10.85%</b>               |
| Transfer to Earmarked Reserves *                              | 0                               | (347)                             | (347)                                    | 0                                  |                             |
| Additional Funding - COVID 19                                 | 0                               | 0                                 | (2,547)                                  | (2,547)                            |                             |
| <b>TOTAL NET EXPENDITURE EXCLUDING<br/>EARMARKED RESERVES</b> | <b>23,546</b>                   | <b>23,186</b>                     | <b>23,192</b>                            | <b>6</b>                           | <b>0.03%</b>                |

ENVIRONMENT AND REGENERATION COMMITTEEREVENUE BUDGET MONITORING REPORTOBJECTIVE ANALYSISPERIOD 7: 1st April 2020 - 31st October 2020

| Objective Heading   | Approved Budget<br>2020/21 £000 | Revised Budget<br>2020/21<br>£000 | Projected<br>Out-turn<br>2020/21<br>£000 | Projected<br>Over/(Under)<br>Spend | Percentage<br>Variance<br>% |
|---|---------------------------------|-----------------------------------|--|------------------------------------|-----------------------------|
| Regeneration & Planning                                       | 6,866                           | 6,865                             | 7,475                                    | 610                                | 8.89%                       |
| Property Services   | 3,284                           | 3,301                             | 3,702                                    | 401                                | 12.15%                      |
| Environmental & Roads   | 13,244                          | 13,215                            | 14,749                                   | 1,534                              | 11.61%                      |
| Corporate Director  | 152                             | 152                               | 160                                      | 8                                  | 5.26%                       |
| <b>TOTAL NET EXPENDITURE</b>                                  | <b>23,546</b>                   | <b>23,533</b>                     | <b>26,086</b>                            | <b>2,553</b>                       | <b>10.85%</b>               |
| Transfer to Earmarked Reserves *                              | 0                               | (347)                             | (347)                                    | 0                                  |                             |
| Additional Funding - COVID 19                                 | 0                               | 0                                 | (2,547)                                  | (2,547)                            |                             |
| <b>TOTAL NET EXPENDITURE EXCLUDING<br/>EARMARKED RESERVES</b> | <b>23,546</b>                   | <b>23,186</b>                     | <b>23,192</b>                            | <b>6</b>                           | <b>0.03%</b>                |

\* Per Appendix 3: New funding transferred to earmarked reserves during 2020/21

| Earmarked Reserves | Approved Reserves<br>2020/21 £000 | Revised Reserves<br>2020/21 £000 | 2020/21<br>Budget<br>£000 | Projected<br>Spend<br>2020/21<br>£000 | Projected<br>Carry<br>Forward<br>£000 |
|--------------------|-----------------------------------|----------------------------------|---------------------------|---------------------------------------|---------------------------------------|
| Earmarked Reserves | 5,613                             | 8,138                            | 3,700                     | 3,735                                 | 4,403                                 |
| CFCR               | 0                                 | 1,910                            | 445                       | 190                                   | 1,720                                 |
| <b>TOTAL</b>       | <b>5,613</b>                      | <b>10,048</b>                    | <b>4,145</b>              | <b>3,925</b>                          | <b>6,123</b>                          |

**ENVIRONMENT AND REGENERATION COMMITTEE****REVENUE BUDGET MONITORING REPORT****MATERIAL VARIANCES****PERIOD 7: 1st April 2020 - 31st October 2020**

| <u>Out Turn</u><br><u>2019/20</u><br><u>£000</u> | <u>Budget</u><br><u>Heading</u>               | <u>Subjective Head</u> | <u>Budget</u><br><u>2020/21</u><br><u>£000</u> | <u>Proportion</u><br><u>of Budget</u><br><u>£000</u> | <u>Actual to</u><br><u>31-Oct-20</u><br><u>£000</u> | <u>Projection</u><br><u>2020/21</u><br><u>£000</u> | <u>(Under)/Over</u><br><u>Budget</u><br><u>£000</u> | <u>Percentage</u><br><u>Variance</u><br><u>%</u> |
|--|---|------------------------|--|--|---|--|---|--|
|  | <b><u>Non-COVID 19 Material Variances</u></b> |                        |  |  |   |  |   |  |
|  | <b>REGENERATION &amp; PLANNING</b>            |                        |  |  |   |  |   |  |
| 411  | Economic Development - Administration         | Employee Costs         | 545  | 297  | 237   | 487  | (58)  | (10.64)%   |
| 2,399  | Public Protection - Overall                   | Employee Costs         | 2,566  | 1,399  | 1,344   | 2,439  | (127)   | (4.95)%  |
| 782  | Planning - Overall                            | Employee Costs         | 923  | 503  | 413   | 866  | (57)  | (6.18)%  |
|  |   |                        |  |  |   |  | <b>(242)</b>  |  |
| 309  | BSU - Subcontractors                          | Supplies & Services    | 220  | 128  | 196   | 280  | 60  | 27.27%   |
|  |   |                        |  |  |   |  | <b>60</b>   |  |
| 13   | Planning - Local Development Plan             | Administration         | 8  | 5  | 30  | 47   | 39  | 487.50%  |
|  |   |                        |  |  |   |  | <b>39</b>   |  |
| 173  | Economic Development - ESF                    | PTOB                   | 0  | 0  |   | 230  | 230   |  |
|  |   |                        |  |  |   |  | <b>230</b>  |  |
| (173)  | Economic Development - ESF                    | Income                 | 0  | 0  | 0   | (230)  | (230)   |  |
| (6)  | Economic Development - Riverside Inverclyde   | Income                 | 0  | 0  | 0   | (25)   | (25)  |  |
| (913)  | BSU - Income                                  | Income                 | (603)  | (352)  | (418)   | (663)  | (60)  | 9.95%  |
| (20)   | Public Protection - Community Wardens         | Income                 | 0  | 0  | (20)  | (20)   | (20)  |  |
|  |   |                        |  |  |   |  | <b>(335)</b>  |  |
|  | <b>PROPERTY SERVICES</b>                      |                        |  |  |   |  |   |  |
| 798  | Technical Services                            | Employee Costs         | 885  | 478  | 416   | 783  | (102)   | (11.53)%   |
|  |   |                        |  |  |   |  | <b>(102)</b>  |  |
| 105  | Surplus Property - Property Costs             | Property Costs         | 62   | 35   | 23  | 82   | 20  | 32.26%   |
|  |   |                        |  |  |   |  | <b>20</b>   |  |
| 195  | Technical Services - Agency Costs             | Administration         | 0  | 0  | 83  | 160  | 160   |  |
|  |   |                        |  |  |   |  | <b>160</b>  |  |
| (866)  | Technical Services - Recharge to Capital      | Income                 | (756)  | (379)  | 0   | (814)  | (58)  | 7.67%  |
|  |   |                        |  |  |   |  | <b>(58)</b>   |  |

**ENVIRONMENT AND REGENERATION COMMITTEE****REVENUE BUDGET MONITORING REPORT****MATERIAL VARIANCES****PERIOD 7: 1st April 2020 - 31st October 2020**

| <u>Out Turn</u><br><u>2019/20</u><br><u>£000</u> | <u>Budget</u><br><u>Heading</u>                       | <u>Subjective Head</u>  | <u>Budget</u><br><u>2020/21</u><br><u>£000</u> | <u>Proportion</u><br><u>of Budget</u><br><u>£000</u> | <u>Actual to</u><br><u>31-Oct-20</u><br><u>£000</u> | <u>Projection</u><br><u>2020/21</u><br><u>£000</u> | <u>(Under)/Over</u><br><u>Budget</u><br><u>£000</u> | <u>Percentage</u><br><u>Variance</u><br><u>%</u> |
|--|---|-------------------------|--|--|---|--|---|--|
|  | <b>ENVIRONMENTAL &amp; ROADS</b>                      |                         |  |  |   |  |   |  |
| 716  | Roads Operations Unit                                 | Employee Costs          | 770  | 416  | 364   | 750  | (20)  | (2.60)%  |
| 22   | Roads Client  | Employee Costs          | 0  | 0  | 12  | 22   | 22  |  |
| 70   | Refuse Collection - Front Line Staff Overtime         | Employee Costs          | 103  | 60   | 39  | 74   | (29)  | (28.16)%   |
| 263  | Vehicle Maintenance - Front Line Staff - Workshop     | Employee Costs          | 315  | 173  | 146   | 277  | (38)  | (12.06)%   |
| 1,372  | Street Cleaning - Front Line Staff                    | Employee Costs          | 1,398  | 742  | 760   | 1,375  | (23)  | (1.65)%  |
|  |   |                         |  |  |   |  | <b>(88)</b>   |  |
| 29   | Crematorium - Technical Equipment                     | Supplies & Services     | 20   | 12   | 51  | 55   | 35  | 175.00%  |
| 154  | Vehicle Maintenance - Subcontractors                  | Supplies & Services     | 96   | 56   | 76  | 146  | 50  | 52.08%   |
| 230  | Vehicle Maintenance - Materials                       | Supplies & Services     | 185  | 108  | 139   | 225  | 40  | 21.62%   |
| 138  | Roads Client - Recoverables                           | Supplies & Services     | 0  | 0  | 69  | 69   | 69  |  |
|  |   |                         |  |  |   |  | <b>194</b>  |  |
| 301  | Environmental & Roads Non-Routine Vehicle Maintenance | Transport & Plant Costs | 244  | 149  | 169   | 321  | 77  | 31.56%   |
|  |   |                         |  |  |   |  | <b>77</b>   |  |
| 32   | Operations Unit - Agency Costs                        | Administration          | 0  | 0  | 0   | 25   | 25  |  |
| 75   | Refuse Collection - Agency Costs                      | Administration          | 20   | 11   | 54  | 65   | 45  | 225.00%  |
|  |   |                         |  |  |   |  | <b>70</b>   |  |
| 267  | Waste Strategy - Dry Mixed Recycling                  | PTOB                    | 344  | 133  | 208   | 250  | (94)  | (27.33)%   |
| 1,534  | Waste Strategy - Green Waste                          | PTOB                    | 80   | 64   | 78  | 108  | 28  | 35.00%   |
|  |   |                         |  |  |   |  | <b>(66)</b>   |  |
| (30)   | Roads Client - Recharge to Capital (Flooding)         | Income                  | 0  | 0  | (30)  | (30)   | (30)  |  |
| (102)  | Parking - Sales Fees and Charges                      | Income                  | (236)  | (138)  | 0   | (186)  | 50  | (21.19)%   |
| (136)  | Roads Client - Recoverables                           | Income                  | 0  | 0  | 0   | (69)   | (69)  |  |
| (636)  | Refuse Collection - Trade Waste Income                | Income                  | (660)  | (462)  | (330)   | (639)  | 21  | (3.18)%  |
| 0  | Waste Strategy - Green Waste Permits                  | Income                  | (370)  | (370)  | (321)   | (321)  | 49  | (13.24)%   |
| (364)  | Vehicle Maintenance - Non Routine Income              | Income                  | (279)  | (163)  | (181)   | (369)  | (90)  | 32.26%   |
|  |   |                         |  |  |   |  | <b>(69)</b>   |  |
|  | <b>Total Non-COVID 19 Material Variances</b>          |                         |  |  |   |  | <b>(110)</b>  |  |

ENVIRONMENT AND REGENERATION COMMITTEEREVENUE BUDGET MONITORING REPORTMATERIAL VARIANCESPERIOD 7: 1st April 2020 - 31st October 2020

| <u>Out Turn</u><br><u>2019/20</u><br><u>£000</u> | <u>Budget</u><br><u>Heading</u>            | <u>Subjective Head</u> | <u>Budget</u><br><u>2020/21</u><br><u>£000</u> | <u>Proportion</u><br><u>of Budget</u><br><u>£000</u> | <u>Actual to</u><br><u>31-Oct-20</u><br><u>£000</u> | <u>Projection</u><br><u>2020/21</u><br><u>£000</u> | <u>(Under)/Over</u><br><u>Budget</u><br><u>£000</u> | <u>Percentage</u><br><u>Variance</u><br><u>%</u> |
|--|--|------------------------|--|--|---|--|---|--|
|  | <b><u>COVID 19 Material Variances</u></b>  |                        |  |  |   |  |   |  |
|  | <b>REGENERATION &amp; PLANNING</b>         |                        |  |  |   |  |   |  |
| 0  | Public Protection - Overtime               | Employee               | 0  | 0  | 22  | 22   | 22  |  |
| 0  | Public Protection - Basic                  | Employee               | 0  | 0  | 60  | 114  | 114   |  |
|  |  |                        |  |  |   |  | <b>136</b>  |  |
| 432  | BSU - Direct Purchases                     | Supplies & Services    | 164  | 96   | 100   | 56   | (108)   | (65.85)%   |
| 308  | BSU - Subcontractors                       | Supplies & Services    | 220  | 128  | 196   | 143  | (77)  | (35.00)%   |
|  |  |                        |  |  |   |  | <b>(185)</b>  |  |
| 0  | Economic Development - Clyde Muirshiel     | PTOB                   | 0  | 0  | 0   | 25   | 25  |  |
| 0  | Economic Development - Covid Impact Survey | PTOB                   | 0  | 0  | 0   | 60   | 60  |  |
| 0  | Commercial Rent - Bad Debt Provision       | PTOB                   | 0  | 0  | 0   | 50   | 50  |  |
|  |  |                        |  |  |   |  | <b>135</b>  |  |
| (913)  | BSU - Income                               | Income                 | (603)  | (352)  | (418)   | (220)  | 383   | (63.52)%   |
| (554)  | Planning - Income                          | Income                 | (735)  | (429)  | (186)   | (381)  | 354   | (48.16)%   |
|  |  |                        |  |  |   |  | <b>737</b>  |  |
|  | <b>PROPERTY SERVICES</b>                   |                        |  |  |   |  |   |  |
| 1,275  | Central Repairs                            | Property Costs         | 1,185  | 690  | 651   | 1,035  | (150)   | (12.66)%   |
| 0  | Recovery Plans - Office Works              | Property Costs         | 0  | 0  | 86  | 140  | 140   |  |
| 172  | Office Accommodation - Cleaning            | Property Costs         | 180  | 105  | 99  | 275  | 95  | 52.78%   |
|  |  |                        |  |  |   |  | <b>85</b>   |  |
| (866)  | Technical Services - Fee Income            | Income                 | (759)  | (379)  | 0   | (499)  | 260   | (34.26)%   |
|  |  |                        |  |  |   |  | <b>260</b>  |  |

**ENVIRONMENT AND REGENERATION COMMITTEE****REVENUE BUDGET MONITORING REPORT****MATERIAL VARIANCES****PERIOD 7: 1st April 2020 - 31st October 2020**

| <u>Out Turn</u><br><u>2019/20</u><br><u>£000</u> | <u>Budget</u><br><u>Heading</u>                        | <u>Subjective Head</u> | <u>Budget</u><br><u>2020/21</u><br><u>£000</u> | <u>Proportion</u><br><u>of Budget</u><br><u>£000</u> | <u>Actual to</u><br><u>31-Oct-20</u><br><u>£000</u> | <u>Projection</u><br><u>2020/21</u><br><u>£000</u> | <u>(Under)/Over</u><br><u>Budget</u><br><u>£000</u> | <u>Percentage</u><br><u>Variance</u><br><u>%</u> |
|--|--|------------------------|--|--|---|--|---|--|
|  | <b>ENVIRONMENTAL &amp; ROADS</b>                       |                        |  |  |   |  |   |  |
| 1,374  | Refuse Collection - Front Line Staff                   | Employee Costs         | 1,470  | 739  | 794   | 1,548  | 78  | 5.31%  |
| 271  | Grounds Maintenance - Front Line Seasonal Staff        | Employee Costs         | 334  | 292  | 285   | 307  | (27)  | (8.08)%  |
|  |  |                        |  |  |   |  | <b>51</b>   |  |
| 205  | Roads Operations - Subcontractors                      | Supplies and Services  | 227  | 91   | 54  | 121  | (106)   | (46.70)%   |
| 1,190  | Roads Operations - Materials                           | Supplies and Services  | 1,034  | 429  | 309   | 721  | (313)   | (30.27)%   |
| 45   | Roads Parking - Basic Contract                         | Supplies and Services  | 51   | 30   | 2   | 13   | (38)  | (74.51)%   |
| 0  | Civic Amenity - Traffic Management                     | Supplies and Services  | 0  | 0  | 20  | 20   | 20  |  |
|  |  |                        |  |  |   |  | <b>(437)</b>  |  |
| 326  | Roads Operations - External Hires                      | Transport & Plant      | 286  | 114  | 86  | 197  | (89)  | (31.12)%   |
| 473  | Vehicle Maintenance - Fuel                             | Transport & Plant      | 490  | 285  | 267   | 419  | (71)  | (14.49)%   |
| 0  | Refuse Collection - External Hires                     | Transport & Plant      | 0  | 0  | 0   | 23   | 23  |  |
|  |  |                        |  |  |   |  | <b>(137)</b>  |  |
| 32   | Operations Unit - Agency Costs                         | Administration         | 0  | 0  | 5   | 55   | 55  |  |
|  |  |                        |  |  |   |  | <b>55</b>   |  |
| 2,621  | Refuse Transfer Station - Residual Waste Contract      | PTOB                   | 2,792  | 1,444  | 1,834   | 3,156  | 364   | 13.04%   |
| 267  | Waste Strategy - Dry Mixed Recycling                   | PTOB                   | 344  | 208  | 133   | 432  | 88  | 25.58%   |
|  |  |                        |  |  |   |  | <b>452</b>  |  |
| (2,080)  | Operations Unit - DLO Rechgs Schedule of Rates         | Income                 | (2,256)  | (916)  | (378)   | (1,510)  | 746   | (33.07)%   |
| (324)  | Roads Client - Recharge to Capital                     | Income                 | (324)  | (189)  | (214)   | (214)  | 110   | (33.95)%   |
| (339)  | Parking - Income PCNs                                  | Income                 | (231)  | (135)  | (26)  | (43)   | 188   | (81.39)%   |
| (102)  | Parking - Sales Fees and Charges                       | Income                 | (236)  | (138)  | 0   | (50)   | 186   | (78.81)%   |
| (639)  | Crematorium Income                                     | Income                 | (718)  | (351)  | (401)   | (793)  | (75)  | 10.45%   |
| (636)  | Refuse Collection - Trade Waste Income                 | Income                 | (660)  | (462)  | (330)   | (475)  | 185   | (28.03)%   |
| (41)   | Waste Strategy - Clothing Bank Income                  | Income                 | (26)   | (15)   | (5)   | (2)  | 24  | (92.31)%   |
| (54)   | Grounds Maintenance- Memorial Benches & Special Events | Income                 | (64)   | (21)   | (8)   | (38)   | 26  | (40.63)%   |
|  |  |                        |  |  |   |  | <b>1,390</b>  |  |
|  |  |                        |  |  |   |  |   |  |
|  |  |                        |  |  |   |  | <b>2,542</b>  |  |
|  | <b>Total COVID 19 Material Variances</b>               |                        |  |  |   |  |   |  |
|  |  |                        |  |  |   |  | <b>2,432</b>  |  |
|  | <b>Total Material Variances</b>                        |                        |  |  |   |  | <b>2,432</b>  |  |

EARMARKED RESERVES POSITION STATEMENT

Appendix 4

COMMITTEE: Environment & Regeneration

| <u>Project</u>                                       | <u>Total Funding</u> | <u>Phased Budget To Period 7</u> | <u>Actual To Period 7</u> | <u>Projected Spend</u> | <u>Amount to be Earmarked for 2021/22 &amp; Beyond</u> | <u>Lead Officer Update</u>   |
|--|----------------------|----------------------------------|---------------------------|------------------------|--|--|
|  | <u>2020/21 £000</u>  | <u>2020/21 £000</u>              | <u>2020/21 £000</u>       | <u>2020/21 £000</u>    | <u>£000</u>  |  |
| Renewal of Clune Park Area                           | 2,384                | 57                               | 14                        | 180                    | 2,204  | Current contract extant for dangerous buildings surveys approx £80k remaining. Currently negotiating contracts for other survey work including Tolerable Standard, Rot and Economic viability plus there are also legal costs arising from the current appeal against a demolition order to progress the regeneration of Clune Park to a conclusion. |
| Youth Employment                                     | 455                  | 105                              | 28                        | 255                    | 200  | Continuing the graduate and Modern Apprentice programmes with places both within and outwith the Council. Recruitment ongoing.   |
| Repopulating/Promoting Inverclyde/ Group Action Plan | 405                  | 80                               | 35                        | 220                    | 185  | Report to go to January Environment and Regeneration Committee. Total funding reflects £125k write back to unallocated reserves agreed at full Council, 3 December 2020.   |
| Employability Initiatives                            | 754                  | 200                              | 0                         | 604                    | 150  | Contracts to local organisations and individuals for employability. £300k for general employability and £300k Business development start up grants to support local companies. £300k agreed to fund Jobs Recovery Plan.  |



EARMARKED RESERVES POSITION STATEMENT

Appendix 4

COMMITTEE: Environment & Regeneration

| <u>Project</u>  | <u>Total Funding</u> | <u>Phased Budget To Period 7</u> | <u>Actual To Period 7</u> | <u>Projected Spend</u> | <u>Amount to be Earmarked for 2021/22 &amp; Beyond</u> | <u>Lead Officer Update</u>   |
|---|----------------------|----------------------------------|---------------------------|------------------------|--|--|
|   | <u>2020/21 £000</u>  | <u>2020/21 £000</u>              | <u>2020/21 £000</u>       | <u>2020/21 £000</u>    | <u>£000</u>  |  |
| Town and Village Centre Environmental Improvements    | 63                   | 38                               | 31                        | 63                     | 0  | 0 Remaining allocation associated with concluding earlier programme as delivered by Ri. Once all retention etc is concluded, remaining funds will be offered back.   |
| Repaint and carry out essential repairs to the Comet  | 42                   | 0                                | 0                         | 0                      | 42   | 0 Comet replica to be dismantled and stored until further instruction.   |
| Climate Change  | 300                  | 0                                | 0                         | 20                     | 280  | 0 Council properties, private properties (potentially insulation grants), policy development around sustainable transport. Develop proposals and present to Committee. £200k has been written back to reserves for additional COVID funding. |
| Resilience & Insurance Claims - Black Start Equipment | 25                   | 0                                | 0                         | 25                     | 0  | 0 Tender will be issued for a back-up generator for Pottery Street in the event of a widespread loss of power.   |
| Roadside Trees  | 100                  | 0                                | 0                         | 100                    | 0  | 0 Prioritised programme to be delivered.   |
| COVID 19 Recovery - Preparation of Economic Case      | 60                   | 0                                | 0                         | 60                     | 0  | 0 To assist COVID 19 Recovery Plan. Awaiting response from the GCR Intelligence Hub.   |
| <b>Total Category C to E</b>                          | <b>4,588</b>         | <b>480</b>                       | <b>108</b>                | <b>1,527</b>           | <b>3,061</b>   |  |

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|                         |   |                    |                        |
|-------------------------|---|--------------------|------------------------|
| <b>Report To:</b>       | <b>Environment &amp; Regeneration Committee</b>   | <b>Date:</b>       | <b>14 January 2021</b> |
| <b>Report By:</b>       | <b>Chief Financial Officer and Corporate Director Environment, Regeneration and Resources</b> | <b>Report No:</b>  | <b>FIN/02/21/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 2020/21 to 2022/23 - Progress</b>         |                    |                        |

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## 1.0 PURPOSE

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

## 2.0 SUMMARY

- 2.1 This report advises the Committee in respect of the progress and financial status of the projects within the Environment & Regeneration Capital Programme. The Environmental and Regeneration elements of the Committee's Capital Programme are presented in separate Appendices.
- 2.2 It can be seen from paragraph 10.2 that the projected spend is £45.333m, which means the total projected spend is £0.300m less than budget as a result of slippage in SPT projects (West Blackhall Street) resulting in a reduction in 2020/21 SPT grant.
- 2.3 The current COVID-19 pandemic has had a significant impact on the Capital Programme resulting in suspension/delay of a number of projects, measuring slippage against the original budget as agreed in March 2020 would not give a meaningful indication of performance. As a result officers have reviewed and re-phased the 2020/21 capital budget and this revised 2020/21 Capital budget was approved by the Policy & Resources Committee on 11 August 2020. Performance is being measured from this revised approved budget.
- 2.4 In addition to the impact of the timing of delivery of the Capital Programme which has resulted in the restatement of the budget, cost increases of £2.744m from across the Council have been identified and funding confirmed by the Policy & Resources Committee on 11 August.
- 2.5 As part of the 2021/23 Revenue Budget process Inverclyde Council on 3 December 2020 approved a number of measures aimed at reducing and addressing the anticipated funding gap. This included the reduction of a number of previously approved capital projects. The figures highlighted in this report reflect these decisions resulting in the reduced budget of £45.633m.
- 2.6 Expenditure at 31 October is 24.84% of 2020/21 projected spend, there is net advancement of £1.686m (20.20%) being reported. This is an decrease in advancement of £0.018m (0.12%) from the net advancement reported to the last Committee and is mainly due to further advancement of the Vehicle Replacement Programme (£0.148m), additional Town Centre Funding (£0.235m), advancement of RAMP (£0.200m) and advancement within other core property assets (£0.057m) offset by slippage in SPT (£0.300m), Spaces for People (£0.185m) and the Greenock Municipal Buildings – Clyde Square Re-roofing (£0.175m).

### **3.0 RECOMMENDATIONS**

- 3.1 That the Committee notes the current position of the 2020/23 Capital Programme and the progress on the specific projects detailed in Appendices 1-5.
- 3.2 That the Committee approves the issue of tenders for the first phase of the cremator replacement project and grants delegated authority to the Head of Legal & Property Services to accept the most economically advantageous tender, provided the cost is within the budget allocation for the project.
- 3.3 That the Committee notes that further core Property Service projects will be identified throughout the 2020/21 financial year as part of the on-going review and prioritisation of works based on the most recent property condition surveys.
- 3.4 That the Committee notes the addition of a project to address ventilation improvements to the offices within the Grand Corridor area.

**Alan Puckrin**  
**Chief Financial Officer**

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

## 4.0 BACKGROUND

- 4.1 On March 12 2020 the Council approved the 2020/23 Capital Programme. This effectively continued the previously approved 2019/23 Capital Programme to 2020/23, in addition to the core annual allocations funding was approved to continue the RAMP and for the Open Spaces AMP for the period.
- 4.2 The current COVID-19 pandemic has had a significant impact on the Capital Programme resulting in suspension/delay of a number of projects, measuring slippage against the original budget as agreed in March 2020 would not give a meaningful indication of performance with initial indications that slippage would be 47.25%. As a result officers have reviewed and re-phased the 2020/21 capital budget and this revised 2020/21 Capital budget was approved by the Policy & Resources Committee on 11 August 2020. Performance is being measured from this revised approved budget.
- 4.3 As part of the 2021/23 Revenue Budget process Inverclyde Council on 3 December 2020 approved a number of measures aimed at reducing and addressing the anticipated funding gap. This included the reduction of a number of previously approved capital projects. The figures highlighted in this report reflect these decisions resulting in the reduced budget of £45.633m.

## 5.0 PROGRESS (Roads Major Projects)

- 5.1 **Carriageways:** 7 of the 13 carriageway resurfacing schemes programmed for this financial year are complete with the remainder to be completed by the end March. A further 6 schemes which had been programmed will be deferred until 2021/22. 9 of 12 large patching schemes are complete with the remainder to be completed by the end of March.
- 5.2 **Footways:** 6 of 14 footway resurfacing schemes programmed for this financial year are complete with the remainder to be completed by the end March. 1 of 2 large patching schemes is complete with the remaining scheme programmed to be completed by the end of March.
- 5.3 **Street Lighting:** The Lighting Column Replacement scheme, comprising some 750 columns, which commenced in the final quarter of 2019/20 is ongoing with around 80% of the columns now complete. Contract completion and full budget spend is anticipated this financial year.
- 5.4 **Structures:** Principal Inspections of Bridges and Structures are progressing with safety improvement works continuing.
- 5.5 **Flood Risk Management (Central Greenock):** The cleaning works on the Eastern Line of Falls is on-going with a section at Mearns Street now complete.
- 5.6 **Flood Risk Management (Flood Risk Management Plan):** Flood Alleviation Works on the Bouverie Burn are complete. The Glen Mosston, Kilmacolm design works are ongoing which will attenuate flows in the Glen Moss to reduce downstream flooding. Gotter Water and Quarriers Village design is progressing.
- 5.7 **Cycling, Walking & Safer Streets and Spaces for People:** Projects to create a dedicated cycle lane, from Battery Park to Greenock and to provide additional cycle lanes as presented at the Members' briefing are programmed to start on site in late January with the project to be substantially complete by March with outstanding works projected to be complete by June.
- 5.8 **SPT:** The William Street pedestrian crossing design and award is nearing completion with a proposed start date in February which will include further discussions with Transport Scotland. Port Glasgow Access Improvements are programmed to start in late January. Pedestrian Crossings Accessibility Improvements and improving the Traffic Signal linkage is programmed to start in February. Greenock Town Centre Improvements, including West Blackhall Street are progressing with Officers continuing discussions with SPT and Sustrans, although there has been some delay in detailed design completion due to further design requirements. The design for the

signalised junction at Grey Place and West Blackhall Street is now complete with works proposed to start in February.

- 5.9 **Drumshantie Road Carpark:** The carpark scheme has now completed public consultation with Officers in discussions with Planning Services and Legal Services in relation to final approvals to proceed.

## 6.0 PROGRESS (Environment Major Projects):

- 6.1 **Vehicle Replacement Programme:** Budget for 2020/21 is £0.598m. £0.073m spend to date with a further £2.817m committed, of which it is anticipated that £2.201m will be delivered in financial year 2020/21.
- 6.2 **Play Areas:** Contract awarded for accessible play area project – works will commence January 2021. A study is underway to advise further areas for spend.
- 6.3 **Cemetery Development:** Proposals have been developed for Knocknairshill Cemetery to Stage 2 with design drawings and the cost report at circa £1.6m which is over budget. SEPA have given permission to extend the Land at Knocknairshill Cemetery with conditions this should increase capacity for the next 10 years.
- 6.4 **Cremator Replacement:** The documents are currently being prepared to go out to Tender. Replacement cremators and buildings works should be completed within the next 12 months of the contract being awarded. The estimated value of the new cremator equipment element of the project is £0.920m within the overall current budget allocation of £1.65m. The Committee is requested to approve the issue of tenders including delegated authority to accept the most economically advantageous tender.

## 7.0 PROGRESS (Regeneration and Public Protection)

### 7.1 Core Regeneration:

**Regeneration of Town & Village Centres:** The budget position is being reported to the Regeneration Forums. A more detailed update on the Town & Village Centres is presented elsewhere on the Committee agenda.

**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:** Tenders returned however only 2 tenders received with one non-compliant and the other significantly over budget. Currently investigating the possibility of re-tendering based on allowing the fountain to be removed off site which would assist in avoiding winter working and potentially reduce overall timescale and cost.

**Jamaica Street Car Park:** Demolition works complete as previously reported. Diversion of service pipework discovered during demolition now also completed. Excavations to foundation level to commence imminently with car park installation via Roads Service scheduled to commence January 2021.

- 7.2 **Scheme of Assistance:** Details of works carried out and committed under the Scheme of Assistance are detailed in Appendix 5.

## 8.0 PROGRESS (Property Major Projects)

8.1 **Core Property Services:** The programme includes allocations for works across a number of core operational properties. Further projects will be identified throughout the 2020/21 financial year as part of the on-going review and prioritisation of works based on the 2019 property condition surveys.

### 8.2 Greenock Municipal Buildings

**Window Replacement:** Phases 1 to 5 complete. Phase 6 addressing the courtyard/stair well at the Fire museum has received planning/listed building consent with tender issue imminent. Phase 7 addressing the Wallace Place elevation first floor windows is proving difficult to redesign incorporating the necessary double glazing and ventilation. A listed building consent application will be progressed when the design issues have been resolved.

**Chimney/Flue Works:** Works now complete.

**Clyde Square Elevation Re-roofing:** Formal acceptance issued with start date awaited from Contractor and dependant on approval of the scaffold design which is the responsibility of the main contractor.

**Victoria and Dalrymple Tower Essential Works:** External high level works to both towers are now complete with scaffold protection to be removed by end of week commencing 30 November.

**Grand Corridor Offices Ventilation:** The Committee is requested to note the addition of a project to address ventilation improvements to the offices within the Grand Corridor area. Minor works have been undertaken to the existing rooflights to improve the natural ventilation. A more permanent AHU (Air Handling Unit) solution is currently being designed to be located on the existing roof. A listed building consent application is being prepared with submission imminent. Building Warrant application will follow. A stage 2 cost estimate is currently being prepared.

8.3 **Greenock Cemetery Complex (Ivy House):** The March 2020 Committee approved the allocation of additional funding for the revised scheme. Planning and Listed Building Consent applications have been submitted with Building Warrant application submission imminent.

8.4 **King George VI Building:** Works recommenced on site in August. All stonework is now complete with exception of copings. Roof trusses and sarking installation is currently in progress. The Committee should note that the formal extension of time process has not yet been concluded in respect of COVID and non-COVID related delays on the project. It is anticipated that additional funding will be required with further details provided to Committee at the appropriate time.

8.5 **Waterfront Leisure Complex Lifecycle Works:** The current allocation will address the renewal of the fire and panic alarm installations and upgrading of the emergency lighting throughout the building. Technical Services are currently progressing the appointment of an external consultant for the project.

8.6 **Boglestone Community Centre - Re-Roofing:** Documents are being revised in preparation for re-tendering in first quarter 2021.

8.7 **Caladh House Residential Care Home – Building Services Remedial Works:** Works recommenced in November with strict COVID-19 rules applying as the building remains occupied throughout the duration of the works. Plumbing work is scheduled to complete prior to Christmas with the balance of works to complete in January 2021.

8.8 **Sea Walls/Retaining Walls:** Provision of £0.100m was made in the 2020/21 budget to address the progression of surveys and mapping of Council assets in order to establish condition and any current/future capital project works required. Initial work on the scope of the surveys and mapping of assets will be taken forward through Legal and Property Services with a view to progressing specialist external condition surveys thereafter.

- 8.9 **Risk/DDA Works** Provision of £0.400m was made available in the 2020/21 budget to address areas of risk and future claims against the Council including priority equality works.
- 8.10 **Customhouse Square:** It is intended to address improvements to the existing Customhouse Square surrounding cobbled roads. Technical Services have engaged with the Council's Roads Service on an appropriate specification. It should be noted that the areas are not currently adopted and ownership of the roads around the Customhouse varies including areas within a long term lease to Peel Properties. Site investigations are currently being arranged to establish ground conditions.
- 8.11 **Watt Institute Lift:** It is proposed to install a lift within the Watt Institute gallery space which currently has no provision serving the upper exhibition floor. Survey work has been undertaken with a stage 2 report and cost in progress. Technical Services will now progress the appointment of a consultant structural engineer to inform the next stage of the design.
- 8.12 **Grounds Service Accommodation:** The project will address the poor condition of three small garage buildings across Inverclyde, all of which have been rated either C (Poor) or D (Bad) in the 2019 Condition surveys. The buildings are located within Gourrock Cemetery, Port Glasgow Cemetery and Birkmyre Park, Kilmacolm. It is proposed to demolish the existing buildings and replace them with a standard modular product adjusted to suit specific site requirements. Technical Services have undertaken an initial scoping exercise and are currently discussing the specific site requirements with the Client Service to allow the next stage of the design process to be progressed.
- 8.13 **Minor Works – General**
- Endeavour Sculpture Refurbishment:** Tenders returned with order issued and anticipated start date in January 2021.
- Ann Street Depot Re-Roofing:** Re-roofing works complete. Window replacement and floor covering replacement being progressed.
- Watt Institute Archive Room Floor Strengthening:** Listed Building Consent obtained and Building Warrant approved. Tender issue imminent.
- Pottery Street Transfer Station Roller Shutter Doors:** Minor electrical upgrade works currently on-going. Tender issue imminent for new doors.
- 8.14 **Minor Works - Inverclyde Leisure Properties**
- Greenock Town Hall Saloon Floor Strengthening:** Site start has been delayed due to COVID-19 related issues. Works now programmed to commence in January 2021.
- 8.15 **Statutory Duty Works – DDA/Equality**
- Greenock Town Hall Stage Lift:** Listed Building Consent has been approved and Building Warrant application has been submitted. Preparation of tender documents in progress.
- 8.16 **Asset Management Plan – Depots:**
- Depot Demolitions - Parklea:** Works now complete.
- Kirn Drive Depot:** The contract for the demolition of the existing depot building and removal of redundant fuel tanks is currently on hold pending the progression of Craigmuschat Quarry project below.

**Craigmuschat Recycling Facility:** Planning approval has been obtained for the provision of a recycling facility at the Craigmuschat Quarry site. Technical Services have completed a number of surveys with further detailed surveys on-going to establish drainage, existing quarry rock face condition, and ground conditions (gas monitoring) which will inform the scheme design. The

drainage system at the quarry and local infrastructure drainage are insufficient for the new use as a recycling facility. The former quarry had a leachate pipe which connected to an outfall at the Clyde and this now appears redundant. Technical Services are currently in discussion with Scottish Water and SEPA to have this pipe repurposed for use as a drainage route from the recycling centre. A stage 2 report will be prepared for Client Service consideration when a response on the drainage item has been provided by Scottish Water/SEPA.

## 9.0 PROGRESS – CITY DEAL

- 9.1 **Greenock Ocean Terminal:** Cruise ship berthing facility complete. Terminal Building progressing through retender following the original contractor going into administration. Tenders due back January. Aiming for an end of March 2021 start. Maximum spend £0.330m in 2020/21, with the remaining budget moved to 2021/22.
- 9.2 **Inverkip:** Project reliant on Scottish Power confirming they are progressing Master Plan. Negotiations underway into Council progressing Main Street/A78 improvements directly. Budget has been rephased with £0.100m estimated to be spent in 2020/21, a further £1.900m in 2021/22 and £1.250m in 2022/23.
- 9.3 **Inchgreen:** Strategic Business Case approved and Outline Business Case being progressed. Estimated spend for 2020/21 is £0.900m and £1.500m in 2020/21 with the balance of the budget split over 2022/23 and 2023/24.

## 10.0 FINANCE

- 10.1 The figures below detail the position at 31 October 2020. Expenditure to date is £2.492m (24.84% of the 2020/21 projected spend).
- 10.2 The current budget is £45.633m. The current projection is £45.333m which means total projected spend is on budget.
- 10.3 The restated budget for 2020/21 is £8.346m. The Committee is projecting to spend £10.032m with net advancement of £1.686m (20.20%) being reported due to advancement of the Vehicle Replacement Programme (£1.676m), Core Property assets (£0.175m), RAMP (£0.200m), Scheme of Assistance (£0.090m) and additional Town Centre Funding (£0.235m) offset by slippage of SPT (£0.300m), Spaces for People (£0.125m), Greenock Municipal Buildings - Clyde Square Re-roofing (0.175m) and Drumshantie Road Carpark of £0.055m.
- 10.4 In addition to the impact of the timing of delivery of the Capital Programme which has resulted in the restatement of the budget cost increases of £2.744m across the Council have been identified and funding confirmed by the Policy & Resources Committee on 11 August.
- 10.5 One off Costs

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

- 10.6 Annually Recurring Costs/ (Savings)

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



## 11.0 CONSULTATION

### 11.1 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.

### 11.2 Human Resources

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

### 11.3 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  |

### 11.4 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.

## 12.0 LIST OF BACKGROUND PAPERS

- 12.1 None.

## COMMITTEE: ENVIRONMENT &amp; REGENERATION

| Project Name                              | 1              | 2                 | 3                       | 4                   | 5                     | 6            | 7            | 8            |
|---|----------------|-------------------|-------------------------|---------------------|-----------------------|--------------|--------------|--------------|
|   | Est Total Cost | Actual to 31/3/20 | Approved Budget 2020/21 | Revised Est 2020/21 | Actual to 31/010/2020 | Est 2021/22  | Est 2022/23  | Future Years |
|   | £000           | £000              | £000                    | £000                | £000                  | £000         | £000         |              |
| <b>Roads &amp; Environmental Services</b> |                |                   |                         |                     |                       |              |              |              |
| <b>Roads</b>                              |                |                   |                         |                     |                       |              |              |              |
| <u>Core Programme</u>                     |                |                   |                         |                     |                       |              |              |              |
| Cycling, Walking & Safer Streets          | 344            |                   | 194                     | 194                 | 41                    | 150          | 0            |              |
| SPT                                       | 1,000          |                   | 1,300                   | 1,000               | 175                   | 0            | 0            |              |
| Spaces for People                         | 585            |                   | 585                     | 400                 |                       | 185          |              |              |
| Flooding Strategy - Greenock Central      | 2,216          | 2,157             | 59                      | 59                  | 59                    | 0            | 0            |              |
| Flooding Strategy - Future Schemes        | 1,426          | 103               | 222                     | 222                 | 52                    | 401          | 700          |              |
| Kirn Drive Passing Places                 | 200            | 8                 | 0                       | 0                   |                       | 192          | 0            |              |
| Drumshantie Road Carpark                  | 155            | -                 | 155                     | 100                 |                       | 55           | 0            |              |
| Complete on Site                          | 8              | -                 | 8                       | 8                   |                       | 0            | 0            |              |
| <b>Roads - Core Total</b>                 | <b>5,934</b>   | <b>2,268</b>      | <b>2,523</b>            | <b>1,983</b>        | <b>327</b>            | <b>983</b>   | <b>700</b>   | <b>0</b>     |
| <u>Roads Asset Management Plan</u>        |                |                   |                         |                     |                       |              |              |              |
| Carriageways                              | 4,652          |                   | 652                     | 852                 | 378                   | 1,650        | 2,150        |              |
| Footways                                  | 872            |                   | 272                     | 272                 | 16                    | 300          | 300          |              |
| Structures                                | 596            |                   | 96                      | 96                  | 78                    | 250          | 250          |              |
| Lighting                                  | 1,431          |                   | 431                     | 431                 | 281                   | 550          | 450          |              |
| Other Assets                              | 453            |                   | 153                     | 153                 | 6                     | 150          | 150          |              |
| Staff Costs                               | 1,142          |                   | 292                     | 292                 | 260                   | 480          | 370          |              |
| <b>Roads Asset Management Plan Total</b>  | <b>9,146</b>   | <b>0</b>          | <b>1,896</b>            | <b>2,096</b>        | <b>1,019</b>          | <b>3,380</b> | <b>3,670</b> | <b>0</b>     |
| <b>Roads Total</b>                        | <b>15,080</b>  | <b>2,268</b>      | <b>4,419</b>            | <b>4,079</b>        | <b>1,346</b>          | <b>4,363</b> | <b>4,370</b> | <b>0</b>     |
| <b>Environmental Services</b>             |                |                   |                         |                     |                       |              |              |              |
| Cemetery Development                      | 1,530          | 48                | 150                     | 150                 | 10                    | 1,332        | 0            |              |
| Cremator Replacement                      | 1,650          | 69                | 20                      | 20                  | 8                     | 789          | 772          |              |
| Zero Waste Fund                           | 185            |                   | 65                      | 65                  | 8                     | 60           | 60           |              |
| Vehicles Replacement Programme            | 3,355          |                   | 598                     | 2,274               | 73                    | 104          | 977          |              |
| Dog Park                                  | 20             |                   | 20                      | 20                  |                       |              |              |              |
| Murdieston/Thom Dam Area                  | 25             |                   | 25                      | 25                  |                       |              |              |              |
| Overton Play Park surrounds               | 40             |                   | 40                      | 40                  |                       |              |              |              |
| Play Area Strategy                        | 374            | 150               | 74                      | 74                  | 9                     | 150          | 0            |              |
| Play Areas complete on Site               | 10             | -                 | 10                      | 10                  |                       | 0            | 0            |              |
| Park, Cemeteries & Open Spaces AMP        | 650            |                   | 60                      | 60                  | 22                    | 290          | 300          |              |
| <b>Environmental Services</b>             | <b>7,839</b>   | <b>267</b>        | <b>1,062</b>            | <b>2,738</b>        | <b>130</b>            | <b>2,725</b> | <b>2,109</b> | <b>0</b>     |
| <b>ROADS &amp; ENVIRONMENT TOTAL</b>      | <b>22,919</b>  | <b>2,535</b>      | <b>5,481</b>            | <b>6,817</b>        | <b>1,476</b>          | <b>7,088</b> | <b>6,479</b> | <b>0</b>     |

## COMMITTEE: ENVIRONMENT &amp; REGENERATION

| Project Name                          | 1                     | 2                        | 3                              | 4                          | 5                           | 6                  | 7                  | 8                   |
|---------------------------------------|-----------------------|--------------------------|--------------------------------|----------------------------|-----------------------------|--------------------|--------------------|---------------------|
|                                       | <u>Est Total Cost</u> | <u>Actual to 31/3/20</u> | <u>Approved Budget 2020/21</u> | <u>Revised Est 2020/21</u> | <u>Actual to 31/10/2020</u> | <u>Est 2021/22</u> | <u>Est 2022/23</u> | <u>Future Years</u> |
|                                       | £000                  | £000                     | £000                           | £000                       | £000                        | £000               | £000               |                     |
| <b>Regeneration and Planning</b>      |                       |                          |                                |                            |                             |                    |                    |                     |
| <u>Core Regeneration:</u>             |                       |                          |                                |                            |                             |                    |                    |                     |
| Port Glasgow Town Centre Regeneration | 1,960                 | 1,339                    | 0                              | 0                          |                             | 50                 | 571                | 0                   |
| Central Gourock                       | 150                   | 130                      | 20                             | 20                         |                             | 0                  | 0                  | 0                   |
| T&VC - West Blackhall Street          | 1,612                 | 109                      | 3                              | 18                         | 18                          | 0                  | 1,485              | 0                   |
| T&VC - Lyle Fountain                  | 130                   | 13                       | 0                              | 0                          |                             | 117                | 0                  | 0                   |
| T&VC - Jamaica Street Car Park        | 250                   | 110                      | 140                            | 140                        | 18                          | 0                  | 0                  | 0                   |
| T&VC - Other                          | 1,531                 | 276                      | 654                            | 889                        | 25                          | 366                | 0                  | 0                   |
| <u>Core Regeneration Total</u>        | <u>5,633</u>          | <u>1,977</u>             | <u>817</u>                     | <u>1,067</u>               | <u>61</u>                   | <u>533</u>         | <u>2,056</u>       | <u>0</u>            |
| <u>Public Protection:</u>             |                       |                          |                                |                            |                             |                    |                    |                     |
| Scheme of Assistance                  | 2,411                 |                          | 560                            | 650                        | 301                         | 1,086              | 675                |                     |
| Clune Park Regeneration               | 1,000                 | 622                      | 0                              | 10                         | 10                          | 368                | 0                  |                     |
| Public Space CCTV                     | 201                   | 186                      | 15                             | 15                         |                             | 0                  | 0                  |                     |
| <u>Public Protection Total</u>        | <u>3,612</u>          | <u>808</u>               | <u>575</u>                     | <u>675</u>                 | <u>311</u>                  | <u>1,454</u>       | <u>675</u>         | <u>0</u>            |
|                                       |                       |                          |                                |                            |                             |                    |                    |                     |
| <b>Regeneration Services Total</b>    | <b>9,245</b>          | <b>2,785</b>             | <b>1,392</b>                   | <b>1,742</b>               | <b>372</b>                  | <b>1,987</b>       | <b>2,731</b>       | <b>0</b>            |

## COMMITTEE: ENVIRONMENT &amp; REGENERATION

| Project Name  | 1              | 2                 | 3                       | 4                   | 5                    | 6            | 7            | 8            |
|---|----------------|-------------------|-------------------------|---------------------|----------------------|--------------|--------------|--------------|
|   | Est Total Cost | Actual to 31/3/20 | Approved Budget 2020/21 | Revised Est 2020/21 | Actual to 31/10/2020 | Est 2021/22  | Est 2022/23  | Future Years |
|   | £000           | £000              | £000                    | £000                | £000                 | £000         | £000         |              |
| <b>Property Assets</b>  |                |                   |                         |                     |                      |              |              |              |
| <u>Core Property Assets</u>   |                |                   |                         |                     |                      |              |              |              |
| General Provision   | 3,647          | -                 | 0                       | 0                   |                      | 1,647        | 2,000        | 0            |
| Additional Covid pressure allowance - General                           | 802            |                   |                         |                     |                      | 802          |              |              |
| Additional Covid pressure allowance - Health & Safety                   | 10             |                   |                         |                     |                      | 10           |              |              |
| Feasibility Studies   | 270            | 158               | 10                      | 10                  | 2                    | 52           | 50           | 0            |
| Greenock Municipal Buildings - Window Replacement                       | 300            | 260               | 15                      | 15                  | 5                    | 25           | 0            | 0            |
| Greenock Municipal Buildings Carriageway Glazed Roof                    | 350            | 182               | 96                      | 145                 | 145                  | 23           | 0            | 0            |
| Greenock Municipal Buildings - Flue replacement                         | 80             | 21                | 59                      | 59                  | 20                   | 0            | 0            | 0            |
| Greenock Municipal Buildings - Finance Wing First Floor Refurbishment   | 350            | 341               | 9                       | 9                   | 0                    | 0            | 0            | 0            |
| Greenock Municipal Buildings - Clyde Square Re-roofing                  | 1,265          | 62                | 400                     | 225                 |                      | 963          | 15           | 0            |
| Greenock Municipal Buildings - Victoria/Dalrymple Tower Essential Works | 100            |                   |                         | 55                  | 5                    | 45           |              |              |
| Greenock Cemetery _ Ivy House Replacement                               | 500            | 105               | 25                      | 10                  |                      | 385          | 0            | 0            |
| King George VI Refurbishment  | 1,000          | 565               | 385                     | 385                 | 125                  | 50           | 0            | 0            |
| Waterfront Leisure Centre Lifecycle Works                               | 1,278          | 1,000             | 18                      | 18                  |                      | 260          | 0            | 0            |
| Boglestone Community Centre Roof  | 300            | 30                | 20                      | 10                  |                      | 260          | 0            | 0            |
| Inverclyde Center for Independent Living - Re-roofing                   | 200            | 132               | 68                      | 68                  | 65                   | 0            | 0            | 0            |
| Caladh House Residential Care Home - Building Services Remedial Works   | 190            | 72                | 100                     | 100                 | 62                   | 18           | 0            | 0            |
| Sea Walls/Retaining Walls   | 100            |                   | 15                      | 15                  |                      | 85           |              |              |
| Customhouse Square - Risk/DDA Works                                     | 300            |                   | 10                      | 10                  |                      | 290          |              |              |
| Watt Institute - Risk/DDA Works   | 100            |                   | 10                      | 10                  |                      | 90           |              |              |
| <u>Minor Works</u>  |                |                   |                         |                     |                      |              |              |              |
| Farms   | 30             |                   | 10                      | 0                   |                      | 30           | 0            | 0            |
| Minor Demolitions   | 40             |                   | 20                      | 5                   |                      | 35           | 0            | 0            |
| Inverclyde Leisure Properties   | 100            |                   | 20                      | 20                  | 3                    | 80           | 0            | 0            |
| General Works   | 100            |                   | 20                      | 71                  | 56                   | 29           | 0            | 0            |
| Design & Pre-Contract   | 50             |                   | 20                      | 20                  |                      | 30           | 0            | 0            |
| Reservoirs  | 50             |                   | 25                      | 25                  |                      | 25           | 0            | 0            |
| <u>Statutory Duty Works</u>   |                |                   |                         |                     |                      |              |              |              |
| Electrical  | 32             |                   | 10                      | 32                  | 32                   | 0            | 0            | 0            |
| Lightning Protection  | 8              |                   | 4                       | 7                   | 7                    | 1            | 0            | 0            |
| Lifts   | 10             |                   | 5                       | 8                   | 8                    | 2            | 0            | 0            |
| Water   | 30             |                   | 10                      | 15                  | 15                   | 15           | 0            | 0            |
| Gas   | 10             |                   | 5                       | 5                   | 2                    | 5            | 0            | 0            |
| Asbestos  | 50             |                   | 10                      | 25                  | 21                   | 25           | 0            | 0            |
| Fire Risk   | 50             |                   | 10                      | 14                  | 14                   | 36           | 0            | 0            |
| DDA/Equality  | 85             |                   | 15                      | 15                  | 5                    | 70           | 0            | 0            |
| Capital Works on Former Tied Houses                                     | 600            | 213               | 0                       | 0                   |                      | 97           | 60           | 230          |
| Complete on Site Allocation   | 150            | 1                 | 0                       | 16                  | 16                   | 133          | 0            | 0            |
| <b>Core Property Assets Total</b>                                       | <b>12,537</b>  | <b>3,142</b>      | <b>1,424</b>            | <b>1,422</b>        | <b>608</b>           | <b>5,618</b> | <b>2,125</b> | <b>230</b>   |
| <u>Asset Management Plan:</u>   |                |                   |                         |                     |                      |              |              |              |
| Depot Demolitions - Parklea Changing Rooms                              | 45             | 8                 | 34                      | 35                  | 35                   | 2            | 0            | 0            |
| Depot Demolitions - Balance   | 105            |                   |                         |                     |                      | 105          |              |              |
| Kirn Drive Civic Amenity Site / Craigmuschat Recycling Facility         | 360            | 96                | 15                      | 15                  |                      | 249          | 0            | 0            |
| AMP Complete on site  | 89             | -                 | 0                       | 1                   | 1                    | 88           | 0            | 0            |
| Additional Covid pressure allowance - AMP                               | 33             |                   |                         |                     |                      | 33           |              |              |
| <b>Asset Management Plan Total</b>                                      | <b>632</b>     | <b>104</b>        | <b>49</b>               | <b>51</b>           | <b>36</b>            | <b>477</b>   | <b>0</b>     | <b>0</b>     |
| <b>Property Assets Total</b>  | <b>13,169</b>  | <b>3,246</b>      | <b>1,473</b>            | <b>1,473</b>        | <b>644</b>           | <b>6,095</b> | <b>2,125</b> | <b>230</b>   |



|   | <u>Budget 2020/21</u> | <u>Proportion of Budget</u> | <u>Actual to 31/10/20</u> | <u>Projection 2020/21</u> |
|---|-----------------------|-----------------------------|---------------------------|---------------------------|
|   | £                     | £                           | £                         | £                         |
| Care & Repair (including Small Repair Service) - Provider Bridgewater Housing Association | 125                   | 73                          | 97                        | 125                       |
| Grant Assistance - Adaptions  | 560                   | 327                         | 204                       | 525                       |
| <b>Total Scheme of Assistance</b>   | <b>685</b>            | <b>400</b>                  | <b>301</b>                | <b>650</b>                |

**Types of Work Paid and Committed To:**  
**Adaptations 1/4/20- 31/10/20 Periods 1-7**

| <b>Adaptation Type</b>          | <b>Numbers Committed</b> | <b>Value Committed</b> |
|---------------------------------|--------------------------|------------------------|
| Wet Floor Shower Area           | 94                       | 362,951                |
| Wet Floor Shower Area Extension |                          |                        |
| Closomat                        |                          |                        |
| Straight Stairlift              | 9                        | 16,497                 |
| Curved Stairlift                | 5                        | 17,865                 |
| Through Floor Lift              | 1                        | 13,850                 |
| Platform Lift                   | 1                        | 9,539                  |
| Ramp                            | 3                        | 16,499                 |
| House Alterations               | 3                        | 6,874                  |
| Assistance with Moving          | 2                        | 4,356                  |
| Feasability Fees                | 1                        | 350                    |
| <b>Total</b>                    | <b>119</b>               | <b>448,781</b>         |

**Care and Repair**

Provider - Bridgewater Housing Association

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

Current Number of Members - 31

| <b>Small Repairs - Number of Completions</b> | <b>Reported @ P5</b> | <b>Reported @ P7</b> | <b>Total</b> |
|--|----------------------|----------------------|--------------|
| Plumbing and Heating                         | 15                   | 18                   | 33           |
| Safety and Security                          | 41                   | 84                   | 125          |
| Electrical                                   | 34                   | 77                   | 111          |
| Joinery                                      | 28                   | 65                   | 93           |
| Other  | 4                    | 12                   | 16           |
| <b>Total</b>                                 | <b>122</b>           | <b>256</b>           | <b>378</b>   |

**Report To:** Environment & Regeneration Committee      **Date:** 14 January 2020

**Report By:** Scott Allan  
Corporate Director, Environment, Regeneration and Resources      **Report No:** ENV002/21/KM

**Contact Officer:** Scott Allan      **Contact No:** 01475 715906

**Subject:** Environment, Regeneration and Resources Corporate Directorate Improvement Plan 2019/22 Progress Report

**1.0 PURPOSE**

- 1.1 The purpose of this report is to update the Committee on the delivery of the improvement actions in the Environment, Regeneration and Resources (ERR) Corporate Directorate Improvement Plan (CDIP) 2019/22. Details are provided in the Appendices.
- 1.2 The report focuses on improvement actions that sit within Environmental and Public Protection, Regeneration and Planning and the Roads Shared Services.

Appendix  
1  
Appendix  
2

**2.0 SUMMARY**

- 2.1 This is the first progress report on the delivery of the year 2 actions within the ERR CDIP. Full detail of the progress that has been made is provided in Appendix 1. The latest performance information for the CDIP key performance indicators (KPIs) is provided in Appendix 2.
- 2.2 The status of the CDIP's improvement actions as at the end of December 2020 is shown below:

| Status        | blue - complete | red - significant slippage | amber - slight slippage | green - on track |
|---------------|-----------------|----------------------------|-------------------------|------------------|
| December 2020 | -               | -                          | 6                       | 8                |

**3.0 RECOMMENDATIONS**

- 3.1 It is recommended that Committee:
  - a. Notes the progress made in delivering the year two improvement actions contained within the Environment, Regeneration and Resources CDIP 2019/22.

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

## 4.0 BACKGROUND

- 4.1 CDIPs are a key component of the Council's Strategic Planning and Performance Management Framework. They are the principal vehicle for the delivery of the organisational priorities in the Council's Corporate Plan 2018/22, as well as the wellbeing outcomes. The Environment, Regeneration and Resources CDIP 2019/22 was approved by the Environment and Regeneration Committee on 2 May 2019.
- 4.2 This performance report focuses on the improvement actions that sit within Environment and Public Protection, Regeneration and Planning and Roads Shared Service. It aims to provide the Committee with the opportunity to make an appropriate judgement on performance in relation to the progress being made in the delivery of the CDIP. It also includes the most recent performance data for the CDIP key performance indicators.

## 5.0 YEAR TWO IMPROVEMENT PLAN - PROGRESS

- 5.1 This is the first progress report on the ERR CDIP 2019/20. The status of the improvement actions at the end of December 2020 is summarised below:

| Status        | blue - complete | red – significant slippage | amber - slight slippage | green - on track |
|---------------|-----------------|----------------------------|-------------------------|------------------|
| December 2020 | -               | -                          | 6                       | 8                |

Appendix 1 provides further information on each of the improvement actions, together with a commentary from the appropriate Service.

- 5.2 At the time of writing, 9 improvement actions have a green 'on track' status and 5 have an amber status, meaning there has been slippage in the work stream. Covid-19 is the most significant contributory cause of the slippage.

## 6.0 IMPLICATIONS

- 6.1 Financial implications - one-off costs:

| Cost centre | Budget heading | Budget year | Proposed spend this report | Virement from | Other comments |
|-------------|----------------|-------------|----------------------------|---------------|----------------|
| n/a         | n/a            | n/a         | n/a                        | n/a           | n/a            |

Financial implications - annually recurring costs/(savings):

| Cost centre | Budget heading | With effect from | Annual net impact | Virement from | Other comments |
|-------------|----------------|------------------|-------------------|---------------|----------------|
| n/a         | n/a            | n/a              | n/a               | n/a           | n/a            |

- 6.2 **Human Resources:** There are no direct human resources implications arising from this report.
- 6.3 **Legal:** There are no direct legal implications arising from this report.
- 6.4 **Equalities:** There are no direct equalities implications arising from this report.

Has an Equality Impact Assessment been carried out?



Yes      See attached appendix.

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

6.5 **Repopulation:** Provision of Council Services which are subject to close scrutiny with the aim of delivering continuous improvement for current and potential citizens of Inverclyde support the Council's aim of retaining and enhancing the area's population.

## 7.0 CONSULTATION

7.1 Updates on progress with the CDIP's implementation have been provided by the lead officer of each improvement action.

## 8.0 BACKGROUND PAPERS

8.1 ERR CDIP 2019/22.

## 9.0 CONCLUSION

9.1 This is the first progress report on the year two improvement actions that sit within the Environmental and Public Protection, Regeneration and Planning and Roads Shared Services sections of the ERR CDIP 2019/22. It is presented for the Committee's consideration and approval.

## Environment Regeneration and Resources Corporate Directorate Improvement Plan 2019/22 - Progress Report 2020/21

### Cross-Directorate Improvement Actions 2020/21

These improvement actions are implemented by more than one Council Service

| Cross-Directorate Improvement Actions 2020/21 |   |  |                         |                  |  |                            |
|---|---|--|-------------------------|------------------|--|----------------------------|
|   | Where do we want to be?   | How will we get there?   | Status<br>December 2020 |                  | Commentary<br>December 2020  | Corporate<br>Plan priority |
| 1.  | <p><u>Shared Services and shared strategic management of Roads &amp; Transportation services</u></p> <p>Further explore opportunities for collaboration</p>                 | <p>Development of strategy across service areas. Fully agreed with Tus and Members in each Council.</p> <p>31 March 2021</p> | ●                       | Green – on track | <p>Following appointment of a Shared Feet &amp; Waste Manager in April 2020, the following actions are underway:</p> <ul style="list-style-type: none"> <li>• Alignment of standards, working practices and policies</li> <li>• Development of Waste &amp; Fleet strategies in collaboration,</li> <li>• Sharing of skills &amp; knowledge and</li> <li>• Exploring of joint procurement opportunities</li> </ul> <p>A report will be presented to the Joint Committee in December providing an update on progress</p> | OP7<br>OP9<br>OP10         |
| 2.  | <p><u>City Deal</u></p> <p>Implementation of projects in respect of:</p> <ul style="list-style-type: none"> <li>• Inverkip road infrastructure progressed to FBC</li> </ul> | <p>Delivery of business cases for all projects.</p> <p>Completion of options appraisal and where necessary re-</p>           | ●                       | Amber – slippage | <p>Final business case approved for Ocean Terminal, outline business case approved for Inverkip, Strategic Business Case approved for Inchgreen. Inchgreen Outline Business Case for Inchgreen to be submitted in January 2021</p>   | OP1, OP3,<br>OP6           |

## Cross-Directorate Improvement Actions 2020/21

|    | Where do we want to be?   | How will we get there?                                      | Status<br>December 2020 |                         | Commentary<br>December 2020   | Corporate<br>Plan priority |
|----|---|---|-------------------------|-------------------------|---|----------------------------|
|    | <ul style="list-style-type: none"> <li>Expansion of the quayside and delivery of the Terminal building at Greenock Ocean Terminal having concluded the Options Appraisal</li> <li>Inchgreen project progressed to outline Business Case.</li> </ul> | submission of business cases reflecting current situations. |                         |                         | <p>Inverkip road infrastructure delayed due to Scottish Power not confirming that Council can progress and deliver roads improvements at Inverkip.</p> <p>Ocean Terminal cruise ship berthing facility is complete. The tender for the Terminal building is currently out with a return date of the end of Dec. (following the previous contractor going into Administration)</p> <p>Approval has been given for the development of the Joint Venture at Inchgreen as reported to Environment and Regeneration Committee.</p> |                            |
| 3. | <p><u>Clune Park Regeneration</u></p> <p>Continue progress towards demolition in the area.</p> <p>Publication of the Eastern Gateway Strategy.</p>  | Delivery of the key elements of the masterplan.             | ●                       | Amber – slight slippage | <p>The regeneration strategy has been affected by a combination of Covid-19 delays and delays caused by the court processes. This is covered by a separate report.</p> <p>At the time of writing, the strategy was at its final consultation phase. An All Member briefing will be arranged prior to the strategy being finalised.</p>  | OP7, OP9                   |

## Cross-Directorate Improvement Actions 2020/21

|    | Where do we want to be?   | How will we get there?   | Status<br>December 2020 |                         | Commentary<br>December 2020  | Corporate<br>Plan priority |
|----|---|--|-------------------------|-------------------------|--|----------------------------|
| 4. | <p><u>Contracts – Residual Waste</u></p> <p>To have an agreed Memorandum of Agreement in place.</p> <p>A waste management supplier has been identified.</p> | <p>Regular meetings between 3 authorities and Zero Waste Scotland to achieve agreement</p> <p>Agreed route to market</p> <p>October 2021</p> | ●                       | Amber – slight slippage | <p>Market testing scope is under development and due for presentation to the market in early 2021. This will determine the best route to market.</p> <p>COVID-19 however has resulted in a delay in the procurement progress</p> | OP9                        |

## Service Improvement Actions 2020/21

These improvement actions are implemented by individual Council Services

| Environment and Public Protection |   |  |                         |                  |   |                            |
|-----------------------------------|---|--|-------------------------|------------------|---|----------------------------|
|                                   | Where do we want to be?   | How will we get there?   | Status<br>December 2020 |                  | Commentary<br>December 2020   | Corporate Plan<br>priority |
| 1.                                | <p><u>HEEPS (Home Energy Efficiency Programmes for Scotland)</u></p> <p>Increase energy efficiency in homes across Inverclyde through the continued delivery of HEEPS.</p> <p>Achieve successful bids in future years.</p> <p>Have in place an agreed plan with RSLs.</p> | <p>Delivery of the key areas of the HEEPS plan</p> <p>Collaborative working</p> <p>Full spend of allocated funding</p> <p>Year 2 - 31 March 2021</p> | ●                       | Green – on track | After some delays caused by Covid-19 the HEEPS programme is on track.                       | OP4, OP6, OP9              |
| 2.                                | <p><u>Strategic Housing Investment Plan (SHIP)</u></p> <p>RSLs are supported to increase new housing provision in the area.</p>   | <p>Regular programme meetings with RSLs and Scottish Government</p> <p>31 March 2021</p>   | ●                       | Green – on track | The new Strategic Housing Investment Plan is the subject of a separate report to Committee. | OP4, OP6, OP7              |

## Shared Services - Roads

|    | Where do we want to be?  | How will we get there?  | Status<br>December 2020 |                         | Commentary<br>December 2020  | Corporate Plan<br>priority |
|----|--|---|-------------------------|-------------------------|--|----------------------------|
| 1. | <p><u>Sustainable Travel</u></p> <p>There is increased access to active and sustainable travel.</p> <p>Identify external funding opportunities e.g. Sustrans</p>   | <p>Implementation of the actions in the Active Travel Strategy.</p> <p>Timescale for delivery is dependent on individual projects and initiatives</p> | ●                       | Green-on track          | <p>The feasibility study is underway to identify missing links to develop funding applications.</p> <p>Project commencing on site January 20 to implement cycling improvements between Gourock and Greenock.</p> | OP6, OP7                   |
| 2. | <p><u>Roads Network / Transport Infrastructure</u></p> <p>Improvement in the road network safety and condition in line with RAMP.</p> <p>Support economic growth by rolling forward the Local Transport Strategy across Inverclyde and West Dunbartonshire Councils.</p> | <p>Structured collaboration with West Dunbartonshire Council combined with appropriate project management.</p> <p>31 March 2021</p>                   | ●                       | Amber – slight slippage | <p>Workshops have recommenced to confirm project scope</p> <p>Delayed due to COVID-19.</p>   | OP3, OP7, OP9              |
| 3. | <p><u>Roads</u></p> <p>Delivery of programme within existing budget and timescale</p>  | <p>Regular team meetings and updates</p> <p>Regular budget monitoring against projects</p> <p>Year 2</p>  | ●                       | Amber – slight slippage | <p>The resurfacing programme is underway.</p> <p>Delayed due to COVID as works were not permitted during lockdown. Work recommenced in line with SG Routemap.</p>  | OP7, OP9                   |

## Regeneration and Planning

|    | Where do we want to be?   | How will we get there?   | Status<br>December 2020 |                         | Commentary<br>December 2020   | Corporate Plan<br>priority |
|----|---|--|-------------------------|-------------------------|---|----------------------------|
| 1. | <p><u>SME Activity</u></p> <p>Maintain or grow the existing company base.</p> <p>Increase level of local government participation for local businesses.</p> | <p>Support local businesses through contract and direct intervention</p> | ●                       | Green – on track        | <p>Ongoing support during COVID-19 with enhanced staffing</p>   | OP3                        |
| 2. | <p><u>Local Development Plan 2</u></p> <p>To have in place a Housing Policy which reflects the council's requirements.</p>                                  | <p>Following legal advice</p> <p>Promotion of a new Policy / Plan</p>    | ●                       | Green – on track        | <p>Housing policy approved and MIR issued for consultation</p>  | OP1,OP7, OP8               |
| 3. | <p><u>Planning (S) Bill</u></p> <p>Implementation of the individual regulations of the Act in line with Scottish Government's guidance.</p>                 | <p>Partnership working with applicants and developers</p>                | ●                       | Green – on track        | <p>Ongoing awareness raising is taking place</p>  | OP7                        |
| 4. | <p><u>Digital Planning</u></p> <p>Government policy is fully implemented.</p>   | <p>Establish project milestones.</p>                                     | ●                       | Amber – slight slippage | <p>This activity has not progressed during COVID-19</p>   | OP7                        |
| 5. | <p><u>Town Centres</u></p> <p>Working in partnership with the business community to implement a Recovery Plan</p>   | <p>Resource allocation</p>   | ●                       | Green – on track        | <p>Regular meetings are taking place with the business community associated with the completed Community Recovery Plan.</p> | OP3                        |

**Environment, Regeneration and Resources Corporate Directorate Improvement Plan - Progress Report 2020/21  
Performance Indicators**

The Council's key performance indicators help demonstrate performance against strategic objectives. These indicators include statutory performance indicators and local performance indicators. Full year performance figures for 2017/18, 2018/19 and 2019/20 are shown below along with data on financial quarters 1 and 2 in 2020/21 where this information is available.

| <b>Key Performance Indicators</b>   |                            |                            |                            |                     |                    |                                    |
|---|----------------------------|----------------------------|----------------------------|---------------------|--------------------|------------------------------------|
| <b>Key performance measure</b>  | <b>Performance 2017/18</b> | <b>Performance 2018/19</b> | <b>Performance 2019/20</b> | <b>FQ 1 2020/21</b> | <b>FQ2 2020/21</b> | <b>Target 2020/21 (post Covid)</b> |
| Category 1 Potholes – Make safe/repair within 24 hours of identification        | 100%                       | 100%                       | 100%                       | 100%                | 100%               | 90%                                |
| Category 2 Potholes – Make safe/repair within 7 days of identification          | 98.6%                      | 92.8%                      | 100%                       | 100%                | 100%               | 80%                                |
| Street Lighting Failed Dark Lamp  | 85.6%                      | 90.6%                      | 92.3%                      | 0%                  | 74.6%              | 92%                                |
| Waste Recycling (households)  | 57%                        | 56%                        | Not available              | -                   | -                  | 50%                                |
| Number of Business/Property Assists   | 27                         | 27                         | 16                         | -                   | -                  | 25                                 |
| Percentage of all planning applications decided in under 2 months               | 87%                        | 80%                        | 84%                        | 85.3%               | 67.6%              | 90%                                |
| Percentage of householder planning applications decided in under 2 months       | 96%                        | 90%                        | 92%                        | 87.5%               | 77.1%              | 95%                                |
| Percentage of building warrants assessed within 20 working days of registration | 97%                        | 95%                        | 94%                        | 93.9%               | 95.5%              | 95%                                |



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|                         |   |                    |                        |
|-------------------------|---|--------------------|------------------------|
| <b>Report To:</b>       | <b>Environment &amp; Regeneration Committee</b>                           | <b>Date:</b>       | <b>14 January 2021</b> |
| <b>Report By:</b>       | <b>Corporate Director<br/>Environment, Regeneration &amp; Resources</b>   | <b>Report No:</b>  | <b>ENV004/21/MM</b>    |
| <b>Contact Officer:</b> | <b>Martin McNab</b>   | <b>Contact No:</b> | <b>01475 714246</b>    |
| <b>Subject:</b>         | <b>Inverclyde Strategic Housing Investment Plan<br/>2021/22 - 2025/26</b> |                    |                        |

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to seek Committee approval for the new annual Inverclyde Strategic Housing Investment Plan, covering the period from 2021/22 - 2025/26.

## 2.0 SUMMARY

- 2.1 To secure funding every local authority is required to prepare an annual Strategic Housing Investment Plan (SHIP). The SHIP reinforces the role of the local authority as the strategic housing authority. It sets out the key investment priorities for affordable housing in Inverclyde over a five year period to achieve the outcomes of the Local Housing Strategy (LHS) 2017-2022, and help the Scottish Government complete the delivery of 50,000 affordable homes.
- 2.2 The Scottish Government issued a process note in July 2020 recognising that local authorities may experience some difficulty in preparing their annual SHIP within the normal submission timescale (end October) due to the ongoing Covid-19 situation. All local authorities were required to submit their SHIPs to the Scottish Government's More Homes Division Area Team by mid-December 2020 via the Housing and Regeneration Programme (HARP). HARP is a web-based system designed to store consistent and accurate information about all local authority housing programmes.
- 2.3 As per agreed protocol and due to the date of the Committee meeting, the Scottish Government was advised that Inverclyde Council would submit a draft of the SHIP through HARP in mid-December pending the decision on its approval at today's Committee meeting.
- 2.4 The SHIP 2021/22 - 2025/26 has been prepared in consultation with all our developing RSL partners and includes a full programme of affordable housing development proposals over the five-year period.

## 3.0 RECOMMENDATIONS

- 3.1 That the Committee:
- Approves the Strategic Housing Investment Plan for the five-year period from 2021/22 - 2025/26 for submission to the Scottish Government by Inverclyde Council; and
  - Notes the projects included in the Strategic Housing Investment Plan 2021/22 - 2025/26 as detailed at Appendix 1.

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

## **4.0 BACKGROUND**

4.1 The updated SHIP process note attached at Appendix 2 requires all local authorities to prepare and submit a new five-year SHIP by mid-December. The Scottish Government has been advised that due to scheduling, we submitted a draft SHIP pending the decision on Committee approval of the SHIP at today's meeting. The SHIP 2021/22 - 2025/26 sets out Inverclyde Council's priorities for affordable housing development and presents an overview of what might be achieved throughout Inverclyde over the next five years. Appendix 3, the Scottish Government's response to the 2020-2025 SHIP is included for information.

## **5.0 STRATEGIC HOUSING INVESTMENT PLAN 2021/22 - 2025/26**

5.1 Inverclyde has benefitted from significant investment in new affordable housing which will address the housing priorities in our area which most reflect the needs of our residents. National and local housing providers have received around £48 million grant funding in this parliamentary term from the Scottish Government's Affordable Housing Supply Programme (AHSP).

5.2 Housing development was halted in March 2020 due to the outbreak of the Coronavirus pandemic and the resultant national lockdown. Construction sites were closed which resulted in delays to the SHIP programme and underspend of the available Scottish Government grant to deliver affordable housing development.

5.3 However, the Scottish Government has confirmed that grant commitments made prior to lockdown will remain which allows projects previously identified within the SHIP to be taken forward. Any additional Covid-19 related costs which may be awarded will need to be met from the Resource Planning Assumption (RPA). The delivery of around 800 units across Inverclyde through projects previously estimated for completion by March 2021 will now mainly be delayed by 3 to 6 months following the easing of lockdown measures.

5.4 The SHIP is the result of ongoing consultation with RSLs, the Scottish Government and HSCP. Similarly, discussions with Council colleagues such as those in Roads, Planning, Property Services and Legal are fundamental in helping to resolve issues and ensure the delivery of development proposals which contribute appropriate housing for the area.

5.5 RSLs have put forward a comprehensive series of proposals for new affordable housing developments across Inverclyde covering the planning period from 2021/22 to 2025/26. The SHIP table (see Appendix 1) provides details of all projects over the five-year period.

5.6 Depopulation coupled with negative projected household change will result in an increase in the number and proportion of single person households in Inverclyde. 4 out of every 10 households are expected to be single person households by 2029. The majority of these are projected to be inhabited by older persons, who generally wish to continue living independently in home and community settings. This requires serious consideration being paid to future housing provision, including Specialist Provision. By ensuring supply of wheelchair housing; providing specific dementia friendly accommodation; and increased use of technologies such as telehealth and telecare; we are confident that we can address the housing and health needs of our increasing older population and support independent living.

5.7 The Scottish Government SHIP guidance (August 2019) requested a greater focus on the delivery of wheelchair accessible housing across each local authority area. With around 800 units proposed in the SHIP and the Council's current 3% wheelchair accessible target; we would expect at least 24 wheelchair accessible homes to be added to the social rented stock of Inverclyde. Engagement in a Specialist Provision Review and regular and ongoing discussions with the Inverclyde Centre for Independent Living and developing RSLs have resulted in 42 wheelchair accessible homes now being delivered across Inverclyde through the AHSP in 2021/22; this exceeds our current 3% target.

- 5.8 All stock owned by RSLs must meet Energy Efficiency Standard for Social Housing (ESSH) standards. ESSH aims to improve the energy efficiency of social housing in Scotland and contribute to the Scottish Government target to reduce Scotland's emissions of all greenhouse gases to net-zero by 2045. All of the projects in the SHIP will meet ESSH standards, help to tackle fuel poverty, and ensure that heat is affordable for residents by increasing energy efficiency and reducing the amount of energy required to heat the home.
- 5.9 The methodology which determines which projects are prioritised through the AHSP involves many considerations including suitability of proposed house type/mix; impact new housing might have on older stock in the area; and ownership of the land to be used for development. When asking for SHIP submission forms from our RSLs, Inverclyde Council stipulate that the projects which will be prioritised are those which achieve the best balance between the following categories:
- Reflect LHS outcomes (possible 3 points)
  - Address Housing Need and Demand (possible 6 points)
  - Deliverability (possible 8 points)
- 5.10 We continue to work with RSL and HSCP partners to monitor how successfully the highest priority projects meet the housing need for the area, their efficacy in helping to achieve the LHS outcomes, and their deliverability. This monitoring process ensures that the housing projects delivered in the area are those which best meet the needs of the population.
- 5.11 The SHIP is a five-year plan based on three year Resource Planning Assumptions (RPA), which are ordinarily notified to the local authority on an annual basis. However, due to the delay to the budget, further information on RPA levels post-March 2021 for Inverclyde will be provided as soon as known and will inform the pace at which future programme plans can be delivered.

## **6.0 AFFORDABLE HOUSING SUPPLY PROGRAMME - ACTIVITY UPDATE**

- 6.1 Two affordable housing developments have reached completion in Inverclyde since last years' SHIP. Combined, Ravenscraig Gardens in Greenock, and the Slaemuir regeneration in Port Glasgow by Oak Tree and River Clyde Homes respectively offer 76 new units for social rent.
- 6.2 Ravenscraig Gardens is the first phase of Oak Tree Housing Association's ambitious plan to deliver 200 affordable homes across Greenock. It was constructed on the site of the former Ravenscraig Primary School. A total of 36 homes have been delivered in a mix of 28 two, three and four-bedroom semi-detached houses, and 8 two-bedroom cottage flats. Oak Tree worked with HSCP to provide Through Care accommodation on the site to provide safe accommodation to rent for young people.
- 6.3 The Slaemuir site in Port Glasgow is a 3 phase development which will provide 96 units of varying house type including 3 bedroom family homes, 1 bedroom flats and wheelchair housing. Phase 2 completed in August 2020 and is comprised of 40 units of one bed flats and two bed cottages. This adds to the 32 units completed in Phase 1 last year, and the final phase of 24 units is expected to complete in 2021.

Many of the following projects were expected to be completed by March 2021 but have been delayed. Completion for most is still expected in 2021.

### **6.4 Oak Tree Housing Association**

Work has started on 69 new homes in the Tweed Street area of Greenock. The two-storey homes will be predominantly houses with a mixture of two, three and four bed accommodation, 32 of the houses can be readily adapted to accommodate wheelchair accessibility. The 16 two, three, and four bed houses to be built at Strone Farm are currently on hold due to contractual issues which are hoped to be resolved shortly. 71 of the new homes currently under construction at Ravenscraig will be passed over to Oak Tree as a turnkey project by Link Group. Oak Tree are also involved in negotiations and looking at proposals to deliver a further

84 units across sites at Drumfrochar Road and Houston Street.

#### 6.5 River Clyde Homes

River Clyde Homes have a number of sites under construction across Greenock and Port Glasgow which will add over 400 more affordable homes to Inverclyde. 137 units at James Watt Dock and the 224 units at the old St. Stephen's school site will include a variety of homes from one bedroom assisted living properties to family homes and also provide wheelchair accessible properties. River Clyde Homes are developing proposals for a potential 20 unit at Cumberland Walk which will include technology enabled assistance for older people.

#### 6.6 Sanctuary Scotland

Sanctuary Scotland has 4 soon to be completed sites across Greenock and Port Glasgow at Lilybank Road, Dubbs Road, Mount Pleasant Street and Broadstone Avenue, which combined will deliver 96 units for social rent. The sites will offer a range of house types with cottage flats, family homes, and wheelchair housing and 24 units of amenity housing.

#### 6.7 Cloch Housing Association

Cloch Housing Association will provide 58 units at King's Glen including large family homes and cottage flats, with some homes on split level due to the topography of the site. Consultation with colleagues in HSCP identified a requirement for Through Care accommodation in the area and this has been taken into account in the housing mix proposals with four 2 bedroom cottage flats to be provided for this purpose.

#### 6.8 Link Group

The 149 unit development at the Ravenscraig Hospital site by Link Group in partnership with Oak Tree Housing is currently on site and will help meet the demand for one bedroom and family homes. 71 of the properties will be handed over to Oak Tree on completion and the remaining 78 will be managed by Larkfield Housing Association. The development will benefit from Link's target of providing 10% wheelchair housing and includes two bespoke three-bedroom bungalows, and 11 ground floor flatted dwellings with fully accessible private gardens. The site will also include 25 amenity cottage flats. This type of housing mix will support residents to live independently for as long as possible in their own homes and communities; it will improve community cohesion, lift local asset values and assist future regeneration.

#### 6.9 Blackwood Group

The remodelling of the MacLehose Court care home will result in 22 additional homes being brought to the west end of Greenock, with a mixture of 1, 2 and 3 bed flats including 3 specialist wheelchair units on the ground floor. All flats will have an element of accessibility, will utilise the technology aspects of the Blackwood Design Guide, and meet Housing for Varying Needs Standards.

### 7.0 **IMPLICATIONS**

#### 7.1 Strategic

The SHIP 2021/22 - 2025/26 addresses all 6 outcomes of the Inverclyde Local Housing Strategy (LHS) 2017 - 2022.

#### 7.2 Financial

The budget for the current Scottish Parliament runs to March 2021. The next budget and three year RPA will be agreed following the delayed Scottish Government budget in January 2021 and 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.

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 | With Effect from | Annual Net Impact | Virement From (If Applicable) | Other Comments |
|-------------|----------------|------------------|-------------------|-------------------------------|----------------|
| N/A         |                |                  |                   |                               |                |

### 7.3 Legal

There are no legal implications for Inverclyde Council arising from this report.

### 7.4 Personnel

There are no Personnel implications arising from this report.

### 7.5 Equalities

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

Yes See attached appendix

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

(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.

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

### 7.6 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 This report has been prepared in consultation with the following:

- Developing RSLs operating within the Inverclyde Council area;
- All other RSLs operating within the Inverclyde Council area;
- Inverclyde Council's Roads, Planning, Property Services and Legal departments;
- Inverclyde Health & Social Care Partnership; and
- Scottish Government More Homes Division, Glasgow and Clyde Area Office

## **9.0 LIST OF BACKGROUND PAPERS**

9.1 The SHIP is presented to Committee annually the last report being:

Inverclyde Strategic Housing Investment Plan 2020/21-2024-25 Environment & Regeneration  
Committee 16 January 2020 **ENV004/20/SA/RD**

**INVERCLYDE**  
**STRATEGIC HOUSING INVESTMENT PLAN**  
**2021/22 - 2025/26**  
**SUPPORTING STATEMENT**

DRAFT

## Introduction

To secure funding every local authority is required to prepare an annual Strategic Housing Investment Plan (SHIP). The SHIP reinforces the role of the local authority as the strategic housing authority. It sets out the key investment priorities for affordable housing in Inverclyde over a five year period to achieve the outcomes of the Local Housing Strategy (LHS) 2017-2022, and help the Scottish Government complete the delivery of 50,000 affordable homes.

Covering the 5 year period, 2021/22 - 2025/26, this SHIP Supporting Statement and corresponding programme table (Appendix 1) sets out the key investment priorities and projected grant requirement to deliver affordable housing in the Inverclyde area.

Inverclyde has benefitted from significant investment in new affordable housing which will address the housing priorities in our area which most reflect the needs of our residents. National and local housing providers have received around £48 million grant funding in this parliamentary term from the Scottish Government's Affordable Housing Supply Programme (AHSP).

The SHIP is a five-year plan based on three year Resource Planning Assumptions (RPA), which are ordinarily notified to the local authority on an annual basis. However, due to the delay to the budget, further information on RPA levels post-March 2021 will be provided as soon as known and will inform the pace at which future programme plans can be delivered. A key investment in the Scottish Government's draft Infrastructure Investment Plan for Scotland 2021-2026 is the allocation of a further 2.8bn in direct capital grant funding to deliver more affordable and social homes, continuing to ensure the right types of homes in the right places reflecting and supporting Local Housing Strategies and regional development priorities.

Delivery of the housing projects included in the SHIP requires close collaboration between a range of stakeholders including Registered Social Landlords (RSLs), the Scottish Government's More Homes Division, the Health and Social Care Partnership and other services within the council, including Planning, Roads and Property Services. Assumptions and forecasts are based on information available at the time of preparation and are therefore subject to refinement and alteration as projects are developed. It is not uncommon for a project to fall out of the SHIP due to any number of development constraints.

## Coronavirus (COVID-19)

Housing development was halted in March 2020 due to the outbreak of the Coronavirus pandemic and the resultant national lockdown. Construction sites were closed which resulted in delays to the delivery of the SHIP and underspend of the available Scottish Government grant to deliver affordable housing development.

However, the Scottish Government has confirmed that grant commitments made prior to lockdown will remain which allows for the completion of projects previously identified within the SHIP. Any additional Covid-19 related costs which may be awarded will need to be met from the RPA. The delivery of around 800 units across Inverclyde through projects previously estimated for completion by March 2021 will now mainly be delayed by 3 to 6 months following the easing of lockdown measures.



The current development programme remains our priority but the Council and our stakeholders will continue to identify the most appropriate way for additional affordable housing to meet the outcomes of the Local Housing Strategy. We will try to address any additional housing requirements necessitated by the impact of the pandemic; whether this is in the form of providing additional new build units or open market acquisitions.

## Local Housing Strategy

The Inverclyde Local Housing Strategy 2017 - 2022 sets out the strategic policy approach of the Local Authority and its partners to deliver high quality housing and housing related services across all tenures to meet identified need in Inverclyde.

The Inverclyde LHS was designed to overcome many of the challenges that face social tenants, private tenants, home owners and homeless people of Inverclyde; and help us to achieve our vision, aims and outcomes by 2022.

It identified 6 outcomes which the SHIP will help the council and its partners meet:

*Outcome 1:* Provide a supply of good quality affordable housing solutions across all tenures

*Outcome 2:* Sustainable, attractive and well-designed communities with well-functioning town centres

*Outcome 3:* Prevent homelessness where possible through provision of ongoing support to meet the needs of individuals

*Outcome 4:* People supported to live independently for as long as possible in their own homes and communities

*Outcome 5:* Tackle fuel poverty and contribute to meeting the climate change target

*Outcome 6:* Improve stock condition across all tenures

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

Inverclyde is one of the few local authority areas with a population which is projected to decrease, however the annual HST reflects the continued need to replace poor quality, unsuitable and unsustainable stock and to provide additional choice in the private sector.

## Housing Need and Demand Assessment

The LHS was informed by the Housing Needs and Demand Assessment (HNDA) co-produced by the Strategic Development Authority for the region, Clydeplan, and the eight Glasgow City Region Housing Authorities who collaborate through a Housing Market Partnership. This provides a robust and credible evidence base to support each authority's LHS and Development Plan.

The LHS is prepared every 5 years, and requires the evidence base included in the HNDA to be regularly reviewed and updated. From 2021, preparation will commence on the next Inverclyde LHS and this will require a refreshed evidence base from the next iteration of the HNDA which is currently in progress.

While the HNDA is firmly rooted in evidence and has helped inform local housing requirements, the process has also highlighted areas where further research needs to be conducted in order to fully understand local needs and demands, and to address them appropriately through inter-agency work and partnership arrangements. For example, further local research was recommended on the impacts of poor quality and lower demand housing in Inverclyde and the requirement for wheelchair accessible housing.

## Local Development Plan

Inverclyde Council's decision to adopt the Local Development Plan in August 2019 was appealed by developers on the basis that it did not provide sufficient land for housing. In July 2020, the Court of Session decided to uphold the appeal and quash Chapter 7 of the Local Development Plan ('Our Homes and Communities'). A new Local Development Plan will now be prepared.

This decision left the Council without a planning policy framework for housing development, residential areas and community facilities. The Council has therefore prepared a short-life Planning Policy Statement on 'Our Homes and Communities'. The Planning Policy Statement will be a material consideration in the determination of planning applications in the meantime but it will be superseded when the revised Proposed Local Development Plan is published, which is scheduled for April 2021.

Due to the limited supply of affordable housing available and no land identified for affordable housing development within the Inverclyde villages (Kilmacolm, Quarrier's Village, Inverkip and Wemyss Bay), the Local Development Plan adopted in August 2019 required 25% affordable housing to be included on sites built on greenfield areas in the Inverclyde villages, this requirement will remain.

## Demographics

Net migration, continues to be a major contributor to depopulation across Inverclyde. Recently published National Records of Scotland 2018-based population and household projections shows a 10% decline in number of households in Inverclyde by 2043. Broken down by age group, 16-29 year olds will reduce by 32%; 30-44 year olds by 18%; 45-59 year olds by 29%; and 60-74 year olds by 15%. However there will be a 59% increase in those over 75 years old.

This reduction in the number of family-sized and working age households will have serious implications for the local economy in terms of lower tax contributions and an increase in the required provision of care. It will put further pressures on already stretched services.

Depopulation coupled with negative projected household size will result in an increase in the number and proportion of single person households in Inverclyde. 4 out of every 10 households are expected to be single person households by 2029. The majority of these are projected to be inhabited by older people, who generally wish to continue living independently

in home and community settings. The changing demographics requires consideration on future housing provision, including Specialist Provision, and has informed the housing size and type being delivered in Inverclyde through the Affordable Housing Supply Programme.

### [Affordable Housing Supply Programme - Activity Update](#)

Two affordable housing developments have reached completion in Inverclyde since last years' SHIP. Combined, Ravenscraig Gardens in Greenock, and the Slaemuir regeneration in Port Glasgow by Oak Tree and River Clyde Homes respectively offer 76 new units for social rent.

Ravenscraig Gardens is the first phase of Oak Tree Housing Association's ambitious plan to deliver 200 affordable homes across Greenock. It was constructed on the site of the former Ravenscraig Primary School. A total of 36 homes have been delivered in a mix of 28 two, three and four-bedroom semi-detached houses, and 8 two-bedroom cottage flats. Oak Tree worked with HSCP to provide Through Care accommodation on the site to provide safe accommodation to rent for young people.

The Slaemuir site in Port Glasgow is a 3 phase development which will provide 96 units of varying house type including 3 bedroom family homes, 1 bedroom flats and wheelchair housing. Phase 2 completed in August 2020 and is comprised of 40 units of one bed flats and two bed cottages. This adds to the 32 units completed in Phase 1 last year, and the final phase of 24 units is expected to complete in 2021.

Many of the following projects were expected to be completed by March 2021 but have been delayed. Completion for most is still expected in 2021.

#### [Oak Tree Housing Association](#)

Work has started on 69 new homes in the Tweed Street area of Greenock. The two-storey homes will be predominantly houses with a mixture of two, three and four bed accommodation, 32 of the houses can be readily adapted to accommodate wheelchair accessibility. The 16 two, three, and four bed houses to be built at Strone Farm are currently on hold due to contractual issues which are hoped to be resolved shortly. 71 of the new homes currently under construction at Ravenscraig will be passed over to Oak Tree as a turnkey project by Link Group. Oak Tree are also involved in negotiations and looking at proposals to deliver a further 84 units across sites at Drumfrochar Road and Houston Street.

#### [River Clyde Homes](#)

River Clyde Homes have a number of sites under construction across Greenock and Port Glasgow which will add over 400 more affordable homes to Inverclyde. 137 units at James Watt Dock and the 224 units at the old St. Stephen's school site will include a variety of homes from one bedroom assisted living properties to family homes and also provide wheelchair accessible properties. River Clyde Homes are developing proposals for a potential 20 unit at Cumberland Walk which will include technology enabled assistance for older people.

#### [Sanctuary Scotland](#)

Sanctuary Scotland has 4 soon to be completed sites across Greenock and Port Glasgow at Lilybank Road, Dubbs Road, Mount Pleasant Street and Broadstone Avenue, which combined will deliver 96 units for social rent. The sites will offer a range of house types with cottage flats, family homes, wheelchair housing and 24 units of amenity housing.

#### [Cloch Housing Association](#)

Cloch Housing Association will provide 58 units at King's Glen including large family homes and cottage flats, with some homes on split level due to the topography of the site.

Consultation with colleagues in HSCP identified a requirement for Through Care accommodation in the area and this has been taken into account in the housing mix proposals with four 2 bedroom cottage flats to be provided for this purpose.

#### *Link Group*

The 149 unit development at the Ravenscraig Hospital site by Link Group in partnership with Oak Tree Housing is currently on site and will help meet the demand for one bedroom and family homes. 71 of the properties will be handed over to Oak Tree on completion and the remaining 78 will be managed by Larkfield Housing Association. The development will benefit from Link's target of providing 10% wheelchair housing and includes two bespoke three-bedroom bungalows, and 11 ground floor flatted dwellings with fully accessible private gardens. The site will also include 25 amenity cottage flats. This type of housing mix will support residents to live independently for as long as possible in their own homes and communities; it will improve community cohesion, lift local asset values and assist future regeneration.

#### *Blackwood Group*

The remodelling of the MacLehose Court care home will result in 22 additional homes being brought to the west end of Greenock, with a mixture of 1, 2 and 3 bed flats including 3 specialist wheelchair units on the ground floor. All flats will have an element of accessibility, will utilise the technology aspects of the Blackwood Design Guide, and meet Housing for Varying Needs Standards.

### Homelessness and RRTP Update

Local Authorities must produce a Rapid Rehousing Transition Plan (RRTP), and develop the plans in collaboration over a planned and costed phase of 5 years (2019-20 to 2023-24).

The Covid-19 pandemic has fundamentally changed the homelessness picture within Inverclyde with an increase in homelessness presentations due to people no longer being able to remain in their previous accommodation for a variety of reasons; in particular with increasing numbers of young people presenting as homeless through family breakdown.

In order to respond to the increased presentations, a greater number of temporary furnished flats was required and local RSLs have supported this by providing an additional 40 flats to the Homelessness service throughout the first 8 weeks of the pandemic. There are now 65 temporary furnished flats within Inverclyde, up from 25. However, presentations continue to increase and have resulted in additional use of Bed and Breakfast accommodation.

Homeless Network Scotland and Crisis Scotland, working with a focus group of Local Authority and Scottish Government colleagues, have prepared a short guide on what updated recommendations from the Homeless & Rough Sleeping Action Group mean for RRTPs going forward. It is recommended to mitigate against the rise in homelessness due to the effects of the pandemic by broadening the supply and range of housing and quickening access to settled housing options locally.

Working with the Homelessness service and local RSLs, we are conducting an audit of temporary accommodation housing needs by size, area and type of household to help determine additional affordable rented supply requirements; and we are investigating the purchase of properties currently on the market through an Acquisition Programme to meet requirements.

We will also further promote the Mortgage to Rent scheme where the purchase of previously socially rented stock will prevent homelessness by enabling the current tenant to remain in the property. We are considering further housing options to address homelessness through discussions with owners of currently empty homes; increasing access to the PRS sector by working collaboratively with private landlords; and by investigating a programme of leasing private rented tenancies.

A governance structure has been created involving a range of stakeholders to oversee the RRTP plan delivery and tackle the ongoing impact of Covid. A Steering Group will provide oversight of the RRTP delivery and two sub groups will develop the Housing Options and Housing First approaches. An RRTP Partnership Officer has been employed from October 2020 to oversee and facilitate progress.

### Independent Living

All of our new build stock will benefit from the requirement to align with Housing for Varying Needs standards which will ensure that properties can be more easily adapted to suit the needs of our older and mobility impaired populations.

We have also been exploring different ways of supplying housing more suitable to older residents with our RSL and HSCP partners, and introducing higher numbers of units within current SHIP projects suitable for this demographic. By providing specific dementia friendly, amenity and wheelchair accommodation; and utilising 24 hour care services allied to technologies such as telehealth and telecare; we will address the housing and health needs of our increasing older population.

Around 100 wheelchair or amenity units suitable for older or mobility impaired residents will be completed in the 2021 calendar year. This number doesn't include the dementia friendly units being discussed for inclusion at St. Stephens or the ongoing discussions between HSCP, Housing Strategy & developing RSLs on rehousing current clients currently living in unsuitable accommodation.

### Wheelchair Accessible housing

The current Housing Need and Demand Assessment estimated that between 1% and 5% of all new additional units may be required as wheelchair accessible homes across the Glasgow and the Clyde Valley area but recommended further local assessment of accessible housing need including wheelchair housing provision. Our current LHS stipulates that 3% of all new social rented housing should meet wheelchair accessible standards to help increase the supply of housing suitable for wheelchair users in the area.

Our wheelchair housing will, as a minimum, comply 'basic' requirement for wheelchair users outlined in the Housing for Varying Needs design guide; and we work with developing RSLs to ensure bespoke wheelchair accessible housing is delivered where required and that we meet our target.

A working group comprised of members of the Housing Partnership Group is conducting a Specialist Provision Housing Review to address the first action in our Housing Contribution Statement Action Plan (2019 - 2024):

Action 1 - "Use evidence based need and demand to identify specialist provision housing requirement early in the planning of the Affordable Housing Supply Programme"



The working group aim to ensure that we have more robust data on available specialist housing and specialist housing requirements to inform need, demand and provision. This information will be utilised to identify specialist provision housing requirements in the planning of the AHSP; and to inform a wider discussion on how best to re-provision existing stock and secure stock for households with particular requirements where there is limited supply and limited development opportunities.

Prior to the delays caused by the pandemic, over 800 units with committed funding through the AHSP were to be developed across Inverclyde by March 2021. Following regular and ongoing discussions with the Inverclyde Centre for Independent Living and developing RSLs, 42 wheelchair accessible homes will now be delivered across Inverclyde through the AHSP in 2021/22; this exceeds our current 3% target.

Scottish Government guidance is now available and requires local authorities to set targets across all tenures to support the delivery of more Wheelchair Accessible housing, and to report annually on progress. Currently our target for 3% of new build housing to be wheelchair housing applies only to social rented properties.

It is important to remember that the Local Development Plan is the key document to encourage and reinforce inclusive design principles in the area. The recent Planning Policy Statement on 'Our Homes and Communities' encourages specialist provision housing, including wheelchair accessible homes, to meet requirements. Informed by evidence gathered through our Specialist Provision Review process, Inverclyde Council's annual SHIP and LHS update will include a revised wheelchair accessible target and we will work with our colleagues in Planning to stress the necessity for this target to be reflected across tenures.

## Fuel Poverty

A household is in fuel poverty if, in order to maintain a satisfactory heating regime, it would be required to spend more than 10% of its income (including Housing Benefit or Income Support for Mortgage Interest) on all household fuel use.

All stock owned by RSLs must meet Energy Efficiency Standard for Social Housing (EESH) standards. EESH aims to improve the energy efficiency of social housing in Scotland. It will help to reduce energy consumption, fuel poverty and the emission of greenhouse gases. All of the projects proposed in the SHIP will meet EESH standards, help to tackle fuel poverty, and ensure that heat is affordable for residents by increasing energy efficiency and reducing the amount of energy required to heat the home.

Inverclyde Council have been successful recently in delivering our Home Energy Efficiency Programmes for Scotland: Area Based Schemes (HEEPS: ABS) programme. From 2013 to date a total of over £11m HEEPS: ABS funding has been awarded to Inverclyde from the Scottish Government. This has helped the council in collaboration with RSLs to provide external wall insulation to over 2200 properties in Inverclyde, making homes more energy efficient and cheaper to keep warm and dry. The latest Scottish House Condition Survey figures show that instances of fuel poverty have reduced from 38% (SHCS 2014-2016) to 31% (SHCS 2016-2018) in Inverclyde due in part to HEEPS: ABS, and AHSP funding.

## Quality affordable housing solutions across all tenures

The Council is committed to ensuring that the housing available within Inverclyde meets the needs of existing and new residents. Affordable Housing includes homes for social rent, low cost home ownership/shared equity, shared ownership, mid-market rent and private sector housing delivered below market cost. We continue to investigate a number of low cost housing options and their viability across various sites to address repopulation by increasing the supply of good quality affordable housing solutions across all tenures.

Repopulation is a priority of the Inverclyde Outcomes Improvement Plan. The reasons for population changes are varied and complex, however the availability of good quality housing in places where people want to live is a significant factor. We are discussing the possible delivery of a variety of affordable housing options alongside private homes on an as yet undesignated site. Providing a mix of private and affordable housing on the same site will help to deliver an intergenerational, sustainable community. It would cater for younger people and families who require affordable housing but do not qualify for or simply do not wish to live in socially rented properties; and for older people who may want to downsize or move to more supported accommodation. A variety of appropriate affordable housing allied to proposals for additional private housing will help to retain and attract residents and maintain sustainable communities as part of a wider effort to address population decline.

Delivering new housing is not always the most appropriate method of meeting housing need. Improving housing is the third top priority for people in Scotland after education and the economy, however the condition of some of the private stock in Inverclyde is substandard. This can contribute to public health issues and make the area less appealing to private developers.

We are aware that a lack of factoring arrangements within some mixed tenure areas has led to difficulties in delivering common repairs and improvement works. We have been investigating with local RSLs whether acquisition of 'second hand' stock for sale on the open market might be the most appropriate method of meeting housing need. This would help us to improve stock condition and stock management which will positively impact on public health and community cohesion. It would also enable us to more proactively address an emerging requirement for additional housing options for those with particular housing needs.

## Acquisition Programme

Inverclyde Council have been discussing with partners the benefits of using a proportion of AHSP funding to help purchase stock for sale on the open market as an appropriate method of meeting strategic housing objectives in Inverclyde.

The work we have been engaged in to ensure a sufficient supply of housing to meet the requirements of the RRTP, and to also address unmet housing need highlighted through the Specialist Provision housing review, has dovetailed with the ongoing work on Action 7 of our current Housing Contribution Statement:

[‘Assess whether an Acquisition programme assisted by the Affordable Housing Supply Programme might better address health inequalities & build stronger communities’.](#)

The new build programme helps to meet additional need for provision of homeless accommodation, wheelchair accessible homes and other specialist requirements. However

buying properties 'off the shelf' will allow us to repair, renovate and regenerate areas while addressing the need for additional Specialist Provision and homeless accommodation in areas of existing housing. We believe that a rolling Acquisition programme funded through the AHSP will become an essential method to best meet the housing needs of Inverclyde.

In collaboration with RSLs, the Homelessness Service and HSCP client group leads, we will produce an Acquisition & Refurbishment Strategy; a clear local plan to inform an Acquisition Programme. The Acquisition Programme will help us to:

- Consolidate stock for management and improvement purposes
- Secure stock where there is limited supply and limited development opportunities
- Secure stock for households with particular requirements

The use of AHSP funding to acquire housing for social rent through the Acquisition Programme will help to meet the 6 outcomes of our LHS; and the 3 key priority areas in the Inverclyde Outcomes Improvement Plan: Repopulation; Reducing Inequalities; and Environment, Culture and Heritage.

Suitable stock for acquisition identified by RSLs will be located close to their existing stock base for management and maintenance purposes. Current unmet need in terms of stock type, size and location identified by HSCP and the Homelessness service will be cross referenced to stock identified by RSLs in the first hand. Consideration will also be given to the acquisition of properties on the open market where they might present the best geographical opportunity to address a current unmet need.

## Consultation

This SHIP is the result of ongoing consultation with RSLs, the Scottish Government and HSCP. Similarly, discussions with council colleagues such as those in Roads, Planning, Property Services and Legal are fundamental in helping to resolve issues and ensure the delivery of development proposals.

In Inverclyde, the council, the HSCP, and RSLs regularly attend a Housing Partnership Group. One of this group's key functions is to analyse the need for specialist housing and housing for particular needs to be included in projects included in the SHIP.

Regular programme meetings take place with representation from each of the RSLs and the More Homes Division of the Scottish Government to ensure that sites are progressing as they should. This affords the partners the opportunity to discuss any programme delays and possible solutions.

The ongoing work of the Housing Partnership Group and the regular programme meetings between Housing Strategy, RSLs and the Scottish Government helps to shape the methodology which determines strategic investment priorities and delivers the housing type appropriate for the area.

## Methodology

The decision making process which determines what projects to prioritise involves many considerations including proposed house type/mix; impact new housing might have on older stock in the area; and ownership of the land to be used for development. When asking for SHIP submission forms from our RSLs, Inverclyde Council stipulate that the projects which will be prioritised are those which achieve the best balance between the following categories:



- Reflect LHS outcomes (possible 3 points)
- Address Housing Need and Demand (possible 6 points)
- Deliverability (possible 8 points)

We use a matrix to determine the priority of each of the proposed sites in the current SHIP. Points are awarded for meeting criteria which relate to each of the three categories. The project with the highest number of points achieves the top position in the SHIP table at Appendix 1. All other projects are listed in order of priority.

Though many projects in the SHIP are rolled forward from previous submissions, we continue to work with RSL and HSCP partners to monitor how successfully the highest priority projects meet the housing need for the area, their efficacy in helping to achieve the LHS outcomes, and their deliverability. This monitoring process ensures that the housing projects delivered in the area are those which best meet the needs of the population.

Within the SHIP guidance, the Scottish Government stress the importance of applying a 'minimum slippage factor of 25%' to the first year of the SHIP period. We have already benefitted from accelerating alternative projects due to slippage. Our 'over programmed' approach helps to ensure that the RPA is fully utilised and delivers for the area. Where slippage occurs on our higher priority sites, we have 'slippage projects' which can replace other projects as needed.

Following agreement between the Council, RSLs and the Scottish Government, RSLs will also be given the opportunity to propose acquisition projects receive funding through the AHSP based on criteria set out in our forthcoming Acquisition & Refurbishment Strategy.

### Development Constraints

We strive to identify and highlight potential development constraints very early on by engaging with internal local authority stakeholders including Roads, Planning, Environmental Health, and our Contaminated Land Officer. We also engage with external public bodies as required.

However, Covid was an unseen constraint which has resulted in escalating construction costs and a delay to the programme of between 3-6 months.

The former Ravenscraig Hospital site received adverse reaction locally due to a number of negative reports in local press relating to contamination levels on the site and a new pedestrian crossing. These reports proved to be unsubstantiated. However, this situation highlighted to us that public perception due to unfounded negative press allegations can be a very real development constraint.

Public and political fears have since been allayed but the perception created of the site and the volume of work involved in responding to queries has highlighted a key lesson to be learned: clear public communication is essential to timely progress of a site. We are now investigating the efficacy of requesting a communications strategy with each SHIP submission form and issuing purposeful, clear and informative press releases at a very early stage of any future major SHIP development project.

The Housing Infrastructure Fund aims to assist key strategic housing projects which have been blocked or unable to proceed due to the extent and costs/financing of infrastructure works involved. The Ravenscraig site has benefitted from this additional funding on offsite works to two junctions which allow entrance to the site for general use on the A78 and

emergency vehicular access across a bridge owned by Network Rail. Just under £2 million provided through the Scottish Government's Housing Infrastructure Fund has helped to alleviate these development constraints.

## Community benefits

Together with providing contributions to local community groups, all of the RSLs' developers deliver benefits to the community proportional to the value of the development contract. They provide local jobs for local people, apprenticeship opportunities and educational support. They also provide a number of site based work experience placements and contribute to employment fairs throughout the Inverclyde area.

## Council Tax on second and empty homes & Developer Contributions

We received £593,000 from Council Tax on Second and Empty Homes for 2019/20, an increase on last year's collection of £459,000. This is due to a combination of increased empty homes levy, the work of our Empty Homes Officer, and more efficient debt collection procedures. From the 1st April 2019 Inverclyde Council introduced a 200% Council tax for properties which have been unoccupied for 12 months or more (it was previously set at 150%).

The number of long term empty (LTE) properties in Inverclyde has decreased from 647 in 2017 (when the Empty Homes Officer was appointed) to 583 as at September 2020. 44 empty properties have been brought back into use with over 50 more current active cases. Moneys from the LTE levy will be redirected into affordable housing in the area. The highest priority for investment with these funds lies in tackling the current degraded condition of the housing stock and contributing to the regeneration of Clune Park.

As a condition in the stock transfer agreement, a development fund was created to hold monies generated from the sale of assets by River Clyde Homes, to be returned to the Council and distributed to assist in affordable housing delivery. In 2014/15 we received £66,124 from River Clyde Homes due to the sale of land. £15,076 of this was paid to the Scottish Government for knotweed remediation and the remainder was used to pay for unforeseen roads works in phase 3 of the Woodhall development. Any further funding received will be channelled to enable the delivery of affordable homes.

A commuted sum of £150,000 is due from the developer of the navy buildings site in Eldon Street, Greenock. Payment of the commuted sum is dependent on the number of private units the developer is able to complete. 38 of the 98 proposed units were built in 2019/20 which delivered a commuted sum of £60,000 to the council.

Inverclyde Council previously received £40,000 from a development at Auchneagh Road, and used the sum to buy out the lease of a commercial property at Cumberland Road to allow for the construction of affordable housing. The original flats have now been demolished, the site is now cleared and ready for site investigation and feasibility stage works, and River Clyde Homes are developing proposals for a potential 20 unit project including technology enabled assistance for older people.

## Affordable housing projects for Gypsy/Travellers

Inverclyde Council and Inverclyde HSCP are committed to ensuring equality and diversity. In conjunction with our partners in Police Scotland, we fully recognise the rights and

responsibilities of the Gypsy/Traveller community, and the rights of all residents of Inverclyde to enjoy equity of access to services in an atmosphere free from prejudice and discrimination.

We will at all times adopt an approach of co-operation and assistance in response to encampments to ensure that the rights of Gypsy/Travellers and those in the broader community are mutually respected. The responsibility for co-ordinating Inverclyde Council's services to Gypsy/Travellers lies within the HSCP.

Inverclyde Council has no current official site provision for Gypsy/Travellers, either independently or in conjunction with neighbouring authorities. This being the case, the council fully recognises Scottish Government Guidelines for Managing Unauthorised Camping by Gypsy/Travellers. There have been no unauthorised encampments in the area in the past year.

### Equalities and Environmental Assessments

An Equality Impact Assessment was undertaken for the Local Housing Strategy 2017-2022 and highlighted that the LHS is likely to have an impact on a range of people who share protected characteristics. It is clear that those who were experiencing homelessness and those in need of an affordable housing solution will benefit from this strategy given the range of measures to enable vulnerable households to access affordable housing.

The development of the SHIP has taken into account the outcomes of the equalities impact assessment and current strategic environmental assessment undertaken within the current Inverclyde LHS and Local Development Plan. The SHIP aims to improve access to housing and housing related services for everyone including those at risk of social exclusion and disempowerment.

In their SHIP submission forms RSL's describe various measures they will take which will meet the equalities agenda such as homes being built to Housing for Varying Needs standard. The RSLs have developed high specification wheelchair and amenity housing to provide a more complete response to the needs of some residents, and their Allocations Policies will also take account of the requirements of equalities legislation.

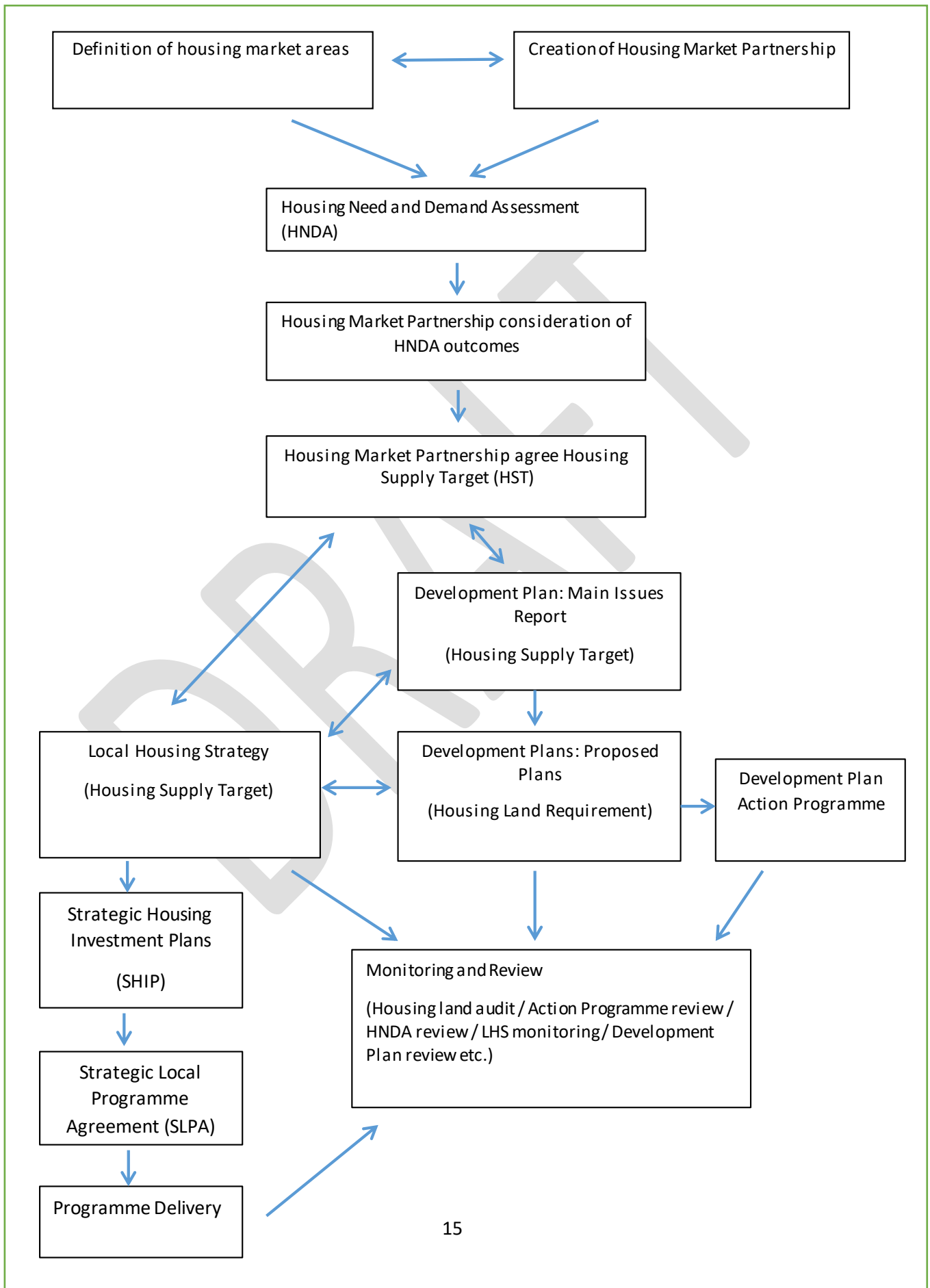
A Pre-screening report was submitted to SEA Gateway under Section 9(3) of the Environmental Assessment (Scotland) Act 2005, indicating that there is no likelihood of significant environmental effects through the Local Housing Strategy 2017-2022.

**December 2020**

Appendix 1 - Summary of Inverclyde SHIP 2021/22 - 2025/26

| PRIORITY PROJECT               | AREA         | DEVELOPER         | UNITS       |      |            |                      |                                       | APPROVAL DATE         | COMPLETION DATE |            |            |           |          | AHSP FUNDING REQUIREMENT              |  |
|--------------------------------|--------------|-------------------|-------------|------|------------|----------------------|---------------------------------------|-----------------------|-----------------|------------|------------|-----------|----------|---------------------------------------|--|
|                                |              |                   | Total Units | Type | GN         | Specialist Provision | Type of Specialist Provision          | Year (Est. or actual) | 21/22           | 22/23      | 23/24      | 24/25     | 25/26    | Total Completions over Period of SHIP | Total funding required Over SHIP Period (£m) |
| Ravenscraig Hospital           | Greenock     | Link              | 149         | SR   | 108        | 41                   | 16 Wheelchair Accessible / 25 Amenity | 2018/19               | 0               | 149        | 0          | 0         | 0        | 149                                   | 13.316                                       |
| Ravenscraig phase 2            | Greenock     | Link              | 49          | SR   | 37         | 12                   | 3 Wheelchair Accessible / 9 Amenity   | 2019/20               | 0               | 49         | 0          | 0         | 0        | 49                                    | 5.053  |
| St Stephens                    | Port Glasgow | River Clyde Homes | 224         | SR   | 176        | 48                   | 10 Wheelchair Accessible / 38 Amenity | 2019/20               | 224             | 0          | 0          | 0         | 0        | 224                                   | 16.128                                       |
| Kings Glen                     | Greenock     | Cloch             | 57          | SR   | 53         | 4                    | Through Care                          | 2017/18               | 57              | 0          | 0          | 0         | 0        | 57                                    | 4.031  |
| JWD phase 1 & 2                | Greenock     | River Clyde Homes | 137         | SR   | 129        | 8                    | Wheelchair Accessible                 | 2018/19               | 137             | 0          | 0          | 0         | 0        | 137                                   | 9.936  |
| Slaemuir Phase 3               | Port Glasgow | River Clyde Homes | 24          | SR   | 23         | 1                    | Wheelchair Accessible                 | 2018/19               | 24              | 0          | 0          | 0         | 0        | 24                                    | 1.728  |
| Tweed Street (Bow Farm)        | Greenock     | Oak Tree          | 69          | SR   | 67         | 2                    | Wheelchair Accessible                 | 2019/20               | 69              | 0          | 0          | 0         | 0        | 69                                    | 5.045  |
| Strone Farm                    | Greenock     | Oak Tree          | 15          | SR   | 15         | 0                    |                                       | 2019/20               | 15              | 0          | 0          | 0         | 0        | 15                                    | 1.278  |
| MacLehose Court Remodel        | Greenock     | Blackwood         | 21          | SR   | 18         | 3                    | Wheelchair Accessible                 | 2020/21               | 22              | 0          | 0          | 0         | 0        | 22                                    | 1.584  |
| Acquisition Programme          | Inverclyde   | TBC               | TBC         | TBC  |            |                      |                                       | 2021/22               |                 |            |            |           |          | TBC                                   | TBC  |
| Cumberland Walk                | Greenock     | RCH               | 20          | SR   | 18         | 2                    | Wheelchair Accessible                 | 2021/22               |                 | 20         |            |           |          |                                       | 1.44   |
| <b>Total</b>                   |              |                   | <b>765</b>  |      | <b>644</b> | <b>121</b>           |                                       |                       | <b>548</b>      | <b>218</b> | <b>0</b>   | <b>0</b>  | <b>0</b> | <b>746</b>                            | <b>59.539</b>                                |
| <b>SLIPPAGE PROJECT</b>        |              |                   |             |      |            |                      |                                       |                       |                 |            |            |           |          |                                       |  |
| Houston Street                 | Greenock     | Oak Tree          | 20          | SR   | 19         | 1                    | Wheelchair Accessible                 | 2019/20               | 0               | 0          | 20         | 0         | 0        | 20                                    | 1.569  |
| Drumfrochar Road               | Greenock     | Oak Tree          | 64          | SR   | 62         | 2                    | Wheelchair Accessible                 | 2019/20               | 0               | 0          | 64         | 0         | 0        | 64                                    | 5.367  |
| West Stewart St./Argyle Street | Greenock     | TBC               | 24          | TBC  | 21         | 3                    | Wheelchair Accessible                 | 2020/21               | 0               | 0          | 24         | 0         | 0        | 24                                    | 1.205  |
| To Be Confirmed                | TBC          | Loretto           | 37          | TBC  | 34         | 3                    | Wheelchair Accessible                 | 2021/22               | 0               | 37         | 0          | 0         | 0        | 37                                    | 2.05   |
| An Other 1                     | TBC          | Oak Tree          | 30          | TBC  | 29         | 1                    | Wheelchair Accessible                 | 2022/23               | 0               | 0          | 30         | 0         | 0        | 30                                    | 2.354  |
| An Other 2                     | TBC          | Oak Tree          | 15          | TBC  | 15         | 0                    |                                       | 2022/23               | 0               | 0          | 15         | 0         | 0        | 15                                    | 1.177  |
| An Other 3                     | TBC          | Oak Tree          | 30          | TBC  | 29         | 1                    | Wheelchair Accessible                 | 2023/24               | 0               | 0          | 0          | 30        | 0        | 30                                    | 2.355  |
| An Other 4                     | TBC          | Oak Tree          | 15          | TBC  | 15         | 0                    |                                       | 2023/24               | 0               | 0          | 0          | 15        | 0        | 15                                    | 1.117  |
| <b>Total</b>                   |              |                   | <b>235</b>  |      | <b>224</b> | <b>11</b>            |                                       |                       | <b>0</b>        | <b>37</b>  | <b>153</b> | <b>45</b> | <b>0</b> | <b>235</b>                            | <b>17.194</b>                                |

**Figure 1 – The Housing Planning Framework**





## **APPENDIX 2**

T: 0131-244 07968  
E: lisa.bullen@gov.scot

### **Local Authority Senior Housing Official**

9 July 2020

Dear Colleague

The Scottish Government recognises that local authorities may experience some difficulty in preparing their annual Strategic Housing Investment Plan (SHIP) within the normal submission timescale (end October) due to the ongoing COVID-19 situation. In recognition of this, local authorities should prepare **a light SHIP** only this year covering the period 2021-26

When preparing this document, local authorities should:

- Provide a short narrative summarising any revisions/changes to existing SHIP priorities due to the impact of COVID-19. This should include information on any contingency plans that have either been put in place or there are plans to put in place (for example, the purchase of 'off the shelf' and/or second hand stock to address homelessness). Where local authorities have introduced (or are planning to introduce) new activities / approaches in response to local circumstances created by the COVID-19 pandemic, they should set out clearly how these activities are supporting the priorities and objectives of the Local Housing Strategy. For example, the criteria that the Council is applying in cases where buy backs or other acquisitions are being pursued should be clearly set out.
- Update SHIP Tables to show planned investment priorities for the period 2021–2026 – these should (a) reflect any newly identified priorities (b) take account of delivery delays due to, for example, the introduction of safe operating procedures on construction sites and (c) be reflected on HARP.



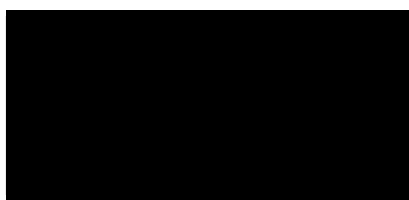
- Provide confirmation that the SHIP has been agreed by the Council's relevant Committee.
- Ensure that the SHIP is submitted to the Scottish Government no later than mid-December 2020 although we encourage it to be sent to us earlier than this date if the local authority is in a position to do so.
- Include information in the narrative on what consultation has been undertaken with stakeholders to help inform any revisions/changes to existing SHIP priorities.

More Homes Division Area Teams will review your SHIP and provide feedback.

For further input on the development of the SHIP please contact your local Area Team Manager in the first instance:

|                                       |                    |  |
|---------------------------------------|--------------------|--|
| <b>Glasgow &amp; Clyde</b>            | Anne-Marie Thomson | <a href="mailto:Anne-Marie.Thomson@gov.scot">Anne-Marie.Thomson@gov.scot</a> |
| <b>Highlands, Islands &amp; Moray</b> | Mairi Ross Grey    | <a href="mailto:Mairi.RossGrey@gov.scot">Mairi.RossGrey@gov.scot</a>         |
| <b>North &amp; East</b>               | Maureen Esplin     | <a href="mailto:Maureen.Esplin@gov.scot">Maureen.Esplin@gov.scot</a>         |
| <b>South East</b>                     | Alastair Dee       | <a href="mailto:Alastair.Dee@gov.scot">Alastair.Dee@gov.scot</a>             |
| <b>South &amp; West</b>               | Pauline Gilroy     | <a href="mailto:Pauline.Gilroy@gov.scot">Pauline.Gilroy@gov.scot</a>         |

Regards



Lisa Bullen  
Housing Planning Team Leader  
More Homes Division

## **APPENDIX 3**

Housing,  
and  
Social  
Justice  
Directorate  
More  
Homes  
Martin  
McNab  
Inverclyde  
Council

αβχδεφγη

via email

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16 June 2020

Dear Martin

### **INVERCLYDE COUNCIL STRATEGIC HOUSING INVESTMENT PLAN 2020 – 2025**

Thank you for submitting the Inverclyde Council Strategic Housing Investment Plan (SHIP) 2020-2025.

More Homes Division is endeavouring to operate as close to normal as possible at this time with staff working remotely during the COVID-19 restrictions. Should you have any queries, please do not hesitate to contact me or my team.

With the impact of the 'effective lock down' there is a necessary pause in the delivery of affordable homes at what was a critical time in the five year target period, when the final site starts were scheduled to proceed. Once normal activity has resumed we will be clearer about the full effect this will have on the timing of the delivery of these homes. However, it is unlikely we will now meet the 50,000 target by the end of March 2021. This is of course disappointing, as we were on track to deliver on our affordable homes commitment. We are grateful for the incredible amount of work that has been undertaken to date by a wide range of partner organisations towards delivering these homes.

The priority now of course is the health and wellbeing of the people of Scotland and keeping people safe. However, it will be vital in the time ahead to maintain a focus on delivering your council's SHIP priorities. Please be assured that my team and I will work with you as we move forward. We are liaising with the housing sector

Atlantic Quay 5, 150 Broomielaw, Glasgow G2 8LU [www.gov.scot](http://www.gov.scot)

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through the SFHA and the SG/COSLA resilience groups and will work with all partners across the housing sector in order that the programme can be progressed, when it is safe for housebuilding to resume.

We know that councils need as much advance notice as possible of longer term resource planning assumptions. In addition to providing RPAs for councils to March 2021, the Scottish Government has provided an interim commitment of £300 million funding certainty for 2021-22 ahead of the spending review later this year, to ensure that affordable homes continue to be delivered.

We will continue to seek updates to SHIPs on an annual basis, and will therefore be seeking an update to your SHIP by 31 October 2020, if that is possible. It remains important that all councils continue to secure the appropriate corporate buy-in to these plans and that there is full corporate and stakeholder support to deliver the projects included in your Strategic Housing Investment Plan. We of course appreciate that there may be difficulties with these arrangements, given the current circumstances, and we can discuss this further at the meeting arranged with you on 29 June 2020.

The Scottish Government has reviewed the SHIP submitted by you for the period 2020 to 2025. I have structured comments around the four overarching themes.

### **SHIP fit with LHS Outcomes**

The SHIP demonstrates a clear fit with the relevant 6 outcomes the Council's LHS. This is helpfully supported by information throughout the document on how these can be delivered through a range of means.

We note that Inverclyde is one of the few Local Authority areas in Scotland projected to have a decrease in population, with net migration a particular issue in the 20's and 30's age groups. We welcome the consideration given to the demographics around this which will inform future plans, particularly in relation to specialist provision. We recognise the Council's consideration to affordable housing solutions across all tenures to meet the needs of its aging population and welcome the consideration given to possible solutions such as New Supplied Shared Equity (NSSE) as a housing option for older people.

The SHIP document highlights that the Council is investigating different ways of supplying housing for older residents, and we welcome the discussions you have been having with RSL and HSCP partners to address the housing and health needs of the authority's older population. It is noted that the Council is seeking to increase the number of units within current SHIP projects which are suitable for older people. Over the period of the SHIP, 148 units across 16 projects are identified for wheelchair or amenity housing which is to be commended. It is further noted this number may increase given discussions around dementia friendly units at the St Stephens development.

As a stock transfer authority, the Council relies on its partners to help it discharge its statutory homelessness duty therefore the Rapid Rehousing Transition Plan (RRTP) has been developed with partner organisations. The SHIP outlines a clear fit with the RRTP and this is helpfully supported by information on how RRTP outcomes will be addressed, such as through the RRTP working group with members from across HSCP, RSLs and Council Departments covering Housing Strategy, Commissioning and Finance.

## **Prioritisation and Deliverability**

The SHIP narrative provides a clear description of the decision making process on how projects are prioritised using its revised prioritising methodology. This methodology takes into account how projects meet the local housing need and demand and how they address the LHS outcomes, all within the context of deliverability. The additional information within this year's SHIP showing the points allocated is useful and helps emphasise the level of consideration the Council has given to how the SHIP programme will be achieved.

The additional detail in the SHIP document on how the Council has worked with colleagues in other departments and external public bodies to identify potential development constraints at an early stage is welcomed.

We acknowledge the Council's 'over programmed' approach and note that significant slippage has been built in to the programme over the next 5 years. This is welcome and highlights the continuing ability of the Council to deliver a strong programme. We will agree with the Council the prioritisation of projects within the constraints of the available RPA. The Council is to be commended for considering alternative funding sources such as the Scottish Government Town Centre Fund where appropriate.

The Council has demonstrated a track record of being able to meet its allocated Resource Planning Assumption (RPA) Target with its RSL partners. In the last financial year in particular the Council has been able to take up significant additional resources to its original RPA, enabling new projects to be accommodated in the programme and accelerating other projects from future years.

## **Local Authority Contribution/ Engagement**

The Council has worked with all appropriate service areas, including Inverclyde Health and Social Care Partnership, and RSLs in the preparation of its SHIP. We note that the Council's Housing Partnership Group is one of the means used to monitor and review the SHIP process and this is to be commended. The Council and its partners have been able to respond to changing circumstances and realise opportunities for additional resources when they have been available.

There is no evidence of wider consultation on the SHIP, such as with tenants and residents organisations, and this may be an aspect the Council may wish to consider in the development of future SHIPs.

## **Equalities**

We note that an Equality Impact Assessment was carried out on the LHS which indicated the strategy would have a positive impact on a range of people who share protected characteristics. It is not clear however whether the SHIP 2020-25 update was subjected to an Integrated Impact Assessment and we would request that the Council address this in future to identify any concerns about the way the delivery of the SHIP is likely to affect any of the equalities groupings. The SHIP document confirms that a Strategic Environmental Assessment has been carried out on the LHS however it would also be useful to carry out a pre-screening assessment of the SHIP in accordance with Schedule 2 of the Environmental Assessment (Scotland) Act 2005.

The SHIP document highlights work the Council is undertaking to harmonise categories of supported accommodation across all social landlords in Inverclyde to develop a knowledge base and map availability of current supply across different communities which is to be commended. We also welcome the establishment of working group, comprising representatives of the Housing Partnership Group, to conduct a Specialist Provision Housing Review and look forward to seeing the outcome of this research

The SHIP document indicates that with over 800 units proposed in the SHIP period, and the Council's current 3% wheelchair accessible target, there is an expectation that around 30 wheelchair accessible units will become available in the next 5 years. We would highlight the requirement for local authorities to have all tenure targets and require clarification that targets meets the definition of homes suitable for wheelchair users to live in as set out in section 3 of the wheelchair accessible housing guidance. Please refer to my colleague Lisa Bullen's letter dated 19 December 2019 on wheelchair accessible housing targets across all tenures which asks all local authorities to provide details to the Scottish Government of their all tenure targets and the work to support its implementation.

While the SHIP highlights the issue of unauthorised encampments on a short-term basis by the Gypsy/Traveller community when travelling through Inverclyde, the document does not include details of any specific housing proposals to support the gypsy traveller community. This is an issue the Council may wish to develop, in consultation with neighbouring authorities, for the next SHIP.

## **General comments**

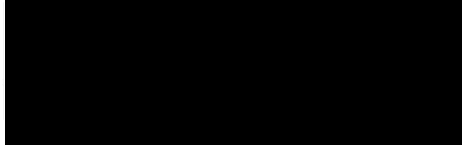
- The 2020-21 to 2024-25 SHIP was submitted as a "Consultative Draft". It is not clear if Council Committee approval has been granted as the submitted SHIP has not been made "Live" on HARP.

- We note that the narrative and Table 1 was completed and submitted timeously to the Scottish Government and that the 2020 SHIP (Table 1) was submitted on HARP. We would emphasise that the 2021 SHIP (for the 5 year period 2021/22-2025/26), due for submission by local authorities, if possible by 31 October 2020, should also be submitted on HARP.
- It is noted that the SHIP document includes reference to a potential HIF project at the former Ravenscraig Hospital site. It should be noted that whilst the document states the development had benefited from the HIF, the junction works mentioned were only approved for HIF support in February 2020 and the bridge works are subject to a current application and appraisal
- The SHIP document provides good detail on all topic matters though we would welcome further detail in the next SHIP in relation to the impact the plan will have on equalities groups. The SHIP is well laid out and covers assessment of the key strategic priorities of the Council. It links to other strategic documents and seeks to address the priorities laid out in these documents by identifying a number of development opportunities. The scale of development proposed matches that of recent years and the number of new project opportunities remains high.
- The SHIP document is developed in accordance with the current Scottish Government Guidance issued in August 2019. Methods of project prioritisation have been illustrated and constraints have been addressed through the SHIP process and there is a project prioritisation weighting matrix to ensure that projects are deliverable and meet strategic objectives. The SHIP also addresses the contribution that the project priorities make to energy efficiency, environmental standards and sustainability.
- The SHIP demonstrates a significant level of ambition from the Council including a healthy programme going forward and we will agree with you how the identified programme is to be delivered within the context of available resources.
- We note the Council received £459,000 from Council Tax on Second Homes in 2018/19 and that the Council prioritise these funds to tackling the condition of the housing stock in the Clune Park estate as part of a co-ordinated strategic approach to tackling the issues within this area.
- The Development Fund, created under the terms of the stock transfer to River Clyde Homes, exists to hold monies generated from the sale of assets by RCH. The implication in the SHIP document is that this Fund currently does not hold any resources and we would welcome further discussion with the Council on this in the context of disposals approved by Scottish Ministers in the past few years.

I hope that you find these comments helpful as you take the SHIP forward. In the meantime, please contact me if you want to discuss the contents of this letter further, or any other aspect of the SHIP process.

Please continue to ensure that the SHIP is an available plan that is published on the Inverclyde Council website once the final version of the SHIP has been agreed.

Yours sincerely



**Anne-Marie Thomson**  
**Area Manager - Glasgow and Clyde**  
**More Homes Division**

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|                         |   |                    |                        |
|-------------------------|---|--------------------|------------------------|
| <b>Report To:</b>       | <b>Environment &amp; Regeneration<br/>Committee</b>                       | <b>Date:</b>       | <b>14 January 2021</b> |
| <b>Report By:</b>       | <b>Corporate Director<br/>Environment, Regeneration and<br/>Resources</b> | <b>Report No:</b>  | <b>ENV003/21/MM</b>    |
| <b>Contact Officer:</b> | <b>Martin McNab</b>   | <b>Contact No:</b> | <b>01475 714246</b>    |
| <b>Subject:</b>         | <b>Inverclyde Local Housing Strategy 2017-2022 2020 Update</b>            |                    |                        |

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## **1.0 PURPOSE**

- 1.1 The purpose of this report is to update the Committee on the progress to date on the implementation of the Inverclyde Local Housing Strategy 2017-2022 outcomes and action plan.

## **2.0 SUMMARY**

- 2.1 The Housing (Scotland) Act 2001 places a statutory duty on local authorities to prepare a Local Housing Strategy supported by an assessment of housing need, demand and provision. The Inverclyde Local Housing Strategy (LHS) 2017-2022 was approved by the Education and Communities Committee in March 2017.
- 2.2 The LHS sets the vision for housing and housing related services in Inverclyde over the five year period between 2017 and 2022. The overarching aim of the strategy is to make Inverclyde a place where people have access to quality, affordable homes in sustainable communities over the duration of the strategy.
- 2.3 The Scottish Government published new LHS guidance in September 2019. The guidance now outlines that it is a statutory requirement for a LHS to be kept under review. The Scottish Government now expects all Local Authorities to review and report on progress annually. To meet the statutory requirements, the attached LHS update (Appendix) evaluates progress made over the past year, in light of the Coronavirus pandemic, by Inverclyde Council and its partners on the Inverclyde LHS 2017-2022 outcomes since the 2019 update.

## **3.0 RECOMMENDATION**

- 3.1 It is recommended that the Committee notes the 2020 update on the Inverclyde Local Housing Strategy 2017-2022 and the progress made to date.

## 4.0 BACKGROUND

- 4.1 The Housing (Scotland) Act 2001 places a statutory duty on local authorities to prepare a Local Housing Strategy supported by an assessment of housing need, demand and provision. The Inverclyde LHS 2017-2022 was approved by the Education and Communities Committee in March 2017. The Scottish Government published new LHS guidance in September 2019. The guidance now outlines it is a statutory requirement for a LHS to be kept under review. The Scottish Government now expects all Local Authorities to review and report on progress annually. To meet the statutory requirements of the Council, the attached LHS update (Appendix) evaluates progress made over the past year, in light of the Coronavirus pandemic, by Inverclyde Council and its partners on the Inverclyde LHS 2017-2022 outcomes since the 2019 update.
- 4.2 Underpinning delivery of the LHS is effective partnership working. Contribution towards the implementation of the LHS action plan since its publication has been provided from key stakeholders including:
- Inverclyde Council (Housing Strategy, Planning, Finance and Legal),
  - Inverclyde Health and Social Care Partnership,
  - Local RSL partners (Cloch Housing Association, Larkfield Housing Association. River Clyde Homes, Oak Tree Housing Association),
  - National RSL partners (Link Housing, Sanctuary Housing) and,
  - Third Sector Partners.
- 4.3 The objective of the LHS is to make Inverclyde a place where people have access to quality, affordable homes in sustainable communities over the duration of the strategy. This vision is supported by six overarching strategic outcomes which are reported on within the LHS update (Appendix). These outcomes are:
- Outcome 1: Access to Housing. To promote the supply of good quality affordable housing solutions across all tenures.
  - Outcome 2: Sustainable Places. To ensure that Inverclyde has sustainable, attractive and well-designed communities with well-functioning town centres.
  - Outcome 3: Preventing homelessness. To prevent homelessness where possible through provision of ongoing support to meet the needs of individuals.
  - Outcome 4: Housing and Health. To ensure that people are supported to live independently for as long as possible in their own homes and communities.
  - Outcome 5: Affordable Warmth and Climate Change. To tackle fuel poverty and contribute to meeting the climate change target.
  - Outcome 6: Improving Housing Quality. To improve stock condition across all tenures.
- 4.4 The uncertainty caused by the Covid-19 pandemic will undoubtedly have a significant impact upon economic activity both in a local and national context. Housing development was halted in March 2020 due to the outbreak of the Coronavirus pandemic and the resultant national lockdown. The shut down and phased return of construction delayed progress on the supply of new affordable homes. Construction sites were closed which resulted in delays to the Strategic Housing Investment Plan (SHIP) programme and underspend of the available Scottish Government grant to deliver affordable housing development.
- 4.5 The Scottish Government has confirmed that grant commitments made prior to lockdown will remain which allows projects previously identified within the SHIP to be taken forward. Any additional Covid-19 related costs which may be awarded will need to be met from the RPA. The delivery of around 800 units across Inverclyde through projects previously estimated for completion by March 2021 were mainly be delayed by three to six months following the easing of lockdown measures.
- 4.6 An updated iteration of the Inverclyde Rapid Rehousing Transition Plan (RRTP) was submitted to the Scottish Government in July 2020. Inverclyde HSCP were notified that year two rapid rehousing funding for 2020/21 was £44,000. The plan is to utilise the start-up costs (£30k funding); the year one funding (£53k) and the year two funding (£44k) totalling £127,000 to part fund a Rapid Rehousing Partnership Officer for 23 months (£96,600). A Rapid Rehousing Partnership Officer has now been recruited by the HSCP and commenced employment in

October 2020. The officer is responsible for the RRTP working groups and coordinating Inverclyde's response to tackling homelessness in relation to the rapid rehousing agenda.

- 4.7 A working group formed of members (Housing Strategy and Inverclyde Centre for Independent Living) of the Housing Partnership Group (HPG) is undertaking a review of specialist housing provision in Inverclyde. The forecasted growth in the older age population in Inverclyde brings with it significant challenges and a prospective increase in demand for specialist housing. This work is to outline the housing requirements of particular needs groups in Inverclyde. The working group has found this work to be of a significant scale and resource intensive. It is for this reason that progress of the review has initially focused on wheelchair accessible housing although significant work has commenced and will be on-going to investigate the needs of all support groups.
- 4.8 Following the initial review process the working group drafted a suite of recommendations. If agreed, these recommendations will form a subsequently agreed action plan with lead officer ownership across the Housing Partnership Group. Actions will be addressed by working groups comprised of members of the HPG which will be responsible for identifying future specific specialist housing needs. A draft report has been shared with the HPG with a final draft of the review to be shared with the group in early 2021, following consultation, to finalise the report.
- 4.9 Planning consultants, GL Hearn were appointed in April 2020 to undertake research, consultation and produce a development strategy for the Eastern Gateway area of Port Glasgow. This area forms the entry point to Inverclyde for visitors travelling from the west along the A8/M8 corridor from Renfrewshire and the Glasgow City Region. The Eastern Gateway is viewed to be of strategic significance to Inverclyde for attracting investment including private sector housing. This is owing to the excellent transport links to the wider Glasgow City Region, the relatively flat topography of the land, views across the River Clyde and access to services which together contribute towards creating an attractive proposition for prospective residents.
- 4.10 The study has been informed by a detailed programme of engagement with residents, other interested members of the public and stakeholders from across the public, private and third sectors. The final report which outlines a long term and joined up strategy for the housing led regeneration of the area will be submitted to the Council in 2021.

## 5.0 IMPLICATIONS

### 5.1 Strategic

The Local Housing Strategy is a key strategic document.

### 5.2 Financial

There are no financial implications of this update.

#### Financial Implications - One off Costs

| Cost Centre | Budget Heading | Budget Year | Proposed Spend | Virement From | Other Comments |
|-------------|----------------|-------------|----------------|---------------|----------------|
| N/A         |                |             |                |               |                |

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

None



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

### 5.3 Human Resources

None

### 5.4 Legal

None

### 5.5 Equalities

When delivering services to our customers, full cognisance is taken of equality and diversity processes and procedures.

(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?

|                                     |   |
|-------------------------------------|---|
| <input type="checkbox"/>            | YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals. |
| <input checked="" type="checkbox"/> | NO  |

### 5.6 Repopulation

The Inverclyde Local Housing Strategy 2017-2022 is a cross tenure document which sets the vision for housing and housing related services within the region. The strategy outlines Housing Supply Targets based on an assessment of housing need and demand. Targets agreed in accordance with the Inverclyde Local Development Plan have been set to exceed

housing supply estimates as a method of encouraging growth in the housing supply in both the social and private sectors. This approach is anticipated to encourage retention of Inverclyde residents and in-migration based on an improved housing supply offer which meets the needs of current and prospective residents.

## **6.0 CONSULTATIONS**

6.1 In developing this LHS the following were consulted:

- Inverclyde Council (Housing Strategy, Planning, Finance and Legal),
- Inverclyde Health and Social Care Partnership,
- Local RSL partners (Cloch Housing Association, Larkfield Housing Association. River Clyde Homes, Oak Tree Housing Association),
- National RSL partners (Link Housing, Sanctuary Housing) and,
- Third Sector Partners.

## **7.0 LIST OF BACKGROUND PAPERS**

7.1 Updates to the LHS are produced annually the last iteration being:

Inverclyde Local Housing Strategy 2017-2022: 2019 Update Environment & Regeneration Committee 31 October 2019 **ENV048/19/MM**

# Inverclyde Local Housing Strategy

2017-2022

**2020 Update**



Inverclyde  
council



## Introduction

The Housing (Scotland) Act 2001 places a statutory duty on local authorities to prepare a Local Housing Strategy supported by an assessment of housing need and demand. The Inverclyde Local Housing Strategy (LHS) 2017-2022 was approved by the Education and Communities Committee in March 2017. The Inverclyde Alliance Outcomes Improvement Plan 2017-2022 sets the vision for Inverclyde as:

### ***‘Nurturing Inverclyde: Getting it right for every Child, Citizen and Community’***

The LHS contributes towards attaining this vision by outlining the outcomes for housing and housing related services in Inverclyde over the five year period between 2017 and 2022. The overarching aim of the strategy is to make Inverclyde a place where people have access to quality, affordable homes in sustainable communities over the duration of the strategy. Underpinning delivery of the LHS is effective partnership working. Contribution towards the implementation of the LHS action plan has been provided from key stakeholders including:

- Inverclyde Council (Housing Strategy, Planning, Finance and Legal),
- Inverclyde Health and Social Care Partnership (HSCP),
- Local Registered Social Landlord (RSL) partners (Cloch Housing Association, Larkfield Housing Association, River Clyde Homes, Oak Tree Housing Association,
- National RSL partners (Link Housing, Sanctuary Housing), and
- Third Sector Partners.

In July 2019, the Scottish Government published their vision for ‘Housing to 2040’ outlining their future aspirations for an effective housing system in Scotland. The paper notes that housing has a vital role to play in meeting many of the Scottish Government’s ambitions for Scotland, including eradicating child poverty and homelessness, ending fuel poverty, tackling the effects of climate change and promoting inclusive growth. The challenges facing Scotland are also key issues within Inverclyde. Inverclyde Council responded to this consultation outlining the key housing issues which face Inverclyde, demonstrating the barriers which need to be overcome locally to work towards meeting the 2040 vision and principles. The LHS will continue to work towards addressing these issues and beyond the duration of the strategy into future editions of the LHS. These issues are inclusive of:

- We have an ageing population and people are living longer;
- The number of households is growing and more people are living alone;
- We need to mitigate the impact of climate change;
- We must act on homelessness;
- We want to tackle child poverty; and
- We need to manage the impact of Brexit and the UK Government’s welfare reforms.

The Scottish Government published new LHS guidance in September 2019. It is a statutory requirement for an LHS to be kept under review. The Scottish Government now expects all local authorities to review and report on progress annually. The following update will therefore evaluate progress made over the past year, in light of the Coronavirus pandemic, by Inverclyde Council and its partners on the Inverclyde LHS 2017-2022 outcomes since the 2019 update.

## Responding to Covid-19

2020 was a pivotal moment for local government, public services and society in general. The COVID-19 pandemic and responses have had and will have far reaching consequences and it is still unknown whether these will be short-lived or if the sheer scale and scope of this crisis will usher in some more fundamental change. Inverclyde Council's ongoing response to Covid-19 is co-ordinated by the Council's Corporate Management Team (CMT), which has responsibility for all strategic matters with tactical arrangements discussed and proposed via the Council Resilience Management Team (CRMT). All Council, Committee and Sub-Committee meetings were suspended from 24<sup>th</sup> March 2020 and power transferred to the Policy & Resources Executive Sub Committee to consider and approve the decisions taken by the CMT. The normal committee cycle resumed in August 2020 albeit with committees held virtually.

The uncertainty caused by the Covid-19 pandemic will undoubtedly have a significant impact upon economic activity both in a local and national context. Housing development was halted in March 2020 due to the outbreak of the Coronavirus pandemic and the resultant national lockdown. The shut down and phased return of construction delayed progress on the supply of new affordable homes. Construction sites were closed which resulted in delays to the Strategic Housing Investment Plan programme and underspend of the available Scottish Government grant to deliver affordable housing development.

However, the Scottish Government has confirmed that grant commitments made prior to lockdown will remain which allows projects previously identified within the SHIP to be taken forward. Any additional Covid-19 related costs which may be awarded will need to be met from the RPA. The delivery of around 800 units across Inverclyde through projects previously estimated for completion by March 2021 will now mainly be delayed by three to six months following the easing of lockdown measures. The pandemic is also likely to have a significant impact upon housing markets and the operational processes of both homelessness services in the near and distant future.

The Scottish Government passed emergency legislation to protect tenants in Scotland during the COVID-19 outbreak who may be experiencing financial hardship. The Coronavirus (Scotland) Act 2020 protects tenants in Scotland from any eviction action for up to six months. This applies to both the private and social rented housing sectors and will ensure the position is absolutely clear for all landlords and tenants in Scotland. This new legislation temporarily extends the amount of notice landlords must give when ending a tenancy. In most cases landlords will now need to give tenants six months' notice, unless they are ending the tenancy for particular reasons, including antisocial and criminal behaviour by the tenant, or where the landlord or their family need to move into the property where the notice period is 3 months.

The legislation also temporarily makes all grounds for eviction in the private rented sector (PRS) discretionary, ensuring that the First Tier Tribunal (FTT) will be able to use discretion and take all factors relating to the impact of COVID-19 has had on both the landlord and tenant into account before deciding whether to issue an eviction order or not.

The pandemic fundamentally changed the homelessness picture within Inverclyde. In March 2020, with the pandemic unfolding nationally and internationally, a number of key challenges emerged which required a new response locally. These challenges have inadvertently proved beneficial in helping to consider future delivery.

- Public health advice was sought regarding the use of shared accommodation units and ability to implement social distancing, along with need for self-isolation. This led to decreasing the service user population accommodated within the Inverclyde Centre from 31 units to 15. A number of service users required to be moved out of the centre into temporary furnished flats.
- Due to Covid-19 the Scottish Government implemented the Early Prisoner Release Scheme (EPRS) for eligible prisoners due to be liberated in the 12 week period from 4<sup>th</sup> May 2020 to 31<sup>st</sup> July 2020. Within Inverclyde during the month of May, 11 prisoners were released under the EPR scheme with 7 being accommodated via homelessness within temporary accommodation. This is in addition to the normal prison liberations which have continued throughout.
- An increase in homelessness presentations has continued throughout the Covid period due to a range of factors, including family/relationship breakdowns and people no longer able to stay in their previous accommodation (Inverclyde HSCP, 2020).

In order to respond to these challenges, an increase in temporary furnished flats (TFFs) within the community was required with local Registered Social Landlords (RSLs) supporting this by providing an additional 40 flats to the service throughout the first eight weeks of Covid. There are now 65 TFFs within Inverclyde, in the main within Greenock and Port Glasgow. Presentations have continued to increase locally in particular with increasing numbers of young people presenting through family breakdown. Unfortunately this has resulted in an increased use of bed and breakfast accommodation during Covid. Therefore, it is anticipated that to continue to deliver appropriate services post Covid lockdown, the increase in TFFs will require to continue for a period of time (Inverclyde HSCP, 2020). These issues will be examined and addressed through the Rapid Rehousing Transition Plan process.

## Development and Regeneration

### *Outcome 1, Access to Housing: Provide a supply of good quality affordable housing solutions across all tenures*

The Inverclyde LHS 2017-2022 presents that one of the significant challenges to Inverclyde is the projected demographic changes to the region and in particular an ageing and declining population. Depopulation coupled with negative projected household change will result in an increase in the number and proportion of single person households in Inverclyde. 4 out of every 10 households are expected to be single person households by 2029. The majority of these are projected to be inhabited by older persons, who generally wish to continue living independently in home and community settings. This requires serious consideration being paid to future housing provision, including Specialist Provision. The key priorities are therefore to encourage population growth in Inverclyde to address depopulation and provide housing solutions for the ageing demographic residing in the region

The average house price in Inverclyde is lower than the Scottish average, indicating owner occupation is a more affordable option than in other areas of Scotland. The UK house price index lists the average house price for Inverclyde was £99,806 in comparison to the average house price being £153,294 for Scotland between August 2019 and August 2020.

#### *Strategic Housing Investment Plan (SHIP)*

Inverclyde has benefitted from significant investment in new affordable housing which will address the housing priorities in our area which most reflect the needs of our residents. National and local housing providers have received around £48 million grant funding in this parliamentary term from the Scottish Government's Affordable Housing Supply Programme (AHSP).

The SHIP is a five-year plan based on three year Resource Planning Assumptions (RPA), which are ordinarily notified to the local authority on an annual basis. However, due to the delay to the budget, further information on RPA levels post 2021 for Inverclyde will be provided as soon as known and will inform the pace at which future programme plans can be delivered. A key investment in the Scottish Government's draft Infrastructure Investment Plan for Scotland 2021-2026 is the allocation of a further 2.8m in direct capital grant funding to deliver more affordable and social homes, continuing to ensure the right types of homes in the right places reflecting and supporting Local Housing Strategies and regional development priorities.

Two affordable housing developments have reached completion in Inverclyde since last years' SHIP. Combined, Auchmead Road in Greenock, and the Slaemuir regeneration in Port Glasgow by Oak Tree and River Clyde Homes respectively offer 76 new units for social rent. As previously noted, the shut down and phased return of construction due to the initial lockdown over the months of March, April and May has delayed progress on the supply of new affordable homes in Inverclyde. Much of the targets and agreed spend on the house building programme which were scheduled to complete by March 2021 have been delayed with some projects carrying on into the 2021/22 financial year if they are not completed on time.

### ***Blackwood Group***

Following the decommissioning of support services in Inverclyde, Blackwood Homes are remodelling their existing Maclehose Court complex in the West End of Greenock. The remodelling of the MacLehose Court care home will result in 22 additional homes being brought to the west end of Greenock; a mixture of one, two and three bed flats including 3 specialist wheelchair units on the ground floor. All flats will have an element of accessibility, will utilise the technology aspects of the Blackwood Design Guide, and meet Housing for Varying Needs Standards.

### ***Cloch Housing Association***

Cloch Housing Association will provide 58 units at King's Glen including large family homes and cottage flats, with some homes on split level due to the topography of the site. Consultation with colleagues in HSCP identified a requirement for Through Care accommodation in the area and this has been taken into account in the housing mix proposals with four, 2 bedroom cottage flats to be provided as Through Care accommodation.

### ***Link Group***

The 149 unit development at the Ravenscraig Hospital site by Link Group in partnership with Oak Tree Housing is currently on site and will help meet the demand for one bedroom and family homes. 71 of the properties will be handed over to Oak Tree on completion and the remaining 78 will be managed by Larkfield Housing Association. The development will benefit from Link's target of providing 10% wheelchair housing include two bespoke three-bedroom bungalows, and 11 ground floor flatted dwellings with fully accessible private gardens. The site will also include 25 amenity cottage flats. These types of housing will support residents to live independently for as long as possible in their own homes and communities. This variety and number of new affordable homes will improve community cohesion, lift local asset values and assist future regeneration.

### ***Oak Tree***

The Auchmead Road development, now known as Ravenscraig Gardens is the first phase of Oak Tree Housing Association's ambitious plan to deliver 200 affordable homes across Greenock. It was constructed on the site of the former Ravenscraig Primary School, a total of 36 homes have been delivered in a mix of 28 two, three and four-bedroom semi-detached houses and 8 two-bedroom cottage flats. Oak Tree also worked with the HSCP to provide Through Care accommodation for safe accommodation to rent to young people.

Work has started on 69 new homes in the Tweed Street area of Greenock. The two-storey homes will be predominantly houses with a mixture of two, three and four bed accommodation including 32 houses which can be readily adapted to accommodate wheelchair accessibility. The plan to deliver 16 units at Strone Farm comprising of two, three, and four bed houses are currently on hold due to contractual issues which are hoped to be resolved shortly. 71 of the new homes currently under construction at Ravenscraig will be passed over to Oak Tree as a turnkey project by Link Group. Oak Tree are also involved in negotiations and looking at proposals to deliver a further 84 units across sites at Drumfrochar Road and Houston Street.

### ***River Clyde Homes***

The Slaemuir site in Port Glasgow is a three phase development which will provide 96 units of varying house type including three bedroom family homes, one bedroom flats and



wheelchair housing. Phase 2 which completed in August 2020 comprises of 40 units of one bed flats and two bed cottages and adds to the 32 units completed in Phase 1 last year.

River Clyde Homes have a number of other sites in the current SHIP across Greenock and Port Glasgow which will add over 400 more affordable homes to Inverclyde. 137 units at James Watt Dock and the 224 units at the old St. Stephen's school site will include a variety of homes from one bedroom assisted living properties to family homes and also provide wheelchair accessible properties.

### **Sanctuary**

Sanctuary Group has four soon to be completed sites across Greenock and Port Glasgow at Lilybank Road, Dubbs Road, Mount Pleasant Street and Broadstone Avenue, which combined will deliver 96 units for social rent. The sites will offer a range of house types with cottage flats, family homes, wheelchair housing and 24 units of amenity housing.

### *Housing Need and Demand and the Local Development Plan*

A Development Plan is a statutory document prepared by planning authorities which sets out the strategy and policies for the use of land and buildings within the area it covers and is the principle basis for the determination of planning applications. Inverclyde's current Local Development Plan ('LDP'), which was adopted in 2019, forms the Development Plan for Inverclyde. However, an appeal to the Court of Session regarding the methodology used to calculate the plan's housing land requirement was successful and the housing chapter of the LDP was quashed as a result.

The removal of Chapter 7 means that the current Plan does not provide a development plan policy context for housing and community facility development. Subsequently, work has commenced on preparing a new proposed plan with a timeline for adoption by April 2022.

Work has also commenced on the development of the forthcoming Glasgow and Clyde Valley Housing Need and Demand Assessment (HNDA3). Members of Housing Strategy and Planning Policy act as representatives for Inverclyde Council within this process. It is anticipated this work shall be completed in 2021 This will provide a future robust and credible evidence base for the development of the next LHS and provide estimations of housing need and demand in Inverclyde to inform both the the LDP and LHS.

### ***Outcome 2, Sustainable Places: Sustainable, attractive and well-designed communities with well-functioning town centres***

Net migration, particularly of the 20s to 30s age group, continues to be a major contributor to depopulation across Inverclyde. The rate of population decline was projected to slow between the years of 2012-2024, then increase again from 2024-2037. Recently published (2 October 2020) National Records of Scotland (NRS) 2018 based population and household projections show household growth has occurred in Inverclyde since 2012, contrary to the 2012-based projection. Nevertheless the 2018-based projection still shows decline from 2018 onwards so projected population decline remains a challenge.

A decline in the working age population, along with a lower than average projected household formation rate is combining to create a decline in households over the period to 2029. This will reduce the number of family-sized and working age households; resulting in

implications for the local economy in terms of lower tax contributions. It will also put further pressures on already stretched services.

As noted within Inverclyde Council's Housing to 2040 submission to the Scottish Government, there is demand for new owner-occupied homes in Inverclyde, but the market has not recovered enough to provide these at scale within the region since the recession. The subsequent effect of this means that families with aspirations to own a new build private home have limited choices in Inverclyde and in some instances will be leaving to meet their demands elsewhere, further contributing to depopulation. This means it is important that Inverclyde has a variety of housing options to cater for households at different income entry points, which has been a focus of ongoing work to regenerate Inverclyde and create sustainable communities.

### *Strategic Housing Priority Areas*

The Inverclyde Alliance have set as one of the priority actions within the Inverclyde Outcomes Improvement Plan, 'for the population to be stable and sustainable with an appropriate balance of socio - economic groups that is conducive to local economic prosperity and longer term population growth.' Subsequently, the Inverclyde Alliance developed a Repopulation Strategy and Action Plan to achieve the overarching goal to 'halt and reverse the de-population of Inverclyde by 2025 through improving the employment, housing and infrastructure offer.'

Planning consultants, GL Hearn were appointed in April 2020 to undertake research, consultation and produce a development strategy for the Eastern Gateway area of Port Glasgow. This area forms the entry point to Inverclyde for visitors travelling from the west along the A8/M8 corridor from Renfrewshire and the Glasgow City Region. The Eastern Gateway is viewed to be of strategic significance to Inverclyde for attracting investment including private sector housing. This is owing to the excellent transport links to the wider City Region, the relatively flat topography of the land, views across the River Clyde and access to services, contributing towards creating an attractive proposition for prospective residents. The study has been informed by a detailed programme of engagement with residents, other interested members of the public and stakeholders from across the public, private and third sectors. The final report which outlines a long term and joined up strategy for the housing led regeneration of the area will be submitted to the Council in early 2021.

The publication of the Scottish Index of Multiple Deprivation data in January 2020 presented that the Greenock town centre and East Central S01010891 datazone has replaced Ferguslie Park in Paisley, Renfrewshire as the most deprived area of Scotland. The Environment and Regeneration committee agreed that a similar approach should be taken forward in other key strategic areas of Inverclyde to tackle issues of depopulation and deprivation. These studies will form the basis for Strategic Housing Priority Areas (SPHA) with Greenock town centre and Central Port Glasgow identified as localities in need of attention.

### *Empty Homes and Clune Park*

Empty homes are a wasted resource and can often cause a blight on local communities and surrounding areas. Empty Homes will not solve housing supply issues alone but they can be part of a holistic approach to increase the availability of housing and help regenerate communities. Homes can become empty for a number of reasons, with most empty for only

a short time while awaiting sale, let or renovation. There are also homes which are vacant for some time, not being actively marketed for sale or for rent, are fit for occupation and the owner is not actively trying to bring the property back into residential use. Properties are considered to be long-term empty after six months of non-occupation. To create attractive and sustainable places one of the key aims of the Inverclyde LHS 2017-2022 is to tackle empty homes and low demand, unattractive housing stock causing blight on the area.

The Empty Homes service was set to end in May 2019, however RCH and the Council agreed to extend the post and continue joint funding until May 2020, it was anticipated that the Council would take over 100% of the post at this time. However, due to Covid-19, Council priorities were unable to permit this at that time. The Scottish Empty Homes Partnership together with the Council will continue to fund the post until May 2021. The Council will continue to manage the post however, in order to streamline the process, it was agreed the Empty Homes Officer will continue to be employed by River Clyde Homes and placed on a secondment with Inverclyde Council, Environmental & Public Protection Service.

When the post was created in 2017 there were 647 long term empty properties (properties empty for 6 months or more). The number of long term empty (LTE) properties in Inverclyde (as of September 2020) is now 583 as per Council Tax records. Since the post was created there has been a decrease of 11% long term empty properties and 44 empty properties have been brought back into use (as of September 2020) with over 50 more active cases currently being pursued. Through the Local Housing Strategy, action will be taken to bring more long-term empty properties back into residential use and to ensure that there is an overall reduction in the number of long-term empty homes.

Furthermore, work continues on acquiring properties to be held empty in the Clune Park regeneration area with a future aspiration for demolition of the tenement properties and regeneration of the area. Between April 2019 and March 2020 a further 27 properties were acquired for demolition. The Clune Park task group identified the requirement for a strategic development brief to be produced. Work on this paper is on-going and will outline a strategic vision detailing the Council's aspirations for a new community at Clune Park, clearly articulating these objectives to any prospective delivery partners. This paper will tie in with the overarching goals and visions determined by the Eastern Gateway Development Strategy.

### *Acquisition Programme*

Following last years (2019) report by North Star Consultancy analysing the effect of new build affordable housing on our existing stock, we are conscious that delivering new housing is not always the most appropriate method of meeting housing need. Inverclyde Council have been discussing with partners the benefits of using a proportion of AHSP funding to help purchase stock for sale on the open market as an appropriate method of meeting strategic housing objectives and creating sustainable communities in Inverclyde.

In collaboration with RSLs, the Homelessness Service and HSCP client group leads, we will produce an Acquisition & Refurbishment Strategy; a clear local plan to inform an Acquisition Programme. The Acquisition Programme will help us to:

- Consolidate stock for management and improvement purposes,
- Secure stock where there is limited supply and limited development opportunities,
- Secure stock for households with particular requirements.

## Specialist Housing Provision & Homelessness

### *Outcome 3, Preventing Homelessness: Prevent homelessness where possible through provision of ongoing support to meet the needs of individuals*

The Homelessness and Rough Sleeping Action Group (HARSAG) was set up by the Scottish Government in October 2017 to produce short and long-term solutions to end homelessness and rough sleeping. Informed by evidence based research, the basis of recommendations to address homelessness in Scotland is a transition to a Rapid Rehousing approach utilising a Housing First model where necessary. The Rapid Rehousing Transition Plan (RRTP) is reported annually as part of the SHIP process, reflected in the LHS, and fully integrated into Health & Social Care Partnership strategic plans. Separately, delivery of the plan will be reported through the Health and Social Care Committee and the Integration Joint Board.

#### *Rapid Rehousing, Year 1 progress, future plans & funding*

The Inverclyde HSCP led the work to develop the RRTP for Inverclyde in collaboration with Housing Strategy, and the Registered Social Landlords (RSLs) that operate within Inverclyde. Due to senior management capacity, the steering group took a period of time to be established. It was agreed that it would be chaired jointly by the Head of Strategy and Support Services from the HSCP and the Head of Environmental & Public Protection.

Following the submission of the Inverclyde RRTP 2019/20 - 2024/25, the Inverclyde RRTP steering group was established in Autumn 2019. The steering group is constituted by members from key stakeholders inclusive of the HSCP, RSLs and Inverclyde Council's Housing Strategy team. The steering group meets on a quarterly basis with a schedule of meetings in place to take forward oversight of the delivery of the RRTP.

The two sub groups, which will focus on the delivery of Housing Options and Housing First in Inverclyde, are now in operation and are developing work plans. The Housing Options Sub group is considering the use of the wider Private Rented sector which is not traditionally utilised within Inverclyde to ensure there is a larger portfolio of options for service users.

As previously highlighted, the Covid-19 pandemic has drastically influenced the response to providing temporary accommodation and homelessness service provision. During the initial national lockdown, the Homelessness service had to very quickly increase the number of temporary furnished flats taken on from the RSLs by the Homelessness services and plans are now in place for a pilot to "flip" four tenancies with our biggest local RSL, River Clyde Homes.

A new iteration of the Inverclyde RRTP was submitted to the Scottish Government in July 2020 and feedback has been received. Inverclyde HSCP were notified that year two rapid rehousing funding for 2020/21 was £44,000. The plan is to utilise the start-up costs (£30k funding); the year one funding (£53k) and the year two funding (£44k) totalling £127,000 to part fund a Rapid Rehousing Partnership Officer for 23 months (£96,600).

A Rapid Rehousing Partnership Officer has now been recruited by the HSCP and commenced employment in October 2020. The officer is responsible for the RRTP working groups and coordinating Inverclyde's response to tackling homelessness in relation to the rapid rehousing agenda.

Working with the homelessness service and local RSLs, we are conducting a post-covid audit of temporary accommodation housing needs by size, area and type of homeless households to help determine additional affordable rented supply requirements and we are currently investigating the purchase of properties currently on the market through the proposed Acquisition Programme to meet requirements.

#### ***Outcome 4, Housing and Health: People supported to live independently for as long as possible in their own homes and communities***

##### *Specialist Housing Provision Review*

A shared vision of both the LHS and the Inverclyde Health and Social Care Partnership (HSCP) is to enable and support people to live independently at home or in a homely setting within our communities. Given the policy direction set both locally and nationally, the forecasted growth in the older age population in Inverclyde brings with it significant challenges and a prospective increase in demand for specialist housing provision. Delivery of housing, health and wellbeing outcomes for Inverclyde is underpinned by effective partnership working within the Housing Partnership Group (HPG). The group consists of:

- Inverclyde Council (Housing Strategy),
- Inverclyde HSCP,
- Local RSLs, and
- Third Sector Partners.

It was identified within the production of the Housing Contribution Statement (HCS) (developed in partnership with the Inverclyde HSCP) that there was a requirement to conduct a review of specialist housing provision. An action was included within the HCS action plan to 'use evidence based need and demand to identify the specialist provision housing requirement early in the planning of the Affordable Housing Supply Programme.

A working group formed of members of the HPG (Housing Strategy and Inverclyde Centre for Independent Living) is undertaking a review of specialist housing provision (SHPR) in Inverclyde. Given the policy direction set both locally and nationally, the forecasted growth in the older age population in Inverclyde brings with it significant challenges and a prospective increase in demand for specialist housing. This work is to outline the housing requirements of particular needs groups in Inverclyde.

The working group aimed to ensure that robust data on local specialist housing to inform need, demand and supply was gathered to inform the specialist housing requirements of the residents of Inverclyde. Throughout this process, both quantitative and qualitative data was collected to build a well-rounded and informed evidence base. It was important for the working group to review current processes and partnership working to understand where relationships, current practices and processes can be improved as well as analysing demographic profiles, projections and housing need and demand data. The working group has found this work to be of a significant scale and resource intensive. It is for this reason that progress of the review



has initially focused on wheelchair accessible housing although significant work has commenced and will be on-going to investigate the needs of all support groups.

The 'Still Minding the Step' document published by Horizon Housing is the only research in Scotland to apply a statistical approach to calculate the housing needs of wheelchair users (Horizon Housing, Mind the Step, 2019). This research offers a methodology to estimate wheelchair accessible housing need in Scotland based on new, up to date projections.

By applying the 'still minding the step' methodology to Inverclyde projections, it is estimated that in 2016 there were 266 households with unmet wheelchair accessible housing need, rising to 456 households in 2026. Local data, at the time of collation, demonstrated that there were currently 37 households who required either a bespoke new build property or to be let an existing wheelchair accessible property. These properties are therefore reliant on turnover in stock, of which there are only 85 properties classified as wheelchair adapted in Inverclyde. The housing reports shared by ICIL also outlined 85 clients required some form of housing solution to enable them to live independently within their own home.

The information and data within the draft review suggests that more wheelchair accessible housing is required with housing need ever changing, following the initial review process the working group drafted a suite of recommendations. If agreed, these recommendations will form a subsequently agreed action plan with lead officer ownership across the Housing Partnership Group. Actions will be addressed by working groups comprised of members of the HPG which will be responsible for identifying future specific specialist housing needs. A draft report has been shared with the HPG with a final draft of the review to be shared in early 2021 following consultation.

#### *Development*

All new build social housing stock in Inverclyde will benefit from the requirement to align with Housing for Varying Needs standards, ensuring that properties can be more easily adapted to suit the needs of our older and mobility impaired populations.

Housing Strategy have also been exploring different ways of supplying housing more suitable to older residents with our RSL and HSCP partners, and introducing higher numbers of units within current SHIP projects suitable for this demographic. By providing specific dementia friendly, amenity and wheelchair accommodation; and utilising 24 hour care services, allied to technologies such as telehealth and telecare; we will address the housing and health needs of our increasing older population.

Around 100 wheelchair or amenity units suitable for older or mobility impaired residents will be completed in the 2021 calendar year. This number doesn't include the dementia friendly units being discussed for inclusion at St. Stephens or the ongoing discussions between HSCP, Housing Strategy & developing RSLs on rehousing current clients currently living in unsuitable accommodation.

The current LHS stipulates that 3% of all new social rented housing should meet wheelchair accessible standards. A focus of the Specialist Housing Provision Review has been to engage with developing RSLs to ensure this target is being met and that specialist provision housing is well represented within the current programme inclusive of wheelchair accessible housing, amenity, dementia friendly housing, through care and adaptable housing.

Prior to the delays caused by the pandemic, over 800 units with committed funding through the AHSP were to be developed across Inverclyde by March 2021. Following regular and ongoing discussions with the Inverclyde Centre for Independent Living and developing RSLs, 42 wheelchair accessible homes will now be delivered across Inverclyde through the AHSP in 2021/22; this exceeds our current 3% target.

Scottish Government guidance is now available and requires local authorities to set targets across all tenures to support the delivery of more Wheelchair Accessible housing, and to report annually on progress. Currently our target for 3% of new build housing to be wheelchair housing applies only to social rented properties.

Informed by evidence gathered through our Specialist Provision Review process, Inverclyde Council's annual SHIP and LHS update will include a revised wheelchair accessible target and we will work with our colleagues in Planning to stress the necessity for this target to be reflected across tenures.

### *Adaptations*

Intrinsically linked with the review of specialist housing provision, the HCS also requires a joint review of adaptations to be conducted by the HPG which will commence in 2021. The total number of requests for adaptations to RSL's for 2019/20 was 662 which was an increase from the previous year where there were 629 requests. In the private sector there were 64 adaptations carried out in 2019/20 and 180 in 2018/19.

### *Scheme of Assistance*

Housing adaptations and other preventative services are essential to both improving housing quality within the private sector and ensure homeowners are supported to live independently at home in a property which is appropriate for their needs. The Scheme of Assistance (SOA) provides assistance to allow disabled or elderly people to live in their homes independently for longer. The SOA assisted 169 households in 2019/20 with £610,161 funding being used to facilitate this. The services have maintained a consistent demand between 2015 and 2020.

The support available to those living in the private sector, including the PRS includes:

- Adapt their homes to meet the needs of a disabled or elderly person
- Access 'Care & Repair' and 'Small Repairs' services for Inverclyde
- Tackle fuel poverty and improve the energy efficiency of housing in the private sector.

When a house no longer meets the needs of a disabled or elderly person, The Council, through the HSCP, will assess a person's needs for equipment or an adaptation to allow them to continue to live in their house independently for as long as possible. The assessment is carried out by an Occupational Therapist (OT), and, if appropriate, they will make a referral for grant assistance. The following is an example of the most common works eligible for grant assistance:

- Wet floor shower area
- Level access shower
- Over bath shower
- Doorway widening
  - Through floor lift

- Stair lift
- External stair lift
- Access ramp
- Professional fee's; Architects/Surveyors etc. including fees for work that might not go ahead

In some cases if the homeowner's property is no longer suitable to meet their needs and adaptations are not practical, alternative solutions maybe suggested by an OT including moving to a more suitable house. In such circumstances financial assistance can be offered to assist with moving expenses.

All OT referrals for grant assistance are made to Care and Repair who will assist with progressing the required works and the grant application.

#### *Care & Repair' and 'Small Repairs' services for Inverclyde*

Care and Repair provide a full project management service for grant eligible adaptation works, including carrying out home visits, providing advice and practical assistance with the grant application process to the Council. This will include assisting in the completion of application forms, carrying out a financial assessment of clients to determine grant entitlement, obtaining quotations from a procured list of contractors or a main contractor from the Trusted Trader scheme and assisting clients to make informed decisions to proceed with adaptations

Care and Repair also operate a Small Repairs Service for plumbing, electrical, joinery and general household jobs, including:

- Fitting battery operated smoke alarms and replacing batteries.
- Changing light bulbs / light fittings, wiring plugs, changing fuses and taking down and re-fitting light shades for cleaning.
- Putting up / repairing shelves and or cupboard doors.
- Fitting curtain rails and hanging curtains.
- Fitting small accessories to the bathroom and or kitchen.
- Fit roller blinds.

Care and Repair and Small Repairs services for Inverclyde are managed by Bridgewater Housing Association and are available to homeowners and tenants in the private sector who are either disabled or are over 60 years of age

Work will continue over the duration of the LHS and thereafter to realise the outcomes set within the HCS, ensuring people are supported to live independently in their own homes and communities.



## Housing Quality, Fuel Poverty and Climate Change

### **Outcome 5, Affordable Warmth and Climate Change: Tackling fuel poverty and contributing towards meeting the climate change target**

Climate change, tackling fuel poverty and ensuring an adequate housing supply which is fit for purpose remain key priorities for both the Scottish Government and locally in Inverclyde. In Inverclyde as across Scotland, many people do not live in a house that is warm, dry and affordable, with people on low incomes being disproportionately affected. Local Councils, COSLA and the Scottish Government are working hard to deal with fuel poverty, and to reduce greenhouse gas emissions in order to tackle the threat of climate change.

Fuel poverty is defined by the Scottish Government as a proportion of household income required to heat a home to an adequate level. The mean household income for Inverclyde is £28,786 which is lower than the average of £31,977 for Scotland. This is particularly concerning with regards to households in Inverclyde with older residents who are at particular risk of experiencing fuel poverty (Scottish Government, Scottish House Condition Survey 2016-2018, 2020). Table 1 demonstrates that fuel poverty and extreme fuel poverty has decreased in Inverclyde since last reported on in the LHS

*Table 1: Fuel Poverty and Extreme Fuel Poverty in Inverclyde (Source Scottish House Condition Survey)*

|                     | % of Local Authority |                         | Fuel Poverty by Household attribute |          |       |
|---------------------|----------------------|-------------------------|-------------------------------------|----------|-------|
|                     | in Fuel Poverty      | in extreme Fuel Poverty | Older People                        | Families | Other |
| <b>2013-15 SHCS</b> | 41                   | 7                       | 60                                  | 37       | 52    |
| <b>2014-16 SHCS</b> | 38                   | 8                       | 51                                  | 33       | 30    |
| <b>2015-17 SHCS</b> | 31                   | 6                       | 41                                  | 21       | 26    |
| <b>2016-18 SHCS</b> | 31*                  | 14*                     | 36*                                 | 31*      | 27*   |

*\*These are a best estimate of fuel poverty/extreme fuel poverty under the new definition of fuel poverty and cannot be compared to previous local authority analysis figures.*

As part of a range of programmes aimed at achieving these objectives, the Scottish Government has developed and funded Energy Efficiency Scotland Area Based Scheme (ABS). From 2013 to date a total over £11,733,853 ABS funding has been awarded to Inverclyde from the Scottish Government. This has helped the Council in collaboration with RSLs to provide External Wall insulation to over 2353 properties in Inverclyde, making homes more energy efficient and cheaper to keep warm and dry.

Inverclyde Council continue to provide funding for the HSCP Affordable Warmth Scheme through i.HEAT. This funding allows i.HEAT to provide support to Inverclyde households across tenure who have a family member aged 75 or over. If the household is in, or in danger of fuel poverty, i.HEAT provides a token payment of £150 to enable the household to heat their property. During 2019/20, i.HEAT provided £19,125 funding to these households. As part of this funding, i.HEAT were also able to allocate £4,632.49 as part of the emergency fund where a small repair to their heating system may be required that will allow households to have a satisfactory level of comfort.

Local RSL partners continue to invest in Inverclyde’s social rented housing stock to ensure it is of a high standard and provides tenants with energy efficient homes. Cloch and Oak Tree Housing Associations both meet 100% compliance for properties at or above the appropriate NHER or SAP ratings specified in element 35 of the SHQS. Larkfield Housing Association reported 99.48% compliance and River Clyde Homes 98.92% (Scottish Housing Regulator, ARC Returns, 2019). This was the most up to data at the time of publication, the Scottish Housing Regulator extended the timescales for all landlords to submit the Annual Return on the Charter to the end of July 2020 due to the Covid pandemic. Only limited information has been published from the landlord reports thus far.

**Outcome 6: Improving Housing Quality: To improve stock condition across all tenures**

Efforts continue to address sub-standard accommodation by the Public Health and Housing team as well as the on-going regeneration efforts at Clune Park in Port Glasgow. The team deal with cross tenure enquiries on housing standards and provide advice on how best to address concerns. This includes; how to contact neighboring owners regarding common disrepair, where to find contact details, how to identify what work needs done and obtain quotes for the work. Meetings can be hosted where possible and referrals are made to mediation where appropriate. Investigation of housing conditions are carried out and, where necessary, Statutory Notices are served to require those responsible to address issues. Default work may be undertaken where the circumstances warrant it.

Furthermore, the Council promotes the use of “missing shares” which allows the majority of owners to apply to the Council to pay the share(s) for owners who do not pay their share of maintenance works allowing it to proceed and the Council to recover the costs from the relevant owners therefore avoiding properties becoming sub-standard as a result of lack of maintenance.

The Scottish Housing Quality Standard (SHQS) is the main way housing quality is measured within the social rented housing sector in Scotland with EESSH scheduled to replace SHQS elements 31-35. RSLs are required to continue to meet the energy efficiency elements of the SHQS until December 2020 and will not be required to demonstrate that they comply with SHQS elements 31-35 from 1st January 2021. The LHS reported that in 2015, 23.8% of all social housing stock in Inverclyde was failing this. Since then, investment to improve stock condition across Inverclyde has contributed towards improving housing quality within the social rented sector, demonstrated in table 2:

*Table 2: Scottish Housing Quality Standard compliance in Inverclyde (Local RSLs) 2019/20 (Source Scottish Housing Regulator)*

| <b>RSL</b>              | <b>Percentage of Stock meeting SHQS</b> |
|-------------------------|---|
| <b>RCH</b>              | 79.3%                                   |
| <b>Cloch</b>            | 100%                                    |
| <b>Oak Tree</b>         | 98.1%                                   |
| <b>Larkfield</b>        | 94.5%                                   |
| <b>Scottish Average</b> | 94.4%                                   |

*Private Sector & Landlord Registraton*

As of September 2020, within Inverclyde there were 2620 registered landlords and 3608 registered properties within the PRS. The majority of landlords and agents conduct

themselves in a proper manner and thereby contribute to the Local Authorities objective to support good quality housing and proper management within the PRS. However, a small number of landlords and agents locally continue to perform to an unacceptable standard in their compliance with housing legislation. Therefore, a number of processes have been put in place to manage these individuals into compliance, or to remove them from the register. To date a total of 73 Landlords have been subject to the process; 51 successfully.

The Public Health and Housing team respond to enquiries and concerns from tenants, private landlords and householders in relation to both physical standards within private rented properties and in relation to matters which affect common areas and other occupiers of common properties. Information and guidance is provided and referrals made to partner agencies such as the Legal Services Agency regarding security of tenure. Proportionate response to concerns regarding physical condition are investigated and non compliance with relevant legislation including service of Statutory Notice or undertaking default works on occasion. Private Rented properties must meet the Repairing Standard and tenants are advised and supported to refer matters regarding non compliance to the Housing and Property Chamber First Teir Tribunal, thus driving up standards within the sector.

The Scottish Government planned to introduce regulations which set out the minimum level of energy efficiency for properties in the PRS using energy performance certificate (EPC) ratings as the method to measure this standard. The intentions were to tackle the least energy efficient properties in Scotland (those with a rating of F or G on their EPC) and form part of a framework of standards which will be phased in gradually over time to tackle the energy efficiency of all buildings in Scotland.

Prior to the Covid 19 outbreak, the Scottish Government proposed that landlords of PRS properties may not grant a new tenancy for a property rated EPC F or G (unless an exemption applies). These Energy Efficiency regulations were due to come into effect on the 1st April of this year, however, because of the COVID-19 crisis, the decision was made by the Scottish Government not to launch these regulations. This decision was taken to reduce the burden on local authorities, and for the safety of tenants and workers. The regulations were "introduced" to Parliament in February, but with the COVID-19 situation developing so quickly, the regulations didn't come into force on the 1st April, they were not deferred - they effectively ceased to exist. Instead, the Scottish Government stated that work on improving energy efficiency in private rented housing will resume once circumstances permit and they will continue to engage with local authorities and COSLA to discuss and develop the local authority role in enforcement.

Furthermore, the Scottish Government had published proposals to improve energy efficiency standards in owner occupied properties. These proposals were outlined within the Scottish Government's consultation paper which closed in March 2020 prior to the Covid pandemic. The proposals outlined that the standard for domestic properties, like the PRS regulations, should be based on the Energy Efficiency Rating (EER) of the Energy Performance Certificate (EPC). The consultation paper recommended that homes should reach at least an EER of Band C, where it is technically feasible and cost effective to do so. The Council await further information on these proposals.

In order to assess the condition of private sector housing in Inverclyde and assess the extent to which the housing stock complies with any future regulations which may be introduced,

Inverclyde Council will commission a Private Sector House Condition Survey (PSHCS). The last PSHCS conducted in Inverclyde was undertaken in 2010/11. In preparation for the next LHS, this work will help to develop an informed evidence base and to structure strategic interventions and decision making in relation to private sector housing. The PSHCS is required to be undertaken in 2021/22.

### *The Fair Rents (Scotland) Bill*

The Fair Rents (Scotland) Bill was announced by Pauline McNeill MSP on 9 March 2019 and aims to “protect private sector tenants by introducing measures to limit rent increases and to increase the availability of information about rent levels.”

The primary purpose of the Fair Rents (Scotland) Bill is to improve the way rents are set in Scotland within the PRS, to bring fairness into the PRS, to reduce poverty and support low income tenants and their families. To create a better balance of power between the landlord and tenant in Scotland the Bill will limit the amount a landlord can increase rent. It also allows a tenant to apply for a fair open market rent to be set. This fair rent has to take into account the condition of the property and other issues. The Bill also aims to improve the information that is available in public about rent levels.

The Local Government and Communities Committee launched a call for views on the Fair Rents (Scotland) Bill on the 12th October. Inverclyde Council’s response to the Bill welcomes the new changes. Introducing ‘fair open market rents’ will have a positive long term financial impact for Inverclyde residents who are PRS tenants and protect them from excessive rent increases. Accessible information on rent data, it is anticipated, would create greater accountability within the sector, driving better standards of housing and fair affordable rents. Empowering Landlord Registration to collect landlord data on private sector rents will also empower the Council to more effectively regulate the PRS in Inverclyde. The additional information will also inform the Council as the Strategic Housing Authority to understand the local housing market in more detail and inform decision making.

## **SUMMARY OF UPDATES**

### **Outcome 1**

- National and local housing providers have received around £48 million grant funding in this parliamentary term from the Scottish Government's Affordable Housing Supply Programme (AHSP).
- Due to the delay to the budget, further information on RPA levels post 2021 for Inverclyde will be provided as soon as known and will inform the pace at which future programme plans can be delivered
- The adopted Inverclyde LDP was quashed: An appeal to the Court of Session regarding the methodology used to calculate the plan's housing land requirement was successful and the housing chapter of the LDP was quashed as a result
- Work has commenced on preparing a new proposed plan with a timeline for adoption by April 2022.
- Work has commenced and is ongoing in the development of the forthcoming Glasgow and Clyde Valley HNDA3.

### **Outcome 2**

- GL Hearn Consultants appointed to produce an Eastern Gateway Development Strategy. The study has been informed by a detailed programme of engagement with residents, other interested members of the public and stakeholders from across the public, private and third sectors.
- Draft Eastern Gateway Development Strategy completed. The final report creating a long term and joined up strategy for the housing led regeneration of the area will be submitted to the Council in early 2021.
- Work continues on acquiring properties to be held empty in the Clune Park regeneration area with a future aspiration for demolition of the tenement properties and regeneration of the area. Between April 2019 and March 2020 a further 27 properties were acquired for demolition.
- Production of the Clune Park Strategic Development Brief on going.
- Central Greenock Strategic Housing Priority Area study to commence.
- Work commenced and ongoing on Acquisition & Refurbishment Strategy with RSL partners.
- As of May 2020, The Scottish Empty Homes Partnership together with the Council will continue to fund the Empty Home post until May 2021.
- 44 empty properties have been brought back into use (as of September 2020).
- Over 50 active empty homes cases on their way to being brought back into use.

### **Outcome 3**

- Inverclyde RRTP steering group was established in Autumn 2019
- RRTP Working Groups established. Two working groups which focus on the delivery of Housing Options and Housing First in Inverclyde.
- A new iteration of the Inverclyde RRTP was submitted to the Scottish Government in July 2020.
- Inverclyde HSCP were notified that year two rapid rehousing funding for 2020/21 was £44,000. The plan is to utilise the start-up costs (£30k funding); the year one funding (£53k) and the year two funding (£44k) totalling £127,000 to part fund a Rapid Rehousing Partnership Officer for 23 months (£96,600).

## **SUMMARY OF UPDATES (continued)**

- A Rapid Rehousing Partnership Officer has been recruited to lead on the rapid rehousing transition in Inverclyde and commenced employment with the HSCP, October 2020.

### **Outcome 4**

- A working group formed of members of the HPG (Housing Strategy and Inverclyde Centre for Independent Living) have worked on a review of specialist housing provision (SHPR) in Inverclyde.
- The information and data within the draft review suggests that more wheelchair accessible housing is required in Inverclyde.
- A final draft of the review will be shared with the HPG in early 2021. Agreed recommendations will form a subsequently agreed action plan with lead officer ownership across the Housing Partnership Group.
- 42 wheelchair accessible units proposed for delivery through the programme which would exceed the 3% target, there will also be six through care units for care leavers and an estimated 100 additional units which will be amenity/adaptable.
- The total number of requests for adaptations to RSL's for 2019/20 was 662 which was an increase from the previous year where there were 629 requests.
- In the private sector there were 64 adaptations carried out in 2019/20 and 180 in 2018/19.
- The Scheme of Assistance supported 169 households in 2019/20 with £610,161 funding being used to facilitate this.
- Care & Repair and Small Repairs services for Inverclyde are managed by Bridgewater Housing Association, available to homeowners and tenants in the private sector who are either disabled or are over 60 years of age

### **Outcome 5**

- From 2013 to date a total over £11,505,494.69 HEEPS funding has been awarded to Inverclyde from the Scottish Government. This has helped the Council in collaboration with RSLs to provide External Wall insulation to over 2353 properties in Inverclyde.
- Cloch and Oak Tree Housing Associations both meet 100% compliance for properties at or above the appropriate NHER or SAP ratings specified in element 35 of the SHQS. Larkfield Housing Association reported 99.48% compliance and River Clyde Homes 98.92%
- £19,125 funding distributed by i.HEAT to HSCP Affordable Warmth Scheme.
- i.HEAT were also able to allocate £4,632.49 as part of the emergency fund where a small repair to their heating system may be required that will allow households to have a satisfactory level of comfort.

### **Outcome 6**

- As of September 2020, within Inverclyde there were 2620 registered landlords and 3608 registered properties within the private rented sector (PRS).
- A number of processes have been put in place to manage uncompliant landlords, or to remove them from the register. To date a total of 73 Landlords have been subject to the process; 51 successfully.
- In preparation for the next LHS, a Private Sector House Condition Survey will be commissioned which will help inform the development of the forthcoming LHS identifying interventions to improve property condition within PRS housing.
- Call for views on The Fair Rents (Scotland) Bill which aims to "protect private sector tenants by introducing measures to limit rent increases and to increase the availability of information about rent levels." Inverclyde Council response supportive of new measures.

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**Report To:** Environment & Regeneration Committee      **Date:** 14 January 2021

**Report By:** Corporate Director Environment, Regeneration and Resources      **Report No:** ENV005/21/MM

**Contact Officer:** Martin McNab      **Contact No:** 01475 714246

**Subject:** Scottish Housing Regulator – Annual Assurance Statement

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## 1.0 PURPOSE

- 1.1 To seek the Committee's approval for Inverclyde Council's Annual Assurance Statement 2020-21.

## 2.0 SUMMARY

- 2.1 Members may recall the first Annual Assurance Statement which was brought to the October 2019 Committee. The statement covered both the Council's Homelessness Service delivered by the Inverclyde HSCP and the remaining tied housing owned by the Council. Unfortunately the 2020-21 statement required to be submitted to the Scottish Housing Regulator prior to this Committee's approval however the statement is now attached at Appendix 1 for Member's approval.
- 2.2 Unsurprisingly 2020 has been a very challenging year for the homelessness service with the impact of the pandemic initially leading to a reduction in capacity in the Inverclyde centre and the need to work with RSLs to increase accommodation both for residents of the Inverclyde Centre and those released under the prisoner early release scheme. A subsequent increase in those presenting as homeless, a phenomenon seen across Scotland during the pandemic, led to a number of instances where the service was unable to provide Temporary Accommodation.
- 2.3 The impact of the Covid pandemic has also led to delays in proceeding with the potential transfer of the tied housing stock to River Clyde Homes. The Council should shortly begin the process of tenant consultation regarding the transfer however and it is to be hoped that this process can be advanced significantly in the coming year.

## 3.0 RECOMMENDATION

- 3.1 That Committee approves the Annual Assurance Statement for 2020-21.

## 4.0 IMPLICATIONS

### 4.1 Finance

There are no financial implications arising from this report.

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

Annually Recurring Costs/(savings)

| Cost Centre | Budget Heading | With effect from | Annual net impact<br>£000 | Virement From | Other Comments |
|-------------|----------------|------------------|---------------------------|---------------|----------------|
| N/A         |                |                  |                           |               |                |

### 4.2 Legal

There are no legal issues arising from this report.

### 4.3 Human Resources

There are no HR issues arising from this report.

### 4.4 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 |
|---|----|

#### 4.5 **Repopulation**

There are no impacts on repopulation arising from this report.

#### 5.0 **CONSULTATIONS**

5.1 The Annual Assurance Statement is completed with contributions from the Interim Head of Homelessness, Mental Health and Drug and Alcohol Recovery Services and the Head of Legal & Property Services.

#### 6.0 **BACKGROUND PAPERS**

6.1 Scottish Housing Regulator Environment & Regeneration Committee 31 October 2019  
**ENV052/19/LL/AH**

**Annual Assurance Statement: Inverclyde Council – December 2020**

The purpose of this Annual Assurance Statement is to reassure the Scottish Housing Regulator, our tenants and other service users that Inverclyde Council complies with its regulatory and statutory obligations as set out in section 3 of the regulatory requirements. In areas where there is no (or part) material compliance we have indicated how we are planning to improve in those areas and the timeframe for improvement.

As a local authority we can confirm that we meet our statutory duties to prevent and alleviate homelessness, together with our duties regarding our legal obligations associated with housing and homelessness, equality and human rights and tenant and resident safety. As Inverclyde Council only has a limited housing stock, most of which are on secure tenancies, our tenants have a direct relationship with officers and the customer/landlord relationship must be considered within that context.

We can confirm that Inverclyde Council achieves all but the following standards and outcomes in the Scottish Social Housing Charter for tenants, people who are homeless and others who use our services:

1. There have been additional pressures on our homelessness accommodation service, with presentations significantly increasing since the beginning of the COVID-19 pandemic. In order to comply with public health advice, the service reduced capacity within the Inverclyde centre. There have been instances where we have been unable to meet our statutory duty to provide Temporary Accommodation and have requested that people remain in alternative accommodation, including staying with family or friends or using short term use of Bed and Breakfast until safe temporary accommodation has been secured.

This unexpected and unprecedented demand has enabled joint working with local Registered Social Landlords who have increased the availability of temporary furnished accommodation within a short space of time. This has not been without its challenges as turnover of housing stock has been delayed by throughput and the ability to bring some properties up to standard timeously.

Following the submission of the Rapid Rehousing Transition Plan to the Scottish Government a Rapid Rehousing Partnership Officer has been appointed to support local implementation of the plan and the Housing First model.

There have been no breaches in the timeframe between October 2019 and October 2020.

2. All of Inverclyde Council's housing stock currently meets the Scottish Housing Quality Standard (SHQS) however, there are 4 houses which do not meet the requirements of the Energy Efficiency Standard for Social Housing (EESH). These houses require external wall insulation. All houses also require to have an Energy Performance Assessment carried out.

Inverclyde Council is about to carry out a tenant consultation regarding the potential transfer of ownership of the remaining housing stock to River Clyde

Homes. This is with the exception of three houses which are located within parks, only one of these is on a Scottish Secure Tenancy, the other two are occupied under a Min of Let.

Inverclyde Council is still working through the process of obtaining authority from River Clyde Homes to allow the Council to undertake this consultation. Therefore, it has not yet commenced.

A report to Committee on the outcome of the Annual Return on Charter was not completed this year (2020), in part owing to the COVID-19 response, it is recognised however that this must be completed every year and this report must be made available to our tenants together with the Engagement Plan and the Annual Assurance Statement.

We confirm that we have utilised and considered appropriate evidence to give us this assurance. We will formally approve our Assurance Statement at the Council's Environment and Regeneration Committee on the 14<sup>th</sup> January 2021.



Martin McNab  
Head of Public Protection & Covid Recovery  
10 December 2020

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|                         |   |                                      |
|-------------------------|---|--------------------------------------|
| <b>Report To:</b>       | <b>Environment &amp; Regeneration Committee</b>                         | <b>Date: 14 January 2021</b>         |
| <b>Report By:</b>       | <b>Corporate Director Environment, Regeneration &amp; Resources</b>     | <b>Report No: ERC/RT/GMcF/18.622</b> |
| <b>Contact Officer:</b> | <b>Gail MacFarlane</b>  | <b>Contact No: 01475 714800</b>      |
| <b>Subject:</b>         | <b>New Car Park on Jamaica Street, Greenock – Proposed Restrictions</b> |                                      |

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## 1.0 PURPOSE

- 1.1 The purpose of the report is to advise Committee of a new car park being constructed on Jamaica Street between Union Street and West Stewart Street and to seek Committee approval to the proposed parking restrictions for the car park.

## 2.0 SUMMARY

- 2.1 A fire in December 2018 resulted in the demolition of a former church which had been used as a furniture store. This left a vacant site on Jamaica Street (between Union Street and West Stewart Street) within Greenock town centre which the Council then acquired.
- 2.2 Proposals to improve public realm within Greenock town centre will see the loss of approximately 29 on-street parking spaces. These spaces are available to use free of charge and have a waiting limit of 2 hours Monday to Friday from 8am to 6pm.
- 2.3 To compensate for the loss of parking, a car park will be constructed on the vacant site on Jamaica Street. The car park will have 20 parking spaces including 2 disabled bays.
- 2.4 In order to provide turnover of parking spaces and to compensate for the loss of on-street parking, it is proposed to introduce a restriction which provides free parking for up to 3 hours with a parking disc and an exemption for zone GR1 permit holders. This restriction would be in effect Monday to Friday from 8am to 6pm and is in line with Cathcart Street West car park, also in Greenock Town Centre. Tariff F from Appendix 1 is proposed.

Appendix  
1

## 3.0 RECOMMENDATIONS

- 3.1 That the Committee agrees to a restriction being introduced in the new car park on Jamaica Street, Greenock which will provide free parking for up to 3 hours Monday to Friday from 8am to 6pm.
- 3.2 That it be remitted to the Head of Service Roads and Transportation and the Head of Legal and Property Services to prepare and promote a TRO to progress and enforce the proposed restriction in the new car park on Jamaica Street, Greenock.

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

#### 4.0 BACKGROUND

- 4.1 A fire in December 2018 resulted in the demolition of a church which had been used as a furniture store. This left a vacant site on Jamaica Street (between Union Street and West Stewart Street) within Greenock town centre which the Council then acquired.
- 4.2 Proposals to improve public realm within Greenock town centre will see the loss of approximately 29 on-street parking spaces. These spaces are available to use free of charge and have a waiting limit of 2 hours Monday to Friday between 8am and 6pm.
- 4.3 To compensate for the loss of parking, a car park will be constructed on the vacant site on Jamaica Street. The car park will have 20 parking spaces including 2 disabled bays.
- 4.4 In order to provide turnover of parking spaces and to compensate for the loss of on-street parking, it is proposed to introduce a restriction which provides free parking for up to 3 hours with a parking disc and an exemption for zone GR1 permit holders. This restriction would be in effect Monday to Friday from 8am to 6pm and is in line with Cathcart Street West car park, also in Greenock Town Centre. Tariff F from Appendix 1 is proposed.

Appendix 1

#### 5.0 IMPLICATIONS

##### 5.1 Finance

There are no costs of the proposed restriction as parking discs are already used and accounted for within the current budget.

##### 5.2 Legal

Variations to the existing TRO, namely “The Inverclyde Council (Off-Street Parking Places) Order 2013” will be promoted in accordance with the terms of the Local Authorities’ Traffic Order (Procedure) (Scotland) Regulations 1999.

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

##### 5.3 Human Resources

There are no HR implications arising from this report.

##### 5.4 Equalities

- (a) There are equalities implications in this report.

|   |  |
|---|--|
| X | YES – This report introduces an amendment to a policy, function or recommend a substantive change to an existing policy, function or : Therefore, a Equality Impact Assessment is required |
|   | NO   |

- (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 red

outcome?

|   |
|---|
|   |
| X |

YES

NO – This report's recommendations have no impact on inequalities of outcome caused by socio-economic disadvantage has been completed.

(c) **Data Protection**

Has a Data Protection Impact Assessment been carried out?

|   |
|---|
|   |
| X |

YES

NO – This report does not involve data processing.

**5.5 Repopulation**

There are no repopulation implications arising from this report.

**6.0 CONSULTATIONS**

6.1 The Head of Legal and Property Services, Head of Environmental & Public Protection and the Chief Financial Officer have been consulted on this report.

**7.0 LIST OF BACKGROUND PAPERS**

7.1 None.

## Appendix 1 – Car Park Tariffs

**SCALE OF PARKING CHARGES APPLICABLE DURING THE HOURS OF OPERATION FOR PARKING PLACES**

| <b>TARIFF</b>   | <b>CHARGES</b>  | <b>MAXIMUM DURATION OF STAY</b>                          | <b>NO RETURN WITHIN</b> | <b>DISPLAY TICKET/PARKING DISC/NONE</b>                              | <b>COMMENTS</b>  |
|-----------------|---|--|-------------------------|--|--|
| <b>Column 1</b> | <b>Column 2</b>   | <b>Column 3</b>  | <b>Column 4</b>         | <b>Column 5</b>  | <b>Column 6</b>  |
| A               | Free  | 24 hours   | n/a                     | None   | n/a  |
| B               | Free  | 2 hours<br>(3 hours for Disabled Person's Badge holders) | 1 hour                  | None or Disabled Person's Badge                                      | n/a  |
| C               | Free  | 3 hours<br>(3 hours for Disabled Person's Badge holders) | 1 hour                  | Parking Disc or Disabled Person's Badge                              | n/a  |
| D               | £1.00 per calendar day (Free for Disabled Person's Badge holders) | One calendar day   | n/a                     | Ticket or Disabled Person's Badge                                    | Multiple stays in one calendar day are permitted if space is available on return |
| E               | £1.00 per calendar day (Free for Disabled Person's Badge holders) | One calendar day   | n/a                     | Ticket or Residents' Parking Permit or Disabled Person's Badge       | Multiple stays in one calendar day are permitted if space is available on return |
| F               | Free  | 3 hours<br>(3 hours for Disabled Person's Badge holders) | 1 hour                  | Parking Disc or Residents' Parking Permit or Disabled Person's Badge | n/a  |
| G               | Free  | Unlimited  | n/a                     | Residents' Parking Permit or Disabled Person's Badge                 | n/a  |
| H               | Free  | Unlimited  | n/a                     | Residents' Parking Permit  | n/a  |



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**Report To:** Environment & Regeneration Committee      **Date:** 14 January 2021

**Report By:** Corporate Director Environment, Regeneration & Resources      **Report No:** ERC/RT/GMcF/18.621

**Contact Officer:** GAIL MACFARLANE      **Contact No:** 01475 714800

**Subject:** AMENDMENTS TO TRAFFIC REGULATION ORDER PROCEDURE

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to amend the procedure in relation to the promotion of permanent Traffic Regulation Orders (TRO) to reduce the timescales associated implementing the restrictions proposed.

## 2.0 SUMMARY

- 2.1 The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999 set out the steps which a local authority must carry out when promoting a TRO, however, they do not detail what steps must be taken by a Local Authority between (A) the consultation on a proposed TRO to which there are no maintained objections or the outcome of a Public Hearing into a proposed TRO where there are objections and (B) the making of the TRO.
- 2.2 Inverclyde Council's Scheme of Administration details functions reserved to the full Council. These include the promotion of or opposition to the making of private legislation and the promotion of byelaws, management rules and any necessary orders. This means that the full Council must consider the making of all TROs even though they have previously been approved by the Environment and Regeneration Committee.
- 2.3 This process adds approximately 10 weeks to the timescale for making a TRO which is particularly relevant to those applying for a DPPP where there is often an urgent need for the Order to be in place as quickly as possible. It is therefore proposed to amend the procedure for making a TRO.
- 2.4 The key changes from the existing procedures are:
- No face-to-face Members' Briefings. Briefings will only be carried out by email with Members given 14 days to review and comment on the proposals. If no comments are received the proposed TRO will progress. If comments are received they will be addressed either by changes to the proposed TRO or an explanation will be given to the Member(s) who raised the comment to explain why no action is proposed.
  - TRO consultations will be circulated to Ward Members of all wards directly affected by the proposed TRO. If a proposed TRO will have an impact on the whole Council area all Members will be consulted.
  - Following completion of the consultation, if there are no maintained objections to the proposed TRO, the Head of Legal and Property Services will be authorised to make the TRO.
  - Following completion of the public consultation, if there are maintained objections, a report will be submitted to the Environment and Regeneration Committee. This will seek approval to hear the objections and the route which they should be heard i.e. a Special Meeting of the Environment and Regeneration Committee or by appointing an Independent Reporter.

- On conclusion of the Hearing, the TRO will either be made by the Environment and Regeneration Committee (if the objections are dismissed), made in part (if the objections are sustained in part) or not made (if the objections are upheld).
- There will no longer be a requirement for the Inverclyde Council to consider or approve the making of a TRO in any circumstances.

### **3.0 RECOMMENDATION**

3.1 It is recommended that the Committee:

approves:

- (i) the amended procedure and decision making process involved in the promotion of permanent Traffic Regulation Orders in terms of the Local Authorities' Traffic Order (Procedure) (Scotland) Regulations 1999;
- (ii) the changes to the briefing to Members by email instead of face-to-face;
- (iii) the making of TROs by either the Head of Legal and Property Services or the Environment and Regeneration Committee; and
- (iv) Notes that a separate report will be remitted to the Inverclyde Council for approval to amend the Scheme of Administration and Scheme of Delegation.

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

## 4.0 BACKGROUND

- 4.1 Local Authorities are empowered to make TROs under the Road Traffic Regulation Act 1984, as amended and following the procedure set out in The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999, as amended.
- 4.2 The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999 set out the steps which a local authority must carry out when promoting a TRO, however, they do not detail what steps must be taken by a Local Authority between (A) the consultation on a proposed TRO to which there are no maintained objections or the outcome of a Public Hearing into a proposed TRO where there are objections and (B) the making of the TRO.
- 4.3 Inverclyde Council's Scheme of Administration details functions reserved to the full Council. These include the promotion of or opposition to the making of private legislation and the promotion of byelaws, management rules and any necessary orders. This means that the full Council must consider the making of all TROs even though they have previously been approved by the Environment and Regeneration Committee.
- 4.4 The current Scheme of Delegation and Scheme of Administration require all TROs to go before both the Environment and Regeneration Committee and the Inverclyde Council, whether there are objections or not. This process can add 10 weeks to the making of a TRO which delays the introduction of the TRO. This delay is particularly difficult when a resident is waiting for a DPPP to be introduced and enforced.
- 4.5 Research into how other local authorities make TROs has found that their timescale is significantly less than our own. Some authorities require their TROs to be considered by one Committee or Cabinet whilst others delegate the ability to make TROs to a Head of Service.
- 4.6 At the March 2014 meeting of the Environment and Regeneration Committee the current TRO procedure was approved. This procedure is shown in Appendix 1. As well as the requirement for the TRO to be considered by both the Committee and the full Council, the current procedure includes the requirement for Officers to provide a face-to-face briefing to Members prior to promoting any significant TRO. This adds further time to the time it takes to make a TRO. Appendix 1
- 4.7 In an effort to reduce the time it takes to make a TRO the Head of Roads and Transportation has reviewed this procedure and seeks approval to amend the procedure. A copy of the revised procedure is in Appendix 1. The key changes are: Appendix 1
- No face-to-face Members' Briefings. Briefings will only be carried out by email with Members given 14 days to review and comment on the proposals. If no comments are received the proposed TRO will progress. If comments are received they will be addressed either by changes to the proposed TRO or an explanation will be given to the Member(s) who raised the comment to explain why no action is proposed.
  - TRO consultations will be circulated to Ward Members of all wards directly affected by the proposed TRO. If a proposed TRO will have an impact on the whole Council area all Members will be consulted.
  - Following completion of the consultation, if there are no maintained objections to the proposed TRO, the Head of Legal and Property Services will be authorised to make the TRO.
  - Following completion of the public consultation, if there are maintained objections, a report will be submitted to the Environment and Regeneration Committee. This will seek approval to hear the objections and the route which they should be heard i.e. a Special Meeting of the Environment and Regeneration Committee or by appointing an Independent Reporter.
  - On conclusion of the Hearing, the TRO will either be made by the Environment and Regeneration Committee (if the objections are dismissed), made in part (if the objections are sustained in part) or not made (if the objections are upheld).
  - There will no longer be a requirement for the Inverclyde Council to consider or approve the making of a TRO in any circumstances.

4.8 Prior to the implementation of the revised procedure it will be necessary to amend the Scheme of Administration and Scheme of Delegation to remove the requirement for TROs to be approved by the Environment and Regeneration Committee and the Inverclyde Council and to delegate the ability to make TROs to the Head of Legal and Property Services or the Environment and Regeneration Committee, depending on whether there are maintained objections.

## 5.0 IMPLICATIONS

### Finance

5.1 There are no financial implications arising from this report. The cost of advertising TROs remains the same using the existing and proposed procedures.

### Legal

5.2 The Scheme of Administration and Scheme of Delegation will require to be amended to remove the requirement to present reports to the Environment and Regeneration Committee and the Inverclyde Council and to delegate the ability to make TROs to the Head of Legal and Property Services or the Environment and Regeneration Committee, depending on whether there are objections.

### Human Resources

5.3 There are no HR implications arising from this report.

### 5.4 Equalities

(a) There are equalities implications in this report.

|   |  |
|---|--|
| X | YES – This report introduces an amendment to a policy, function or strategy or recommend a substantive change to an existing policy, function or strategy. Therefore, a Equality Impact Assessment is required |
|   | NO   |

(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  |
| X | NO – This report's recommendations have no impact on inequalities of outcome caused by socio-economic disadvantage has been completed. |

(c) **Data Protection**

Has a Data Protection Impact Assessment been carried out?

|   |  |
|---|--|
|   | YES  |
| X | NO – This report does not involve data processing. |

## **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 the amended procedures.

## **7.0 LIST OF BACKGROUND PAPERS**

7.1 Report to the Environment & Regeneration Committee in March 2014 entitled "Traffic Regulation Order Procedure" established the current procedure.

# ROAD TRAFFIC REGULATION ACT 1984 and THE LOCAL AUTHORITIES' TRAFFIC ORDERS (PROCEDURE) (SCOTLAND) REGULATIONS 1999

## TRAFFIC REGULATION ORDER (TRO) PROCEDURE

1. Where Roads and Transportation have determined that a moving TRO such as a one-way road, speed limit, weight or height restriction, etc is necessary they will undertake an initial informal consultation with Police Scotland which is the authority empowered to enforce such restrictions. If Police Scotland are supportive of the proposals the Head of Roads and Environmental Services will email all Councillors providing a specific briefing on those TROs which are likely to generate significant public interest. Councillors will have 14 days to provide comments on the proposed TROs.
4. ~~Where Environmental and Commercial Roads and Environmental have determined that a waiting or loading TRO is necessary, the Head of Roads and Environmental Services will email all Councillors providing a specific briefing on those TROs which are likely to generate significant public interest. Councillors will have 14 days to provide comments on the proposed TROs.an initial consultation stage is undertaken by them. The bodies included in all initial consultations are Police Scotland, Scottish Ambulance Service, Scottish Fire and Rescue Service, the local Ward Councillors, the Convener and Vice-Convener of the Environment & Regeneration Committee and the Community Council for the area. For those TROs affecting the whole Inverclyde area or Disabled Parking Places, or which are likely to generate significant public interest all Councillors and Community Councils will be consulted. It should be noted that this list is not exhaustive and will include other bodies depending on the type of TRO being promoted. At this stage, comments made by those consulted are not regarded as objections.~~
2. ~~—~~
2. ~~The Head of Environmental & Commercial Services will invite all Councillors to attend a specific briefing on those TROs which are likely to generate significant public interest.~~
3. ~~Following the 14 day informal Councillor Consultation for items 1 and 2 above, if there are comments, the Head of Roads and Environmental Services will consider these and determine if any changes are required to the proposed TRO. If changes are required, Councillors will be emailed again providing details of the changes and given a further 14 days to comment on these.~~

For all permanent TROs the following steps will apply:-

4. Presuming that the ~~initial consultees~~Councillors are content with the proposal, the Head of ~~Environmental and Commercial Services~~Roads and Environmental Services then instructs the Head of Legal and ~~Democratic~~Property Services to prepare the formal Order and supporting documentation for public consultation.
5. At this point, ~~all those who were initially consulted at the first stage of the process~~Police Scotland, Scottish Ambulance Service, Scottish Fire and Rescue Service, the local Ward Councillors and the Community Council and other key stakeholders will be informed that arrangements are being made to advertise the proposed TRO. Copies of the proposed TRO and supporting documentation (Schedule, ~~Statement of Reasons~~ and Plan\_(s)) will also be passed to these consultees for information.
6. The proposed TRO is then advertised in the local newspaper and this starts the full public consultation process. Any interested party may ~~now~~ write to the Council with an objection to the terms of the Order within 21 days. ~~(28 days if the TRO involves speed restrictions).~~

7. All documents associated with the proposed TRO, including a Statement of Reasons for proposing to make the Order, will be made available for public inspection in the Customer Service Centre and all relevant libraries. The documents will also be placed on the Council's website.
8. All objections are acknowledged by the Head of Legal and ~~Democratic-Property~~ Services and forwarded to ~~Environmental and Commercial Services~~ Roads and Environmental Services ~~to for~~ consideration and comment.
9. Further explanation or clarification of the proposals in discussion or correspondence with objectors may result in the objection being withdrawn. If the objection cannot be resolved, ~~Environmental and Commercial Services~~ Roads and Environmental Services will consider whether the original proposal is capable of amendment in such a way that does not extend the application of the ~~fundamentally alter or increase the severity of the proposed TRO or increase the stringency of any prohibition contained in it~~. If so, this amendment will be presented to the objectors so as to attempt to secure the withdrawal of the objection.
10. Should the amendments extend the application of the TRO or increase the severity stringency of any prohibition contained in it, of or, fundamentally alter, the proposed TRO, then the proposals would require to be abandoned. Any future proposal taking into account the proposed amendments would require to go through the initial consultation and advertising stages once again.
11. On receipt of comments from ~~Environmental and Commercial Services~~ Roads and Environmental Services on the objections ~~received~~ made, the Head of Legal and ~~Democratic-Property~~ Services will formally respond by letter to the objectors on the basis of these comments. The objectors are given 14 days in which to maintain or withdraw their objection. Failure by the objector to respond within 14 days will be taken to imply that the objection has been withdrawn.
12. If no objections are ~~received~~ made, or if all objections made are then withdrawn, the proposal is submitted for the approval of the ~~Environment and Regeneration Committee and thereafter to the full Council~~ Heads of Legal and Property Services.
13. Where objections cannot be resolved through further explanation or alterations to the proposals, the proposal will either be abandoned or the objections heard. A report will be put to the Environment and Regeneration Committee for members to determine how to consider the objections i.e. to determine if, a public hearing will be heard by the a Special Committee of the Environment and Regeneration Committee or before an Independent Reporter will be held and/or the matter will be put to the Environment and Regeneration Committee for members to determine how to consider the objections. There are circumstances in the relevant legislation when the objections to a TRO must be heard by an Independent Reporter and the Council must comply with that legislation.
14. Should a public hearing be undertaken and heard by either the Environment and Regeneration Committee or an Independent Reporter, notice of a hearing is published in the local newspaper and letters are issued to all of the parties ~~that who~~ who have maintained their objections. The conduct of the hearing will follow the requirements set out in the 1999 Regulations as supplemented by the Council's Rules of Procedure. At this stage the objectors will have an opportunity to prepare a statement of their case for the TRO not being made or for it being amended and the Head of Roads and Environmental Services will have the opportunity to prepare a statement of case for the TRO and address the case for the objectors; in this way, the Committee or the Reporter will have a full statement of the case for both the objectors and the Head of Roads and

Environmental Services which will assist in making a decision on how to proceed with the TRO, procedure set out in the 1999 Regulations and will be led by the Reporter.

15. In the event the hearing is heard by and Independent Reporter, oOnce the Independent Reporter has made his recommendations these will be submitted to the Environment and Regeneration Committee for a decision on whether to proceed with the TRO. This decision will then be submitted to full Council for final approval.
16. Once final approval of a TRO is given by full Councileither the Environment and Regeneration Committee or the Head of Legal and Property Services, the effective date of the TRO is inserted and the TRO as approved is made. This involves the TRO being signed and sealed on behalf of the Council by a Proper Officer. A notice is published in the local newspaper advising of the making of the TRO and of the effective date. A letter is issued to ~~the~~ Police Scotland and Procurator Fiscal advising the TRO has been made and enclosing a copy of the final-made TRO. A copy of the final-made TRO is made available for public inspection at the same locations as mentioned in para. 5-7 above. A 6 week period from the date of the making of the Order is available for any objections to be raised regarding the process of making the TRO. Any such challenges received are dealt with through the Court of Session. The Order will not take effect until the 6 weeks has expired.
17. A TRO which requires no changes could be in place within 6-4 months. An Order with-to which objections are made which can be resolved as set out in paragraph 128 above can take 96-42-9 months. A TRO which requires to go through all of the stages set out above could take 4815-24-21 months.
18. A TRO must be complete within a 2 year period from the first date of publication of the proposals – otherwise it cannot be made and would require to go through the whole process as set out above again.



## **ROAD TRAFFIC REGULATION ACT 1984 and THE LOCAL AUTHORITIES' TRAFFIC ORDERS (PROCEDURE) (SCOTLAND) REGULATIONS 1999**

### **PERMANENT TRAFFIC REGULATION ORDER (TRO) PROCEDURE**

1. Where Roads and Environmental Services have determined that a moving TRO such as a one-way road, turning bans, weight or height restriction, etc. is necessary they will undertake an initial informal consultation with Police Scotland which is the authority empowered to enforce such restrictions. If Police Scotland are supportive of the proposals, the Head of Roads and Environmental Services will email all Councillors providing a specific briefing on those TROs which are likely to generate significant public interest. Councillors will have 14 days to provide comments on the proposed TROs.
2. Where Roads and Environmental Services have determined that a waiting or loading TRO is necessary, the Head of Roads and Environmental Services will email all Councillors providing a specific briefing on those TROs which are likely to generate significant public interest. Councillors will have 14 days to provide comments on the proposed TROs.
3. Following the 14 day informal Councillor consultation for items 1 and 2 above, if there are comments, the Head of Roads and Environmental Services will consider these and determine if any changes are required to the proposed TRO. If changes are required, Councillors will be emailed again providing details of the changes and given a further 14 days to comment on these.

For all permanent TROs the following steps will apply:-

4. Presuming that the Councillors are content with the proposal, the Head of Roads and Environmental Services then instructs the Head of Legal and Property Services to prepare the formal Order and supporting documentation for public consultation.
5. At this point, Police Scotland, Scottish Ambulance Service, Scottish Fire and Rescue Service, the Ward Councillors and the Community Council and other key stakeholders will be informed that arrangements are being made to advertise the proposed TRO. Copies of the proposed TRO and supporting documentation (Schedule and Plan(s)) will also be passed to these consultees for information.
6. The proposed TRO is then advertised in the local newspaper and this starts the full public consultation process. Any interested party may write to the Council with an objection to the terms of the proposed Order within 21 days.
7. All documents associated with the proposed TRO, including a Statement of Reasons for proposing to make the Order, will be made available for public inspection in the Customer Service Centre, Roads Reception and all relevant libraries. The documents will also be placed on the Council's website.
8. All objections made are acknowledged by the Head of Legal and Property Services and forwarded to Roads and Environmental Services for consideration and comment.
9. Further explanation or clarification of the proposals in discussion or correspondence with objectors may result in the objections being withdrawn. If an objection cannot be resolved, Roads and Environmental Services will consider whether the original proposal is capable of amendment in such a way that it does not extend the application of the TRO or increase the stringency of any prohibition contained in it. If so, this amendment

will be presented to the objector so as to attempt to secure the withdrawal of the objection.

10. Should the amendments extend the application of the TRO or increase the stringency of any prohibition contained in it, then the proposals would require to be abandoned. Any future proposal taking into account the proposed amendments would require to go through the initial consultation and advertising stages once again.
11. On receipt of comments from Roads and Environmental Services on objections made, the Head of Legal and Property Services will formally respond by letter to the objectors on the basis of these comments. The objectors are given 14 days in which to maintain or withdraw their objections. Failure by the objectors to respond within 14 days will be taken to imply that the objections have been maintained.
12. If no objections are made, or if all objections made are then withdrawn, the proposal is submitted for the approval of the Head of Legal and Property Services.
13. Where objections cannot be resolved through further explanation or alterations to the proposals, the proposal will either be abandoned or the objections heard. A report will be put to the Environment and Regeneration Committee for members to determine how to consider the objections i.e. to determine if a public hearing will be heard by a Special Meeting of the Environment and Regeneration Committee or before an Independent Reporter. There are circumstances in the relevant legislation when the objections to a TRO must be heard by an Independent Reporter and the Council must comply with that legislation.
14. Should a public hearing be undertaken and heard by either the Environment and Regeneration Committee or an Independent Reporter, notice of a hearing is published in the local newspaper and letters are issued to all of the parties who have maintained their objections. The conduct of the hearing will follow the requirements set out in the 1999 Regulations as supplemented by the Council's Rules of Procedure. At this stage the objectors will have an opportunity to prepare a statement of their case for the TRO not being made or for it being amended and the Head of Roads and Environmental Services will have the opportunity to prepare a statement of case for the TRO and address the case for the objectors; in this way, the Committee or the Reporter will have a full statement of the case for both the objectors and the Head of Roads and Environmental Services which will assist in making a decision on how to proceed with the TRO.
15. In the event that the hearing is heard by an Independent Reporter, once the Independent Reporter has made his recommendations these will be submitted to the Environment and Regeneration Committee for a decision on whether to proceed with the TRO.
16. Once final approval of a TRO is given by either the Environment and Regeneration Committee or the Head of Legal and Property Services, the effective date of the TRO is inserted and the TRO as approved is made. This involves the TRO being signed and sealed on behalf of the Council by a Proper Officer. A notice is published in the local newspaper advising of the making of the TRO and of the effective date. A letter is issued to Police Scotland and the Procurator Fiscal advising the TRO has been made and enclosing a copy of the made TRO. A copy of the made TRO is made available for public inspection at the same locations as mentioned in paragraph 7 above. A 6 week period from the date of the making the Order is available for any challenges to be raised regarding the process of making the TRO. Any such challenges received are dealt with through the Court of Session. The Order will not take effect until the 6 week period has expired.

17. A TRO to which no objections are made could be in place within 4 months. An Order to which objections are made which can be resolved as set out in paragraph 12 above could take 6-9 months. A TRO which requires to go through all of the stages set out above could take 15-21 months.
18. A TRO must be complete within a 2 year period from the first date of publication of the proposals – otherwise it cannot be made and would require to go through the whole process as set out above again.

---

|                         |  |                    |                        |
|-------------------------|--|--------------------|------------------------|
| <b>Report To:</b>       | <b>Environment &amp; Regeneration Committee</b>  | <b>Date:</b>       | <b>14 January 2021</b> |
| <b>Report By:</b>       | <b>Corporate Director Environment, Regeneration and Resources</b>  | <b>Report No:</b>  | <b>LP/002/21</b>       |
| <b>Contact Officer:</b> | <b>Emma Peacock</b>  | <b>Contact No:</b> | <b>01475 712115</b>    |
| <b>Subject:</b>         | <b>Proposed Traffic Regulation Order – The Inverclyde Council, Bruce Street, Greenock (One Way and Prohibition of Entry) Traffic Regulation Order 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 Delegation the Head of Roads & Environmental Shared Services 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, Bruce Street, Greenock (One Way and Prohibition of Entry) Traffic Regulation Order 2020.

## **2.0 SUMMARY**

- 2.1 The proposed Traffic Regulation Order (TRO) will introduce a section of one-way southeastbound road on Bruce Street, Greenock commencing at the junction with the A78 Inverkip Street to the access to Bruce Street off-street car park for a distance of 36.0m or thereby and will also introduce a prohibition of entry for all classes of vehicles travelling northwestbound on Bruce Street beyond the access to Bruce Street off-street car park. This will have the effect of reversing the current one-way restriction on Bruce Street.

## **3.0 RECOMMENDATIONS**

- 3.1 That the Committee recommend to The Inverclyde Council the making of the Traffic Regulation Order – The Inverclyde Council, Bruce Street, Greenock (One Way and Prohibition of Entry) Traffic Regulation Order 2020 and remit it to the Head of Roads & Environmental Shared Services and the Head of Legal and Property Services to arrange for its implementation.

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

## 4.0 BACKGROUND

- 4.1 The Council has received a number of requests in recent years asking for Bruce Street, Greenock to be made a two-way street as it was prior to the closure of the rail bridge on the A78 Inverkip Street. A review of the road layout showed that it was not possible for the road to be made two-way due to road safety concerns and the turning circle required for larger vehicles.
- 4.2 In order to improve access to Roxburgh Street and the area to the south of Bruce Street, the Roads Service approached Transport Scotland and it was agreed that the flow of vehicles on the existing section of one-way northwestbound road should be reversed to allow vehicles to travel from the A78 Inverkip Street into Bruce Street.
- 4.3 No objection has been received to the proposed TRO.
- 4.4 The Committee is asked to note that, if approved, the TRO may not be implemented until the making of the TRO has been advertised to allow any persons who so wish a period of six weeks to question the validity of the TRO in terms of the Road Traffic Regulation Act 1984.

## 5.0 IMPLICATIONS

### Finance

#### 5.1 Financial Implications:

##### One off Costs

| Cost Centre | Budget Heading        | Budget Years | Proposed Spend this Report | Virement From | Other Comments   |
|-------------|-----------------------|--------------|----------------------------|---------------|--|
| Roads Ramp  | Minor Safety Measures | 21/22        | £16K                       |               | Build outs to make it safer to turn from A78 Inverkip Street. Road signs and markings. |

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

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

### Legal

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

### Human Resources

- 5.3 There are no Human Resources implications associated with the Proposal.

### Equalities

#### 5.4 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 |
|---|--|

### 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   |

### 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**

5.5 There are no repopulation implications associated with the proposal.

### **6.0 CONSULTATIONS**

6.1 The proposals have been advertised in the Greenock Telegraph and full details of the proposals have been made available for public inspection on the Council's website. A copy of the draft Order forms Appendix 1.

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

7.1 None.

**THE INVERCLYDE COUNCIL  
BRUCE STREET, GREENOCK (ONE WAY AND  
PROHIBITION OF ENTRY) TRAFFIC REGULATION  
ORDER 2020**

DRAFT

**THE INVERCLYDE COUNCIL**  
**BRUCE STREET, GREENOCK (ONE WAY AND PROHIBITION OF ENTRY) TRAFFIC**  
**REGULATION ORDER 2020**

We, The Inverclyde Council, in exercise of the powers conferred on us by Sections 1(1), 2(1) to (3) of the Road Traffic Regulation Act 1984 (as amended) ("the Act") and of all other enabling powers and after consulting with the Chief Constable of the Police Service of Scotland (Seirbheis Phoilis na h-Alba) in accordance with Part III of Schedule 9 to the Act, hereby make the following Order:

**1.0 Commencement and citation**

- 1.1 This Order may be cited as "The Inverclyde Council, Bruce Street, Greenock (One Way and Prohibition of Entry) Traffic Regulation Order 2020" and shall come into operation on the ## day of ## Two Thousand and ###.
- 1.2 The Plan titled "The Inverclyde Council, Bruce Street, Greenock (One Way and Prohibition of Entry) Traffic Regulation Order 2020" (attached hereto) is incorporated into this Order.

**2.0 Interpretation**

- 2.1 In this Order, except where the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:
- "Vehicle" 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.
- 2.2 Except where otherwise stated, any reference in this Order to a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order.
- 2.3 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, modified, re-enacted, replaced or supplemented by any subsequent enactment.
- 2.4 The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any regulation made or having effect as if made under the Act or by or under any other enactment provided that where a prohibition or restriction which is imposed, varied or revoked by this Order is in conflict with a prohibition or restriction imposed by a previous Order, then the provision of this Order shall prevail.
- 2.5 The Plan forms Schedule 1.
- 2.6 The Interpretation Act 1978 (as amended) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

**3.0 Prohibitions and restrictions**

- 3.1 No person shall drive or cause or permit to be driven any Vehicle on the length of road specified in Column 1 of Schedule 2 to this Order otherwise than in the direction



specified in Column 2 of the said Schedule as referred to in the plan annexed to this Order.

- 3.2 No person shall drive or cause or permit to be driven any Vehicle on the length of road specified in Column 1 of Schedule 3 to this Order so as to enter the road specified in Column 2 of the said Schedule, as referred to in the plan annexed to this Order.

*This Order and the \*\*\* Schedules annexed hereto are sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by ##.*

DRAFT

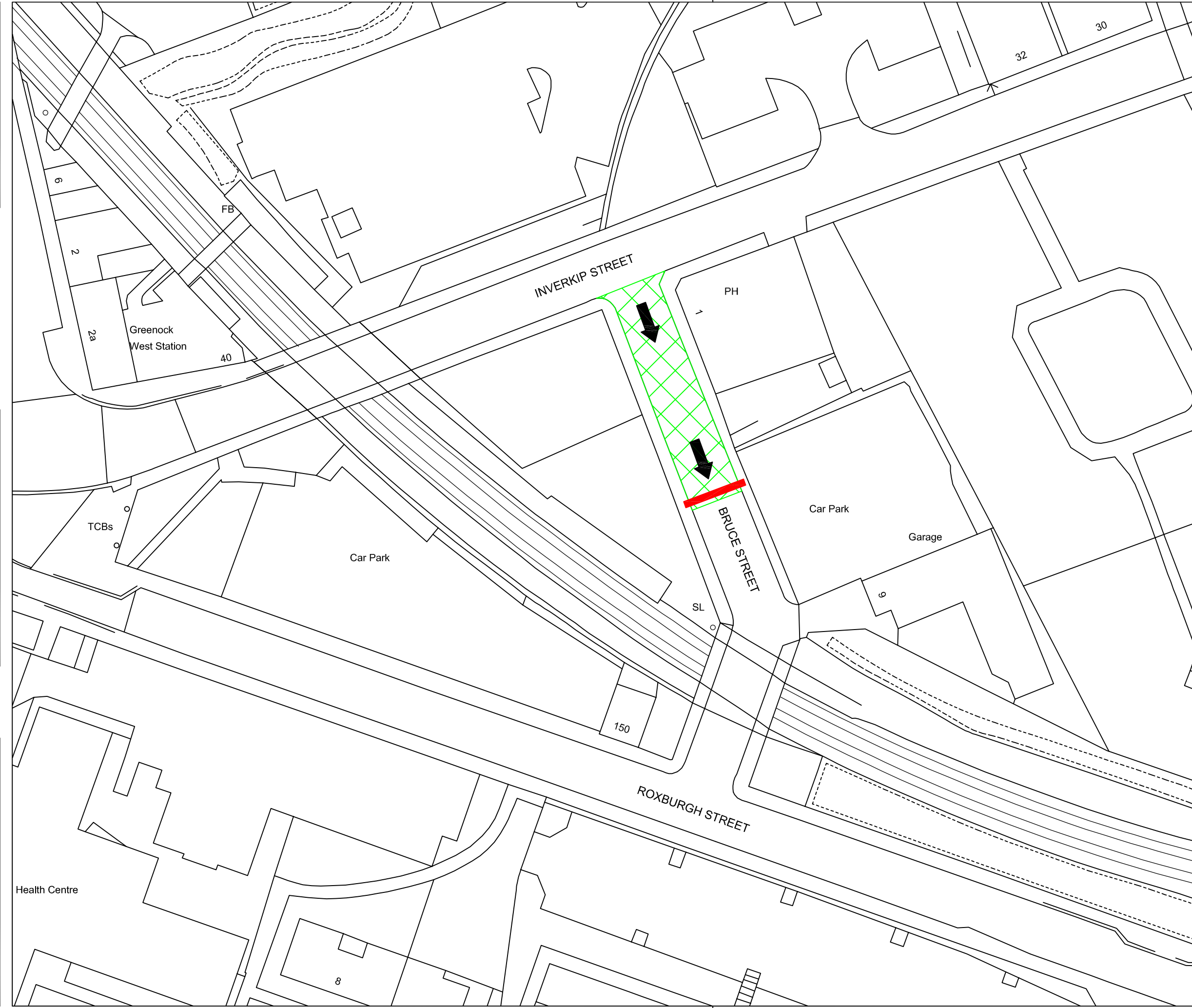
**SCHEDULE 1**

DRAFT

Rev -  
 Drawing Number TR/TRO/C209-01  
 Status P

DO NOT SCALE

50  
 10  
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 A3



Key

- Extent of One-Way
- Direction of One-Way
- Prohibition of entry

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Seal

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| Stat | Purpose of Issue | Date | Auth |
|------|------------------|------|------|
|      |                  |      |      |

| Rev | Description | By | Date | Chk'd | Auth |
|-----|-------------|----|------|-------|------|
|     |             |    |      |       |      |

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



THE INVERCLYDE COUNCIL  
 BRUCE STREET, GREENOCK (ONE-WAY &  
 PROHIBITION OF ENTRY) ORDER 2020

EFFECTIVE DATE:

| Sheet Size | Original Scale | Designed/Drawn | Checked | Authorised |
|------------|----------------|----------------|---------|------------|
| A3         | 1:500          | EP             | EP      | GL         |
| Status     | Drawing Number | Date           | Date    | Date       |
| P          | TR/TRO/C209-01 | JUN '20        | JUN '20 | JUN '20    |

**SCHEDULE 2**

**BRUCE STREET, GREENOCK**

**ONE-WAY ONLY**

| <b><u>Length of Road in Inverclyde<br/>within the Town of Greenock</u></b>   | <b><u>Permitted Direction of Travel</u></b> |
|--|---|
| <u>Bruce Street</u><br>Commencing at the junction with the A78<br>Inverkip Street to the access to Bruce<br>Street off-street car park for a distance of<br>36.0m or thereby | Southeastbound                              |

DRAFT

**SCHEDULE 3**

**BRUCE STREET, GREENOCK**

**PROHIBITION OF ENTRY**

| <b>From</b><br><b><u>Length of Road in Inverclyde<br/>within the Town of Greenock</u></b>             | <b>To</b><br><b><u>Length of Road in Inverclyde<br/>within the Town of Greenock</u></b>                       |
|---|---|
| Bruce Street (the section between Roxburgh Street and the Access to Bruce Street Off-Street Car Park) | Bruce Street (the section between the Access to Bruce Street Off-Street Car Park and the A78 Inverkip Street) |

DRAFT

---

|                         |   |                    |                        |
|-------------------------|---|--------------------|------------------------|
| <b>Report To:</b>       | <b>Environment &amp; Regeneration Committee</b>   | <b>Date:</b>       | <b>14 January 2021</b> |
| <b>Report By:</b>       | <b>Corporate Director Environment, Regeneration and Resources</b>   | <b>Report No:</b>  | <b>LP/007/21</b>       |
| <b>Contact Officer:</b> | <b>Emma Peacock</b>   | <b>Contact No:</b> | <b>01475 712115</b>    |
| <b>Subject:</b>         | <b>Proposed Traffic Regulation Order – The Inverclyde Council (Off-Street Parking Places) (Variation No. 11) Order 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 Delegation the Head of Roads & Environmental Services is responsible for the making, implementation and review of Traffic Management Orders and Traffic Regulation Orders.
- 1.2 The purpose of this report is to introduce the proposed Traffic Regulation Order (TRO) entitled The Inverclyde Council (Off-Street Parking Places) (Variation No. 11) Order 2020.

## 2.0 SUMMARY

- 2.1 The proposed Traffic Regulation Order (TRO) will have the following effect:-

The relevant effect in **Gourock**:-

- To vary the existing Kempock Street East and Kempock Street West off-street car parks to form a single off-street car park to be known as "Kempock Street", Gourock to provide free parking for up to 3 hours per calendar day (from the time of arrival) with a £2.00 charge per calendar day pay and display for stays of greater than 3 hours (Free for Disabled Person's Badge holders) applicable Monday to Friday 8.00am to 6.00pm;
- To introduce a Residents' Parking Permit Scheme with exemptions for Zone GK1 Permit Holders, from limited waiting restrictions and parking charges in the Kempock Street off-street car park; and
- To introduce free parking on Saturdays in Station Road North and Station Road South off-street car parks.

The relevant effect in **Port Glasgow**:-

- To vary Fore Street and Shore Street off-street car parks to provide free parking for up to 3 hours per calendar day (from the time of arrival) with a £2.00 charge per calendar day pay and display for stays of greater than 3 hours (Free for Disabled Person's Badge holders) applicable Monday to Friday 8.00am to 6.00pm;
- To introduce a Residents' Parking Permit Scheme with exemptions for Zone PG1 Permit Holders, from limited waiting restrictions and parking charges in the Fore Street and Shore Street off-street car parks;
- To remove a section of the Fore Street off-street car park; and
- To introduce four Electric Vehicle Parking Spaces (EVPS) in the Princes Street off-street car park.

To provide that (i) only one 3 hour free parking stay per calendar day (from the time of arrival) will be permitted within any off-street car park within the same town or village as that in which the original free parking ticket was obtained and (ii) free parking tickets can be used within any off-street car parks in the same town or village if space is available and provided that the total duration of stay does not exceed 3 hours (from the time of arrival in any off-street car park in

the same town or village).

To provide that a pay and display parking ticket purchased at a charge of £2.00 per calendar day can be used within any off-street car park in Inverclyde during the same calendar day, if space is available.

To introduce parking charges and waiting restrictions in all off-street EVPS in Inverclyde in line with the existing off-street car park tariffs.

### **3.0 RECOMMENDATION**

- 3.1 That the Committee recommends to The Inverclyde Council the making of the Traffic Regulation Order – The Inverclyde Council (Off-Street Parking Places) (Variation No. 11) Order 2020 as modified and remits it to the Head of Roads & Environmental Services and the Head of Legal and Property Services to arrange for its implementation.
- 3.2 That the Committee notes that the TRO for the proposed parking charges in Lochwinnoch Road and Princes Street car parks will be promoted separately and, if objections are made and maintained, they will be passed to an independent Reporter.

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

## **4.0 BACKGROUND**

- 4.1 On 29 August 2019 a report was approved by the Environment and Regeneration Committee which recommended the introduction of a new Parking Charges Tariff (Tariff J) which will provide for free off-street parking for 3 hours per calendar day and a £2.00 per calendar day parking charge for stays of greater than 3 hours, with an exemption from time limits and parking charges for Residents' Parking Permit holders in 5 car parks in Gourrock, Port Glasgow and Kilmacolm. Disabled Badge holders will be exempt from any time limits and parking charges.
- 4.2 The proposed TRO was issued for public consultation on 18 March 2020 with responses invited by 8 April 2020. As this proposed TRO was out for public consultation as the country went into lockdown, a second public consultation was carried out. The proposed TRO was issued for a second public consultation on 21 September 2020 with responses invited by 14 October 2020. A total of ten objections were received in response to the two public consultations.
- 4.3 Following the end of the second public consultation on 14 October 2020, the Head of Roads and Environmental Services reviewed the proposed TRO as advertised and the objections received and decided to make the following modifications:
- To exclude Princes Street off-street car park, Port Glasgow from the proposed parking charges (£2.00 per calendar day pay and display for stays of greater than 3 hours (Free for Disabled Person's Badge holders) applicable Monday to Friday 8.00am to 6.00pm);
  - To exclude Princes Street, off-street car park, Port Glasgow from the Residents' Parking Permit Zone PG1; and
  - To remove Lochwinnoch Road off-street car park, Kilmacolm from the proposed TRO.
- 4.4 By making the modifications, all of the objections have been fully addressed and so the proposed TRO can proceed as though there were no objections to it.
- 4.5 Regulation 13(1) of The Local Authorities' Traffic Regulation Orders (Procedure) (Scotland) Regulations 1999 provides that a local authority may make a TRO with modifications, whether in consequence of any objections or otherwise, if it is satisfied that the modifications would not extend the application of the TRO or increase the stringency of any prohibition or restriction contained in it. I am satisfied that the modifications do not extend the application of the TRO or increase the stringency of any prohibition or restriction contained in it.
- 4.6 The Committee is asked to note that, if approved, the TRO may not be implemented until the making of the TRO has been advertised to allow any persons who so wish a period of six weeks to question the validity of the TRO in terms of the Road Traffic Regulation Act 1984.
- 4.7 The TRO for the proposed parking charges in the Lochwinnoch Road and Princes Street car parks will be promoted separately and, if objections are made and maintained, they will be passed to an independent Reporter.

## **5.0 IMPLICATIONS**

### **Finance**

#### **5.1 Financial Implications:**

One off Costs all contained within the RAMP capital budget



| Cost Centre | Budget Heading | Budget Years | Proposed Spend this Report | Virement From | Other Comments         |
|-------------|----------------|--------------|----------------------------|---------------|------------------------|
| Capital     | RAMP           | 2020/21      | £29K                       |               | Pay & Display Machines |
| Capital     | RAMP           | 2020/21      | £10K                       |               | Signs                  |

#### Annually Recurring Costs/ (Savings)

| Cost Centre | Budget Heading  | With Effect from | Annual Net Impact | Virement From (If Applicable) | Other Comments                    |
|-------------|-----------------|------------------|-------------------|-------------------------------|-----------------------------------|
| 02506       | Parking Revenue | 2022/23          | £4.0K             |                               | Pay & Display Machine Maintenance |
| 02056       | Parking Revenue | 2021/22          | £1.5k             |                               | Residents' Parking Permits        |
| 02506       | Parking Revenue | 2021/22          | £1.05K            |                               | Cash collection                   |
| 02506       | Parking Revenue | 2021/22          | £1.0K             |                               | Pay & Display Tickets             |

#### Legal

- 5.2 The Head of Legal and Property Services has been consulted on this report and in particular on the modifications made to the TRO as published.

#### Human Resources

- 5.3 There are no Human Resources implications associated with the Proposal.

#### Equalities

- 5.4 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 |

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

#### Data Protection

Has a Data Protection Impact Assessment been carried out?

|     |   |
|-----|---|
| YES | 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 associated with the Proposal.

### **6.0 CONSULTATIONS**

6.1 The proposals have been advertised in the Greenock Telegraph and Paisley Daily Express and full details of the proposals have been made available for public inspection on the Council's website. A copy of the draft TRO as modified forms Appendix 1.

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

7.1 None.

**THE INVERCLYDE COUNCIL**  
**(OFF-STREET PARKING PLACES)**  
**(VARIATION NO. 11) ORDER 2020**  
**TRAFFIC REGULATION ORDER**

**THE INVERCLYDE COUNCIL  
(OFF-STREET PARKING PLACES) (VARIATION NO. 11) ORDER 2020**

We, The Inverclyde Council in exercise of the powers conferred on us by Sections 1(1), 2(1) to (3), 32(1), 35(1), 35(3), 35(3A), 35(3B), 46, 49, 101 and 102 of the Road Traffic Regulation Act 1984 (as amended) (“the Act”) and of Part IV of Schedule 9 to the Act and of all other enabling powers and after consulting the Chief Constable of the Police Service of Scotland (Seirbheis Phoilis na h-Alba) in accordance with Part III of Schedule 9 to the Act hereby make the following Order:

**1.0 Commencement and citation**

1.1 This Order shall come into operation on the \*\* day of \*\* Two Thousand and ### and may be cited as “The Inverclyde Council (Off-Street Parking Places) (Variation No. 11) Order 2020”.

**2.0 Interpretation**

2.1 In this Order except where the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:

“End Date” means the date on which the particulars of a Printed Permit or a Virtual Permit retained on the Telephone Parking System are removed from the Telephone Parking System;

“Hand-held Device” means apparatus used by a Parking Attendant, an Authorised Person or a police constable in uniform which is programmed to interface with the Telephone Parking System;

“Identification Code” means a combination of letters and/or numerals by which the Council identifies a Parking Place;

“Permit” means a Printed Permit or a Virtual Permit issued by the Council in accordance with the Permit scheme set out in this Order;

“Printed Permit” means a document specified in Article 4.3 of this Order which may be issued by the Council and if so issued shall be displayed and used in accordance with the particulars stipulated thereon;

“Residents’ Parking Permit” means a Printed Permit or a Virtual Permit issued by the Council, in accordance with the provisions of Article 3.0 of this Order, at such charge and on such terms and conditions as the Council may determine;

“Service Provider” means a person or company providing services to or on behalf of the Council;

“Start Date” means the date on which the particulars of a Printed Permit or a Virtual Permit are entered on the Telephone Parking System;

“Telephone Parking System” means a system to facilitate and monitor any Permits, whether Virtual Permits or Printed Permits, using any telephone or internet enabled device via communication with the Service Provider;

“Virtual Permit” means a Permit which is not a Printed Permit, which is specified in Article 4.2 of this Order and which may be issued by the Council;

“Zone GK1” means any road or part of a road within the boundary of Zone GK1 specified in the maps forming Schedule 1 to this Order;

“Zone PG1” means any road or part of a road within the boundary of Zone PG1 specified in the maps forming Schedule 1 to this Order; and

- 2.2 Except where otherwise stated, any reference in this Order to a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order.
- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, modified, re-enacted, replaced or supplemented by any subsequent enactment.
- 2.3 The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any regulation made or having effect as if made under the Act or by or under any other enactment provided that where a prohibition or restriction which is imposed, varied or revoked by this Order is in conflict with a prohibition or restriction imposed by a previous Order, then the provision of this Order shall prevail.
- 2.4. The Off Street Plans means the plans titled “The Inverclyde Council (Off-Street Parking Places) (Variation No. 11) Order 2020 Off-Street Plans” forming Schedule 1 to this Order which are hereby incorporated into “The Inverclyde Council (Off-Street Parking Places) Order 2013” and which are recorded as current for the purposes of interpretation of this Order in the Plan Index.
- 2.5. The Plan Index forms Schedule 2 to this Order.
- 2.6 The Schedule titled “Parking Places, Number and Name, Charging Hours, Days and Hours of Parking Place Operation, Maximum period for which vehicles may wait, Tariff, Disabled Persons’ Parking Places, and Electric Vehicle Parking Places” forming Schedule 3 to this Order is hereby incorporated into “The Inverclyde Council (Off-Street Parking Places) Order 2013.”
- 2.7 The Schedule titled “Scale of Parking Charges Applicable During the Hours of Operation for Parking Places Specified in Schedule 3” forming Schedule 4 to this Order is hereby incorporated into “The Inverclyde Council (Off-Street Parking Places) Order 2013.”
- 2.8 When a Motor Vehicle is left in a Parking Place in contravention of any of the provisions of this Order, the owner will become liable for a penalty charge and a police constable in uniform, a Parking Attendant or an Authorised Person may affix a Penalty Charge Notice to the Motor Vehicle and, subsequently, may remove or arrange for the removal of the Motor Vehicle from that Parking Place.
- 2.9 The Interpretation Act 1978 (as amended) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

### **3.0 Residents' Parking Permit**

3.1 The Council may issue Residents' Parking Permits, at such charge and on such terms and conditions as the Council may determine, to a person who ordinarily resides in a dwelling house in any road within the boundary of Zone GK1 or Zone PG1 specified in the maps forming Schedule 1 to this Order.

### **4.0 Form of Permits**

4.1 A Permit shall be either a Virtual Permit or a Printed Permit;

4.2 The following information shall be retained on the Telephone Parking System as an indication that a Virtual Permit has been granted:-

- (a) the name and address of the applicant;
- (b) the name of the Zone in which the Virtual Permit is valid;
- (c) the Identification Code of the Zone in which the Virtual Permit is valid;
- (d) the Virtual Permit number;
- (e) the registration number of the Motor Vehicle, Motor Cycle or Invalid Carriage in respect of which the Virtual Permit has been issued;
- (f) the Start Date; and
- (g) the End Date.

4.3 Where a Printed Permit is issued by the Council:-

- (a) it shall include the particulars listed in sub-paragraphs (b) to (g) of Article 4.2;
- (b) it is not transferrable; and
- (c) it shall remain the property of the Council at all times.

### **5.0 Use of Permits**

5.1 A Permit shall be used only in accordance with this Article.

5.2 Subject to Article 5.1 a Permit may be used:-

- (a) in a Parking Place bearing that Parking Place Identification Code shown in Schedule 3 to this Order;
- (b) in the case of a Virtual Permit, where the Motor Vehicle, Motor Cycle or Invalid Carriage has been recorded on the Telephone Parking System for that Virtual Permit; and
- (c) in the case of a Printed Permit, where details of the Motor Vehicle, Motor Cycle or Invalid Carriage are the same as those recorded on the Printed Permit and the Printed Permit is displayed on the Motor Vehicle, Motor Cycle or Invalid Carriage in accordance with Article 6.1 hereof.

5.3 If at any time a Motor Vehicle, Motor Cycle or Invalid Carriage is left in a Parking Place and an inspection is carried out by a Parking Attendant, an Authorised Person or a police constable in uniform, and no indication that a Permit has been granted in respect of that Motor Vehicle, Motor Cycle or Invalid Carriage for the relevant Zone, appears on the Hand-held Device of a Parking Attendant, an Authorised Person or a police constable in uniform, it

shall be presumed, unless the contrary is proved, that a Permit has not been granted for that Motor Vehicle, Motor Cycle or Invalid Carriage at the time of inspection.

- 5.4 A person holding a valid Zone GK1 Residents' Parking Permit is permitted to wait in any Parking Place bearing that Parking Place Identification Code shown in Schedule 3 to this Order, without limit of time and without payment of charge.
- 5.5 A person holding a valid Zone PG1 Residents' Parking Permit is permitted to wait in any Parking Place bearing that Parking Place Identification Code shown in Schedule 3 to this Order, without limit of time and without payment of charge.
- 5.6 A Zone GK1, Residents' Parking Permit shall not be valid in any Parking Place other than in a Parking Place bearing that Parking Place Identification Code shown in Schedule 3 to this Order.
- 5.7 A Zone PG1, Residents' Parking Permit shall not be valid in any Parking Place other than in a Parking Place bearing that Parking Place Identification Code shown in Schedule 3 to this Order.

## **6.0 Display of Printed Permits**

- 6.1 Where a Printed Permit issued by the Council is used:-
- (a) in the case of a Motor Vehicle, the driver of any Motor Vehicle parked in any Parking Place who wishes to make use of a Printed Permit shall attach or display the Printed Permit on the Motor Vehicle on the nearside thereof, behind the glass of the windscreen, in such position as to ensure that the front side of the Printed Permit is clearly visible to any person standing at the front nearside of the Motor Vehicle; and
- (b) in the case of a Motor Cycle or Invalid Carriage, the driver of any Motor Cycle or Invalid Carriage parked in any Parking Place who wishes to make use of a Printed Permit shall attach or display the Printed Permit on the Motor Cycle or Invalid Carriage in a conspicuous position in front of the driver's seat.
- 6.2 Where an inspection is carried out by a Parking Attendant, an Authorised Person or a police constable in uniform, and a Printed Permit issued in respect of that Motor Vehicle, Motor Cycle or Invalid Carriage is not displayed in accordance with Article 6.1 or the particulars shown on the Printed Permit indicate it has not yet commenced, it shall be deemed that a Printed Permit has not been issued in respect of that vehicle at the time of inspection.

## **7.0 Duration of Permits**

- 7.1 A Permit shall be valid from the Start Date retained on the Telephone Parking System for one calendar year or, if earlier, until such time as it is revoked or cancelled by the Council.

## **8.0 Revocation of Article contained within existing Traffic Regulation Order**

- 8.1 Article 4.2 and Article 4.4 of The Inverclyde Council (Off-Street Parking Places) (Variation No.3) Order 2015 is hereby revoked.

*This Order and the ### Schedules annexed hereto are sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by*

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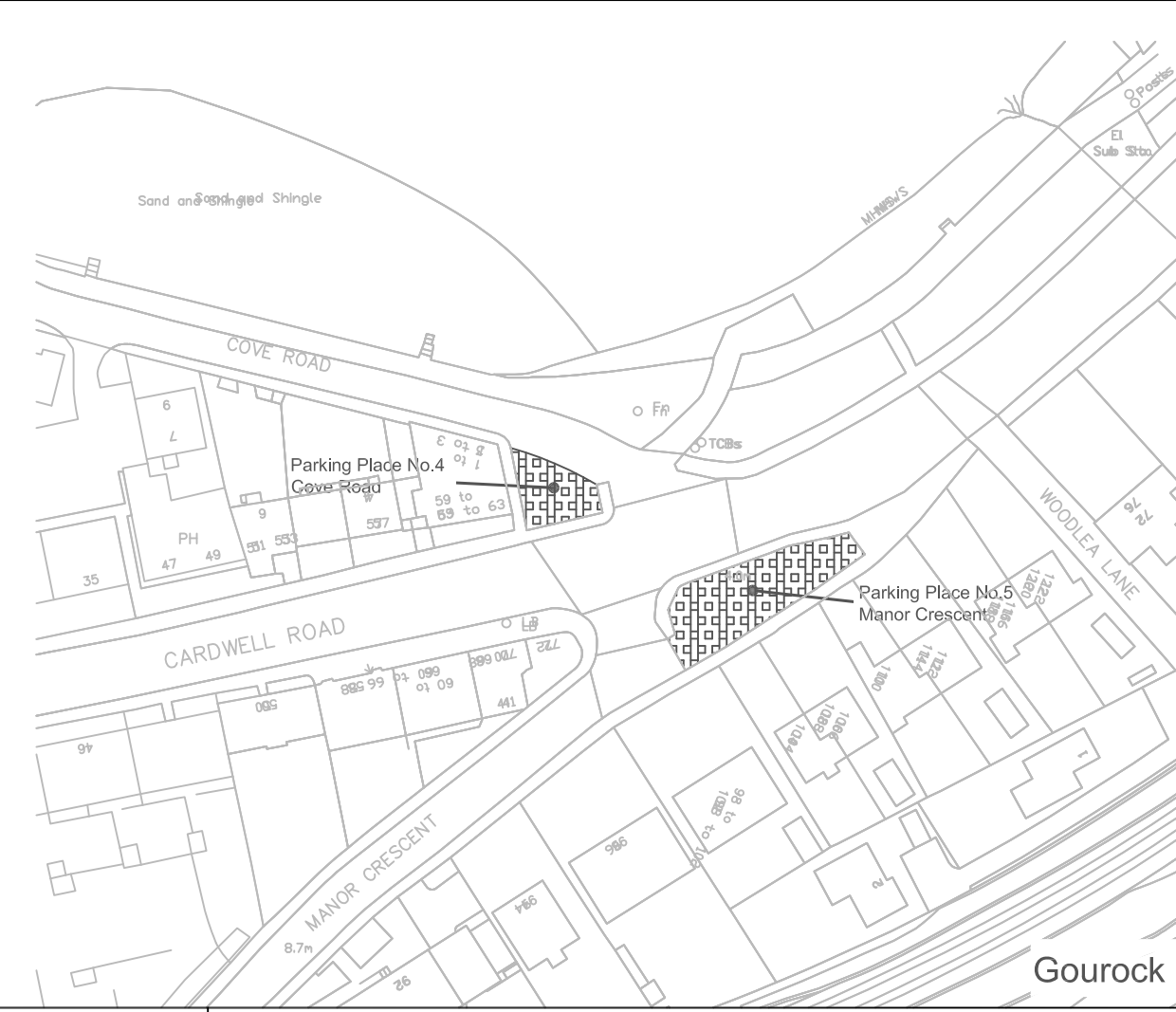
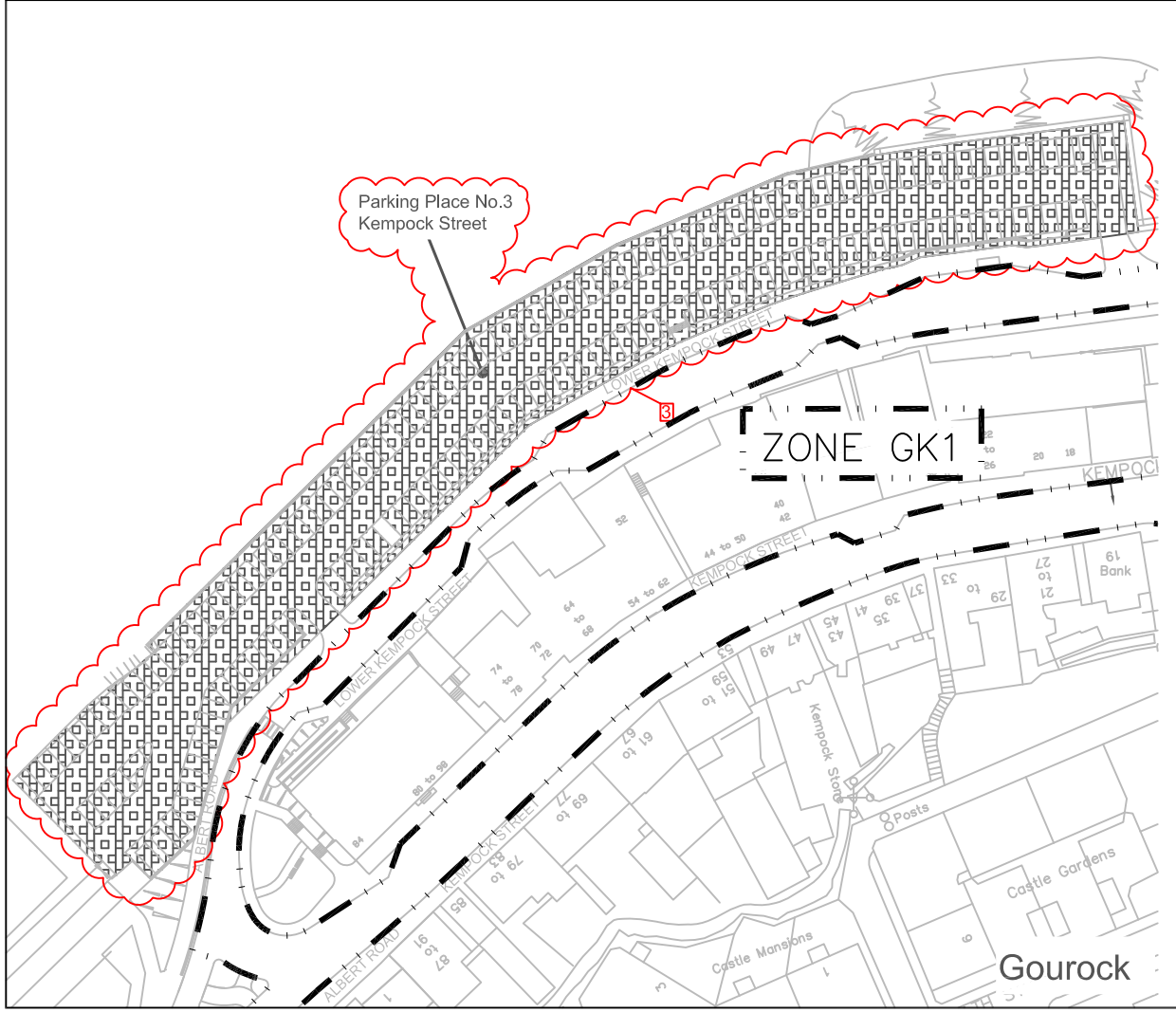
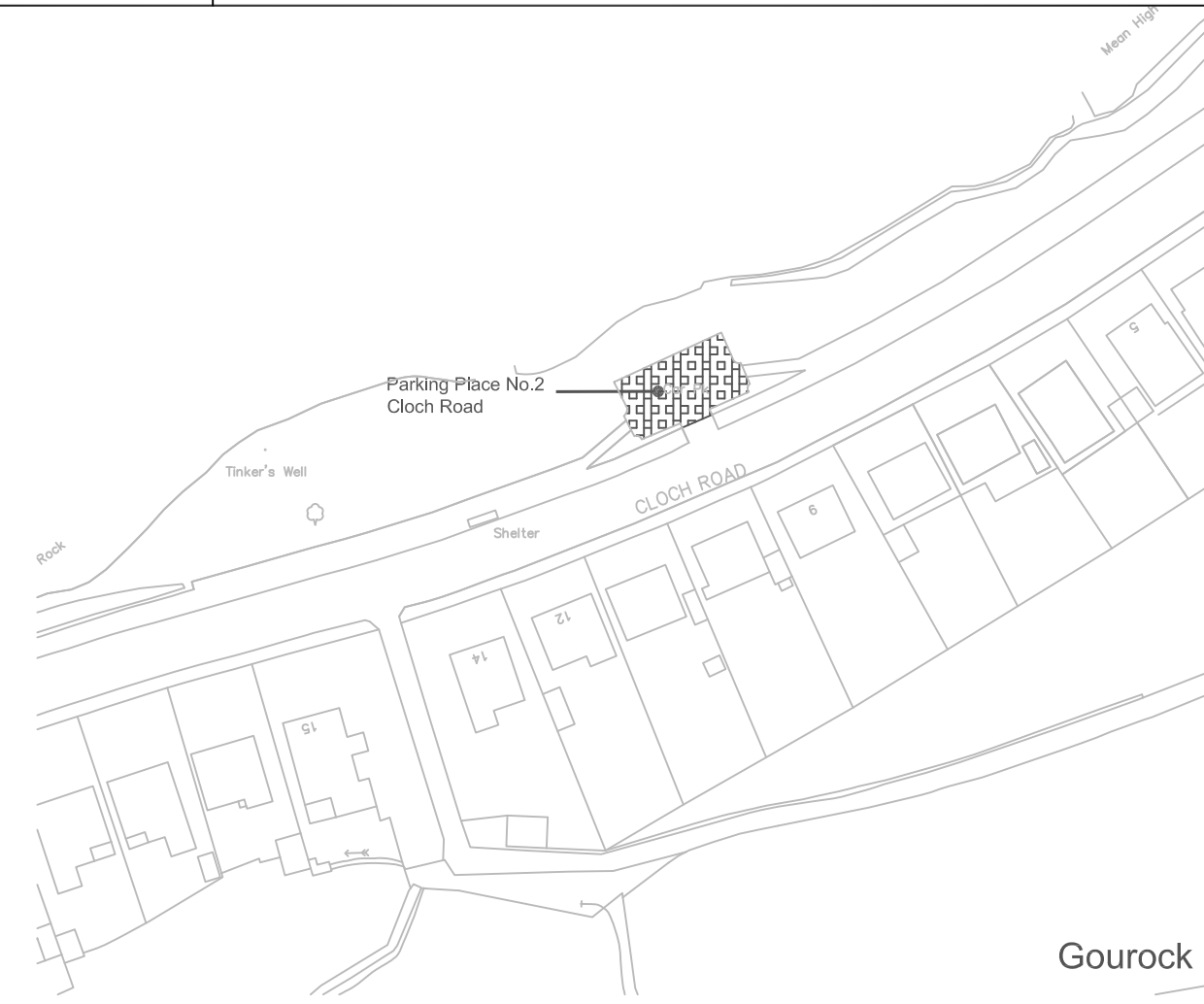
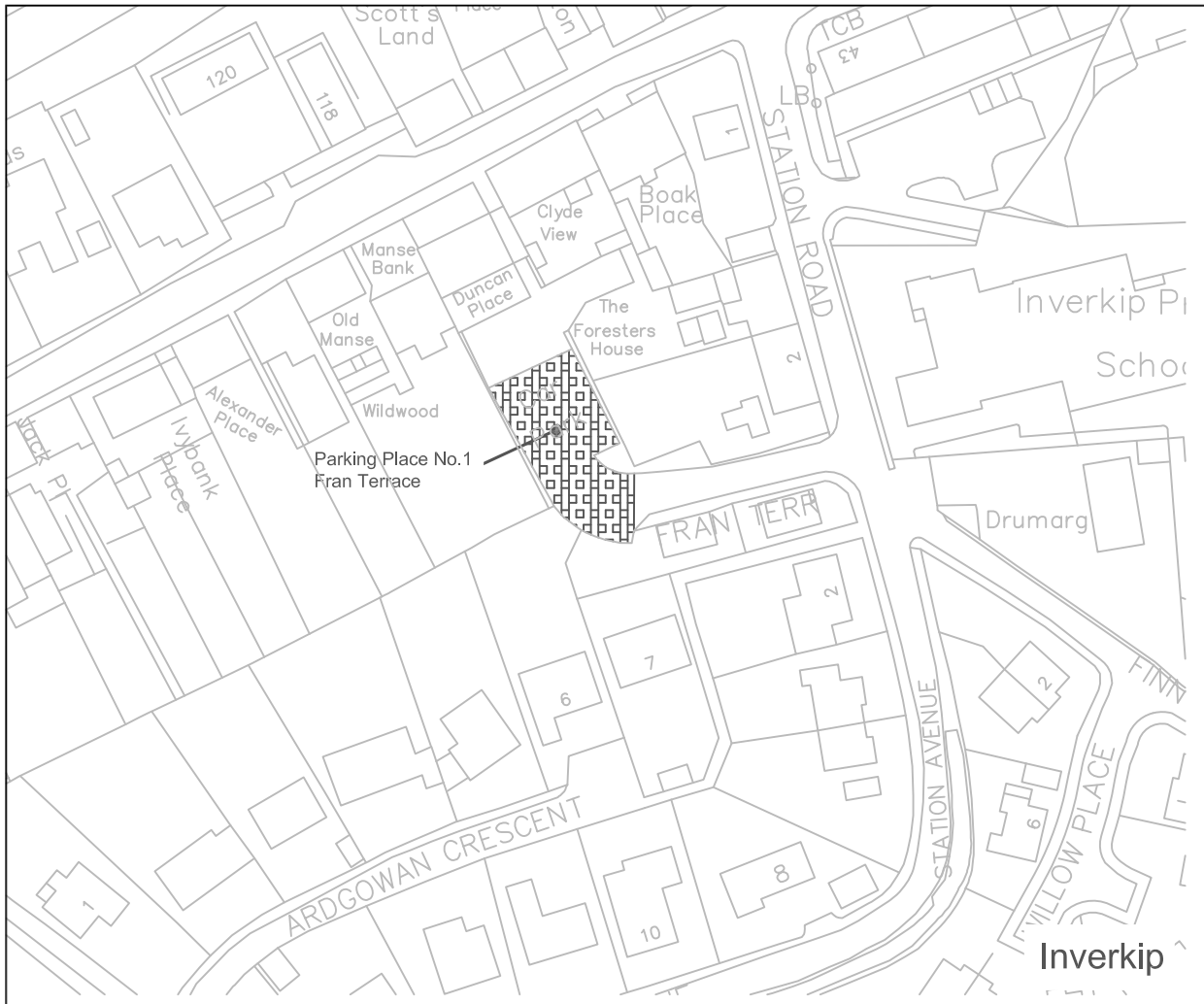
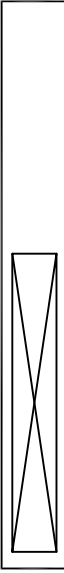


**SCHEDULE 1**

**The Inverclyde Council (Off-Street Parking Places) (Variation No. 11) Order 2020 Off-Street Plans**

DRAFT

DO NOT SCALE



**Key**

Extent of off-street parking place

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| Stat | Purpose of Issue                     | Date         | Auth   |       |      |
|------|--------------------------------------|--------------|--------|-------|------|
| 3    | KEMPOCK ST CAR PARKS AMENDED         | EP OCT '19   | EP GL  |       |      |
| 2    | KEMPOCK ST CAR PARKS AMENDED         | EP JUN '16   | EP GB  |       |      |
| 1    | KEMPOCK ST CAR PARKS AMENDED/RENAMED | EP JUN '15   | EP MH  |       |      |
| A    | COVE RD AND MANOR CRES NOTE REMOVED  | MJH JUNE '13 | MJH MR |       |      |
| Rev  | Description                          | By           | Date   | Chk'd | Auth |

**INVERCLYDE COUNCIL**  
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 8 Pottery Street  
 Greenock  
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 www.inverclyde.gov.uk

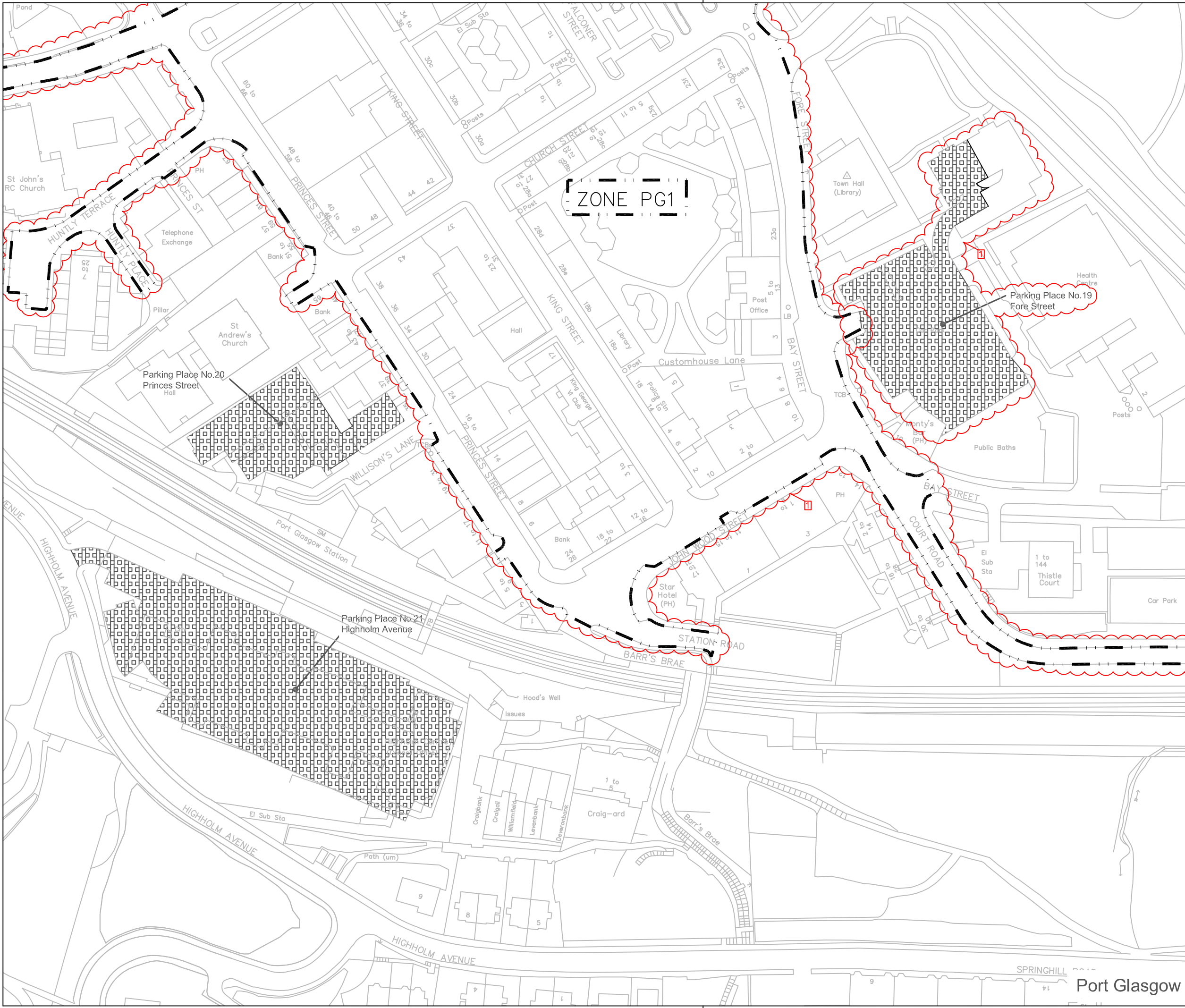


THE INVERCLYDE COUNCIL  
 (OFF-STREET PARKING PLACES)  
 (VARIATION No. 11) ORDER 2020

EFFECTIVE DATE:

| Sheet Size | Original Scale  | Designed/Drawn | Checked | Authorised |
|------------|-----------------|----------------|---------|------------|
| A3         | 1:1250          | MJH            | MJH     | MR         |
| Date       | Date            | Date           | Date    | Date       |
| FEB '13    | FEB '13         | FEB '13        | FEB '13 | FEB '13    |
| Status     | Drawing Number  | Rev            |         |            |
| P          | TR/TRO/C134-001 | 3              |         |            |

DO NOT SCALE



Key

Extent of off-street parking place

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Seal

|      |                                     |            |       |       |      |
|------|-------------------------------------|------------|-------|-------|------|
| Stat | Purpose of Issue                    | Date       | Auth  |       |      |
| 1    | INTRODUCE RPP ZONE PG1              | EP JAN '20 | EP GL |       |      |
| 1    | REMOVAL OF SECTION OF PARKING PLACE | EP JAN '20 | EP GL |       |      |
| Rev  | Description                         | By         | Date  | Chk'd | Auth |

|      |                                     |            |       |       |      |
|------|-------------------------------------|------------|-------|-------|------|
| Stat | Purpose of Issue                    | Date       | Auth  |       |      |
| 1    | INTRODUCE RPP ZONE PG1              | EP JAN '20 | EP GL |       |      |
| 1    | REMOVAL OF SECTION OF PARKING PLACE | EP JAN '20 | EP GL |       |      |
| Rev  | Description                         | By         | Date  | Chk'd | Auth |

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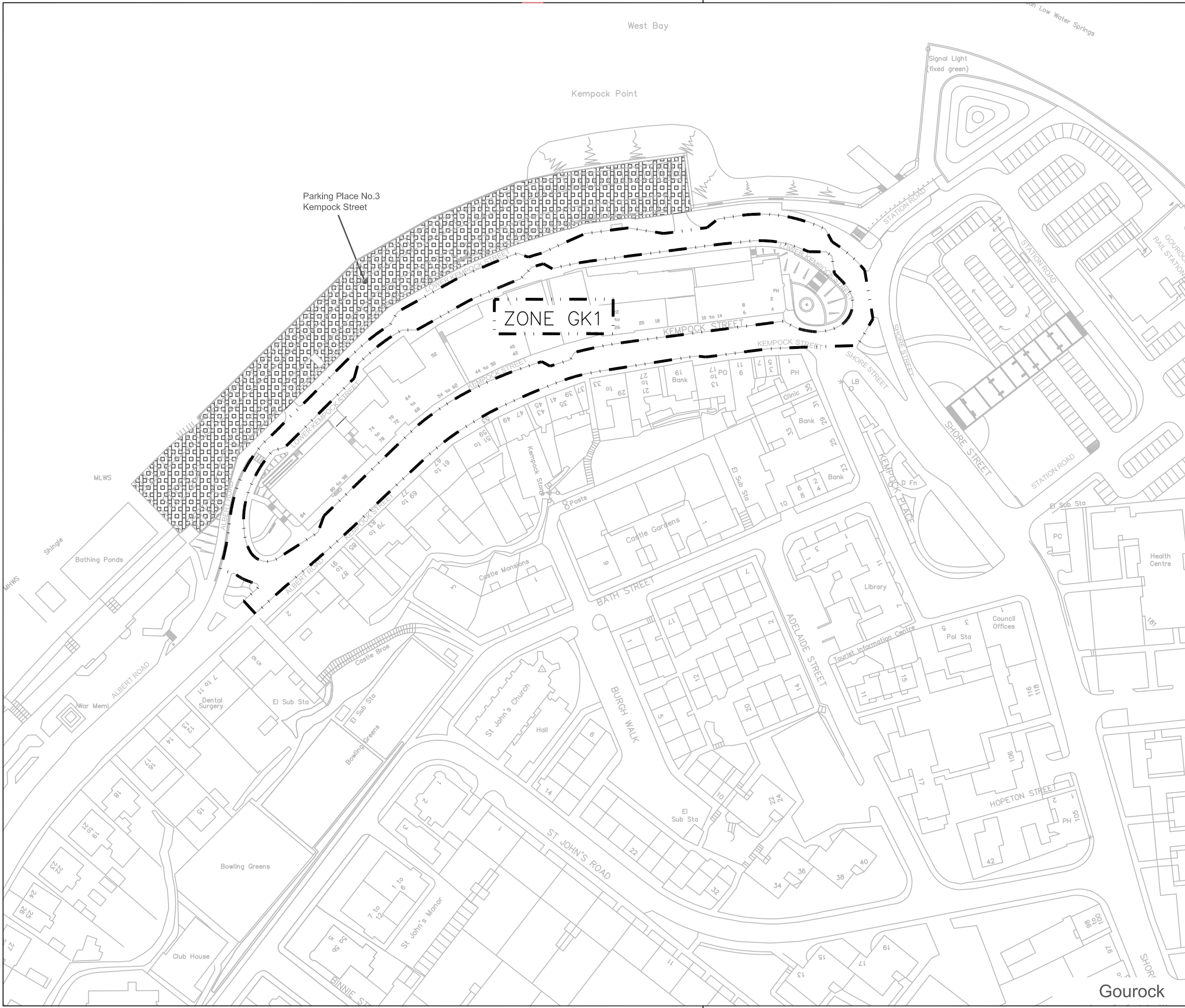
THE INVERCLYDE COUNCIL  
 (OFF-STREET PARKING PLACES)  
 (VARIATION 11) ORDER 2020

EFFECTIVE DATE:

|            |                 |                |         |            |
|------------|-----------------|----------------|---------|------------|
| Sheet Size | Original Scale  | Designed/Drawn | Checked | Authorised |
| A3         | 1:1250          | MJH            | MJH     | MR         |
| Status     | Drawing Number  | Date           | Date    | Date       |
| P          | TR/TRO/C134-005 | FEB '13        | FEB '13 | FEB '13    |
| Rev        |                 |                |         |            |
|            |                 |                |         | 1          |



DO NOT SCALE



**Key**

- Extent of off-street parking place
- Resident Parking Permit Area

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Seal

| Stat | Purpose of Issue       | Date       | Auth  |
|------|------------------------|------------|-------|
| -    | INTRODUCE RPP ZONE GK1 | EP JAN '20 | EP GL |

Rev Description By Date Chk'd Auth

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**Inverclyde council**

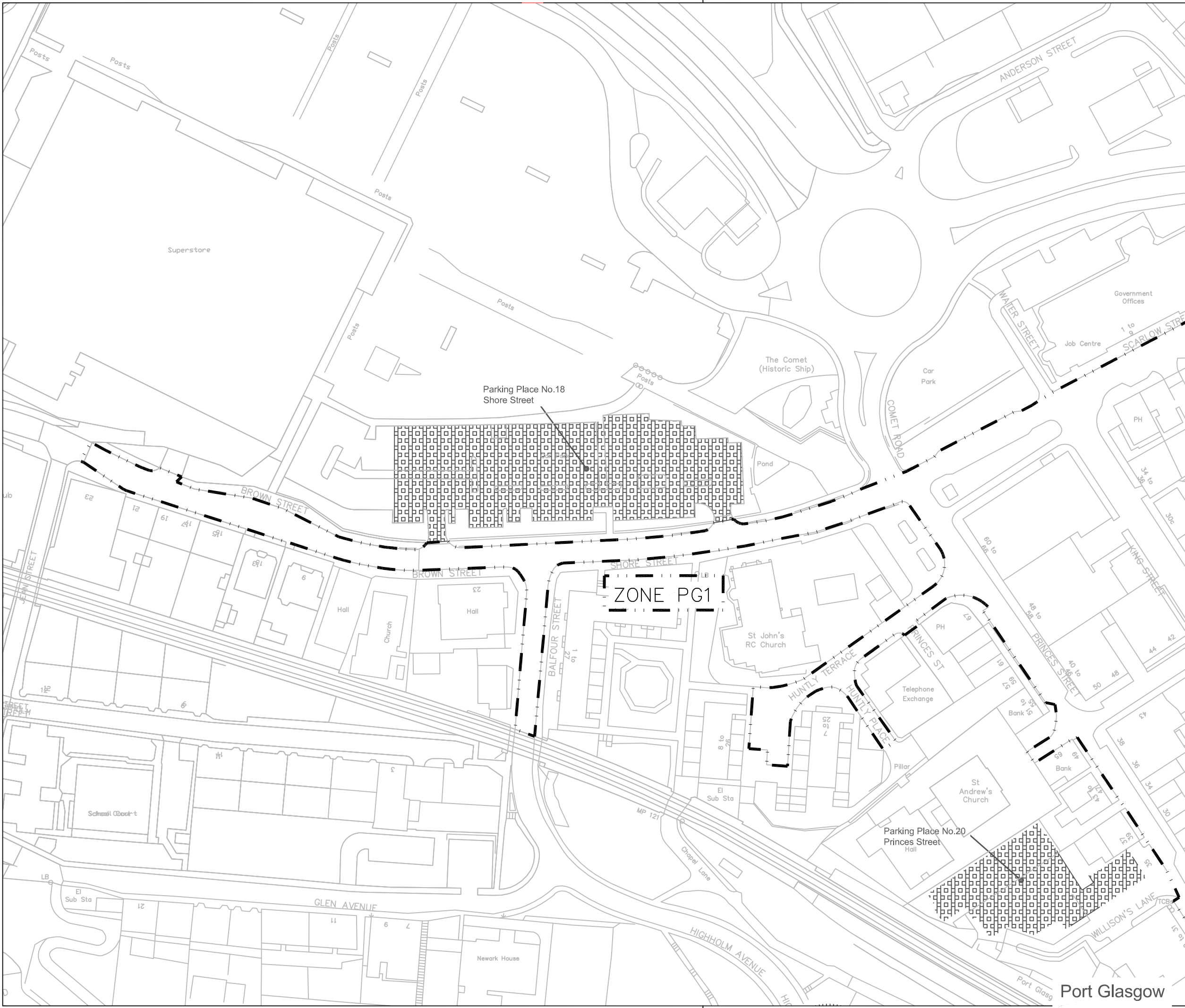
THE INVERCLYDE COUNCIL  
 (OFF-STREET PARKING PLACES)  
 (VARIATION No. 11) ORDER 2020

EFFECTIVE DATE:

| Sheet Size | Original Scale | Designed/Drawn EP | Checked EP   | Authorised GL |
|------------|----------------|-------------------|--------------|---------------|
| <b>A3</b>  | 1:1250         | Date JAN '20      | Date JAN '20 | Date JAN '20  |

| Status | Drawing Number  | Rev |
|--------|-----------------|-----|
| P      | TR/TRO/C134-009 | -   |

DO NOT SCALE



**Key**

- Extent of off-street parking place
- Resident Parking Permit Area

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Seal

| Stat | Purpose of Issue       | Date       | Auth  |
|------|------------------------|------------|-------|
| -    | INTRODUCE RPP ZONE PG1 | EP JAN '20 | EP GL |

Rev Description By Date Chk'd Auth

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THE INVERCLYDE COUNCIL  
 (OFF-STREET PARKING PLACES)  
 (VARIATION No. 11) ORDER 2020

EFFECTIVE DATE:

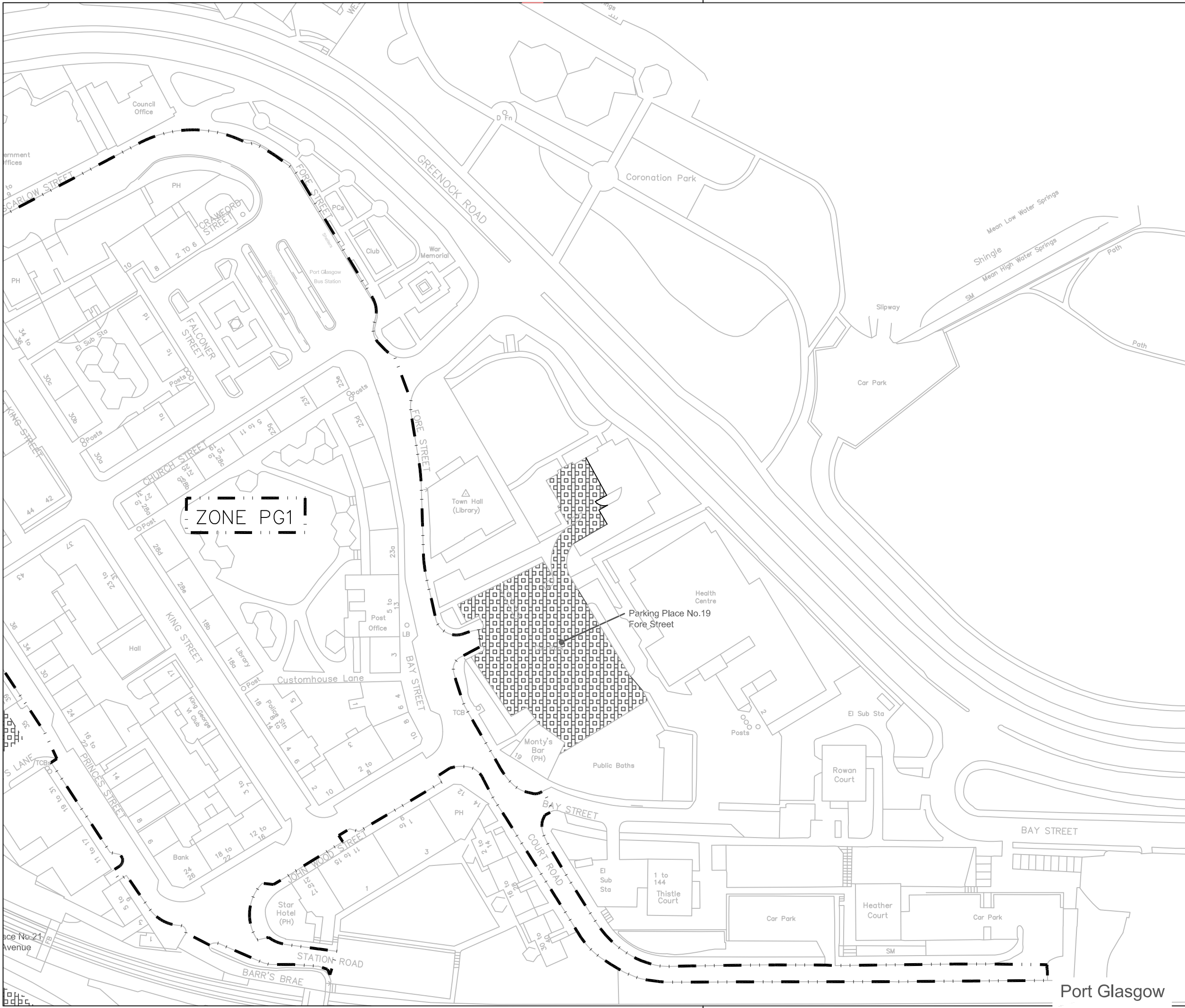
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|------------|----------------|-------------------|--------------|---------------|
| A3         | 1:1250         | Date JAN '20      | Date JAN '20 | Date JAN '20  |

| Status | Drawing Number  | Rev |
|--------|-----------------|-----|
| P      | TR/TRO/C134-010 | -   |

Port Glasgow



DO NOT SCALE



**Key**

- Extent of off-street parking place
- Resident Parking Permit Area

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Seal

| Stat | Purpose of Issue                    | Date       | Auth  |
|------|-------------------------------------|------------|-------|
| -    | REMOVAL OF SECTION OF PARKING PLACE | EP JAN '20 | EP GL |
| -    | INTRODUCE RPP ZONE PG1              | EP JAN '20 | EP GL |

Rev Description By Date Chk'd Auth

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**Inverclyde council**

THE INVERCLYDE COUNCIL  
 (OFF-STREET PARKING PLACES)  
 (VARIATION No. 11) ORDER 2020

EFFECTIVE DATE:

| Sheet Size | Original Scale | Designed/Drawn EP | Checked EP   | Authorised GL |
|------------|----------------|-------------------|--------------|---------------|
| A3         | 1:1250         | Date JAN '20      | Date JAN '20 | Date JAN '20  |

| Status | Drawing Number  | Rev |
|--------|-----------------|-----|
| P      | TR/TRO/C134-011 | -   |

Port Glasgow

**SCHEDULE 2**

**SCHEDULE 5**

**THE INVERCLYDE COUNCIL (OFF-STREET PARKING PLACES) ORDER 2013 PLAN INDEX**

| Plan Ref.       | Effective date of original plan | Effective date of Plan Revision |            |       |   |   |   |   |   |
|-----------------|---------------------------------|---------------------------------|------------|-------|---|---|---|---|---|
|                 |                                 | 1                               | 2          | 3     | 4 | 5 | 6 | 7 | 8 |
| TR/TRO/C134/001 | 06/10/2014                      | 18/01/2016                      | 14/11/2016 | ##### |   |   |   |   |   |
| TR/TRO/C134/002 | 06/10/2014                      | 25/04/2016                      |            |       |   |   |   |   |   |
| TR/TRO/C134/003 | 06/10/2014                      | 30/04/2018                      |            |       |   |   |   |   |   |
| TR/TRO/C134/004 | 06/10/2014                      | 25/04/2016                      |            |       |   |   |   |   |   |
| TR/TRO/C134/005 | 06/10/2014                      | #####                           |            |       |   |   |   |   |   |
| TR/TRO/C134/006 | 06/10/2014                      |                                 |            |       |   |   |   |   |   |
| TR/TRO/C134/007 | 21/11/2014                      | 13/11/2017                      |            |       |   |   |   |   |   |
| TR/TRO/C134/008 | 25/01/2016                      | 30/04/2018                      |            |       |   |   |   |   |   |
| TR/TRO/C134/009 | #####                           |                                 |            |       |   |   |   |   |   |
| TR/TRO/C134/010 | #####                           |                                 |            |       |   |   |   |   |   |
| TR/TRO/C134/011 | #####                           |                                 |            |       |   |   |   |   |   |

**SCHEDULE 3**

**SCHEDULE 3**

**PARKING PLACES, NUMBER AND NAME, CHARGING HOURS, DAYS AND HOURS OF PARKING PLACE OPERATION, MAXIMUM PERIOD FOR WHICH VEHICLES MAY WAIT, TARIFF, DISABLED PERSONS' PARKING PLACES AND ELECTRIC VEHICLE PARKING PLACES**

Parking Places Operational at all times

| <b>PARKING PLACE REFERENCE NUMBER</b><br>Column 1 | <b>NAME OF PARKING PLACE</b><br>Column 2 | <b>CHARGING HOURS OF PARKING PLACE</b><br>Column 3 | <b>OPENING HOURS OF PARKING PLACE</b><br>Column 4 | <b>TARIFF</b><br>Column 5 | <b>DISABLED PERSONS' PARKING PLACES (No.)</b><br>Column 6 | <b>ELECTRIC VEHICLE PARKING SPACES (No.)</b><br>Column 7 | <b>PARKING PLACE IDENTIFICATION CODE</b><br>Column 8 |
|---|--|--|---|---------------------------|---|--|--|
| 25  | Barr's Brae                              | 08:00-18:00 Mon-Sat                                | 24 hours  | A                         | 1   | 4  |  |
| 9   | Bruce Street                             | 08:00-18:00 Mon-Sat                                | 24 hours  | A                         | 3   |  |  |
| 12  | Buccleugh Street                         | 08:00-18:00 Mon-Sat                                | 24 hours  | H                         | 1   |  | GR2  |
| 11  | Bullring                                 | 08:00-18:00 Mon-Fri                                | 24 hours  | E                         | 4   |  | GR1  |
| 29  | Cathcart Buildings                       | 08:00-18:00 Mon- Fri                               | 24 hours  | G                         | 0   |  | GR1  |
| 14  | Cathcart Street East                     | 08:00-18:00 Mon- Fri                               | 24 hours  | E                         | 1   |  | GR1  |
| 13  | Cathcart Street West                     | 08:00-18:00 Mon- Fri                               | 24 hours  | F                         | 4   | 2  | GR1  |
| 2   | Cloch Road                               | 08:00-18:00 Mon-Sat                                | 24 hours  | A                         | 0   |  |  |
| 4   | Cove Road                                | 08:00-18:00 Mon-Sat                                | 24 hours  | A                         | 0   |  |  |



| PARKING PLACE REFERENCE NUMBER<br>Column 1 | NAME OF PARKING PLACE<br>Column 2 | CHARGING HOURS OF PARKING PLACE<br>Column 3 | OPENING HOURS OF PARKING PLACE<br>Column 4 | TARIFF<br>Column 5 | DISABLED PERSONS' PARKING PLACES (No.)<br>Column 6 | ELECTRIC VEHICLE PARKING SPACES (No.)<br>Column 7 | PARKING PLACE IDENTIFICATION CODE<br>Column 8 |
|--|-----------------------------------|---|--|--------------------|--|---|---|
| 28   | Dalrymple Street                  | 08:00-18:00 Mon- Fri                        | 24 hours                                   | E                  | 3  | 2   | GR1   |
| 22   | East Road                         | 08:00-18:00 Mon-Sat                         | 24 hours                                   | A                  | 0  |   |   |
| 33   | East Shaw Street                  | 08:00-18:00 Mon-Fri                         | 24 hours                                   | H                  | 0  |   | GR2   |
| 19   | Fore Street                       | 08:00-18:00 Mon-Fri                         | 24 hours                                   | J                  | 8  | 2   | PG1   |
| 1  | Fran Terrace                      | 08:00-18:00 Mon-Sat                         | 24 hours                                   | A                  | 0  |   |   |
| 7  | Hastie Street                     | 08:00-18:00 Mon- Fri                        | 24 hours                                   | E                  | 2  |   | GR1   |
| 21   | Highholm Avenue                   | 08:00-18:00 Mon-Sat                         | 24 hours                                   | A                  | 8  | 2   |   |
| 3  | Kempock Street East               | 08:00-18:00 Mon-Fri                         | 24 hours                                   | J                  | 4  | 2   | GK1   |
| 32   | <del>Kempock Street West</del>    | <del>08:00-18:00 Mon-Sat</del>              | <del>24 hours</del>                        | <del>J</del>       | <del>2</del>                                       | <del>2</del>                                      |   |
| 24   | Lochwinnoch Road                  | 08:00-18:00 Mon-Fri                         | 24 hours                                   | A                  | 6  | 2   |   |
| 5  | Manor Crescent                    | 08:00-18:00 Mon-Sat                         | 24 hours                                   | A                  | 0  |   |   |
| 20   | Princes Street                    | 08:00-18:00 Mon-Fri                         | 24 hours                                   | B                  | 6  | 4   |   |
| 8  | Roslin Street                     | 08:00-18:00 Mon- Fri                        | 24 hours                                   | E                  | 0  |   | GR1   |
| 10   | Roxburgh Street                   | 08:00-18:00 Mon-Sat                         | 24 hours                                   | A                  | 2  |   |   |

| PARKING PLACE REFERENCE NUMBER<br>Column 1 | NAME OF PARKING PLACE<br>Column 2 | CHARGING HOURS OF PARKING PLACE<br>Column 3 | OPENING HOURS OF PARKING PLACE<br>Column 4 | TARIFF<br>Column 5 | DISABLED PERSONS' PARKING PLACES (No.)<br>Column 6 | ELECTRIC VEHICLE PARKING SPACES (No.)<br>Column 7 | PARKING PLACE IDENTIFICATION CODE<br>Column 8 |
|--|-----------------------------------|---|--|--------------------|--|---|---|
| 34   | Royal Court                       | 08:00-18:00 Mon-Fri                         | 24 hours                                   | H                  | 0  |   | GR2   |
| 35   | Shaw Place                        | 08:00-18:00 Mon-Fri                         | 24 hours                                   | H                  | 0  |   | GR4   |
| 18   | Shore Street                      | 08:00-18:00 Mon-Fri                         | 24 hours                                   | J                  | 11   |   | PG1   |
| 16   | Station Avenue East               | 08:00-18:00 Mon- Fri                        | 24 hours                                   | E                  | 2  |   | GR1   |
| 15   | Station Avenue West               | 08:00-18:00 Mon- Fri                        | 24 hours                                   | E                  | 2  |   | GR1   |
| 23   | Station Road                      | 08:00-18:00 Mon-Sat                         | 24 hours                                   | A                  | 1  |   |   |
| 30   | Station Road North                | 08:00-18:00 Mon- Fri                        | 24 hours                                   | D                  | 0  |   |   |
| 31   | Station Road South                | 08:00-18:00 Mon- Fri                        | 24 hours                                   | D                  | 0  | 4   |   |
| 26   | Waterfront                        | 08:00-18:00 Mon- Fri                        | 24 hours                                   | A                  | 4  | 2   |   |
| 6  | West Stewart Street               | 08:00-18:00 Mon- Fri                        | 24 hours                                   | E                  | 2  |   | GR1   |
| 17   | William Street                    | 08:00-18:00 Mon-Sat                         | 24 hours                                   | A                  | 1  |   |   |

**SCHEDULE 4**

**SCHEDULE 4**

**SCALE OF PARKING CHARGES APPLICABLE DURING THE HOURS OF OPERATION FOR PARKING PLACES SPECIFIED IN SCHEDULE 3**

| <b>TARIFF</b>   | <b>CHARGES</b>   | <b>MAXIMUM DURATION OF STAY</b>                          | <b>NO RETURN WITHIN</b> | <b>DISPLAY TICKET/PARKING DISC/NONE</b>                              | <b>COMMENTS</b>   |
|-----------------|--|--|-------------------------|--|---|
| <b>Column 1</b> | <b>Column 2</b>  | <b>Column 3</b>  | <b>Column 4</b>         | <b>Column 5</b>  | <b>Column 6</b>   |
| A               | Free   | 24 hours   | n/a                     | None   | n/a   |
| B               | Free   | 2 hours<br>(3 hours for Disabled Person's Badge holders) | 1 hour                  | None or Disabled Person's Badge                                      | n/a   |
| C               | Free   | 3 hours<br>(3 hours for Disabled Person's Badge holders) | 1 hour                  | Parking Disc or Disabled Person's Badge                              | n/a   |
| D               | £2.00 per calendar day<br>(Free for Disabled Person's Badge holders)   | One calendar day   | n/a                     | Ticket or Disabled Person's Badge                                    | n/a   |
| E               | £2.00 per calendar day<br>(Free for Disabled Person's Badge holders)   | One calendar day   | n/a                     | Ticket or Residents' Parking Permit or Disabled Person's Badge       | Multiple stays in one calendar day are permitted if space is available on return  |
| F               | Free   | 3 hours<br>(3 hours for Disabled Person's Badge holders) | 1 hour                  | Parking Disc or Residents' Parking Permit or Disabled Person's Badge | n/a   |
| G               | Free   | 24 hours   | n/a                     | Residents' Parking Permit or Disabled Person's Badge                 | n/a   |
| H               | Free   | 24 hours   | n/a                     | Residents' Parking Permit  | n/a   |
| J               | 3 hours free of charge per calendar day and £2.00 per calendar day for stays greater than 3 hours (Free for Disabled Person's Badge holders) | One calendar day   | n/a                     | Ticket or Residents' Parking Permit or Disabled Person's Badge       | Tickets must be displayed for free and charged parking options. Only one 3 hour free parking ticket may be obtained in the same calendar day in the same town or village. Free parking tickets can be used within any off-street car parks in the same town or village if space is available and provided that the total duration of stay |

|  |  |  |  |  |   |
|--|--|--|--|--|---|
|  |  |  |  |  | does not exceed 3 hours (from the time of arrival in any off-street car park in the same town or village). Paid tickets can be used within any off-street car park in Inverclyde during the same calendar day, if space is available. |
|--|--|--|--|--|---|

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|                         |   |                    |                        |
|-------------------------|---|--------------------|------------------------|
| <b>Report To:</b>       | <b>Environment &amp; Regeneration Committee</b>   | <b>Date:</b>       | <b>14 January 2021</b> |
| <b>Report By:</b>       | <b>Corporate Director Environment, Regeneration and Resources</b>   | <b>Report No:</b>  | <b>LP/003/21</b>       |
| <b>Contact Officer:</b> | <b>Emma Peacock</b>   | <b>Contact No:</b> | <b>01475 712115</b>    |
| <b>Subject:</b>         | <b>Proposed Traffic Regulation Order - The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) (Variation No. 11) Order 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 Delegation the Head of Roads & Environmental Shared Services is responsible for the making, implementation and review of Traffic Management Orders and Traffic Regulation Orders.
- 1.2 The purpose of this report is to inform the Committee of the outcome of the consultation procedure undertaken for the Traffic Regulation Order (TRO) entitled The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) (Variation No. 11) Order 2020 where there is 1 maintained objection. The report also seeks a decision whether Committee will hear the objection relating to the TRO themselves or appoint an independent Reporter.

## 2.0 SUMMARY

- 2.1 The Inverclyde Council introduced Decriminalised Parking Enforcement throughout Inverclyde in 2014. Since that time numerous requests have been received to introduce waiting and loading restrictions at various locations in Greenock. The proposed TRO promotes various restrictions to address some of these requests.
- 2.2 The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) Order 2013, as amended, is in force in Outer Greenock.
- 2.3 The proposed TRO will:-
- (i) Introduce a "No waiting at any time" restriction on parts of Old Inverkip Road, Lewis Road, South Street, Finnart Street, Campbell Street, Robertson Street, Finnart Road, Roxburgh Avenue, Ann Street, Mearns Street, Trafalgar Street, Dempster Street, Wellington Street, Knowe Road, MacKenzie Street and Pottery Street, all in Greenock; and
  - (ii) Introduce a "No waiting at any time, no loading at any time" restriction on parts of Auchmead Road, Norfolk Road, Gateside Avenue, Dunlop Street, Baker Street, Regent Street, Dellingburn Street, Drumfrochar Road, Merino Road, Papermill Road, Glen Kinglas Road, Ingleston Street and Orchard Street, all in Greenock.
- 2.4 As a result of the consultation there is 1 maintained objection to the TRO.

### **3.0 RECOMMENDATIONS**

3.1 It is recommended that the Committee:

a. Notes the requirement to hold a public hearing to consider the maintained objection, and decides either to hear this before a special meeting of this Committee or by an independent Reporter and remits it to the Head of Roads & Environmental Shared Services and the Head of Legal and Property Services to make the necessary arrangements for the public hearing.

b. Notes, if the Committee decides to appoint an independent Reporter, the cost associated with this is approximately £10,000 which would come from the Decriminalised Parking Enforcement Revenue Budget.

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

## 4.0 BACKGROUND

- 4.1 The proposed TRO was issued for public consultation on 08 September 2020 with responses invited by 01 October 2020. The documents published as part of this consultation contained errors in the description of the restrictions. These errors were corrected and a second public consultation was carried out for this proposed TRO with amended documents. The proposed TRO was issued for a second public consultation on 06 October 2020 with responses invited by 30 October 2020.
- 4.2 During the period of both public consultations, 1 objection was received. Officers wrote to the objector and the objector did not respond therefore their objection is considered to be maintained.

## 5.0 IMPLICATIONS

### Finance

#### 5.1 Financial Implications:

One off Costs all contained within the RAMP capital budget.

| Cost Centre | Budget Heading | Budget Years | Proposed Spend this Report | Virement From | Other Comments      |
|-------------|----------------|--------------|----------------------------|---------------|---------------------|
| Capital     | RAMP           | 21/22        | £10,000                    |               | New signs and lines |

### Legal

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

### Human Resources

- 5.3 There are no Human Resources implications associated with the proposal.

### Equalities

#### 5.4 Equalities

Has an Equality Impact Assessment been carried out?

|                                     |
|-------------------------------------|
| <input type="checkbox"/>            |
| <input checked="" type="checkbox"/> |

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?

|                          |
|--------------------------|
| <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.

NO

### 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**

5.5 There are no Repopulation implications associated with the proposal.

### **6.0 CONSULTATIONS**

6.1 The proposal has been advertised in the Greenock Telegraph and full details of the proposal has been made available for public inspection on the Council's website. A copy of the draft Order forms Appendix 1.

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

7.1 None.



**THE INVERCLYDE COUNCIL  
(VARIOUS ROADS) (OUTER GREENOCK)  
(WAITING RESTRICTIONS)  
(VARIATION NO. 11) ORDER 2020**

**TRAFFIC REGULATION ORDER**

**THE INVERCLYDE COUNCIL  
(VARIOUS ROADS) (OUTER GREENOCK)  
(WAITING RESTRICTIONS) (VARIATION NO. 11) ORDER 2020**

We, The Inverclyde Council in exercise of the powers conferred on us by Sections 1(1), 2(1) to (3), 4(2), 32(1), 35(1), 45, 53, 101 and 102 of the Road Traffic Regulation Act 1984 (as amended) (“the Act”) and of Part IV of Schedule 9 to the Act and of all other enabling powers and after consulting the Chief Constable of the Police Service of Scotland (Seirbheis Phoilis na h-Alba) in accordance with Part III of Schedule 9 to the Act hereby make the following Order:

**1.0 Commencement and citation**

1.1 This Order shall come into operation on the \*\* day of \*\*, Two Thousand and \*\* and may be cited as “The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) (Variation No. 11) Order 2020”.

**2.0 Interpretation**

2.1 Except where otherwise stated, any reference in this Order to a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order.

2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, modified, re-enacted, replaced or supplemented by any subsequent enactment.

2.3 The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any regulation made or having effect as if made under the Act or by or under any other enactment provided that where a prohibition or restriction which is imposed, varied or revoked by this Order is in conflict with a prohibition or restriction imposed by a previous Order, then the provision of this Order shall prevail.

2.4 The On-Street Plans forming Schedule 1 to this Order and titled “The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) (Variation No. 11) Order 2020 On-Street Plans” are hereby incorporated into “The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) Order 2013” and recorded in “The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) Order 2013 Plan Index”.

2.5 The Plan Index forms Schedule 2.

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

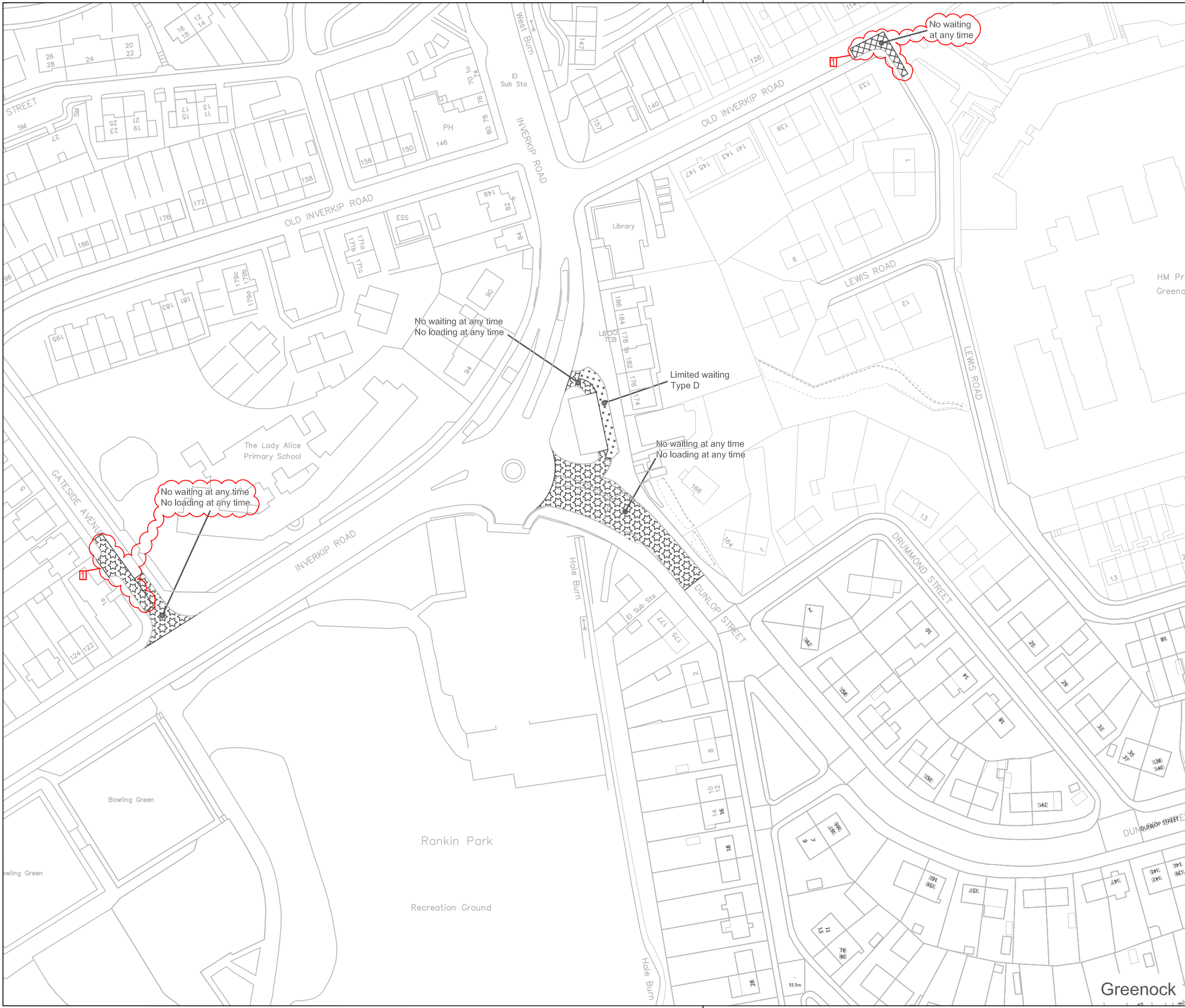
*This Order and the two Schedules annexed hereto are sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by ##.*

**SCHEDULE 1**

**The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions)  
(Variation No. 11) Order 2020 On-Street Plans**

DRAFT

DO NOT SCALE



**Key**

- No waiting at any time
- No loading at any time
- No waiting at times shown
- No waiting at any time, No loading at times shown
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- Ambulance parking place (subject to restrictions shown)
- Loading bay

Outer Greenock Resident Parking Permit Area  
 Parking Disc Area

**Limited Waiting**  
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Stat

| Stat | Purpose of Issue                | Date       | Auth  |
|------|---------------------------------|------------|-------|
| 1    | NWAAT & NLAAT GATESIDE AVE      | EP JAN '20 | EP GL |
| 1    | NWAAT OLD INVERKIP RD/ LEWIS RD | EP JAN '20 | EP GL |

Rev

| Rev | Description                     | By | Date    | Chk'd | Auth |
|-----|---------------------------------|----|---------|-------|------|
| 1   | NWAAT & NLAAT GATESIDE AVE      | EP | JAN '20 | EP    | GL   |
| 1   | NWAAT OLD INVERKIP RD/ LEWIS RD | EP | JAN '20 | EP    | GL   |

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

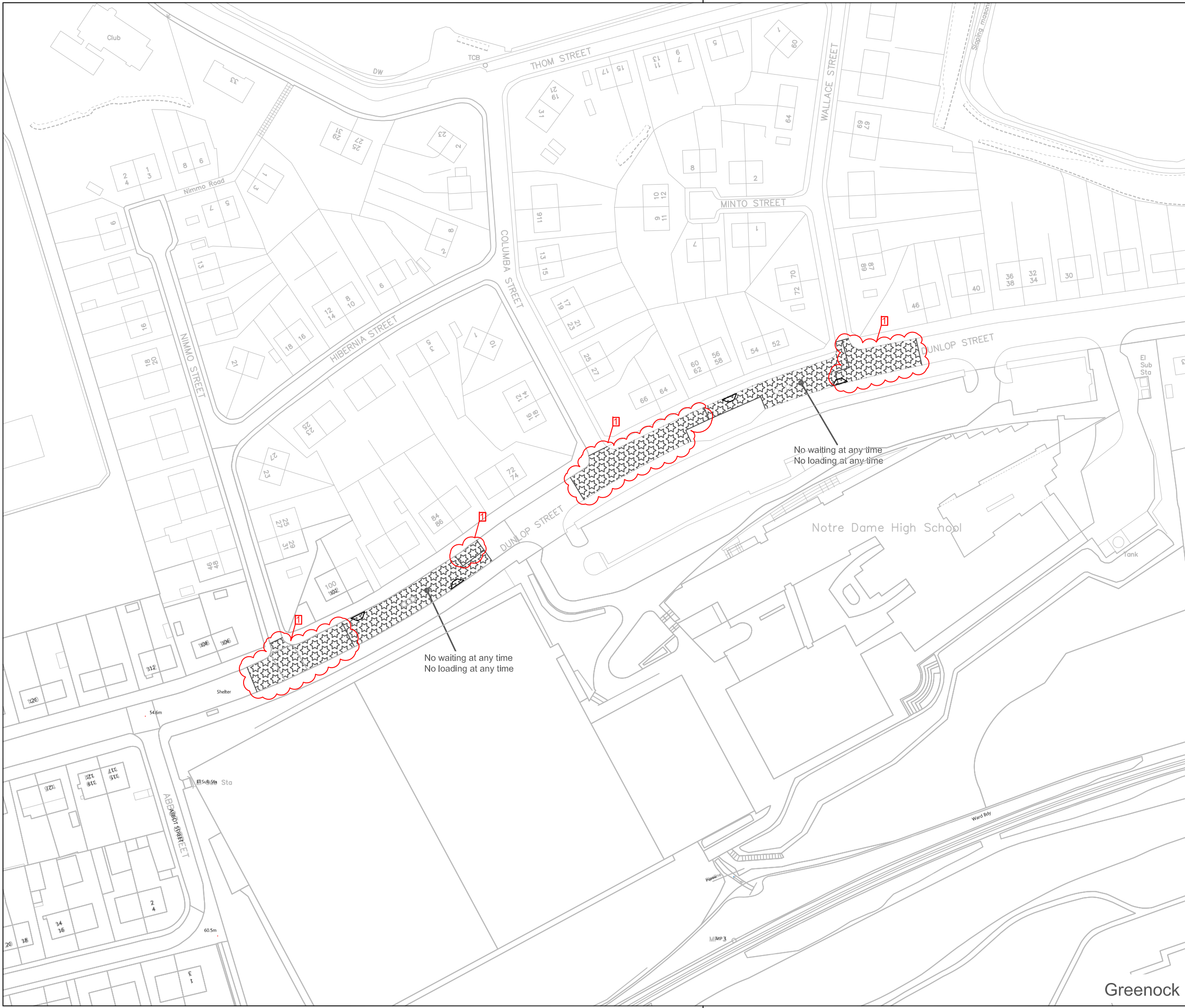


THE INVERCLYDE COUNCIL (VARIOUS ROADS)  
 (OUTER GREENOCK)  
 (WAITING RESTRICTIONS) (VARIATION 11)  
 ORDER 2020

EFFECTIVE DATE:

| Sheet Size | Original Scale  | Designed/Drawn | Checked | Authorised |
|------------|-----------------|----------------|---------|------------|
| A3         | 1:1250          | MJH            | MJH     | MR         |
| Status     | Drawing Number  | Date           | Date    | Date       |
| P          | TR/TRO/C131-007 | FEB '13        | FEB '13 | FEB '13    |
| Rev        |                 |                |         |            |
|            |                 |                |         | 1          |

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| Stat | Purpose of Issue | Date | Auth |
|------|------------------|------|------|
|      |                  |      |      |

| Rev | Description             | By | Date    | Chk'd | Auth |
|-----|-------------------------|----|---------|-------|------|
| 1   | NWAAT & NLAAT DUNLOP ST | EP | JAN '20 | EP    | GL   |

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THE INVERCLYDE COUNCIL (VARIOUS ROADS)  
 (OUTER GREENOCK)  
 (WAITING RESTRICTIONS) (VARIATION 11)  
 ORDER 2020

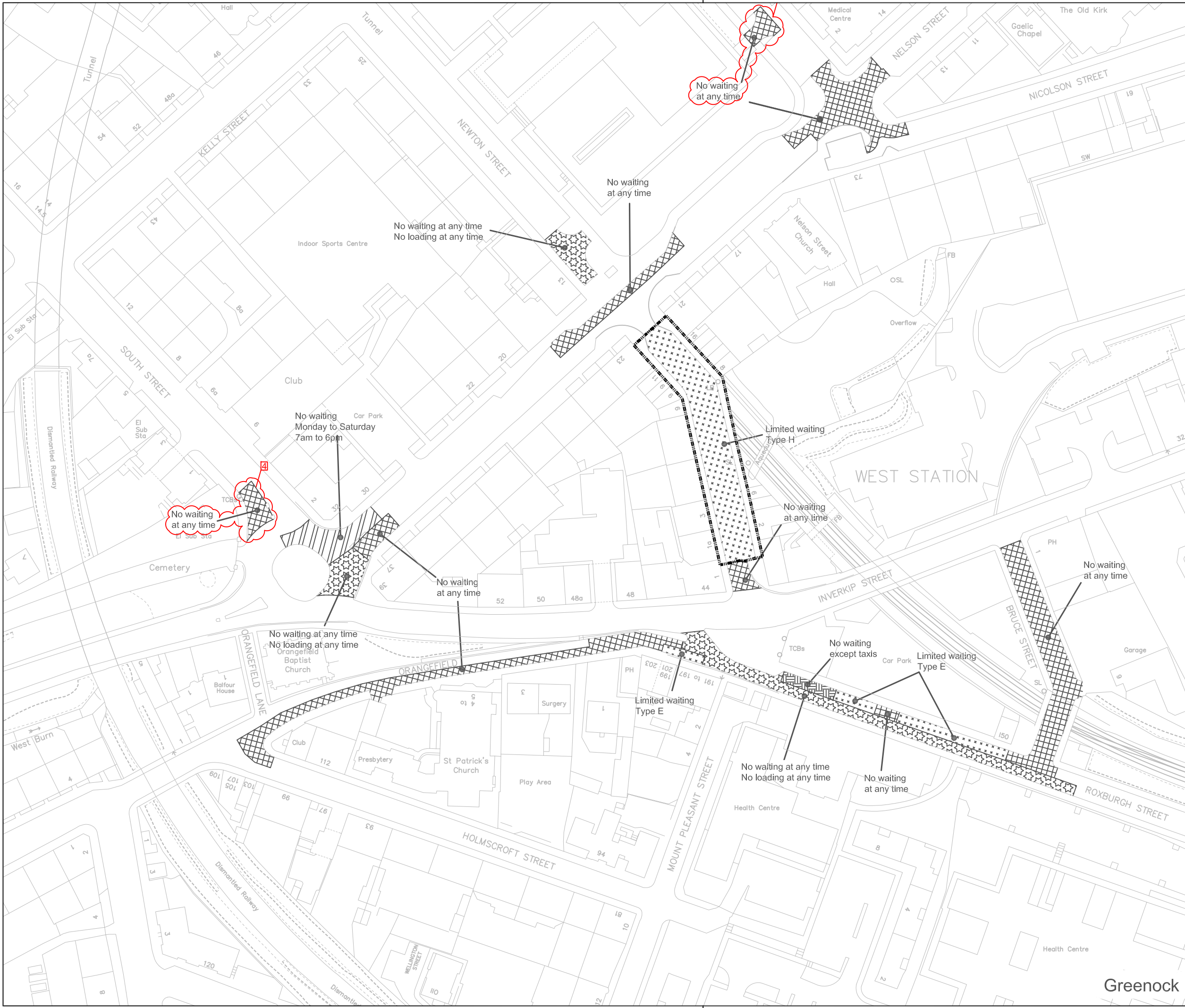
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| Status     | Drawing Number  | Date           | Date    | Date       |
| P          | TR/TRO/C131-008 | FEB '13        | FEB '13 | FEB '13    |
| Rev        |                 |                |         |            |
|            |                 |                |         | 1          |

Greenock



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■ ■ ■ ■ ■ Outer Greenock Resident Parking Permt Area  
 ■ ■ ■ ■ ■ Parking Dlsc Area

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Seal

| Stat | Purpose of Issue              | Date        | Auth   |       |      |
|------|-------------------------------|-------------|--------|-------|------|
| 4    | NWAAT SOUTH ST                | EP JAN '20  | EP GL  |       |      |
| 3    | 2 HR ON NEWTON ST             | EP AUG '18  | EP GB  |       |      |
| 2    | NELSON ST/NICOLSON ST AMENDED | EP JUN '15  | EP MH  |       |      |
| 1    | NEWTON ST NWAAT REVISED       | MJH NOV '13 | MJH MR |       |      |
| Rev  | Description                   | By          | Date   | Chk'd | Auth |

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THE INVERCLYDE COUNCIL (VARIOUS ROADS)  
 (OUTER GREENOCK)  
 (WAITING RESTRICTIONS) (VARIATION No. 11)  
 ORDER 2020

EFFECTIVE DATE:

| Sheet Size | Original Scale  | Designed/Drawn | Checked      | Authorised   |
|------------|-----------------|----------------|--------------|--------------|
| A3         | 1:1250          | MJH            | LM           | MR           |
|            |                 | Date FEB '13   | Date FEB '13 | Date FEB '13 |
| Status     | Drawing Number  | Rev            |              |              |
| P          | TR/TRO/C131-010 | 4              |              |              |

Greenock



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|------|------------------------------------|------------|-------|
| 1    | NWAAT & NLAAT REGENT ST & BAKER ST | EP JAN '20 | EP GL |
| 1    | NWAAT KNOWE RD                     | EP JAN '20 | EP GL |

| Rev | Description                        | By | Date    | Chk'd | Auth |
|-----|------------------------------------|----|---------|-------|------|
| 1   | NWAAT & NLAAT REGENT ST & BAKER ST | EP | JAN '20 | EP    | GL   |
| 1   | NWAAT KNOWE RD                     | EP | JAN '20 | EP    | GL   |

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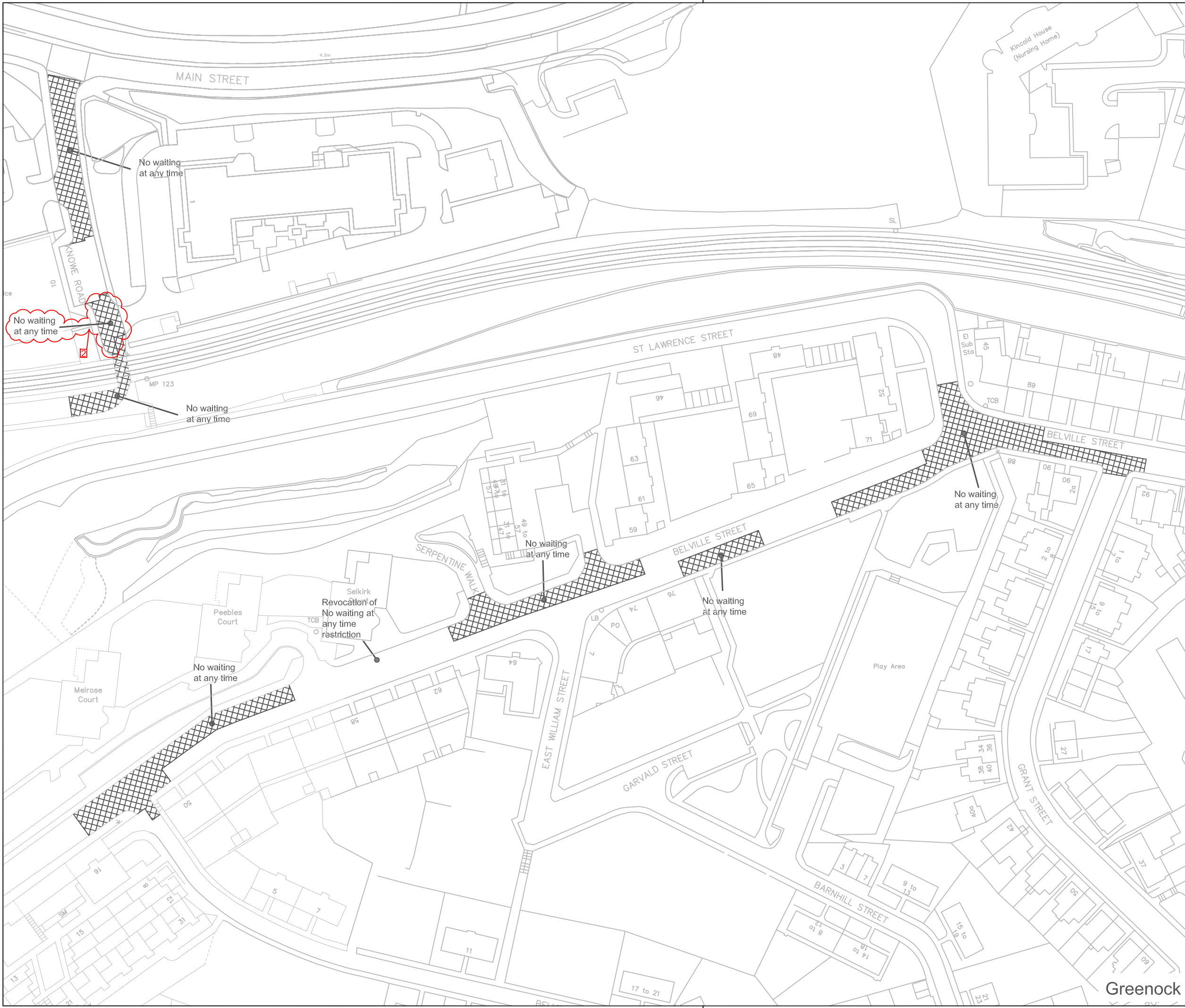


THE INVERCLYDE COUNCIL (VARIOUS ROADS)  
 (OUTER GREENOCK)  
 (WAITING RESTRICTIONS) (VARIATION 11)  
 ORDER 2020

EFFECTIVE DATE:

| Sheet Size | Original Scale  | Designed/Drawn | Checked | Authorised |
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| Status     | Drawing Number  | Date           | Date    | Date       |
| P          | TR/TRO/C131-018 | FEB '13        | FEB '13 | FEB '13    |
| Rev        |                 |                |         |            |
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|------|--------------------------------|------------|-------|
| 2    | NWAAT KNOWE RD                 | EP JAN '20 | EP GL |
| 1    | REVOCAION OF NWAAT BELVILLE ST | EP AUG '18 | EP GL |

| Rev | Description                    | By | Date    | Chk'd | Auth |
|-----|--------------------------------|----|---------|-------|------|
| 2   | NWAAT KNOWE RD                 | EP | JAN '20 | EP    | GL   |
| 1   | REVOCAION OF NWAAT BELVILLE ST | EP | AUG '18 | EP    | GL   |

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THE INVERCLYDE COUNCIL (VARIOUS ROADS)  
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 ORDER 2020

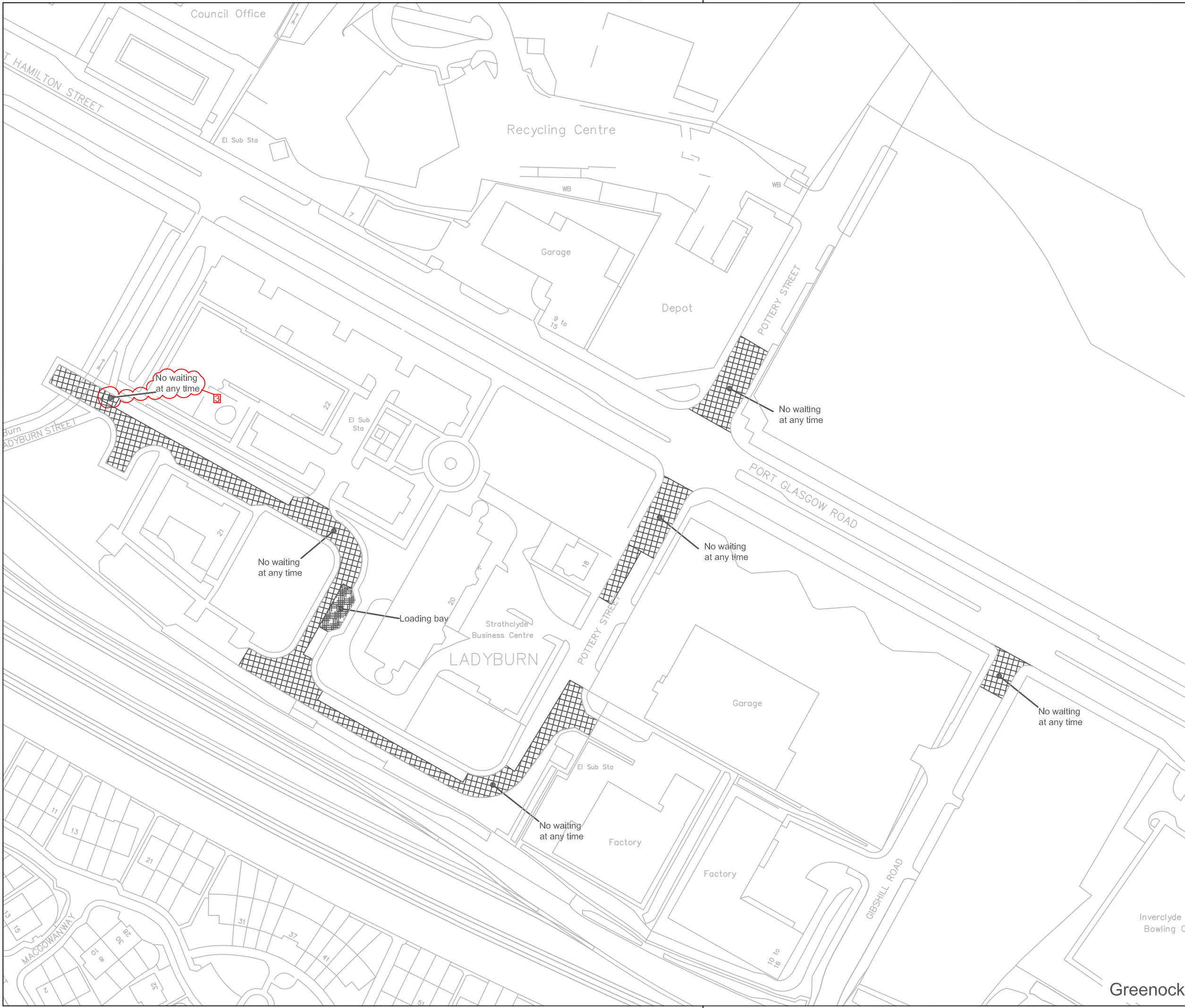
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| P          | TR/TRO/C131-019 | FEB '13        | FEB '13 | FEB '13    |
| Rev        |                 |                |         |            |
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Greenock



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| Stat | Purpose of Issue                    | Date         | Auth   |       |      |
|------|-------------------------------------|--------------|--------|-------|------|
| 3    | NWAAT EXTENSION POTTERY ST          | EP JAN '20   | EP GL  |       |      |
| 2    | GIBSHILL RD RESTRICTION ADDED AT A8 | EP AUG '15   | EP MH  |       |      |
| 1    | POTTERY ST RESTRICTIONS ADDED       | RH SEPT '14  | MH MH  |       |      |
| A    | POTTERY ST (SOUTH OF A8) CORRECTED  | MJH JUNE '13 | MJH MR |       |      |
| Rev  | Description                         | By           | Date   | Chk'd | Auth |

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THE INVERCLYDE COUNCIL (VARIOUS ROADS)  
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 ORDER 2020

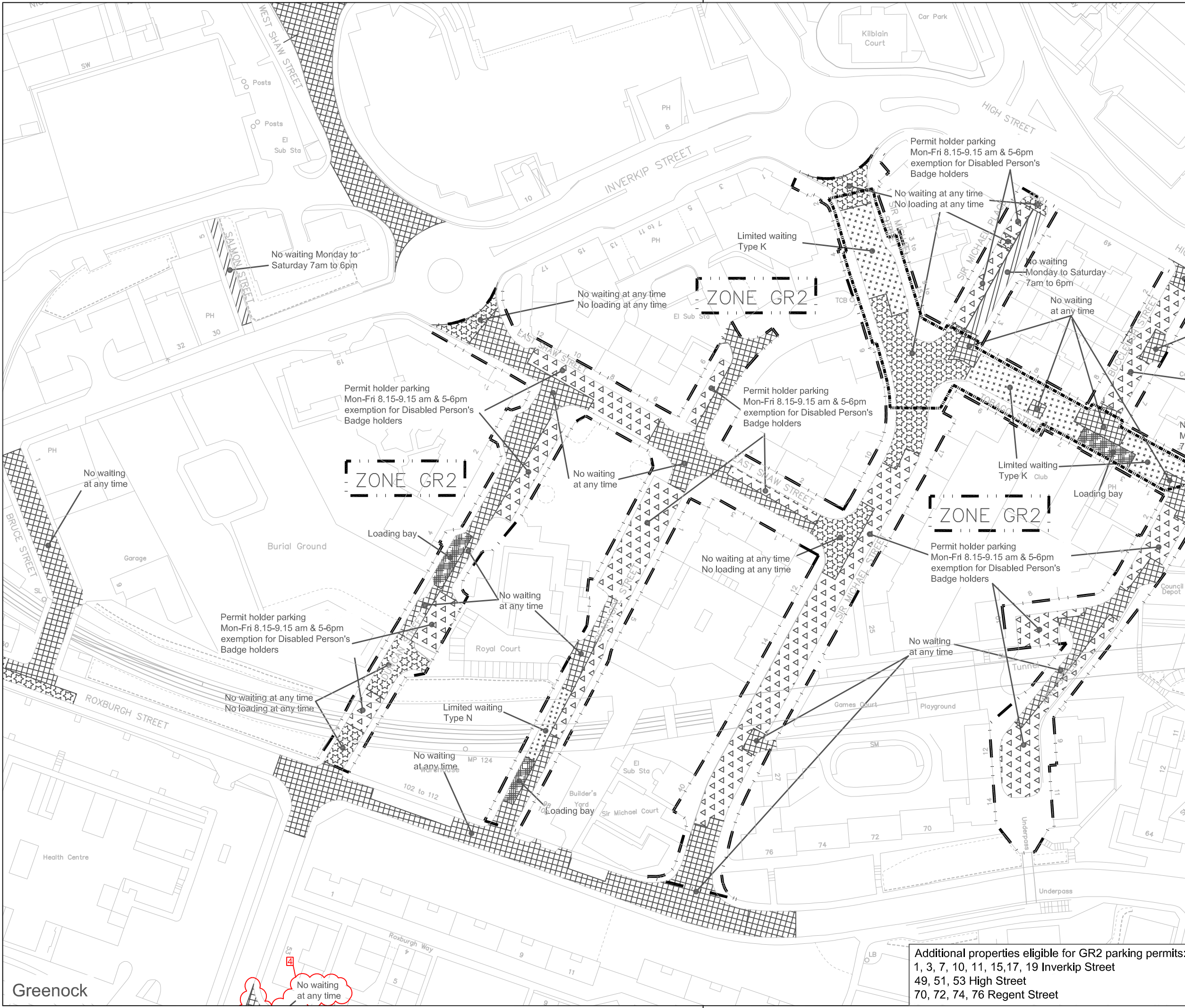
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| P          | TR/TRO/C131-021 | FEB '13        | FEB '13 | FEB '13    |

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| Stat | Purpose of Issue                     | Date    | EP | GL | GB |
|------|--------------------------------------|---------|----|----|----|
| 4    | NWAAT ROXBURGH AVE                   | JAN '20 | EP | GL |    |
| 3    | DISABLED BADGE HOLDER EXEMPTION      | OCT '18 | EP | GL |    |
| 2    | LOADING BAYS TOBAGO ST & BEARHOPE ST | APR '18 | EP | GL |    |
| 1    | 30 MIN WAITING BEARHOPE ST           | MAY '17 | EP | GB |    |

| Rev | Description | By | Date | Chk'd | Auth |
|-----|-------------|----|------|-------|------|
|     |             |    |      |       |      |

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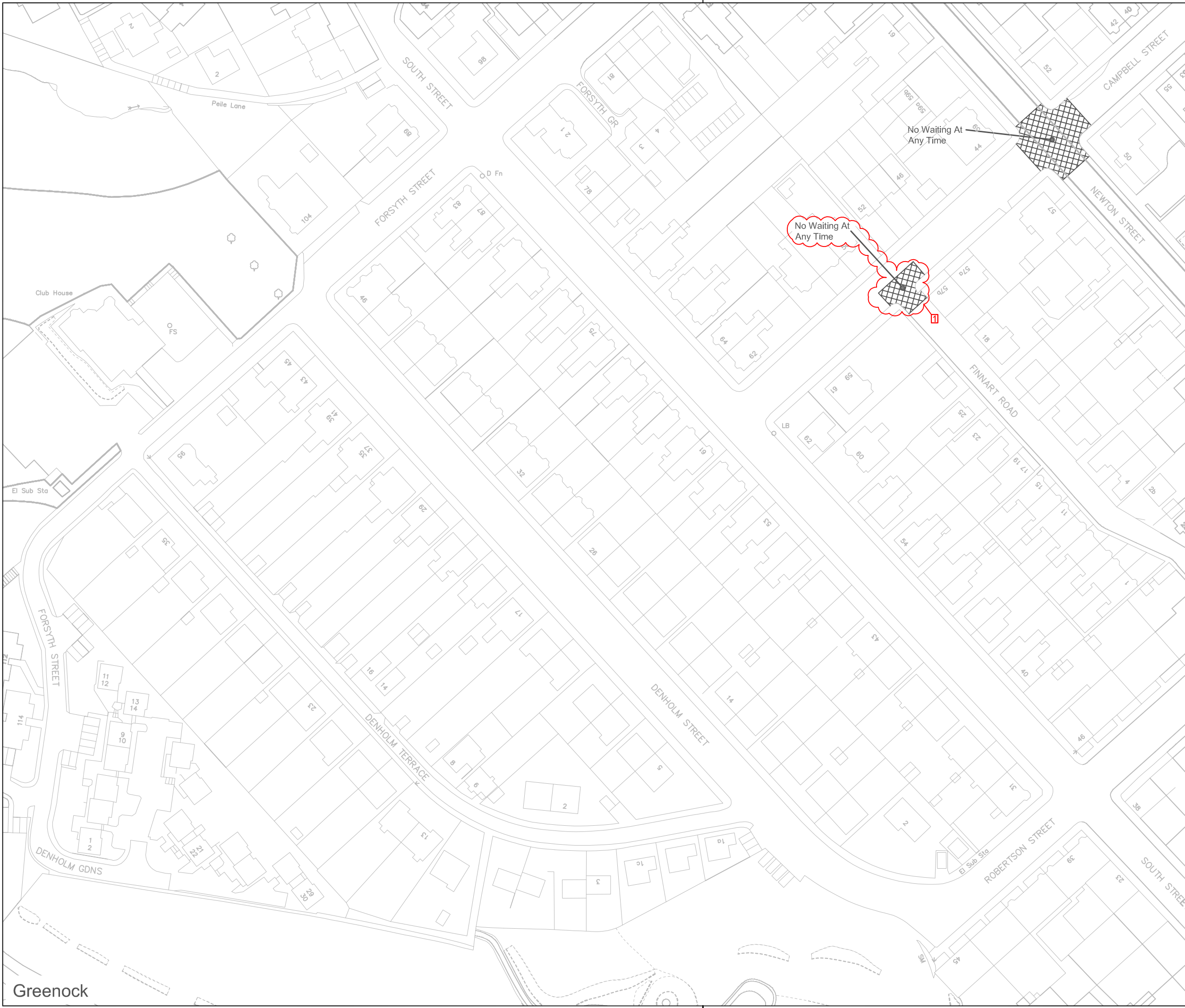
EFFECTIVE DATE:

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

| Sheet Size | Original Scale  | Designed/Drawn | Checked | Authorised |
|------------|-----------------|----------------|---------|------------|
| A3         | 1:1250          | EP             | EP      | MH         |
| Status     | Drawing Number  | Date           | Date    | Date       |
| P          | TR/TRO/C131-025 | JUN '15        | JUN '15 | JUN '15    |



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|  |  |  |  |
|  |  |  |  |

| Stat | Purpose of Issue               | Date       | Auth  |
|------|--------------------------------|------------|-------|
| 1    | NWAAT CAMPBELL ST & FINWART RD | EP JAN '20 | EP GL |
| -    | NWAAT NEWTON ST & CAMPBELL ST  | EP AUG '18 | EP GL |

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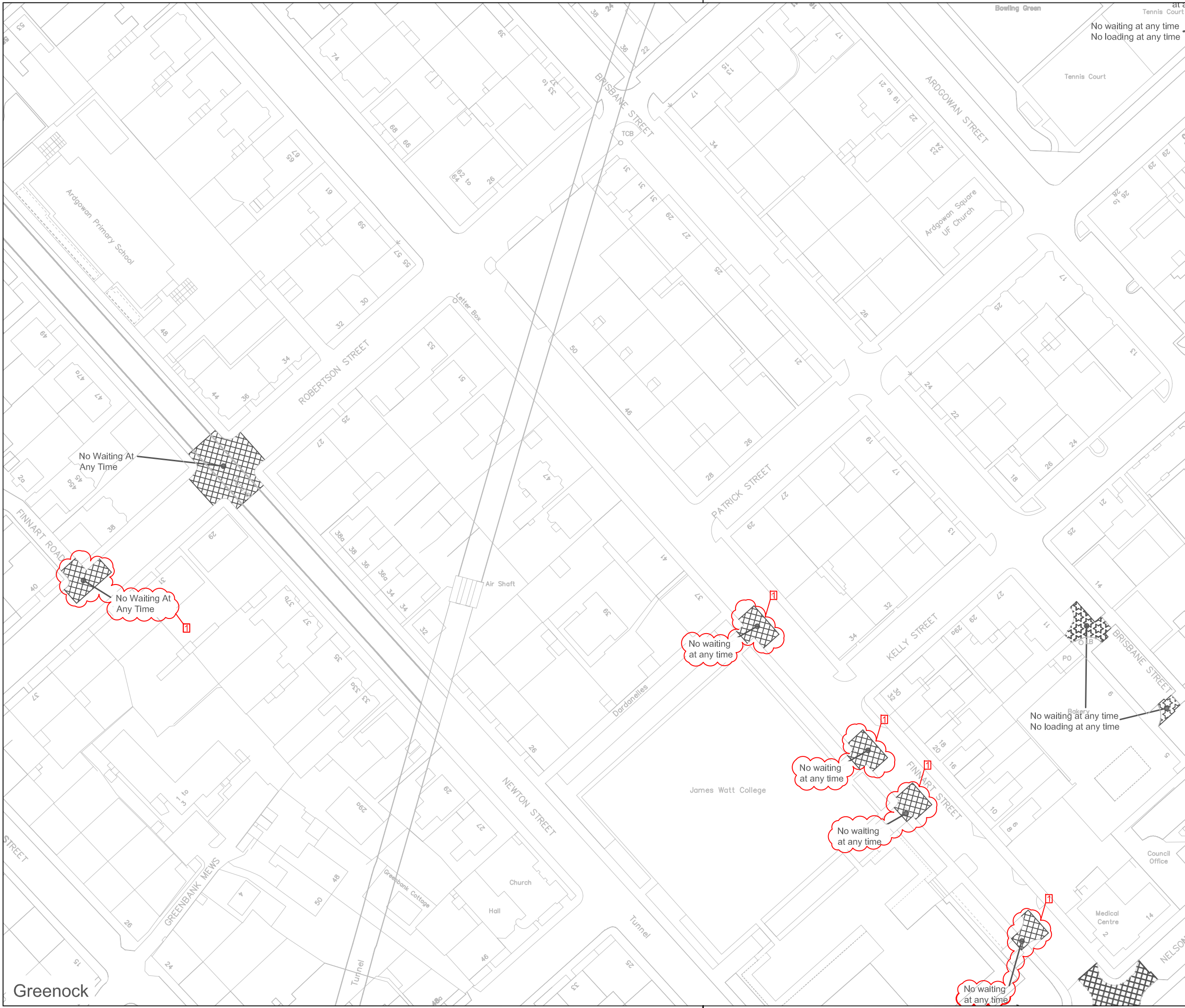


THE INVERCLYDE COUNCIL (VARIOUS ROADS)  
 (OUTER GREENOCK)  
 (WAITING RESTRICTIONS) (VARIATION No. 11)  
 ORDER 2020

EFFECTIVE DATE:

|            |                 |                |         |            |
|------------|-----------------|----------------|---------|------------|
| Sheet Size | Original Scale  | Designed/Drawn | Checked | Authorised |
| A3         | 1:1250          | EP             | GL      | GL         |
| Status     | Drawing Number  | Date           | Date    | Date       |
| P          | TR/TRO/C131-028 | AUG '18        | AUG '18 | AUG '18    |
| Rev        |                 |                |         |            |
|            |                 |                |         | 1          |

DO NOT SCALE



**Key**

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

- Outer Greenock Resident Parking Permit Area
- Parking Disc Area

**Limited Waiting**

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- Type E: Mon-Sat 8am to 6pm, 30 mins, No return within 30 mins
- Type H: Mon-Fri 8am to 6pm, 2 hours, No return within 30 mins
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- Type Q: Mon-Sun 8am to 10pm, 2 hours, No return within 30 mins

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Seal

| Stat | Purpose of Issue                | Date       | Auth  |
|------|---------------------------------|------------|-------|
| 1    | NWAAT ROBERTSON ST & FINNART RD | EP JAN '20 | EP GL |
| 1    | NWAAT FINNART ST                | EP JAN '20 | EP GL |
| -    | NWAAT NEWTON ST & ROBERTSON ST  | EP AUG '18 | EP GL |
| -    | NWAAT & NLAAT BRISBANE ST       | EP AUG '18 | EP GL |

| Rev | Description | By | Date | Chk'd | Auth |
|-----|-------------|----|------|-------|------|
|     |             |    |      |       |      |

**INVERCLYDE COUNCIL**  
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 PA15 2UH  
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THE INVERCLYDE COUNCIL (VARIOUS ROADS)  
 (OUTER GREENOCK)  
 (WAITING RESTRICTIONS) (VARIATION No. 11)  
 ORDER 2020

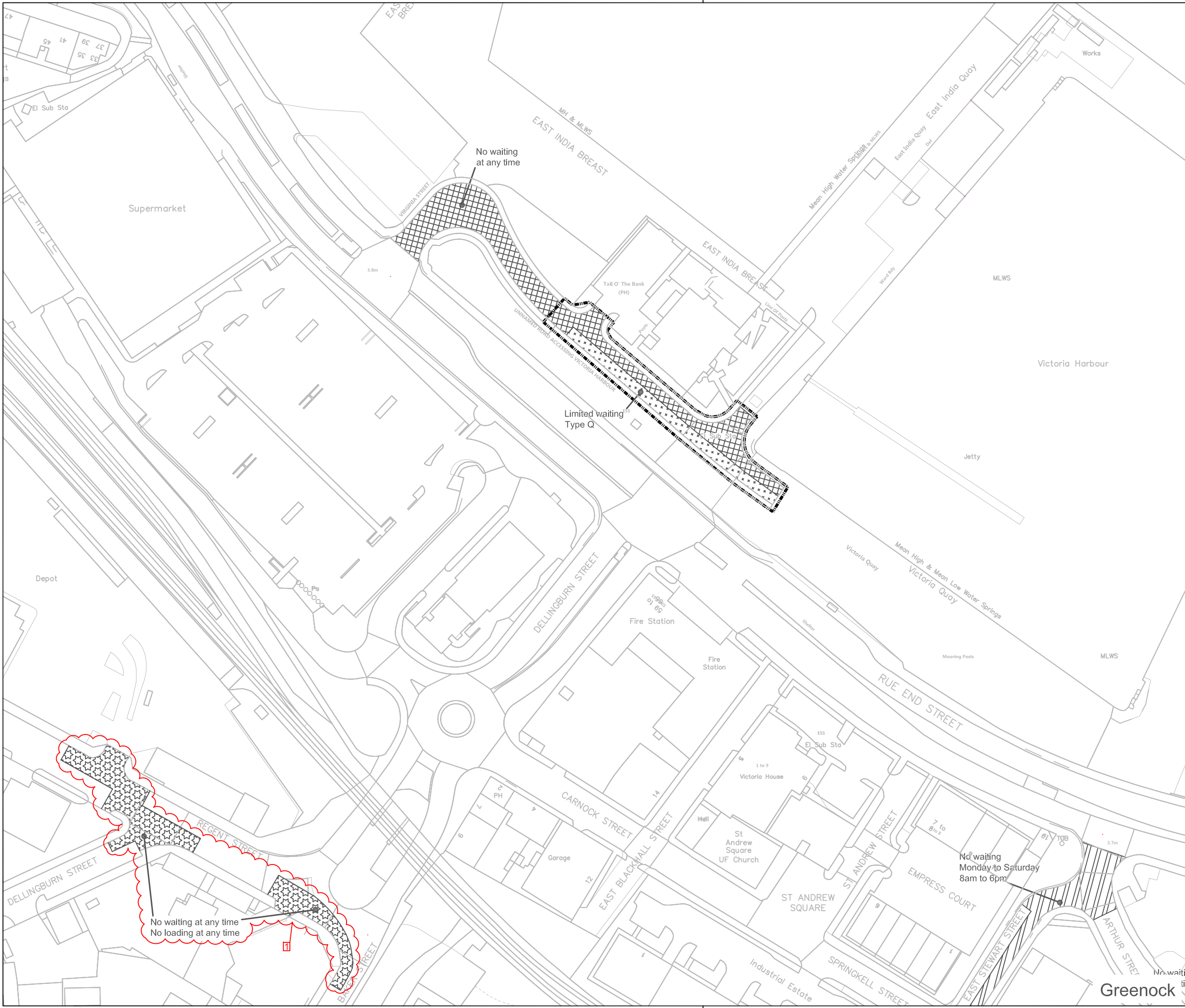
EFFECTIVE DATE:

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

Greenock



DO NOT SCALE



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| Stat | Purpose of Issue                   | Date       | Auth  |       |      |
|------|------------------------------------|------------|-------|-------|------|
| 1    | NWAAT & NLAAT DELLINGBURN ST       | EP JAN '20 | EP GL |       |      |
| 1    | NWAAT & NLAAT REGENT ST & BAKER ST | EP JAN '20 | EP GL |       |      |
| -    | NWAAT & LIMITED WAITING RUE END ST | EP SEP '18 | EP GL |       |      |
| Rev  | Description                        | By         | Date  | Chk'd | Auth |

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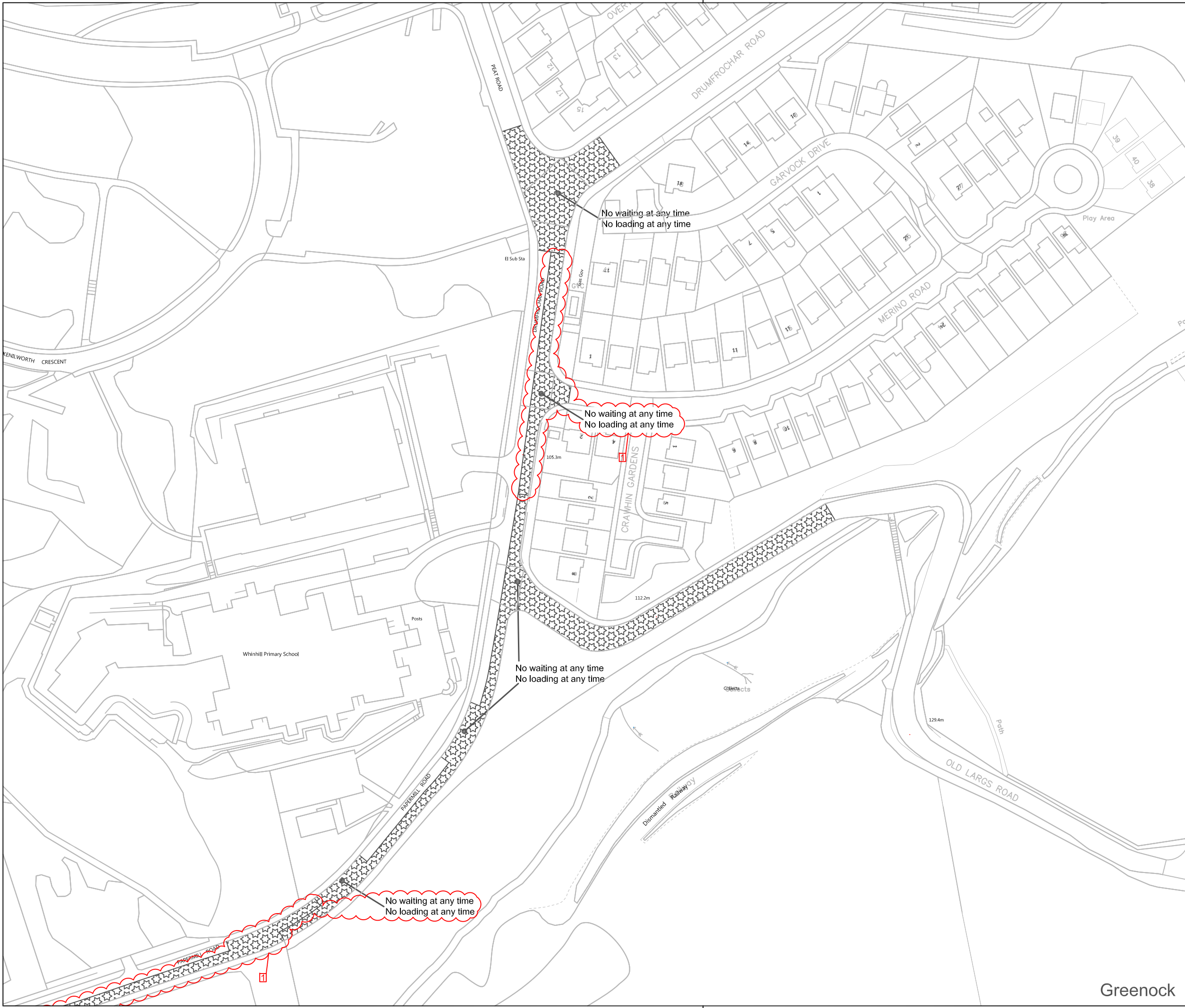
THE INVERCLYDE COUNCIL (VARIOUS ROADS)  
 (OUTER GREENOCK)  
 (WAITING RESTRICTIONS) (VARIATION No. 11)  
 ORDER 2020

EFFECTIVE DATE:

| Sheet Size | Original Scale  | Designed/Drawn | Checked | Authorised |
|------------|-----------------|----------------|---------|------------|
| A3         | 1:1250          | EP             | EP      | GL         |
| Status     | Drawing Number  | Date           | Date    | Date       |
| P          | TR/TRO/C131-030 | SEP '18        | SEP '18 | SEP '18    |
| Rev        | Rev             | Rev            | Rev     | Rev        |
|            |                 |                |         | 1          |

Greenock

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Stat

| Stat | Purpose of Issue                      | Date       | Auth  |
|------|---------------------------------------|------------|-------|
| 1    | NWAAT&NLAAT DRUMFROCHAR RD, MERINO RD | EP JAN '20 | EP GL |
| 1    | NWAAT & NLAAT PAPERMILL RD            | EP JAN '20 | EP GL |
| -    | NWAAT&NLAAT DRUMFROCHAR RD&PEAT RD    | EP SEP '18 | EP GL |
| -    | NWAAT&NLAAT OLD LARGS RD&PAPERMILL RD | EP SEP '18 | EP GL |

Rev Description By Date Chk'd Auth

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THE INVERCLYDE COUNCIL (VARIOUS ROADS)  
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 ORDER 2020

EFFECTIVE DATE:

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

Greenock



DO NOT SCALE



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Seal

| Stat | Purpose of Issue                  | Date       | Auth  |
|------|-----------------------------------|------------|-------|
| -    | NWAAT ROXBURGH AVE                | EP JAN '20 | EP GL |
| -    | NWAAT MEARNIS ST                  | EP JAN '20 | EP GL |
| -    | NWAAT WELLINGTON ST, TRAFALGAR ST | EP JAN '20 | EP GL |
| -    | NWAAT ANN ST, DEMPSTER ST         | EP JAN '20 | EP GL |

| Rev | Description | By | Date | Chk'd | Auth |
|-----|-------------|----|------|-------|------|
|     |             |    |      |       |      |

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 ORDER 2020

EFFECTIVE DATE:

| Sheet Size | Original Scale  | Designed/Drawn | Checked | Authorised |
|------------|-----------------|----------------|---------|------------|
| A3         | 1:1250          | EP             | EP      | GL         |
| Status     | Drawing Number  | Date           | Date    | Date       |
| P          | TR/TRO/C131-034 | JAN '20        | JAN '20 | JAN '20    |
| Rev        |                 |                |         |            |
|            |                 |                |         |            |

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Outer Greenock Resident Parking Permit Area  
 Parking Disc Area

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| Stat | Purpose of Issue | Date | Auth |
|------|------------------|------|------|
|      |                  |      |      |
|      |                  |      |      |
|      |                  |      |      |

| Rev | Description                           | By | Date    | Chk'd | Auth |
|-----|---------------------------------------|----|---------|-------|------|
| -   | NWAAT & NLAAT INGLESTON ST&ORCHARD ST | EP | JAN '20 | EP    | GL   |

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THE INVERCLYDE COUNCIL (VARIOUS ROADS)  
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 (WAITING RESTRICTIONS) (VARIATION 11)  
 ORDER 2020

EFFECTIVE DATE:

| Sheet Size | Original Scale  | Designed/Drawn | Checked | Authorised |
|------------|-----------------|----------------|---------|------------|
| A3         | 1:1250          | EP             | EP      | GL         |
| Status     | Drawing Number  | Date           | Date    | Date       |
| P          | TR/TRO/C131-035 | JAN '20        | JAN '20 | JAN '20    |
| Rev        |                 |                |         |            |
|            |                 |                |         |            |

Greenock



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| Stat | Purpose of Issue                     | Date       | Auth  |
|------|--------------------------------------|------------|-------|
| -    | NWAAT&NLAAT AUCHMEAD RD & NORFOLK RD | EP JAN '20 | EP GL |

| Rev | Description                          | By | Date    | Chk'd | Auth |
|-----|--------------------------------------|----|---------|-------|------|
| -   | NWAAT&NLAAT AUCHMEAD RD & NORFOLK RD | EP | JAN '20 | EP    | GL   |

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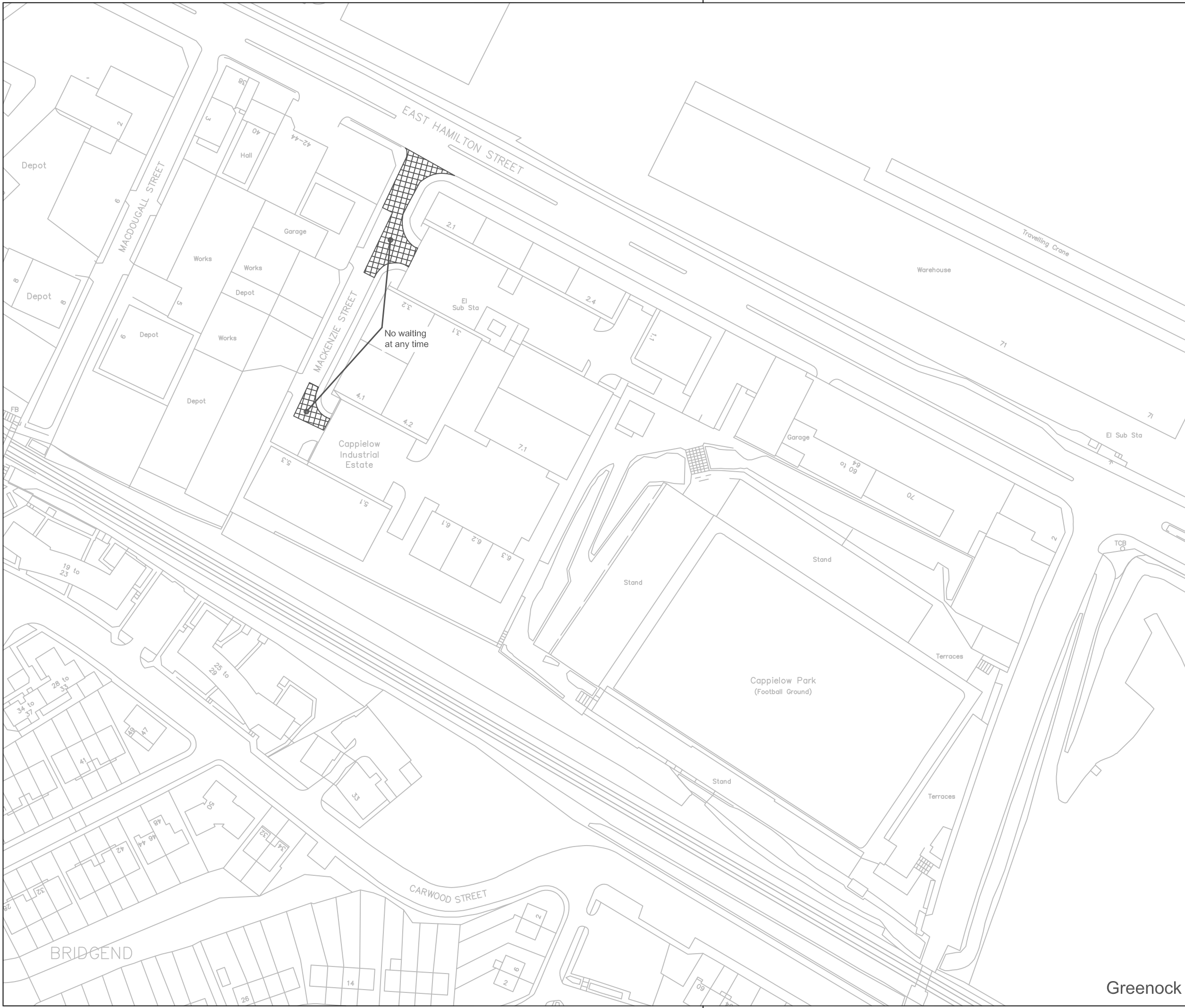
THE INVERCLYDE COUNCIL (VARIOUS ROADS)  
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 ORDER 2020

EFFECTIVE DATE:

| Sheet Size | Original Scale  | Designed/Drawn | Checked | Authorised |
|------------|-----------------|----------------|---------|------------|
| A3         | 1:1250          | EP             | EP      | GL         |
| Status     | Drawing Number  | Date           | Date    | Date       |
| P          | TR/TRO/C131-036 | JAN '20        | JAN '20 | JAN '20    |
| Rev        |                 |                |         |            |
|            |                 |                |         |            |

Greenock

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Stat

| Stat | Purpose of Issue   | Date       | Auth  |
|------|--------------------|------------|-------|
| -    | NWAAT MACKENZIE ST | EP JAN '20 | EP GL |

| Rev | Description        | By | Date    | Chk'd | Auth |
|-----|--------------------|----|---------|-------|------|
| -   | NWAAT MACKENZIE ST | EP | JAN '20 | EP    | GL   |

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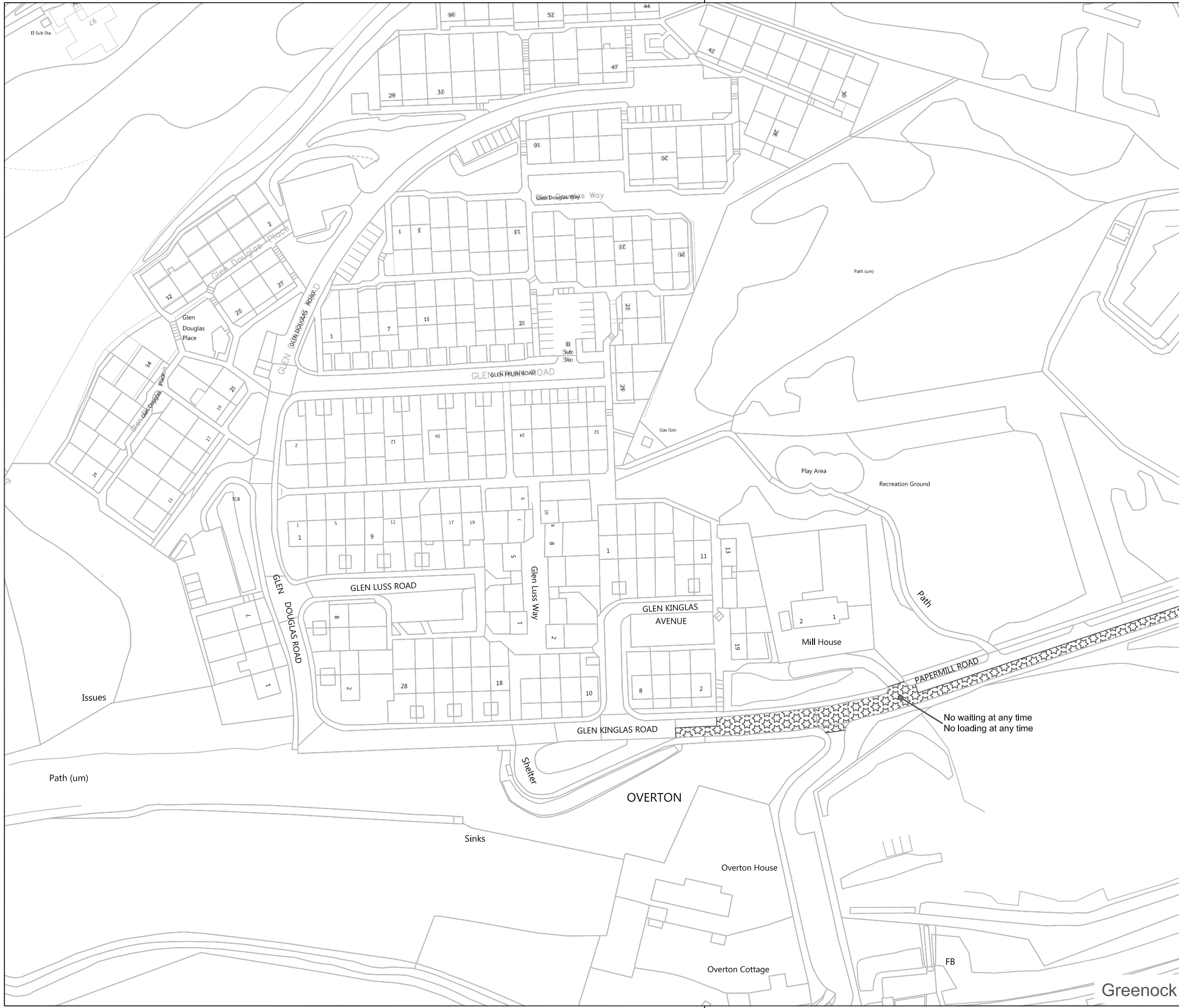
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| Sheet Size | Original Scale  | Designed/Drawn | Checked | Authorised |
|------------|-----------------|----------------|---------|------------|
| A3         | 1:1250          | EP             | EP      | GL         |
| Status     | Drawing Number  | Date           | Date    | Date       |
| P          | TR/TRO/C131-037 | JAN '20        | JAN '20 | JAN '20    |

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| Stat | Purpose of Issue              | Date       | Auth  |
|------|-------------------------------|------------|-------|
| -    | NWAAT & NLAAT GLEN KINGLAS RD | EP JAN '20 | EP GL |
| -    | NWAAT & NLAAT PAPERMILL RD    | EP JAN '20 | EP GL |

| Rev | Description | By | Date | Chk'd | Auth |
|-----|-------------|----|------|-------|------|
|     |             |    |      |       |      |

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 ORDER 2020

EFFECTIVE DATE:

| Sheet Size | Original Scale | Designed/Drawn | Checked | Authorised |         |
|------------|----------------|----------------|---------|------------|---------|
| <b>A3</b>  | 1:1250         | EP             | EP      | GL         |         |
| Date       | JAN '20        | Date           | JAN '20 | Date       | JAN '20 |

| Status | Drawing Number  | Rev |
|--------|-----------------|-----|
| P      | TR/TRO/C131-038 | -   |

Greenock



**SCHEDULE 2**

**SCHEDULE 3**

**THE INVERCLYDE COUNCIL (VARIOUS ROADS) (OUTER GREENOCK) (WAITING RESTRICTIONS) ORDER 2013 PLAN INDEX**

| Plan Reference | Effective date of original plan | Effective Date of Plan Revision |            |            |            |            |            |   |   |   |    |    |
|----------------|---------------------------------|---------------------------------|------------|------------|------------|------------|------------|---|---|---|----|----|
|                |                                 | 1                               | 2          | 3          | 4          | 5          | 6          | 7 | 8 | 9 | 10 | 11 |
| TR/TRO/131-001 | 06/10/2014                      | 22/04/2019                      |            |            |            |            |            |   |   |   |    |    |
| TR/TRO/131-002 | 06/10/2014                      |                                 |            |            |            |            |            |   |   |   |    |    |
| TR/TRO/131-003 | 06/10/2014                      | 22/04/2019                      |            |            |            |            |            |   |   |   |    |    |
| TR/TRO/131-004 | 06/10/2014                      |                                 |            |            |            |            |            |   |   |   |    |    |
| TR/TRO/131-005 | 06/10/2014                      |                                 |            |            |            |            |            |   |   |   |    |    |
| TR/TRO/131-006 | 06/10/2014                      |                                 |            |            |            |            |            |   |   |   |    |    |
| TR/TRO/131-007 | 06/10/2014                      | #####                           |            |            |            |            |            |   |   |   |    |    |
| TR/TRO/131-008 | 06/10/2014                      | #####                           |            |            |            |            |            |   |   |   |    |    |
| TR/TRO/131-009 | 06/10/2014                      |                                 |            |            |            |            |            |   |   |   |    |    |
| TR/TRO/131-010 | 06/10/2014                      | 21/11/2014                      | 25/04/2016 | 22/04/2019 | #####      |            |            |   |   |   |    |    |
| TR/TRO/131-011 | 06/10/2014                      | 25/01/2015                      | 25/04/2016 | 30/04/2018 | 22/04/2019 |            |            |   |   |   |    |    |
| TR/TRO/131-012 | 06/10/2014                      | 21/11/2014                      | 25/04/2016 | 30/04/2018 | 12/11/2018 | 22/04/2019 | 22/04/2019 |   |   |   |    |    |
| TR/TRO/131-013 | 06/10/2014                      | 22/04/2019                      |            |            |            |            |            |   |   |   |    |    |
| TR/TRO/131-014 | 06/10/2014                      | 23/04/2016                      | 25/04/2016 | 22/04/2019 |            |            |            |   |   |   |    |    |
| TR/TRO/131-015 | 06/10/2014                      | 25/04/2016                      | 22/04/2019 |            |            |            |            |   |   |   |    |    |
| TR/TRO/131-016 | 06/10/2014                      |                                 |            |            |            |            |            |   |   |   |    |    |
| TR/TRO/131-017 | 06/10/2014                      | 23/04/2016                      | 22/04/2019 |            |            |            |            |   |   |   |    |    |
| TR/TRO/131-018 | 06/10/2014                      | #####                           |            |            |            |            |            |   |   |   |    |    |
| TR/TRO/131-019 | 06/10/2014                      | 22/04/2019                      | #####      |            |            |            |            |   |   |   |    |    |
| TR/TRO/131-020 | 06/10/2014                      | 21/11/2014                      | 25/04/2016 |            |            |            |            |   |   |   |    |    |

|                |            |            |            |            |            |  |  |  |  |  |  |  |
|----------------|------------|------------|------------|------------|------------|--|--|--|--|--|--|--|
| TR/TRO/131-021 | 06/10/2014 | 25/01/2015 | 25/04/2016 | #####      |            |  |  |  |  |  |  |  |
| TR/TRO/131-022 | 06/10/2014 | 25/04/016  |            |            |            |  |  |  |  |  |  |  |
| TR/TRO/131-023 | 25/05/2015 | 23/04/2016 | 25/04/2016 | 22/04/2019 |            |  |  |  |  |  |  |  |
| TR/TRO/131-024 | 25/05/2015 | 26/05/2015 | 23/04/2016 | 25/04/2016 | 22/04/2019 |  |  |  |  |  |  |  |
| TR/TRO/131-025 | 25/04/2016 | 30/04/2018 | 12/11/2018 | 22/04/2019 | #####      |  |  |  |  |  |  |  |
| TR/TRO/131-026 | 22/04/2019 |            |            |            |            |  |  |  |  |  |  |  |
| TR/TRO/131-027 | 22/04/2019 |            |            |            |            |  |  |  |  |  |  |  |
| TR/TRO/131-028 | 22/04/2019 | #####      |            |            |            |  |  |  |  |  |  |  |
| TR/TRO/131-029 | 22/04/2019 | #####      |            |            |            |  |  |  |  |  |  |  |
| TR/TRO/131-030 | 22/04/2019 | #####      |            |            |            |  |  |  |  |  |  |  |
| TR/TRO/131-031 | 22/04/2019 | #####      |            |            |            |  |  |  |  |  |  |  |
| TR/TRO/131-032 | 22/04/2019 |            |            |            |            |  |  |  |  |  |  |  |
| TR/TRO/131-033 | 22/04/2019 |            |            |            |            |  |  |  |  |  |  |  |
| TR/TRO/131-034 | #####      |            |            |            |            |  |  |  |  |  |  |  |
| TR/TRO/131-035 | #####      |            |            |            |            |  |  |  |  |  |  |  |
| TR/TRO/131-036 | #####      |            |            |            |            |  |  |  |  |  |  |  |
| TR/TRO/131-037 | #####      |            |            |            |            |  |  |  |  |  |  |  |
| TR/TRO/131-038 | #####      |            |            |            |            |  |  |  |  |  |  |  |

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|                         |  |                    |                        |
|-------------------------|--|--------------------|------------------------|
| <b>Report To:</b>       | <b>Environment &amp; Regeneration Committee</b>  | <b>Date:</b>       | <b>14 January 2021</b> |
| <b>Report By:</b>       | <b>Corporate Director Environment, Regeneration and Resources</b>  | <b>Report No:</b>  | <b>LP/004/21</b>       |
| <b>Contact Officer:</b> | <b>Emma Peacock</b>  | <b>Contact No:</b> | <b>01475 712115</b>    |
| <b>Subject:</b>         | <b>Proposed Traffic Regulation Order - The Inverclyde Council (Various Roads) (Gourock, Inverkip and Wemyss Bay) (Waiting Restrictions) (Variation No. 7) Order 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 Delegation the Head of Roads & Environmental Services is responsible for the making, implementation and review of Traffic Management Orders and Traffic Regulation Orders.
- 1.2 The purpose of this report is to inform the Committee of the outcome of the consultation procedure undertaken for the Traffic Regulation Order (TRO) entitled The Inverclyde Council (Various Roads) (Gourock, Inverkip and Wemyss Bay) (Waiting Restrictions) (Variation No. 7) Order 2020 where 7 objections have been received. The report also seeks a decision whether Committee will hear the objections relating to the TRO themselves or appoint an independent Reporter.

## 2.0 SUMMARY

- 2.1 The Inverclyde Council introduced Decriminalised Parking Enforcement throughout Inverclyde in 2014. Since that time numerous requests have been received to introduce waiting and loading restrictions at various locations in Gourock. The proposed TRO promotes various restrictions to address these requests.
- 2.2 The Inverclyde Council (Various Roads) (Gourock, Inverkip and Wemyss Bay) (Waiting Restrictions) Order 2013, as amended, is in force in Gourock, Inverkip and Wemyss Bay.
- 2.3 The proposed TRO will:-
  - (i) Introduce a "No waiting at any time" restriction on parts of Ashton Road, Cloch Road, Golf Road, Victoria Road, Cowal View, Ashton Place, Barrhill Road, Tower Drive, Hillside Road, Drumshantie Road and George Road, all in Gourock; and
  - (ii) Introduce a "No waiting at any time, no loading at any time" restriction on parts of Larkfield Road and Manor Crescent, both in Gourock.
- 2.4 As a result of the two consultations there are 5 maintained objections, and 2 further objections, to the TRO.

### **3.0 RECOMMENDATIONS**

3.1 It is recommended that the Committee:

a. Notes the requirement to hold a public hearing to consider the maintained objections, and decides either to hear these before a special meeting of this Committee or by an independent Reporter and remits it to the Head of Roads & Environmental Services and the Head of Legal and Property Services to make the necessary arrangements for the public hearing.

b. Notes, if the Committee decides to appoint an independent Reporter, the cost associated with this is approximately £10,000 which would come from the Decriminalised Parking Enforcement Revenue Budget.

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



## 4.0 BACKGROUND

- 4.1 The proposed TRO was issued for public consultation on 08 September 2020 with responses invited by 07 October 2020. At the end of this consultation period, 5 objections were received. Officers amended the proposed TRO, in light of the objections received, and a second public consultation was carried out for this proposed TRO with amended documents. The proposed TRO was issued for a second public consultation on 27 October 2020 with responses invited by 17 November 2020.
- 4.2 Officers wrote to the 5 objectors following the first public consultation of this proposed TRO. The objectors did not respond therefore their objections are considered to be maintained. Two further objections have been received following the second public consultation.

## 5.0 IMPLICATIONS

### Finance

#### 5.1 Financial Implications:

One off Costs all contained within the Ramp capital budget

| Cost Centre | Budget Heading | Budget Years | Proposed Spend this Report | Virement From | Other Comments      |
|-------------|----------------|--------------|----------------------------|---------------|---------------------|
| Capital     | RAMP           | 21/22        | £5,000                     |               | New signs and lines |

### Legal

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

### Human Resources

- 5.3 There are no Human Resources implications associated with the proposal.

### Equalities

#### 5.4 Equalities

Has an Equality Impact Assessment been carried out?

|                          |
|--------------------------|
| <input type="checkbox"/> |
| 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?

|                          |
|--------------------------|
| <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.

NO

### 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**

5.5 There are no Repopulation implications associated with the proposal.

### **6.0 CONSULTATIONS**

6.1 The proposal has been advertised in the Greenock Telegraph and full details of the proposal have been made available for public inspection on the Council's website. A copy of the draft Order forms Appendix 1.

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

7.1 None.

**THE INVERCLYDE COUNCIL**  
**(VARIOUS ROADS) (GOUROCK, INVERKIP &**  
**WEMYSS BAY) (WAITING RESTRICTIONS)**  
**(VARIATION NO. 7) ORDER 2020**

**TRAFFIC REGULATION ORDER**

**THE INVERCLYDE COUNCIL  
(VARIOUS ROADS) (GOUROCK, INVERKIP & WEMYSS BAY)  
(WAITING RESTRICTIONS) (VARIATION NO. 7) ORDER 2020**

We, The Inverclyde Council in exercise of the powers conferred on us by Sections 1(1), 2(1) to (3), 4(2), 32(1), 35(1), 45, 53, 101 and 102 of the Road Traffic Regulation Act 1984 (as amended) (“the Act”) and of Part IV of Schedule 9 to the Act and of all other enabling powers and after consulting the Chief Constable of the Police Service of Scotland (Seirbheis Phoilis na h-Alba) in accordance with Part III of Schedule 9 to the Act hereby make the following Order:

**1.0 Commencement and citation**

1.1 This Order shall come into operation on the \*\* day of \*\*, Two Thousand and \*\* and may be cited as “The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) (Variation No. 7) Order 2020”.

**2.0 Interpretation**

2.1 Except where otherwise stated, any reference in this Order to a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order.

2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, modified, re-enacted, replaced or supplemented by any subsequent enactment.

2.3 The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any regulation made or having effect as if made under the Act or by or under any other enactment provided that where a prohibition or restriction which is imposed, varied or revoked by this Order is in conflict with a prohibition or restriction imposed by a previous Order, then the provision of this Order shall prevail.

2.4 The On-Street Plans forming Schedule 1 to this Order and titled “The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) (Variation No. 7) Order 2020 On-Street Plans” are hereby incorporated into “The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) Order 2013” and recorded in “The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) Order 2013 Plan Index”.

2.5 The Plan Index forms Schedule 2.

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

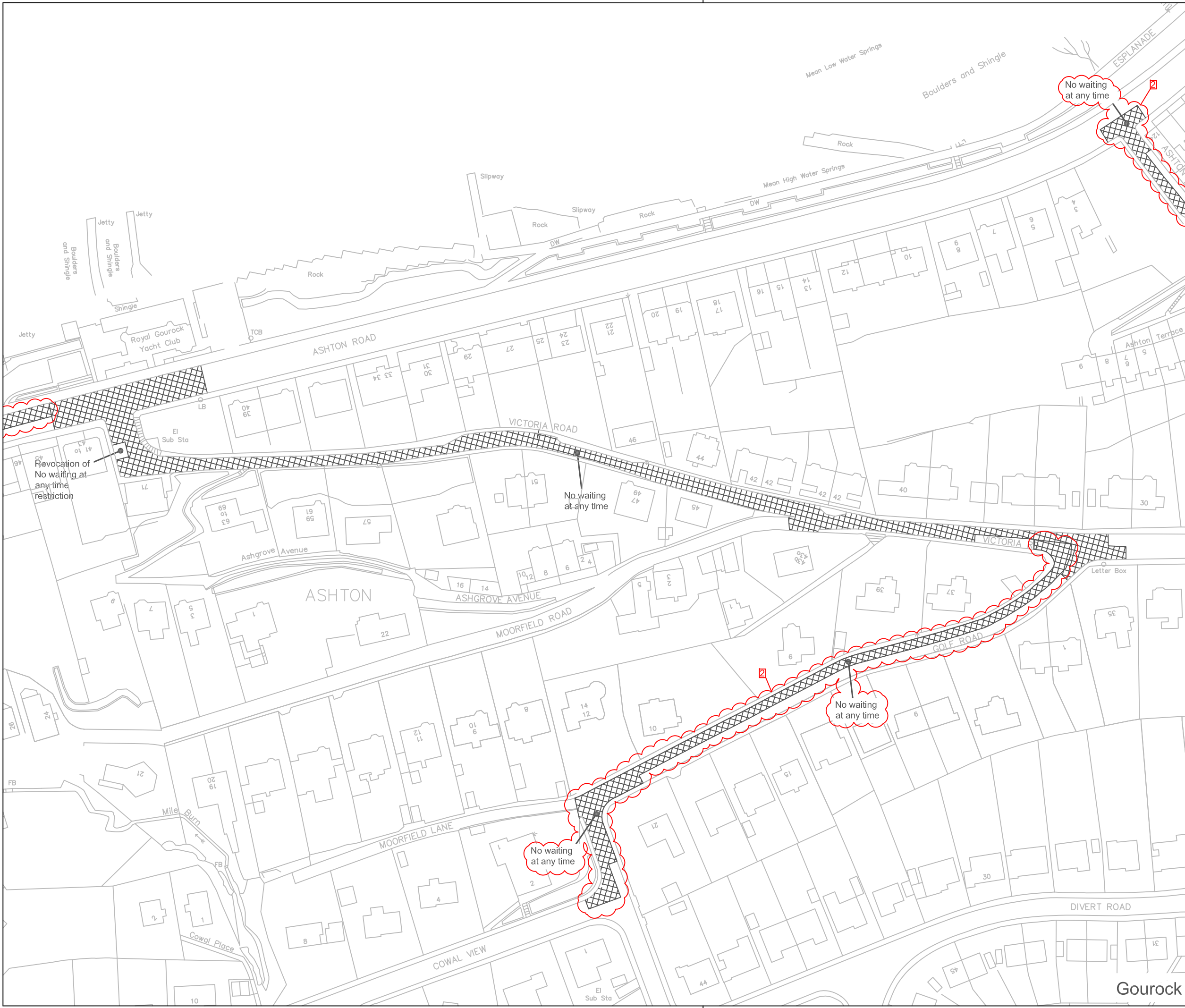
*This Order and the two Schedules annexed hereto are sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by ##.*

**SCHEDULE 1**

**The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions)  
(Variation No. 7) Order 2020 On-Street Plans**

DRAFT

DO NOT SCALE



**Key**

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

**Limited Waiting**  
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 Type M: Mon-Sat 8am to 6pm, 3 hours, No return within 1 hour

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Seal

| Stat | Purpose of Issue                        | Date       | Auth  |
|------|---|------------|-------|
| 2    | NWAAT ASHTON PL & ASHTON RD             | EP JAN '20 | EP GL |
| 2    | NWAAT GOLF RD, VICTORIA RD & COWAL VW   | EP JAN '20 | EP GL |
| 1    | PART REVOCATION YELLOW LINE VICTORIA RD | EP JAN '18 | EP GL |

| Rev | Description | By | Date | Chk'd | Auth |
|-----|-------------|----|------|-------|------|
|     |             |    |      |       |      |

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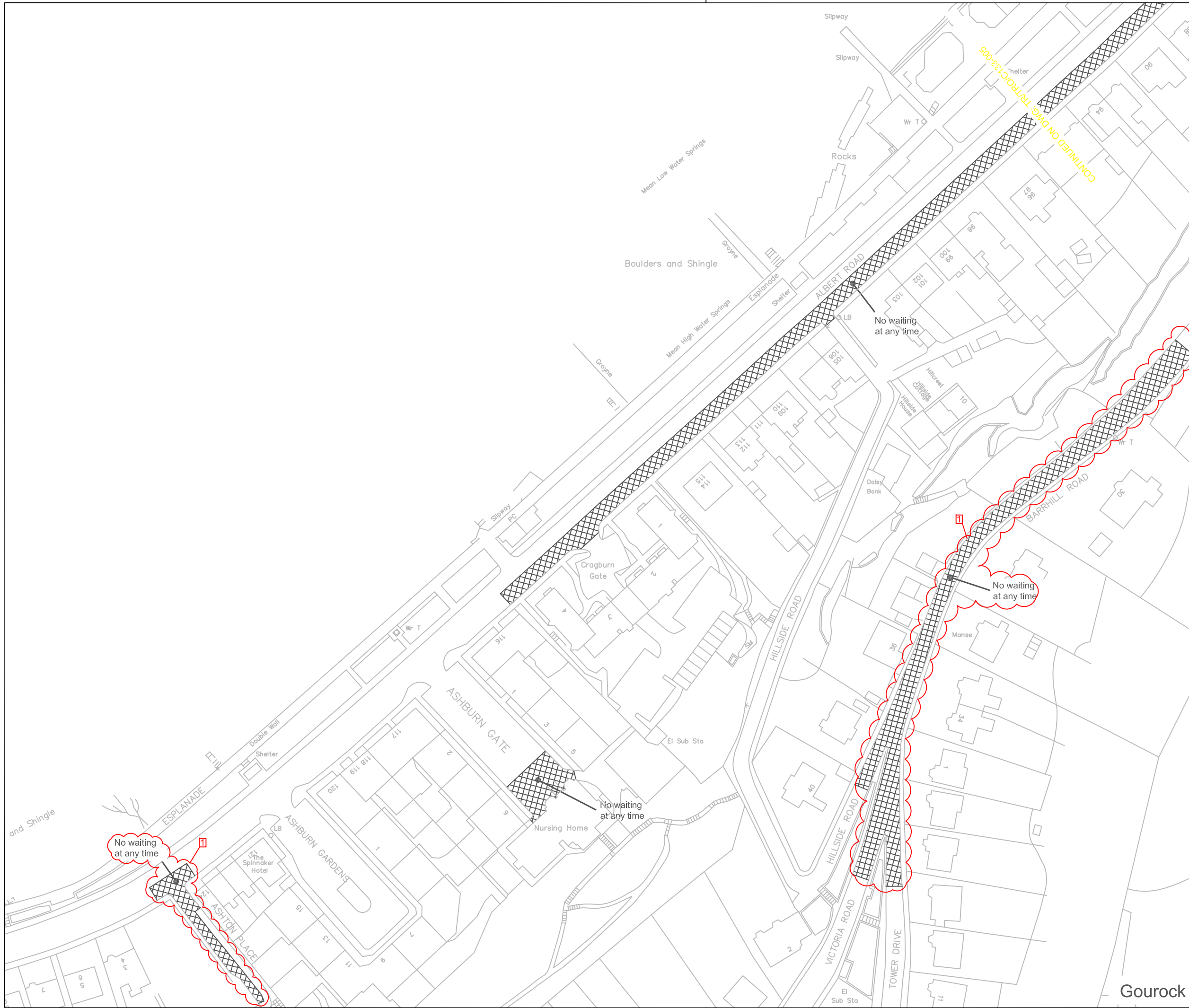


THE INVERCLYDE COUNCIL (VARIOUS ROADS)  
 (GOUROCK, INVERKIP & WEMYSS BAY)  
 (WAITING RESTRICTIONS) (VARIATION 7)  
 ORDER 2020

EFFECTIVE DATE:

| Sheet Size | Original Scale  | Designed/Drawn | Checked | Authorised |
|------------|-----------------|----------------|---------|------------|
| A3         | 1:1250          | MJH            | MJH     | MR         |
| Status     | Drawing Number  | Date           | Date    | Date       |
| P          | TR/TRO/C133-003 | FEB '13        | FEB '13 | FEB '13    |

DO NOT SCALE



**Key**

- No waiting at any time
- No waiting at any time  
No loading at any time
- No waiting at times shown
- No waiting at times shown  
No loading at times shown
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Seal

| Stat | Purpose of Issue                | Date       | Auth  |
|------|---------------------------------|------------|-------|
| 1    | NWAAT TOWER DR & HILLSIDE RD    | EP JAN '20 | EP GL |
| 1    | NWAAT VICTORIA RD & BARRHILL RD | EP JAN '20 | EP GL |
| 1    | NWAAT ASHTON RD & ASHTON PL     | EP JAN '20 | EP GL |

| Rev | Description | By | Date | Chk'd | Auth |
|-----|-------------|----|------|-------|------|
|     |             |    |      |       |      |

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THE INVERCLYDE COUNCIL (VARIOUS ROADS)  
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 (WAITING RESTRICTIONS) (VARIATION 7)  
 ORDER 2020

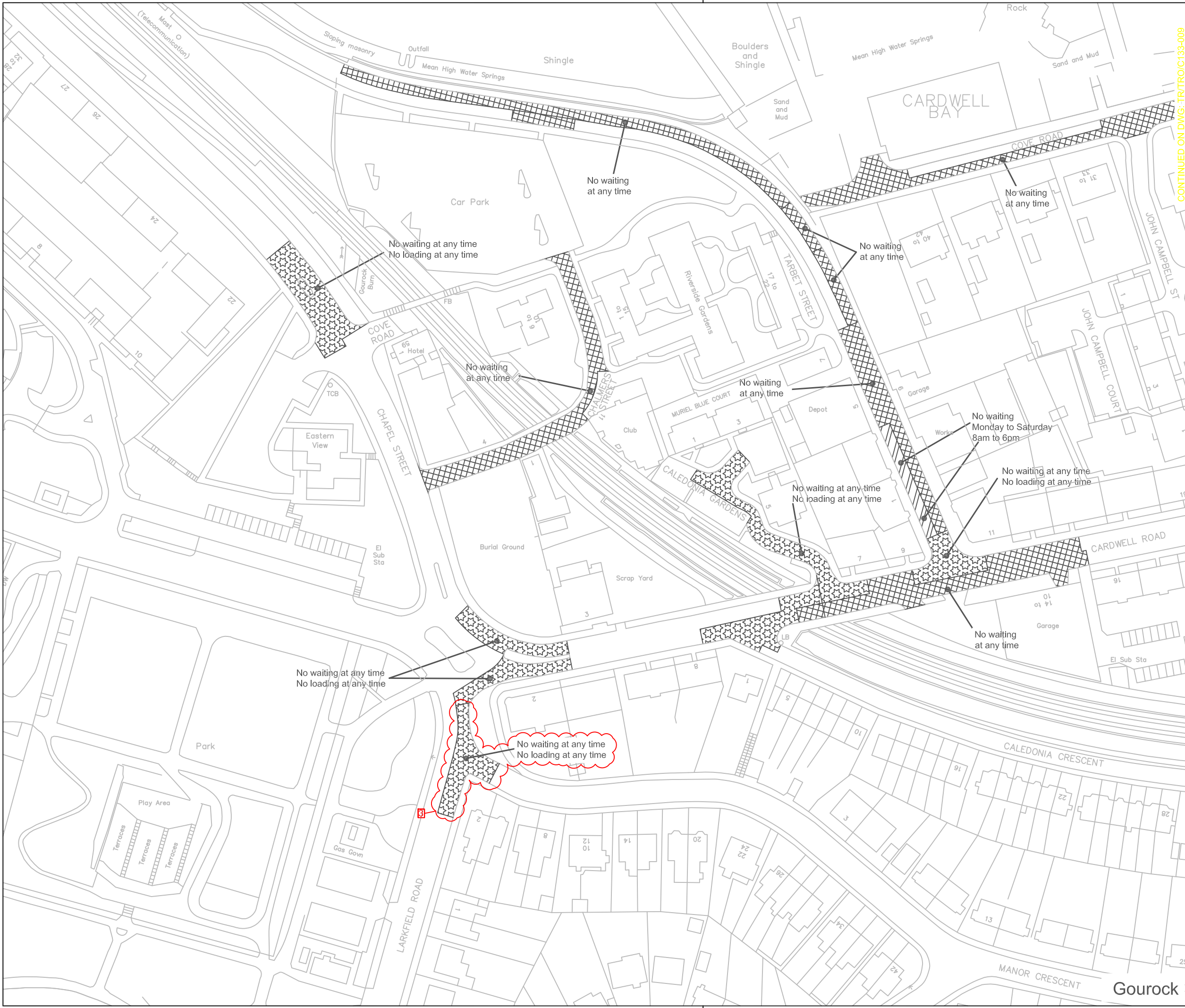
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| P          | TR/TRO/C133-004 | FEB '13        | FEB '13 | FEB '13    |

Gourock



DO NOT SCALE



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CONTINUED ON DWG: TR/TRO/C133-009

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Stat

| Stat | Purpose of Issue                    | Date       | Auth  |
|------|-------------------------------------|------------|-------|
| 3    | NWAAT LARKFIELD RD & MANOR CRESCENT | EP JAN '20 | EP GL |
| 2    | NWAAT ADDED TARGET ST               | EP JAN '18 | EP GL |
| 1    | CHANGE NLAAT TO NW SPECIFIED TIMES  | EP JUL '15 | EP MH |

Rev Description By Date Chk'd Auth

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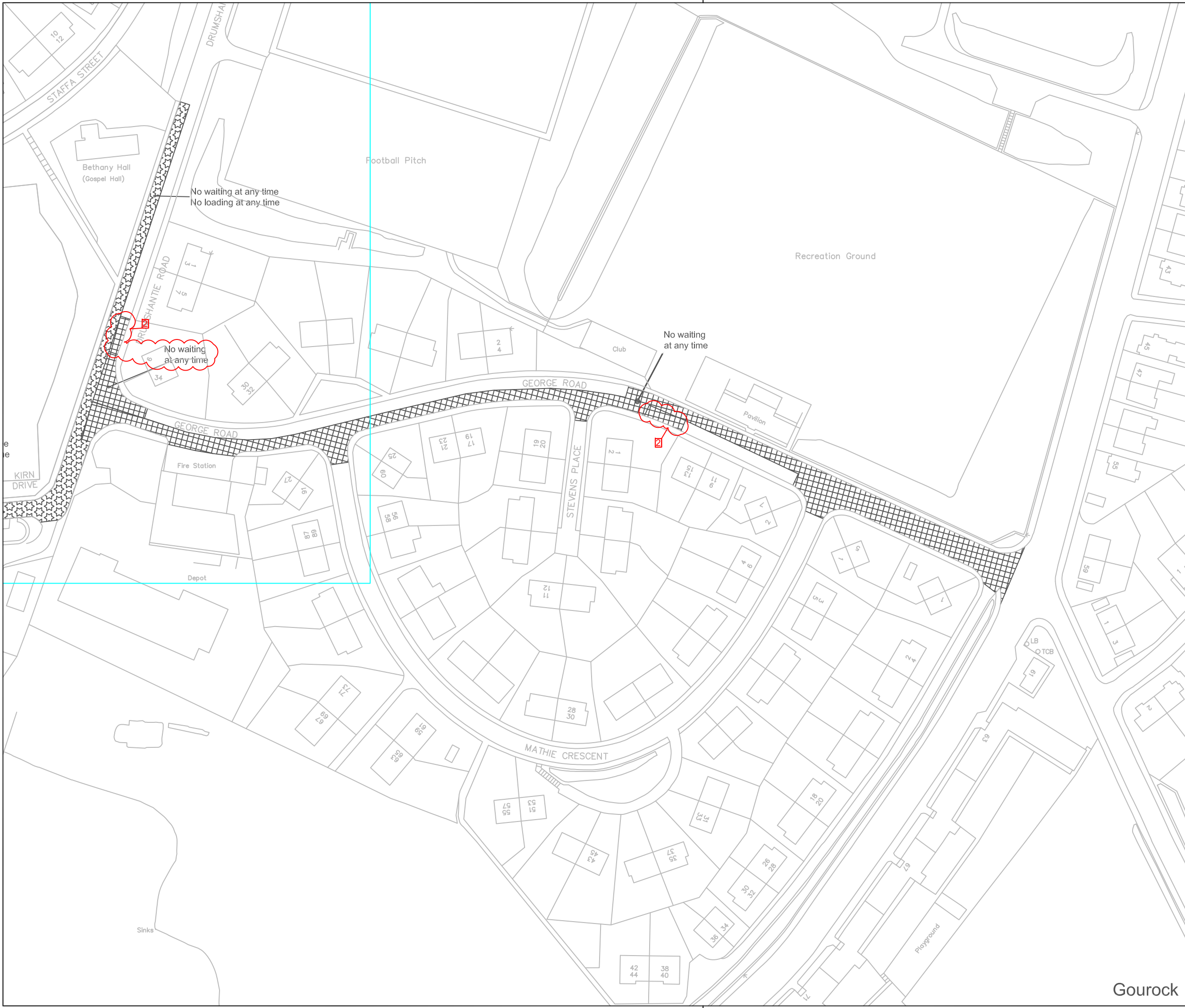


THE INVERCLYDE COUNCIL (VARIOUS ROADS)  
 (GOUROCK, INVERKIP & WEMYSS BAY)  
 (WAITING RESTRICTIONS) (VARIATION No. 7)  
 ORDER 2020

EFFECTIVE DATE:

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| Status     | Drawing Number  | Date           | Date    | Date       |
| P          | TR/TRO/C133-008 | FEB '13        | FEB '13 | FEB '13    |
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DO NOT SCALE



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Seal

| Stat | Purpose of Issue                    | Date       | Auth  |
|------|-------------------------------------|------------|-------|
| 2    | EXTEND NWAAT GEORGE RD              | EP JAN '20 | EP GL |
| 2    | EXTEND NWAAT DRUMSHANTIE RD         | EP JAN '20 | EP GL |
| 1    | NWAAT/NLAAT DRUMSHANTIE RD/ KIRN DR | EP JAN '18 | EP GL |
| 1    | NWAAT DRUMSHANTIE RD/ GEORGE RD     | EP JAN '18 | EP GL |

| Rev | Description | By | Date | Chk'd | Auth |
|-----|-------------|----|------|-------|------|
|     |             |    |      |       |      |

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THE INVERCLYDE COUNCIL (VARIOUS ROADS)  
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 (WAITING RESTRICTIONS) (VARIATION 7)  
 ORDER 2020

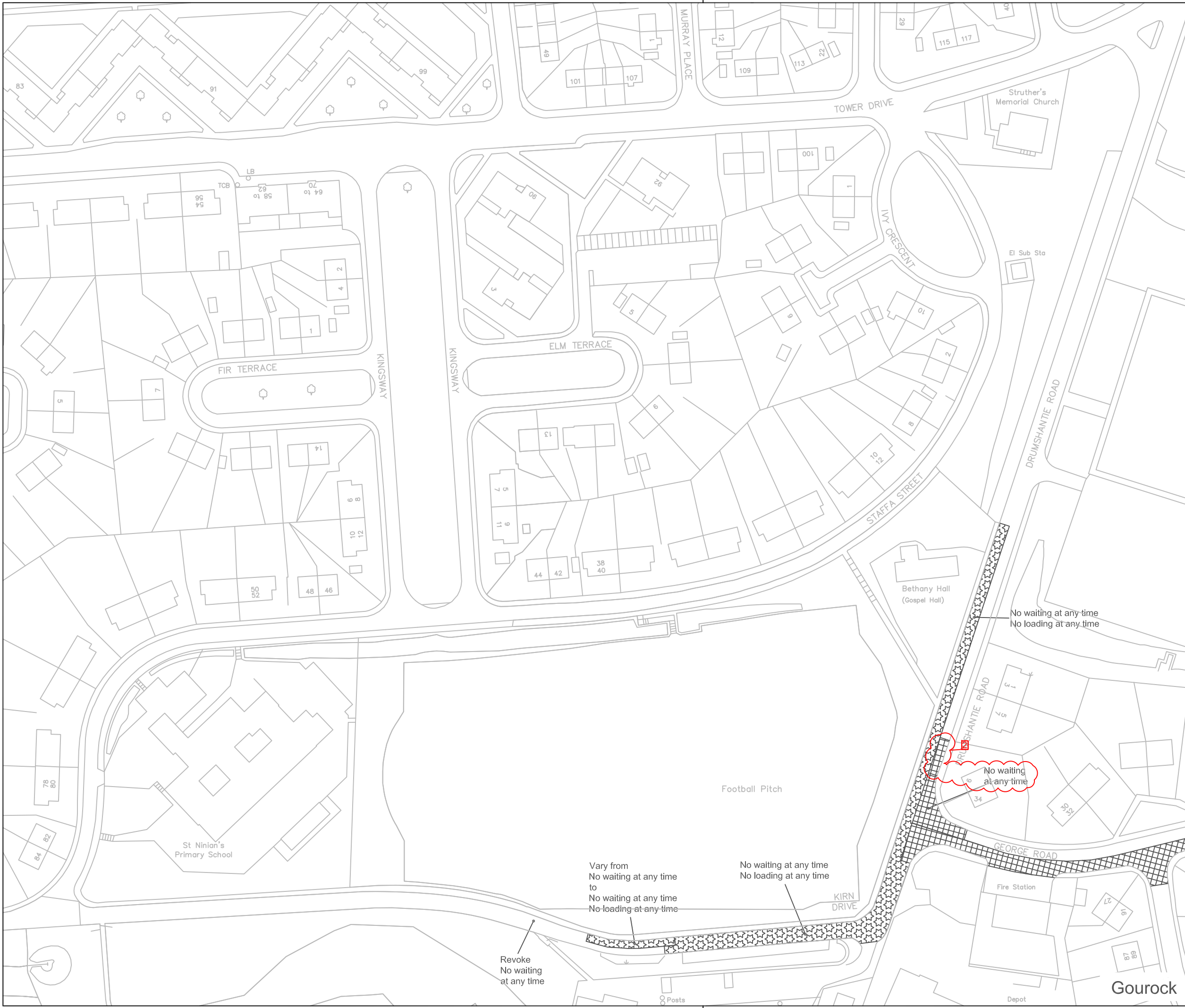
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| P          | TR/TRO/C133-010 | FEB '13        | FEB '13 | FEB '13    |

Gourock



DO NOT SCALE



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| Stat | Purpose of Issue                   | Date       | Auth  |
|------|------------------------------------|------------|-------|
| 2    | EXTEND NWAAT DRUMSHANTIE RD        | EP JAN '20 | EP GL |
| 1    | NWAAT DRUMSHANTIE RD/ GEORGE RD    | EP JAN '18 | EP GL |
| 1    | NWNLAAT DRUMSHANTIE RD/ KIRN DR    | EP JAN '18 | EP GL |
| 1    | VARY PART NWAAT TO NWNLAAT KIRN DR | EP JAN '18 | EP GL |

| Rev | Description | By | Date | Chk'd | Auth |
|-----|-------------|----|------|-------|------|
|     |             |    |      |       |      |

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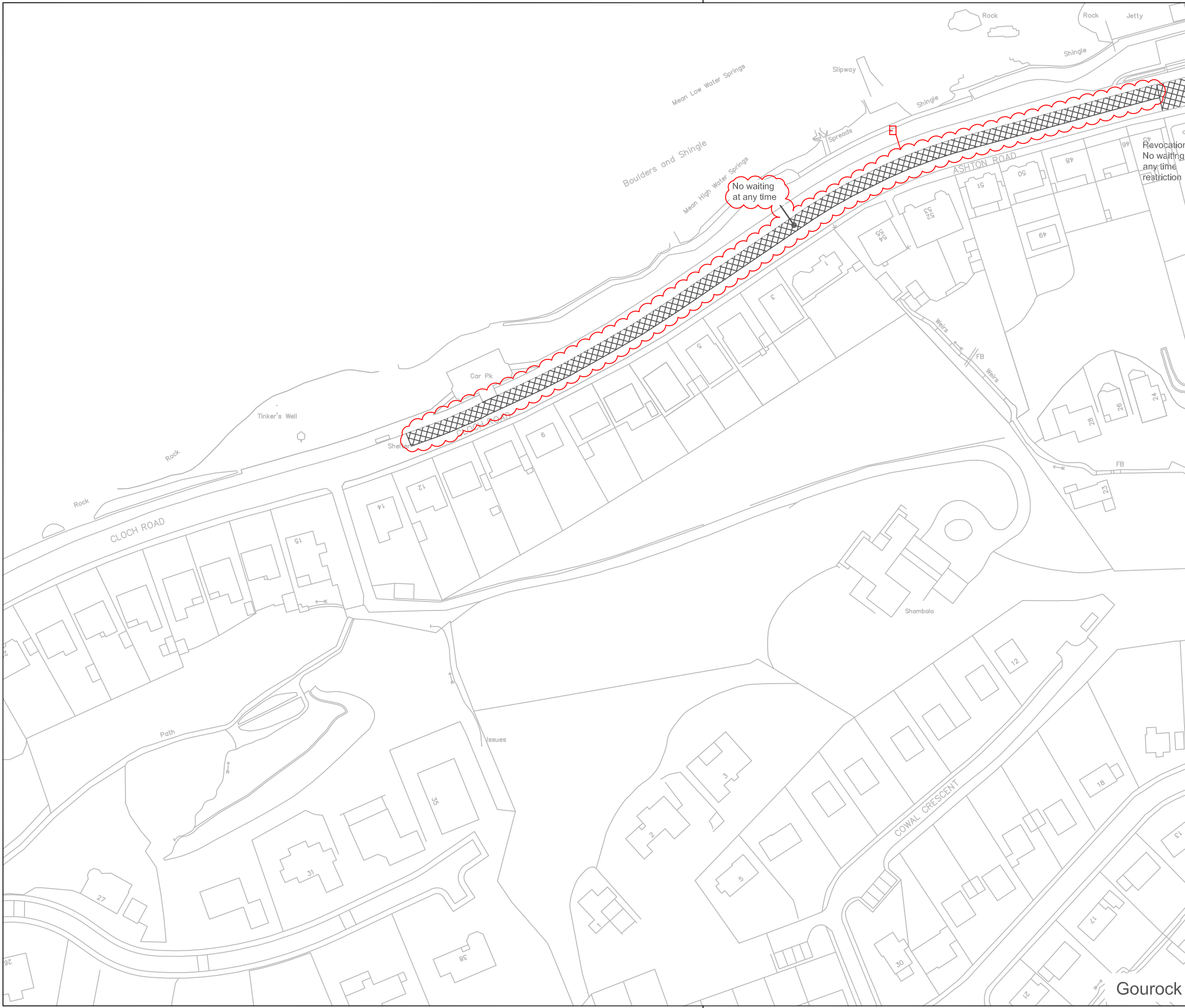


THE INVERCLYDE COUNCIL (VARIOUS ROADS)  
 (GOUROCK, INVERKIP & WEMYSS BAY)  
 (WAITING RESTRICTIONS) (VARIATION No. 7)  
 ORDER 2020

EFFECTIVE DATE:

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| A3         | 1:1250          | EP             | EP      | MH         |
| Status     | Drawing Number  | Date           | Date    | Date       |
| P          | TR/TRO/C133-016 | JUN '15        | JUN '15 | JUN '15    |

DO NOT SCALE



**Key**

- No waiting at any time
- No waiting at any time  
No loading at any time
- No waiting at times shown
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No loading at times shown
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Seal

|  |  |  |  |  |  |
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|  |  |  |  |  |  |
|  |  |  |  |  |  |

| Stat | Purpose of Issue                  | Date       | Auth  |
|------|-----------------------------------|------------|-------|
| -    | EXTEND NWAAT ASHTON RD & CLOCH RD | EP JAN '20 | EP GL |

| Rev | Description | By | Date | Chk'd | Auth |
|-----|-------------|----|------|-------|------|
|     |             |    |      |       |      |

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THE INVERCLYDE COUNCIL (VARIOUS ROADS)  
 (GOUROCK, INVERKIP & WEMYSS BAY)  
 (WAITING RESTRICTIONS) (VARIATION 7)  
 ORDER 2020

EFFECTIVE DATE:

| Sheet Size | Original Scale  | Designed/Drawn | Checked | Authorised |
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| P          | TR/TRO/C133-019 | FEB '13        | FEB '13 | FEB '13    |
| Rev        |                 |                |         |            |
|            |                 |                |         |            |

**SCHEDULE 2**

**SCHEDULE 3**

**THE INVERCLYDE COUNCIL (VARIOUS ROADS) (GOUROCK, INVERKIP & WEMYSS BAY) (WAITING RESTRICTIONS) ORDER 2013**  
**PLAN INDEX**

| Plan Reference  | Effective date of original plan | Effective date of Plan Revision |            |            |   |   |   |   |   |   |    |    |
|-----------------|---------------------------------|---------------------------------|------------|------------|---|---|---|---|---|---|----|----|
|                 |                                 | 1                               | 2          | 3          | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| TR/TRO/C133-001 | 06/10/2014                      | 10/06/2019                      |            |            |   |   |   |   |   |   |    |    |
| TR/TRO/C133-002 | 06/10/2014                      |                                 |            |            |   |   |   |   |   |   |    |    |
| TR/TRO/C133-003 | 06/10/2014                      | 12/11/2018                      | #####      |            |   |   |   |   |   |   |    |    |
| TR/TRO/C133-004 | 06/10/2014                      | #####                           |            |            |   |   |   |   |   |   |    |    |
| TR/TRO/C133-005 | 06/10/2014                      | 04/04/2016                      | 12/11/2018 |            |   |   |   |   |   |   |    |    |
| TR/TRO/C133-006 | 06/10/2014                      | 04/04/2016                      | 14/11/2016 | 12/11/2018 |   |   |   |   |   |   |    |    |
| TR/TRO/C133-007 | 06/10/2014                      | 04/04/2016                      |            |            |   |   |   |   |   |   |    |    |
| TR/TRO/C133-008 | 06/10/2014                      | 04/04/2016                      | 12/11/2018 | #####      |   |   |   |   |   |   |    |    |
| TR/TRO/C133-009 | 06/10/2014                      | 04/04/2016                      | 12/11/2018 |            |   |   |   |   |   |   |    |    |
| TR/TRO/C133-010 | 06/10/2014                      | 12/11/2018                      | #####      |            |   |   |   |   |   |   |    |    |
| TR/TRO/C133-011 | 06/10/2014                      |                                 |            |            |   |   |   |   |   |   |    |    |
| TR/TRO/C133-012 | 04/04/2016                      | 12/11/2018                      |            |            |   |   |   |   |   |   |    |    |
| TR/TRO/C133-013 | 04/04/2016                      | 14/11/2016                      | 12/11/2018 |            |   |   |   |   |   |   |    |    |
| TR/TRO/C133-014 | 04/04/2016                      | 12/11/2018                      |            |            |   |   |   |   |   |   |    |    |
| TR/TRO/C133-015 | 04/04/2016                      |                                 |            |            |   |   |   |   |   |   |    |    |
| TR/TRO/C133-016 | 04/04/2016                      | 12/11/2018                      | #####      |            |   |   |   |   |   |   |    |    |
| TR/TRO/C133-017 | 12/11/2018                      |                                 |            |            |   |   |   |   |   |   |    |    |
| TR/TRO/C133-018 | 10/06/2019                      |                                 |            |            |   |   |   |   |   |   |    |    |
| TR/TRO/C133-019 | #####                           |                                 |            |            |   |   |   |   |   |   |    |    |

DRAFT

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|                         |  |                    |                        |
|-------------------------|--|--------------------|------------------------|
| <b>Report To:</b>       | <b>ENVIRONMENT &amp;<br/>REGENERATION COMMITTEE</b>  | <b>Date:</b>       | <b>14 January 2021</b> |
| <b>Report By:</b>       | <b>CORPORATE DIRECTOR,<br/>ENVIRONMENT, REGENERATION<br/>&amp; RESOURCES</b>                                 | <b>Report No:</b>  | <b>LP/001/21</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’<br/>PARKING PLACES (ON STREET) ORDER No. 3 2020</b> |                    |                        |

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## **1.0 PURPOSE**

- 1.1 Local Authorities are empowered to make Orders under the Road Traffic Regulation Act 1984 as amended and under the Council’s Scheme of Administration the Head of Roads and Environmental Shared Services 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. 3 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 recommend to the Inverclyde Council the making of the Traffic Regulation Order – Disabled Persons’ Parking Places (On-Street) Order No. 3 2020 and remit it to the Head of Roads and Environmental Shared Services 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. |
| <b>X</b> | 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. |
| <b>X</b> | 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 on the Council's website. Details of the proposals have also been made available for public inspection on a notice board which is positioned within the entrance to the Customer Service Centre, Municipal Buildings, Greenock. 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.3 2020**  
**TRAFFIC REGULATION ORDER**

**THE INVERCLYDE COUNCIL**  
**DISABLED PERSONS' PARKING PLACES (ON-STREET)**  
**ORDER No. 3 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. 3 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. 3 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. 02/1997, 01/2009, 03/2009, 04/2013 and, 02/2020 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 #####.

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**INVERCLYDE COUNCIL**

**DISABLED PERSONS' PARKING PLACES (ON-STREET)  
ORDER No.3 2020**

**Rev B**

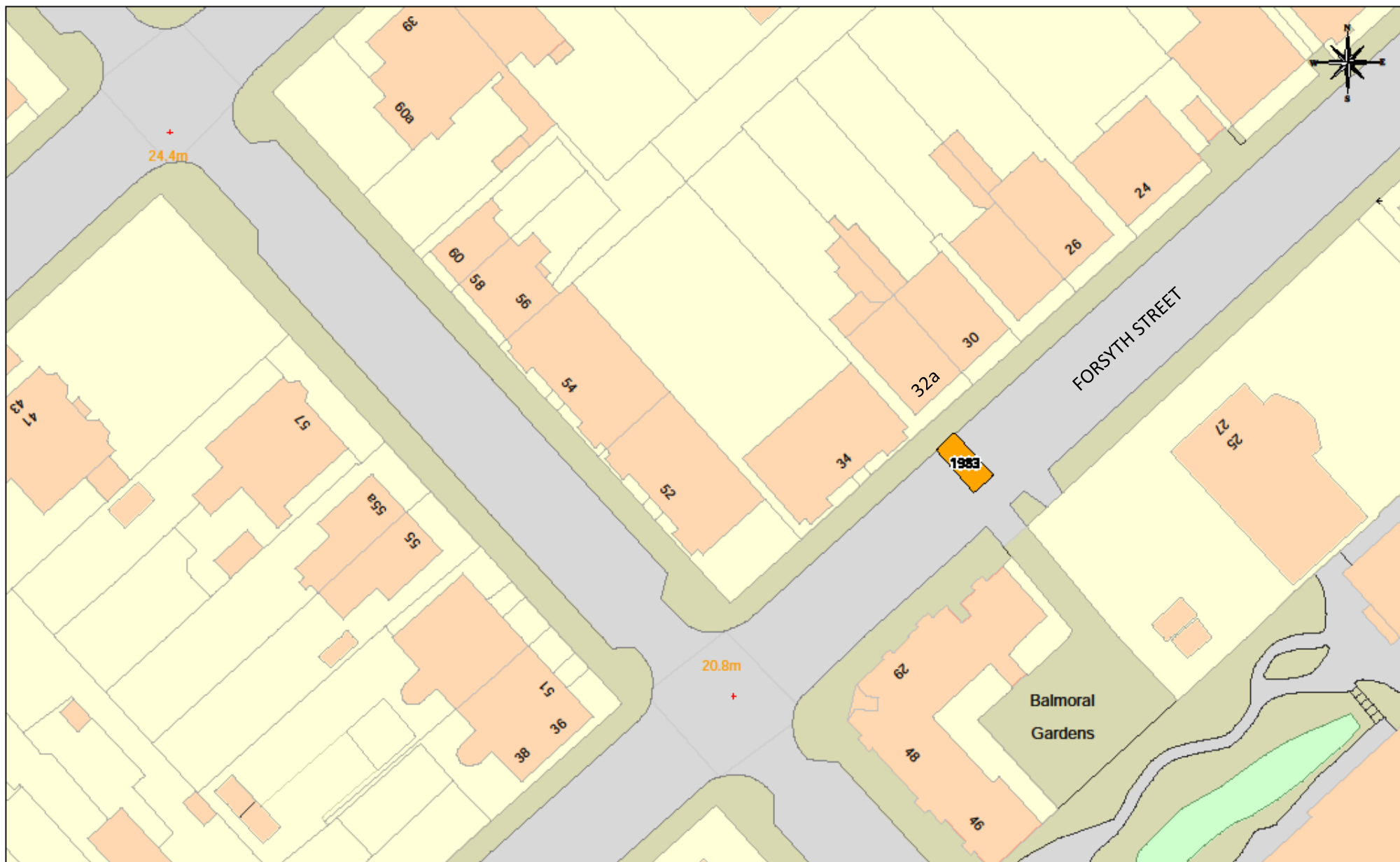
**SCHEDULE (Part 2)**

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

| Column 1              | Column 2  |
|-----------------------|---|
| <b><u>Ref No.</u></b> | <b><u>Address of Disabled Person's Parking Place<br/>to be revoked ® "ex-adverso"</u></b> |
|                       |   |
| 9725                  | 108 Wellington Street, Greenock ®   |
| 0834                  | 9A Esplanade, Greenock ®  |
| 0911                  | 67 Nelson Road, Gourock ®   |
| 1326                  | 36 Gordon Street, Greenock ®  |
| 19108                 | 79 Branchton Road, Greenock ®   |
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# DISABLED PERSONS' PARKING PLACE



**Inverclyde**  
Council  
Roads & Transportation

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

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Cycle Square  
Greenock, PA15 1LY  
Tel: 01475 712712  
Fax: 01475 712731  
scott.allan@inverclyde.gov.uk

**Address:** 32a Forsyth Street, GREENOCK

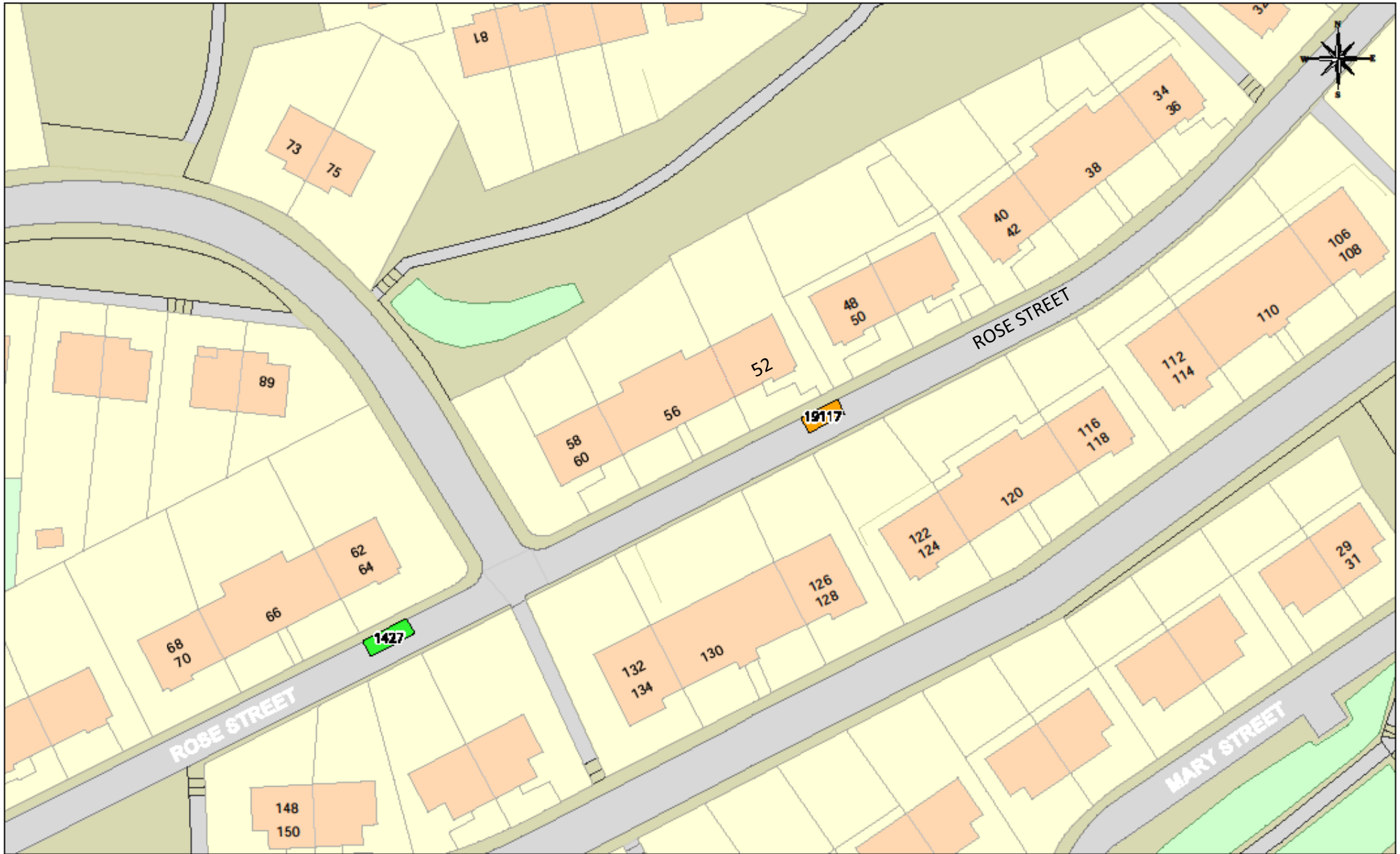
**Place No.:** 1983

21/07/2020



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**Address:** 52 Rose Street, GREENOCK

**Place No.:** 19117

21/07/2020



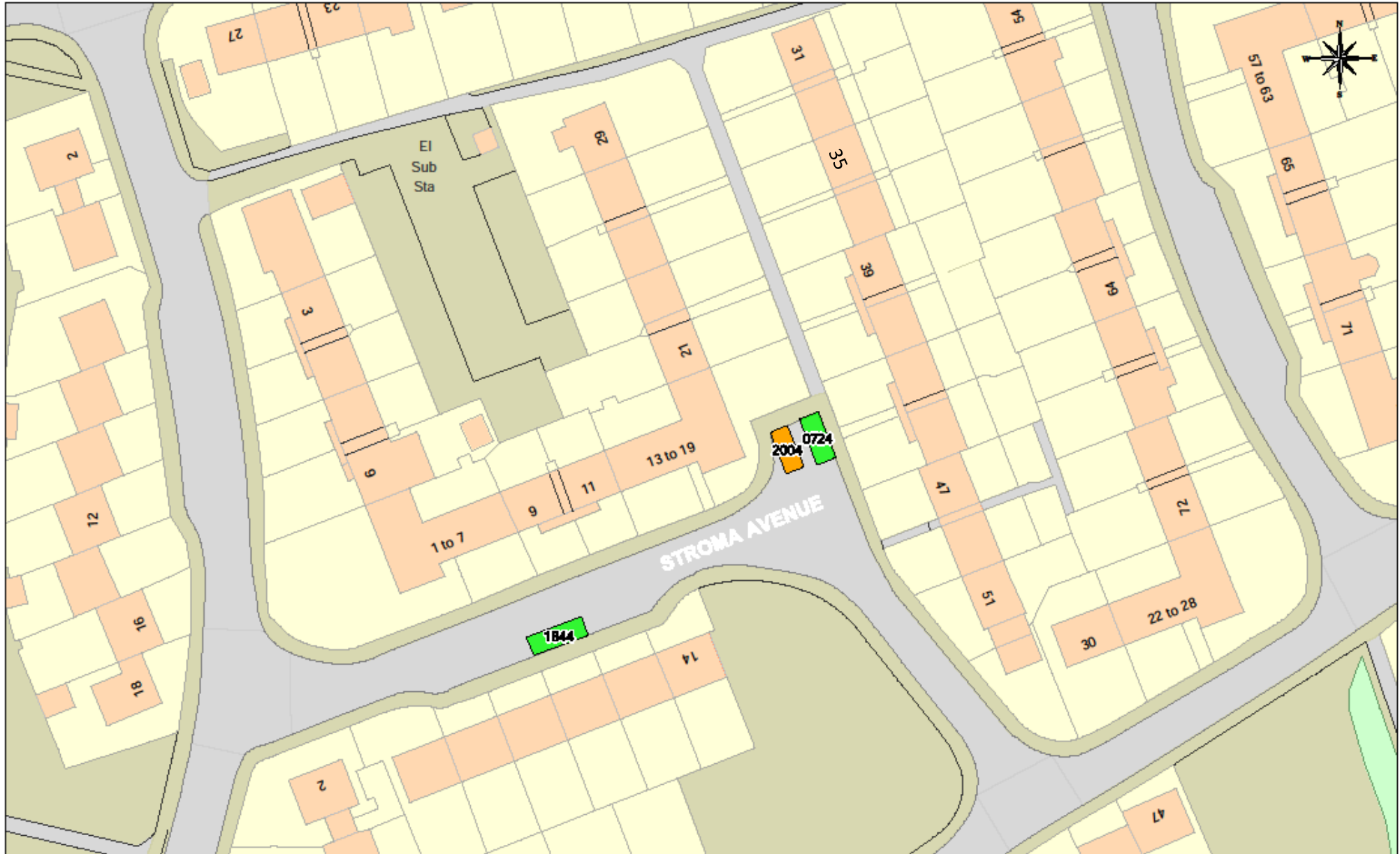
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21/09/2020

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**Place No.:** 2004



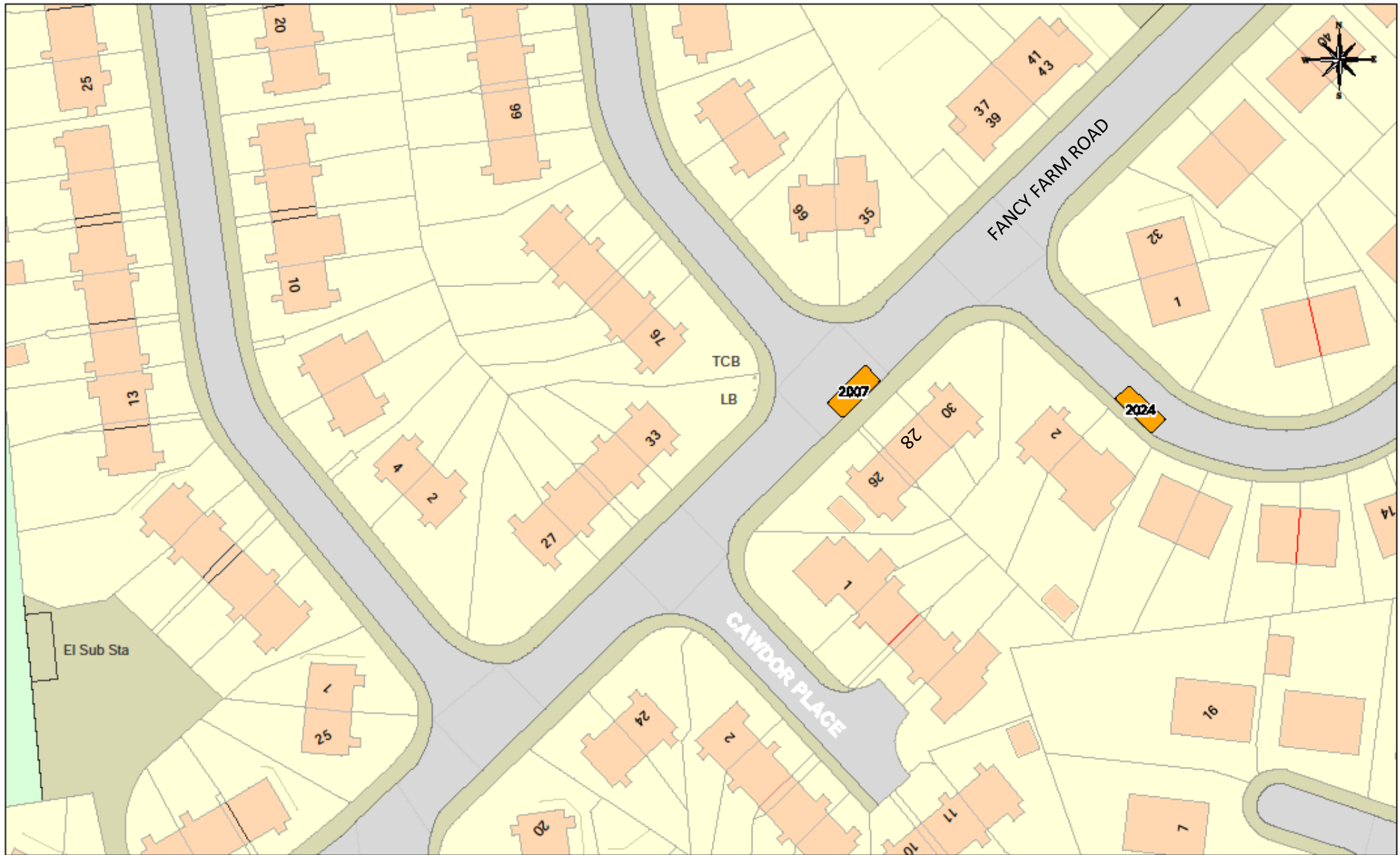
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**21/07/2020**



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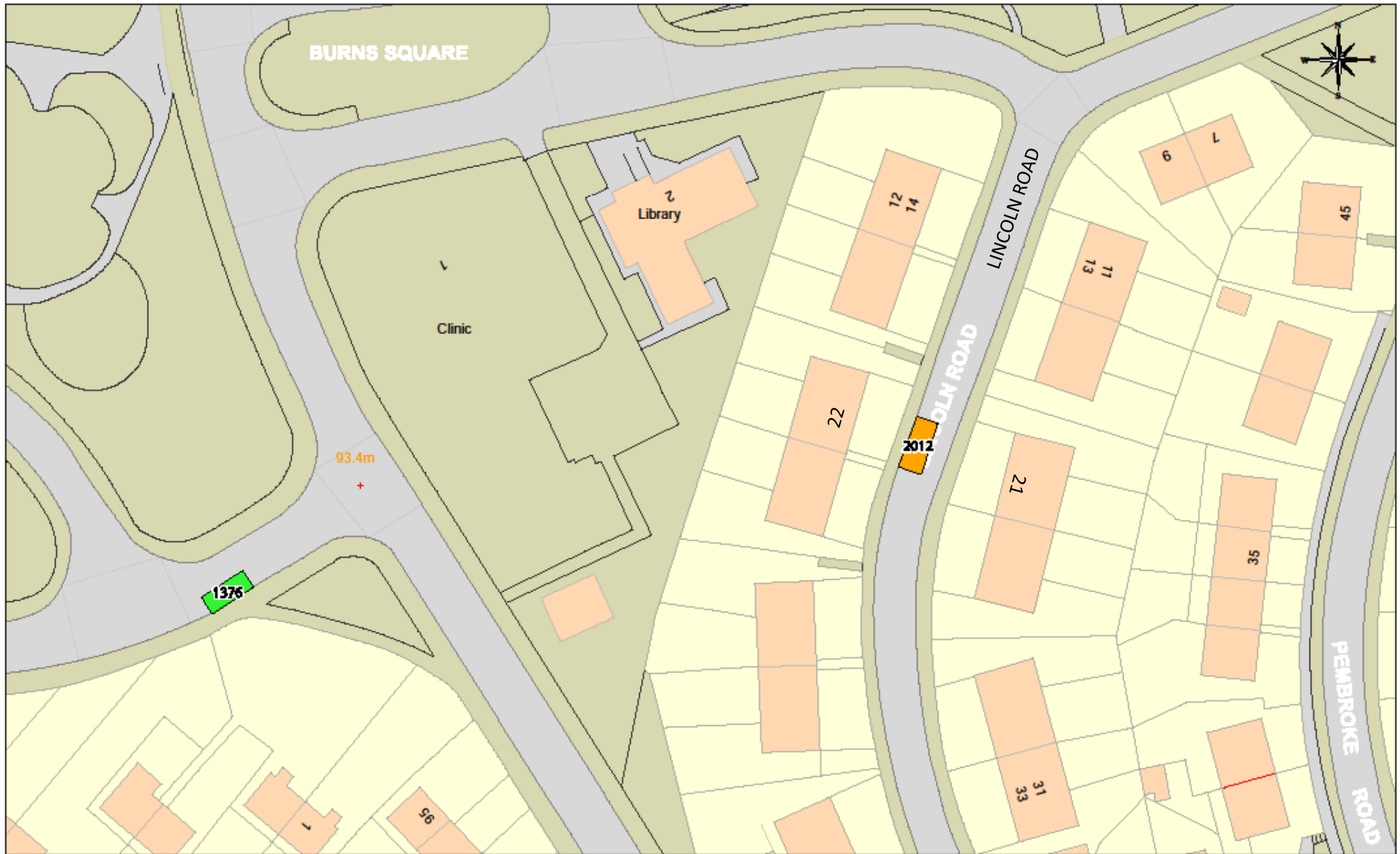
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**Place No.: 2007**

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**Address:** 22 Lincoln Road, GREENOCK

**Place No.:** 2012

11/08/2020



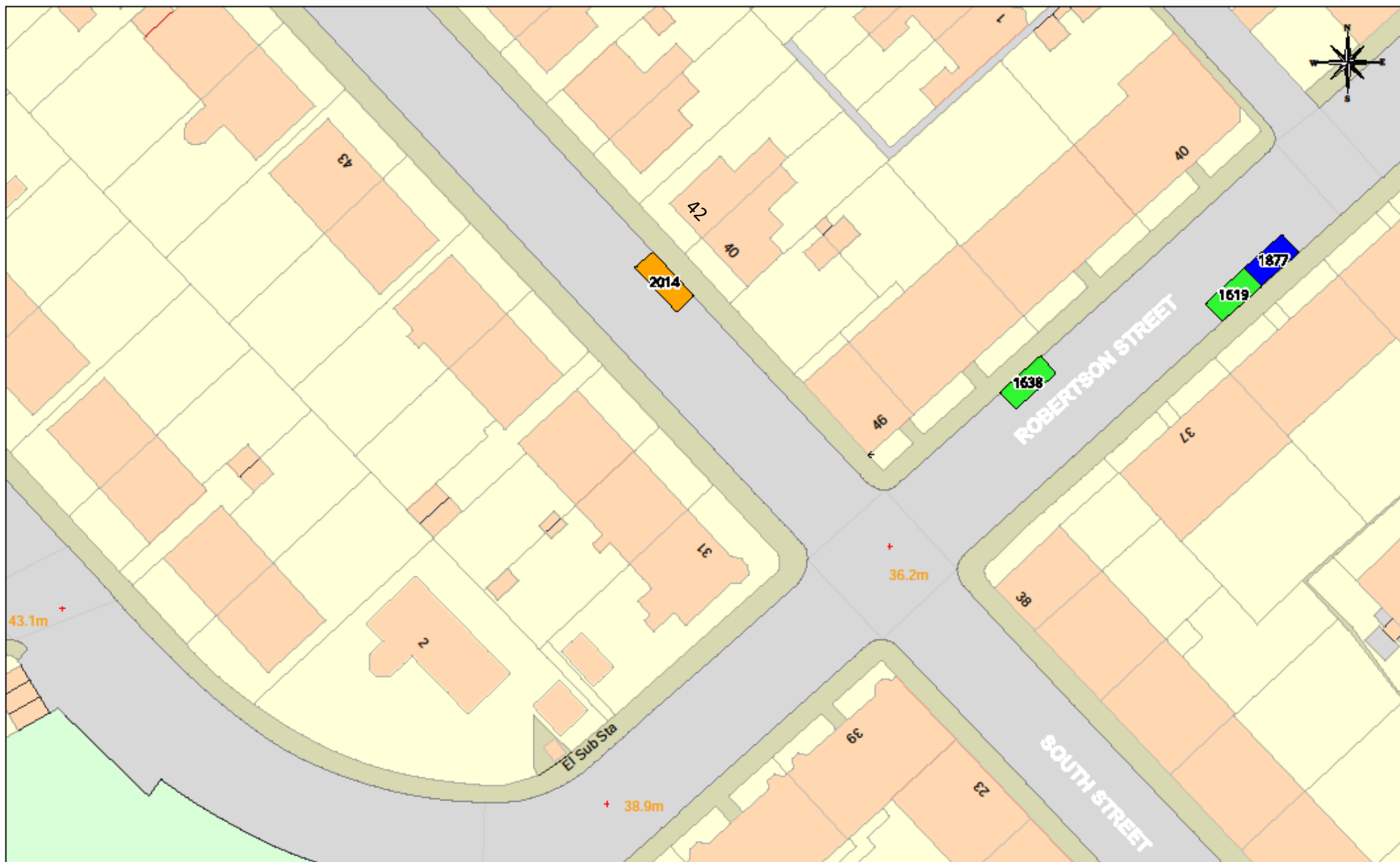
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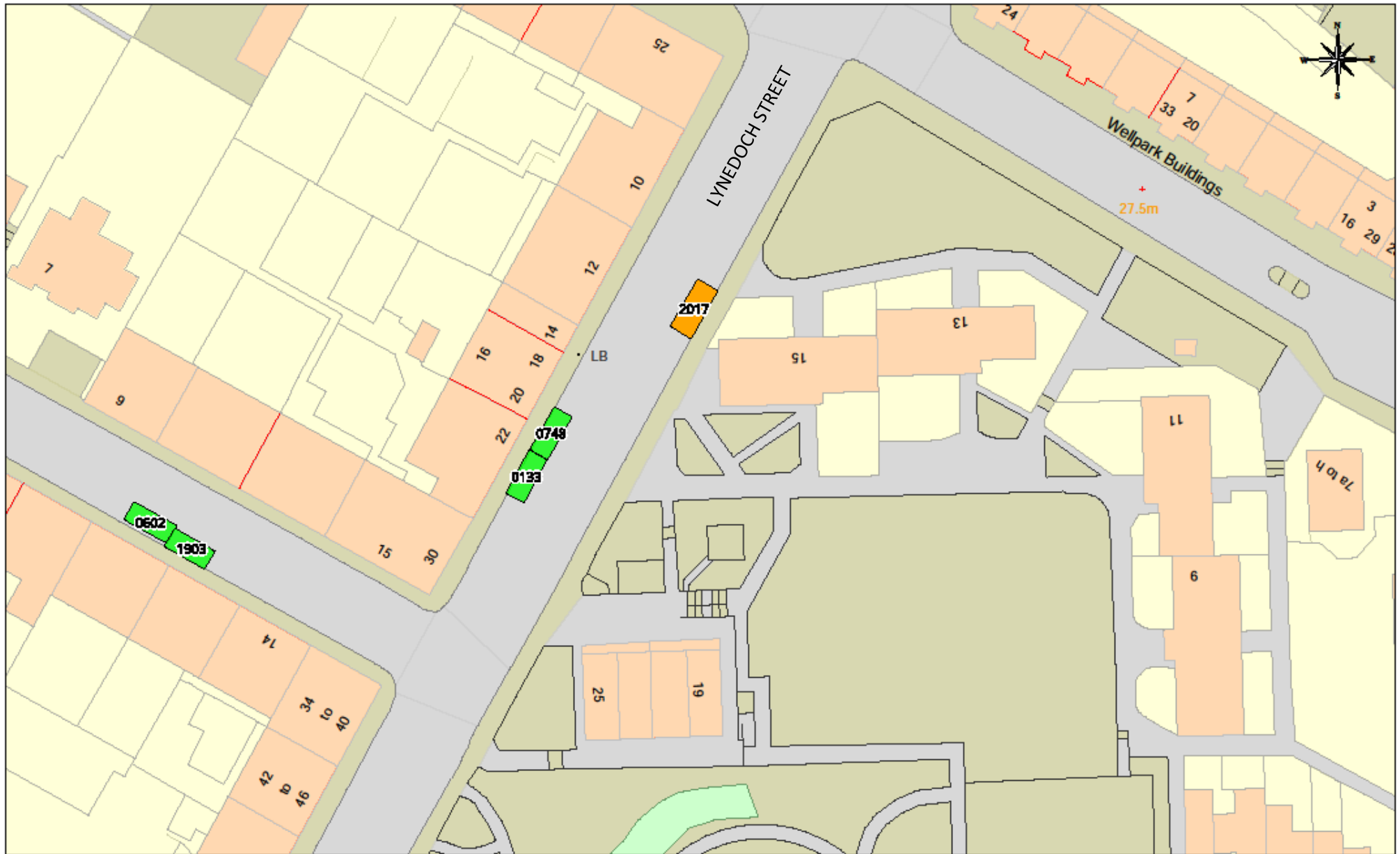
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**Address:** Lynedoch Street, GREENOCK

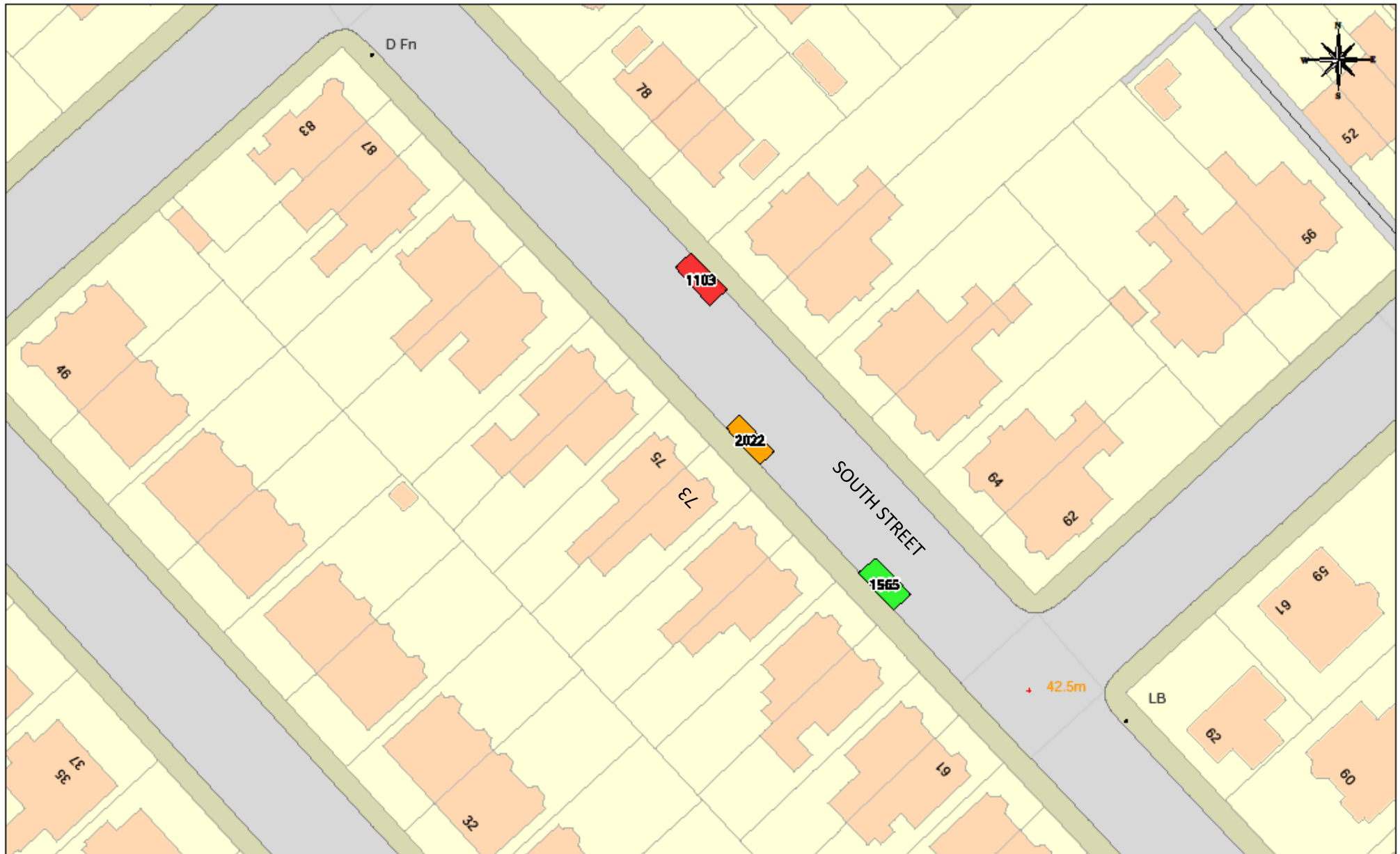
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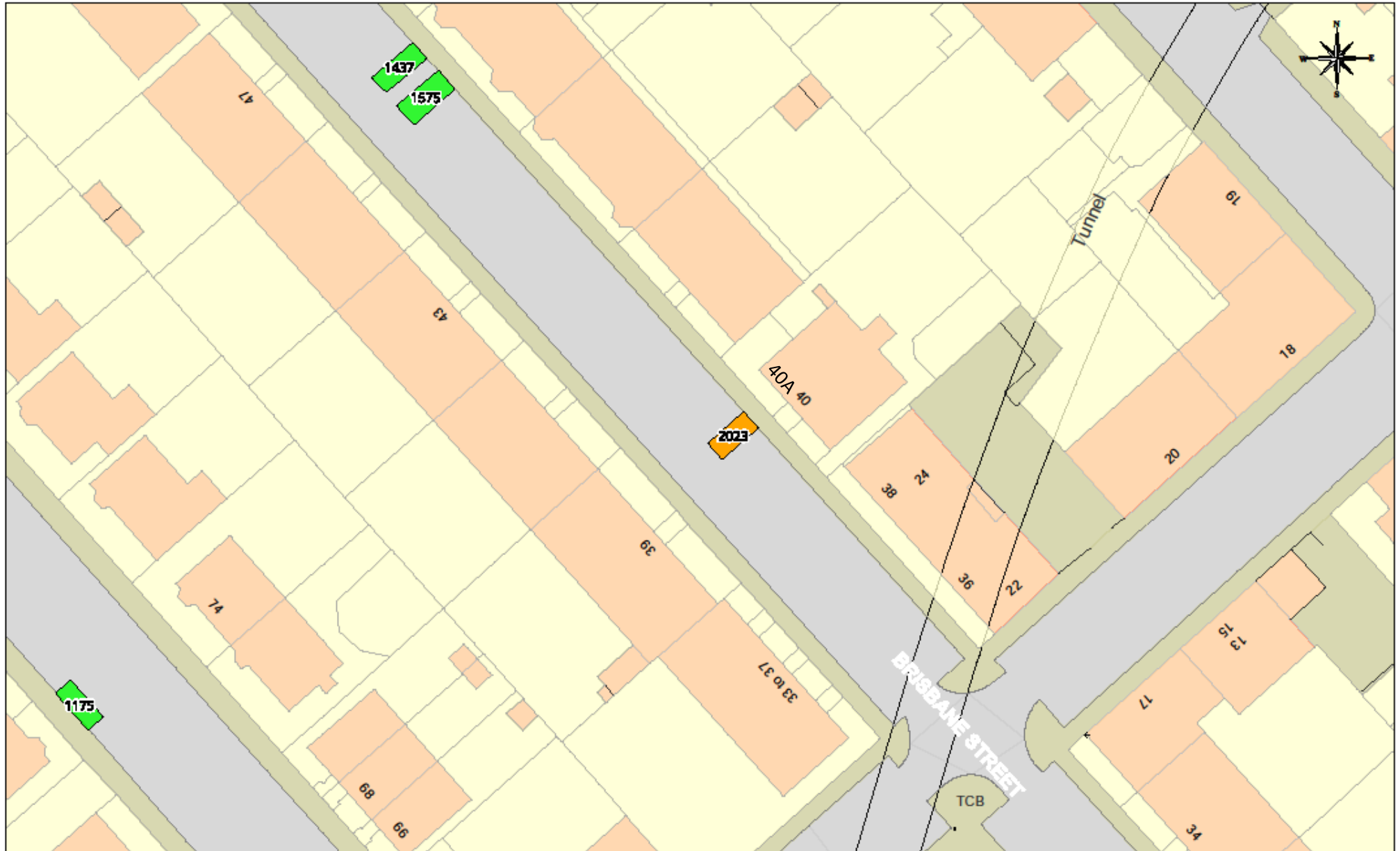
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**Address:** 40A Brisbane Street, GREENOCK

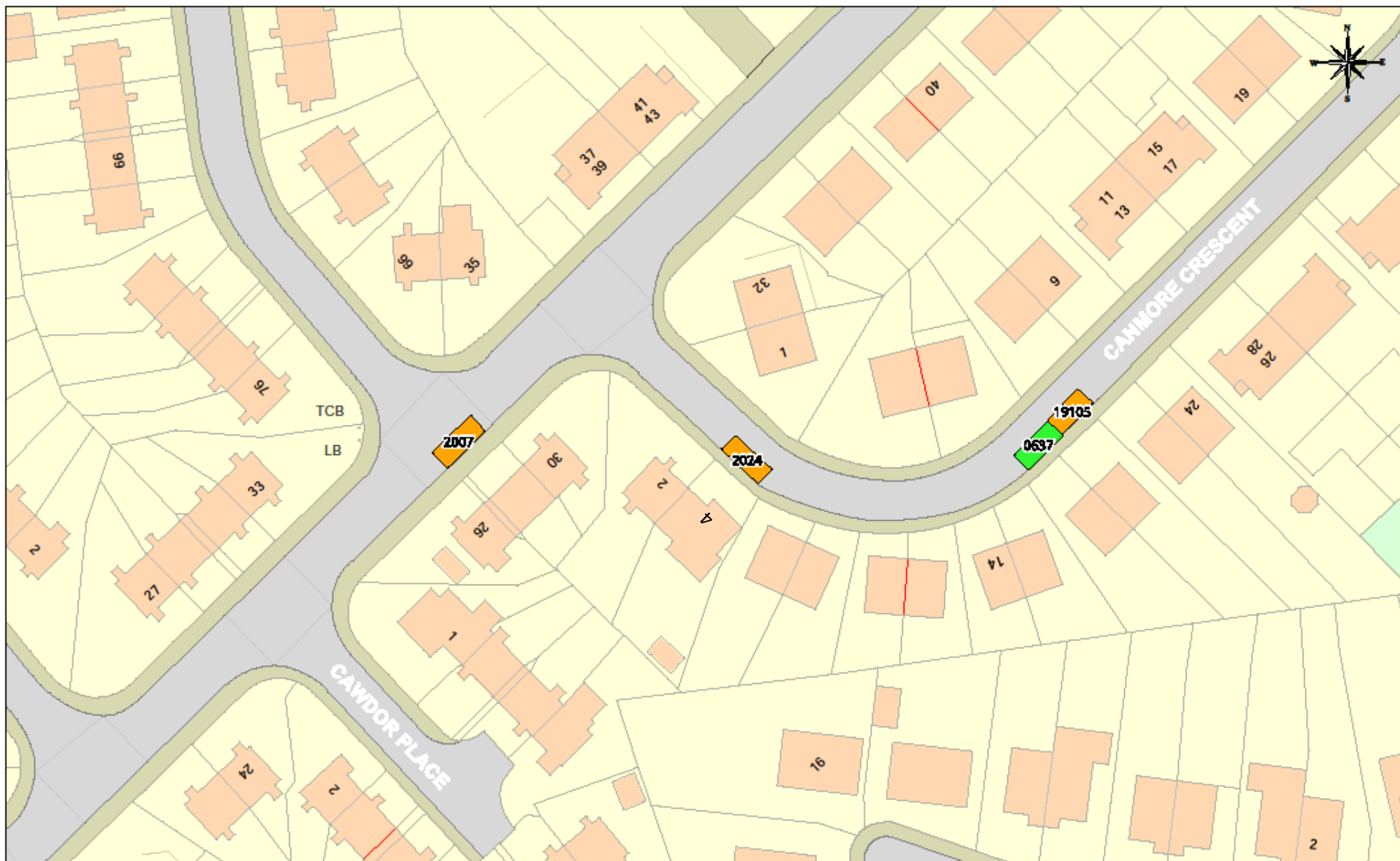
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**Address: 4 Canmore Crescent, GREENOCK**

**Place No.: 2024**

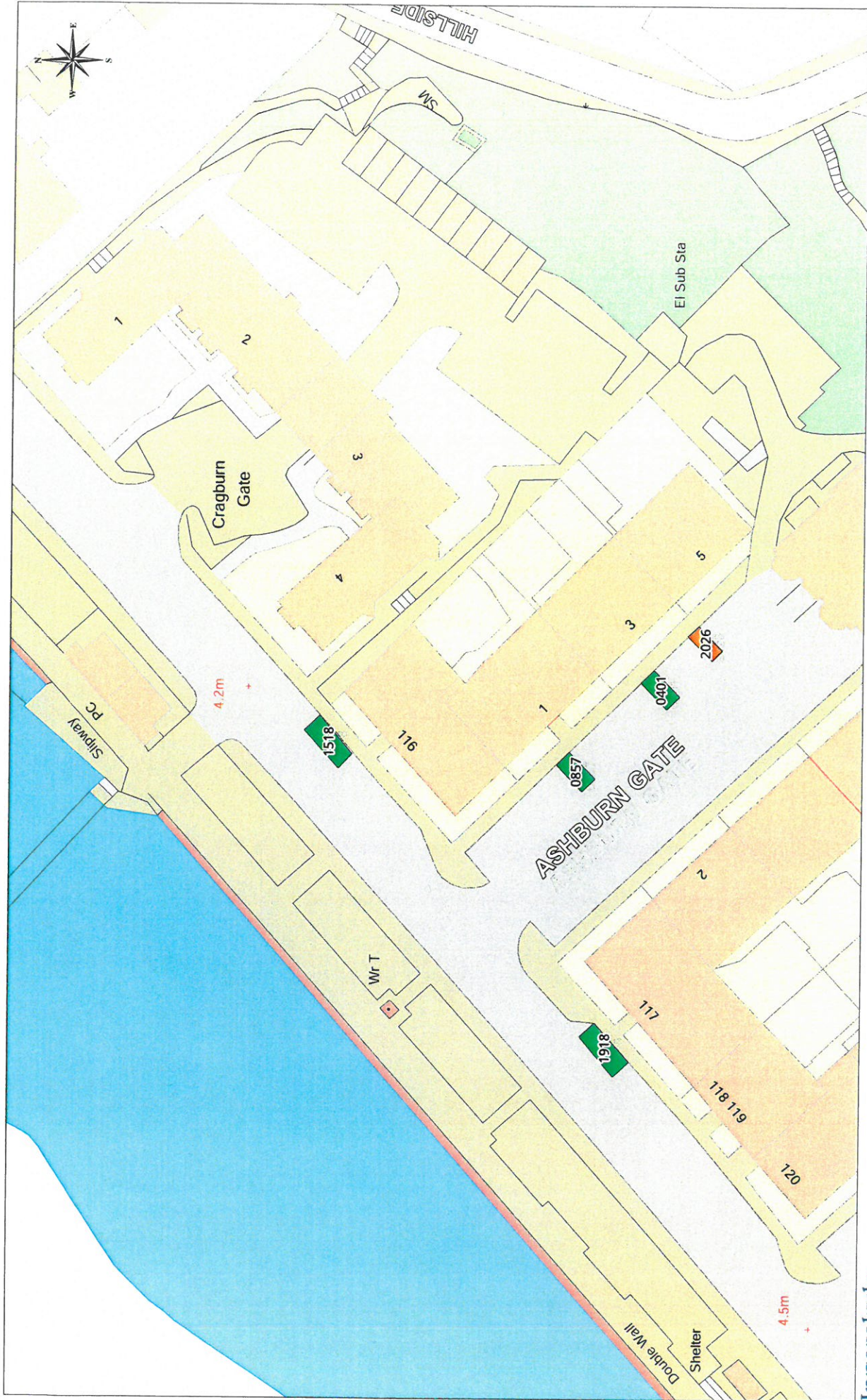
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**Address: 5 Ashburn Gate, GOUROCK**

**Place No.: 2026**

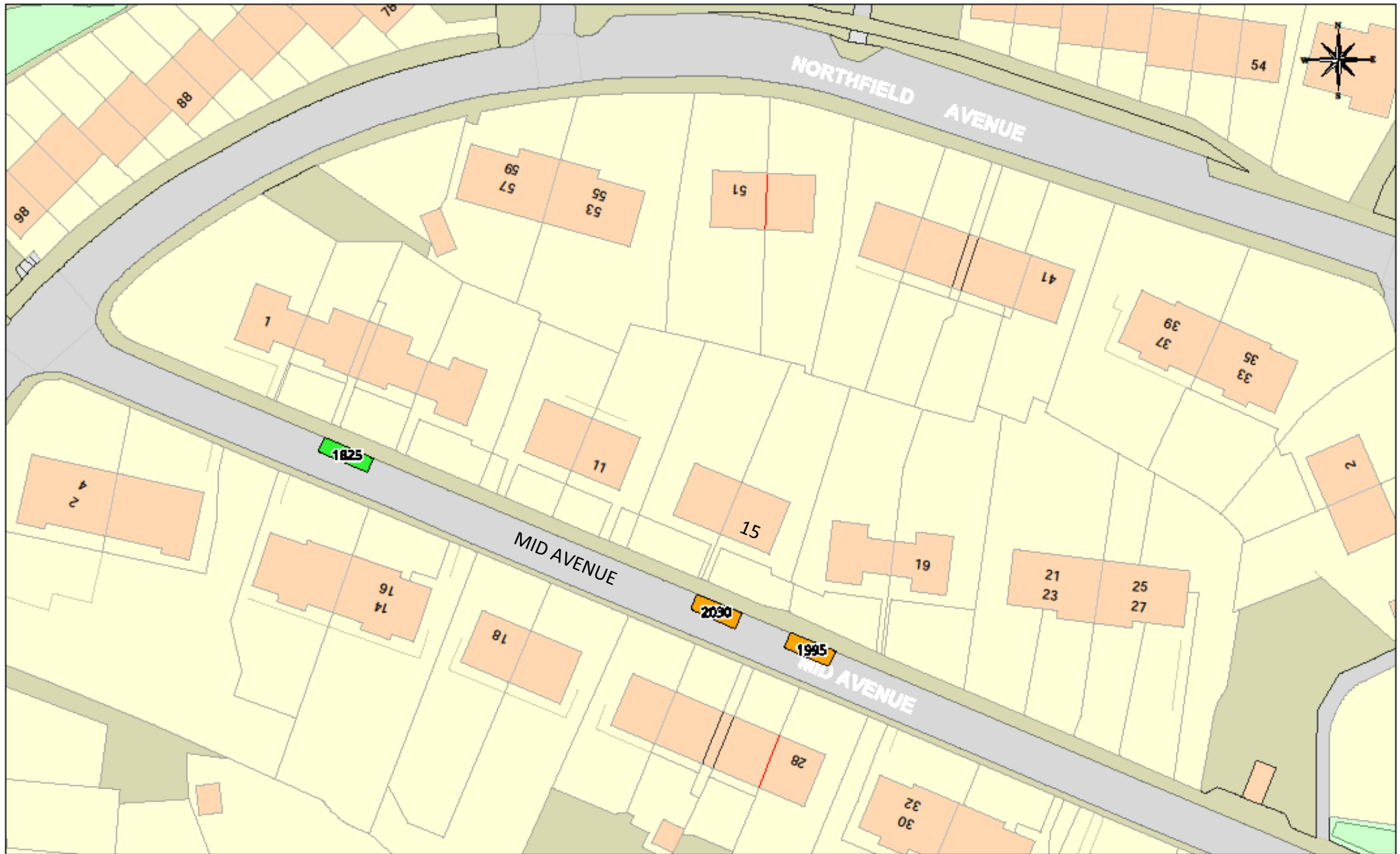
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**Address: 15 Mid Avenue, PORT GLASGOW**

**Place No.: 2030**

**29/07/2020**



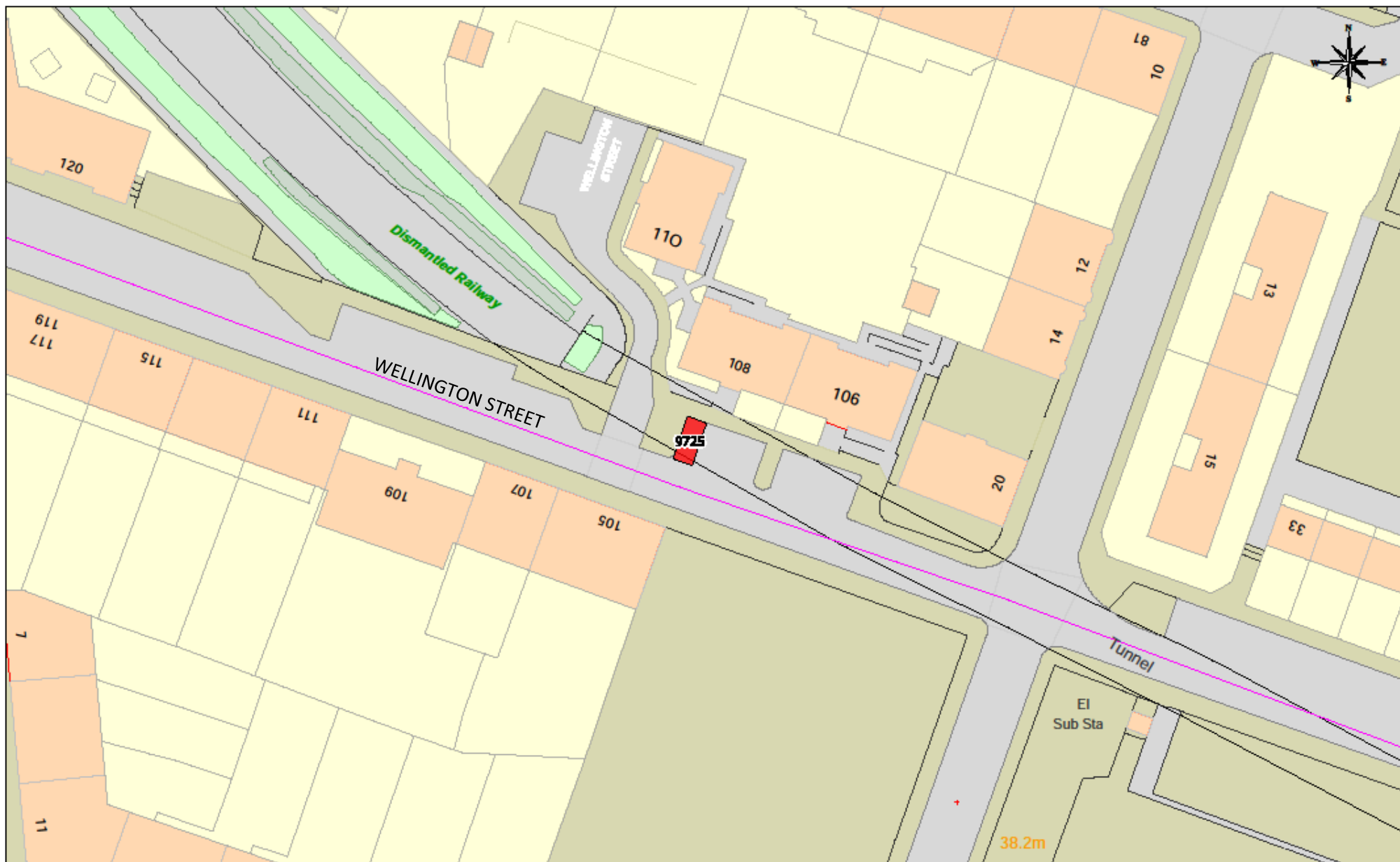
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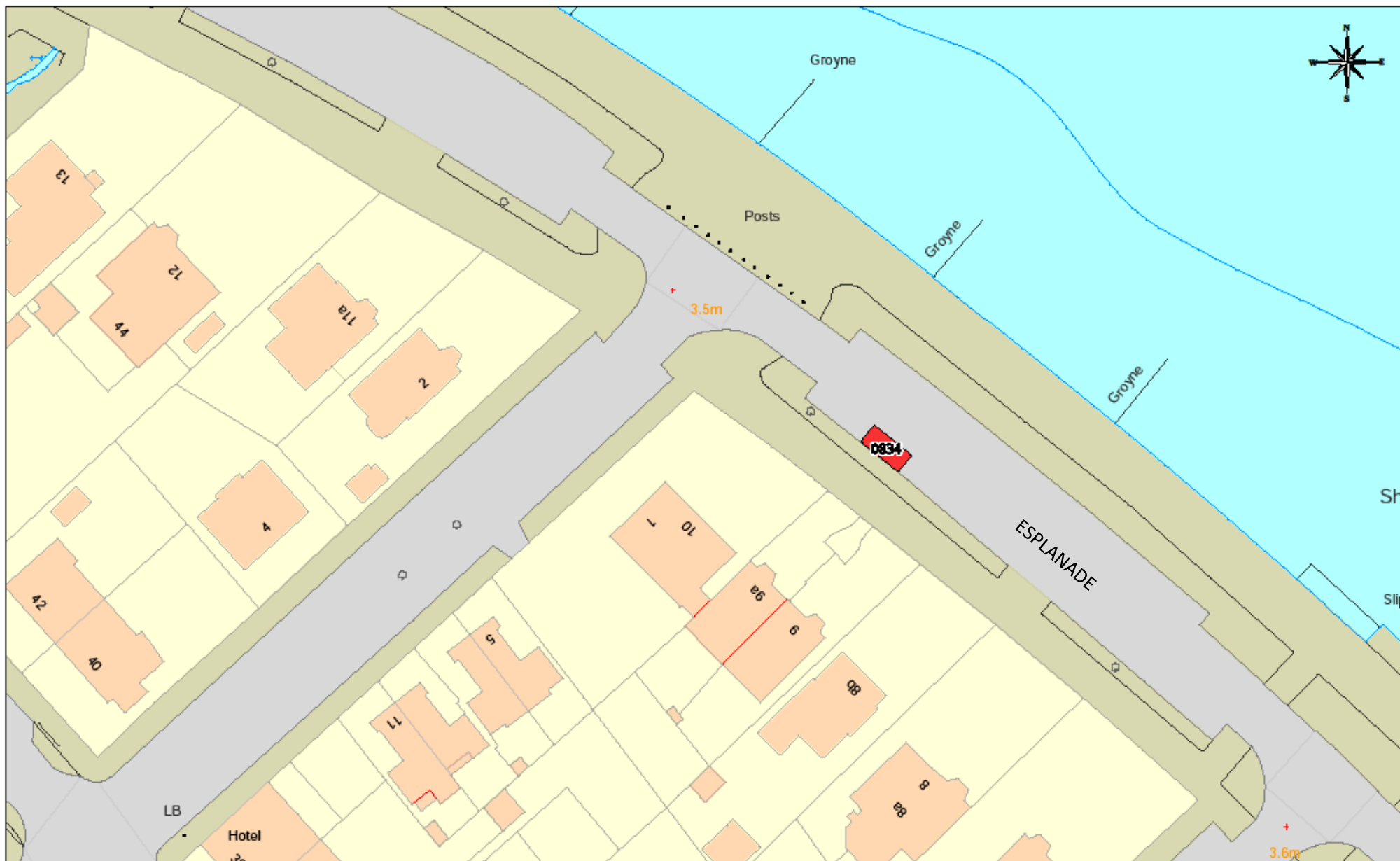
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**11/08/2020**

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

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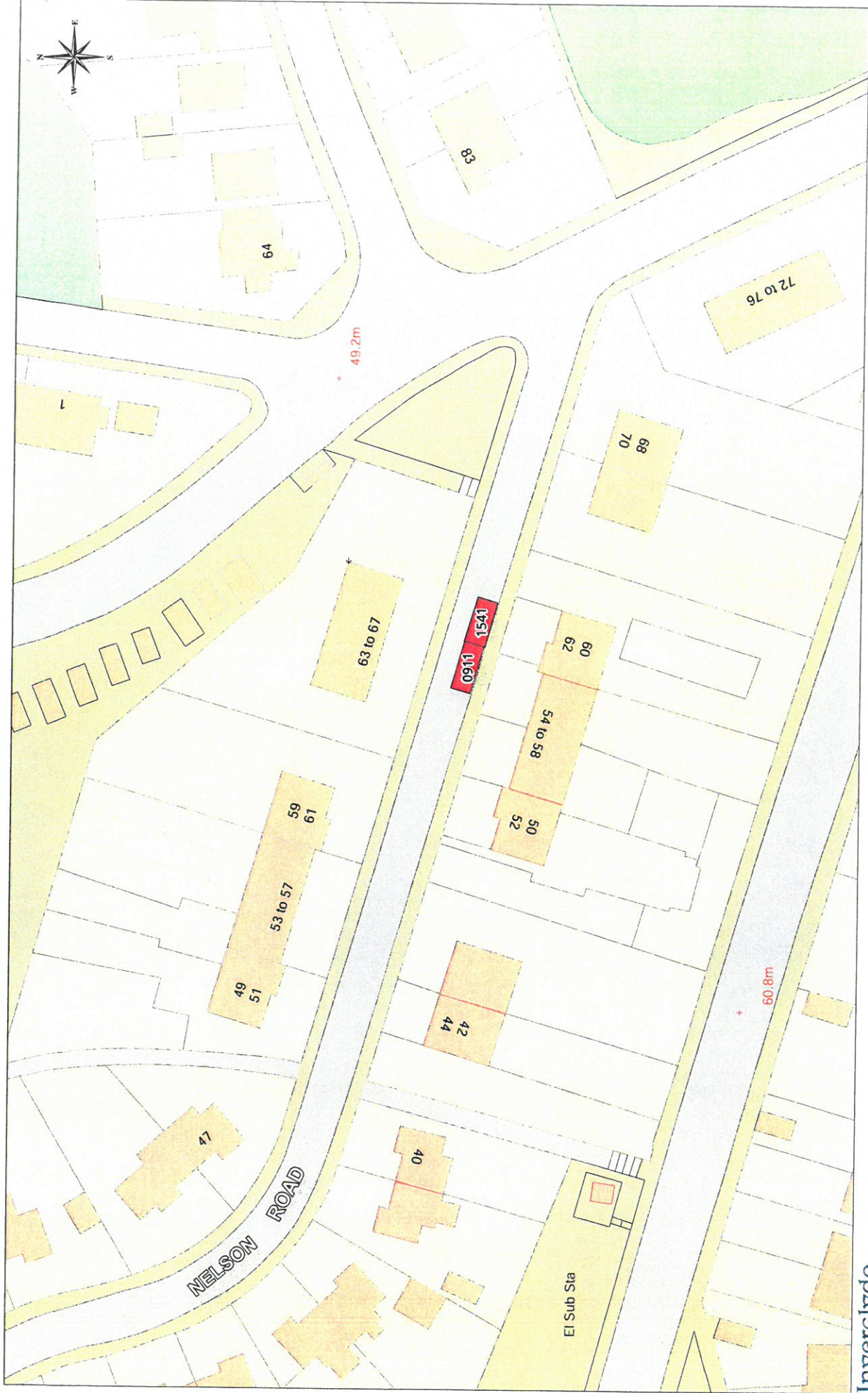
**Place No.: 0834 REVOCATION**



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DISABLED PERSONS' PARKING PLACE



**Inverclyde** council  
Roads & Transportation  
Environment, Regeneration & Resources  
Corporate Director, Scott Alan Biscoe, C.Eng., M.I.C.E.  
Municipal Design  
Clyde Square  
Greenock, PA16 1LY  
Fax: 01475 712731  
scott.allan@inverclyde.gov.uk

**Address: 67 Nelson Road, GOUROCK**

**Place No.: 0911 REVOCATION**

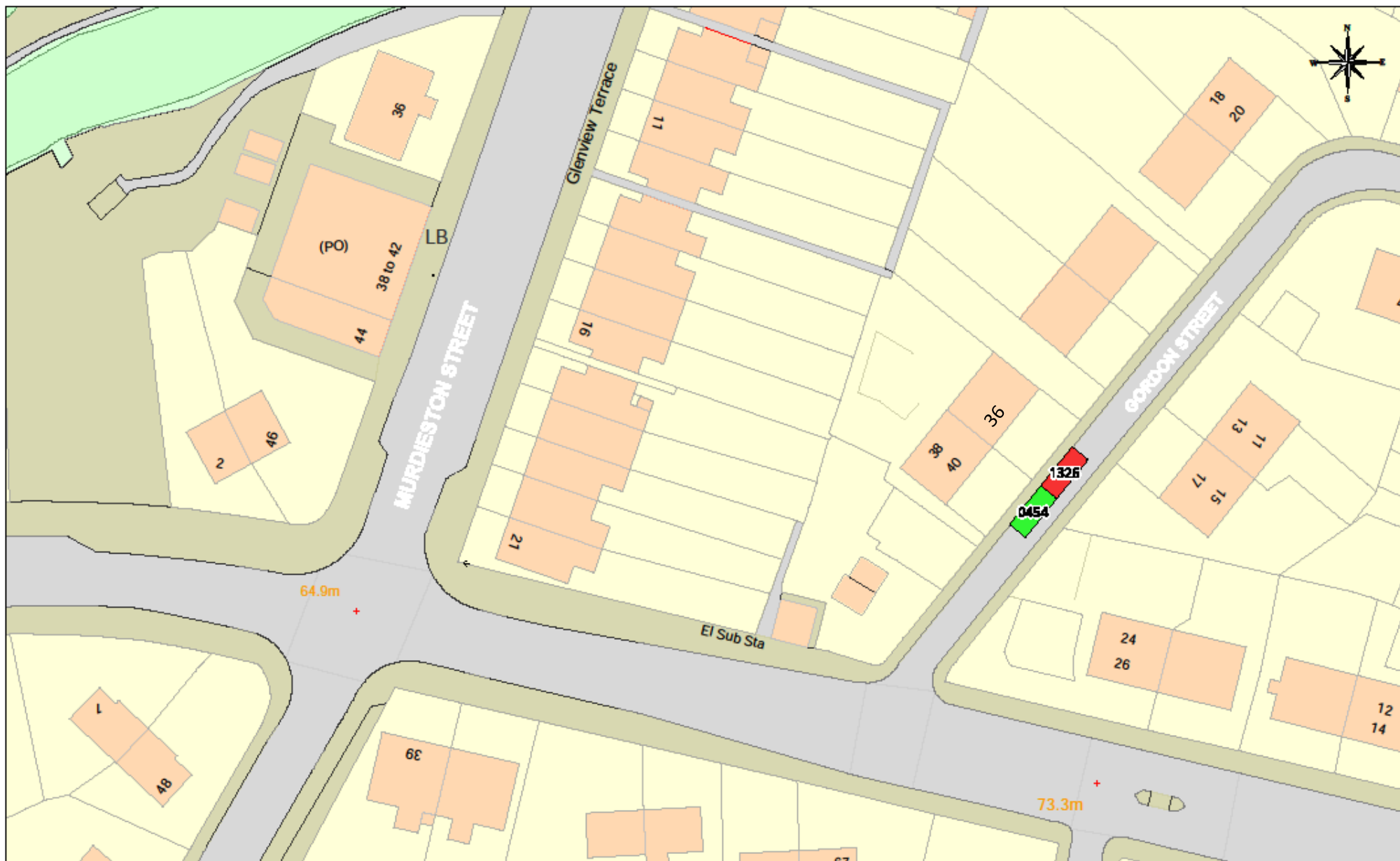
**08/09/2020**



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# DISABLED PERSONS' PARKING PLACE



**Inverclyde**  
council  
Roads & Transportation

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

Municipal Buildings  
Cycle Square  
Greenock, PA15 1LY  
Tel: 01475 712712  
Fax: 01475 712731  
scott.allan@inverclyde.gov.uk

**Address:** 36 Gordon Street, GREENOCK

**Place No.:** 1326 REVOCATION

11/08/2020



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DISABLED PERSONS' PARKING PLACE



Address: 79 Branchton Road, GREENOCK

Place No.: 19108 REVOCATION

**Inverclyde**  
council  
Roads & Transportation

Environment, Regeneration & Resources  
Corporate Director: Scott Alan BSc., C.Eng., MICE  
Municipal Offices  
Clyde Square  
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scott.allan@inverclyde.gov.uk

08/09/2020



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**THE INVERCLYDE COUNCIL**

**DISABLED PERSONS' PARKING PLACES  
(ON-STREET) ORDER No. 3 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  
Head of Roads and Environmental Shared Services  
8 Pottery Street  
GREENOCK  
PA15 2UH



---

|                         |   |                    |                        |
|-------------------------|---|--------------------|------------------------|
| <b>Report To:</b>       | <b>Environment &amp; Regeneration Committee</b>   | <b>Date:</b>       | <b>14 January 2021</b> |
| <b>Report By:</b>       | <b>Corporate Director Environment, Regeneration and Resources</b>   | <b>Report No:</b>  | <b>LP/006/21</b>       |
| <b>Contact Officer:</b> | <b>Emma Peacock</b>   | <b>Contact No:</b> | <b>01475 712115</b>    |
| <b>Subject:</b>         | <b>Proposed Traffic Regulation Order – The Inverclyde Council, A78 Inverkip Road and Branchton Road, Greenock (One Way, Prohibition of Entry and Prohibition of Right and Left Turns) Traffic Regulation Order 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 Delegation the Head of Roads & Environmental Services 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, A78 Inverkip Road and Branchton Road, Greenock (One Way, Prohibition of Entry and Prohibition of Right and Left Turns) Traffic Regulation Order 2020.

## 2.0 SUMMARY

- 2.1 The proposed Traffic Regulation Order (TRO) will introduce the following restrictions at the A78 Inverkip Road/Branchton Road/Gleninver Road junction, Greenock:
  - A section of one-way westbound road on Branchton Road commencing at a point 82.0m east of the extended east kerbline of Gleninver Road westwards for a distance of 92.4m or thereby;
  - A prohibition of right turn for all classes of vehicle exiting the proposed one-way westbound section of Branchton Road commencing at a point 82.0m east of the extended east kerbline of Gleninver Road westwards for a distance of 92.4m or thereby onto Branchton Road;
  - A prohibition of right and left turns and prohibition of entry for all classes of vehicle from Branchton Road onto the proposed one-way westbound section of Branchton Road commencing at a point 82.0m east of the extended east kerbline of Gleninver Road for a distance of 92.4m or thereby;
  - A section of one-way northbound road on Branchton Road terminating at its junction with the A78 Inverkip Road at a point 34.9m west of the extended west kerbline of Gleninver Road having commenced at a point 11m or thereby south of the A78 Inverkip Road;
  - A prohibition of right turn for all classes of vehicle exiting the proposed one-way northbound section of Branchton Road onto the A78 Inverkip Road;
  - A prohibition of right and left turns and a prohibition of entry for all classes of vehicle from the A78 Inverkip Road onto the proposed one-way northbound section of Branchton Road;
  - A prohibition of left turn for all classes of vehicle exiting Branchton Road onto the A78 Inverkip Road at its junction with Gleninver Road; and
  - A prohibition of left turn for all classes of vehicle exiting the A78 Inverkip Road onto Branchton Road at its junction with Gleninver Road.

### **3.0 RECOMMENDATIONS**

- 3.1 That the Committee recommends to The Inverclyde Council the making of the Traffic Regulation Order – The Inverclyde Council, A78 Inverkip Road and Branchton Road, Greenock (One Way, Prohibition of Entry and Prohibition of Right and Left Turns) Traffic Regulation Order 2020 and remits it to the Head of Roads & Environmental Services and the Head of Legal and Property Services to arrange for its implementation.

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

## 4.0 BACKGROUND

4.1 A planning application for 198 dwellinghouses on the site of the former Ravenscraig Hospital, Inverkip Road, Greenock was received on 10 July 2018 and planning approval was granted, subject to Conditions, at the Planning Board meeting held on 5 June 2019.

4.2 One of the Conditions attached to the planning approval is set out below:

*That the proposed A78(T)/ Branchton Road/ Gleninver Road junction shall be constructed to a layout generally consistent with Drawing 120756/1016, dated 17 October 2018, forming part of the Transport Assessment and provided in support of application 18/0205/IC. The final junction layout, type and method of construction shall be submitted for approval by the Planning Authority, in consultation with Transport Scotland, as Trunk Road Authority, before any part of the development is commenced.*

*Reason: To minimise interference with the safety and free flow of the traffic on the trunk road.*

4.3 The design of the junction includes new sections of one-way roads with associated turning bans and prohibitions of entry as well as a left turn ban for vehicles exiting Branchton Road onto the A78 Inverkip Road at its existing junction with Gleninver Road and a left turn ban for vehicles exiting the A78 Inverkip Road onto Branchton Road at its existing junction with Gleninver Road.

4.4 No objection has been received to the proposed TRO.

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

## 5.0 IMPLICATIONS

### Finance

5.1 Financial Implications:

#### One off Costs

| Cost Centre | Budget Heading | Budget Years | Proposed Spend this Report | Virement From | Other Comments   |
|-------------|----------------|--------------|----------------------------|---------------|--|
| N/A         | N/A            | N/A          | N/A                        | N/A           | Signs are already in place as part of the junction design. |

#### Annually Recurring Costs/ (Savings)

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

### Legal

5.2 There are no legal implications arising from this report.

### Human Resources

5.3 There are no Human Resources implications associated with the Proposal.

## Equalities

### 5.4 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

### 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

### 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

5.5 There are no repopulation implications associated with the Proposal.

## 6.0 CONSULTATIONS

6.1 The proposals have been advertised in the Greenock Telegraph and full details of the proposals have been made available for public inspection on the Council's website. A copy of the draft Order forms Appendix 1.

## 7.0 LIST OF BACKGROUND PAPERS

7.1 None.



**THE INVERCLYDE COUNCIL  
A78 INVERKIP ROAD AND BRANCHTON ROAD,  
GREENOCK (ONE WAY, PROHIBITION OF ENTRY  
AND PROHIBITION OF RIGHT AND LEFT TURNS)  
TRAFFIC REGULATION ORDER 2020**

DRAFT

**THE INVERCLYDE COUNCIL**  
**A78 INVERKIP ROAD AND BRANCHTON ROAD, GREENOCK (ONE WAY,**  
**PROHIBITION OF ENTRY AND PROHIBITION OF RIGHT AND LEFT TURNS) TRAFFIC**  
**REGULATION ORDER 2020**

We, The Inverclyde Council, with the consent and concurrence of The Scottish Ministers, in exercise of the powers conferred on us by Sections 1(1), 2(1) to (3) of the Road Traffic Regulation Act 1984 (as amended) (“the Act”) and of all other enabling powers and after consulting with the Chief Constable of the Police Service of Scotland (Seirbheis Phoilis na h-Alba) in accordance with Part III of Schedule 9 to the Act, hereby make the following Order:

**1.0 Commencement and citation**

- 1.1 This Order may be cited as “The Inverclyde Council, A78 Inverkip Road and Branchton Road, Greenock (One Way, Prohibition of Entry and Prohibition of Right and Left Turns) Traffic Regulation Order 2020” and shall come into operation on the ## day of ## Two Thousand and ###.
- 1.2 The Plan titled “The Inverclyde Council, A78 Inverkip Road and Branchton Road, Greenock (One Way, Prohibition of Entry and Prohibition of Right and Left Turns) Traffic Regulation Order 2020” (attached hereto) is incorporated into this Order.

**2.0 Interpretation**

- 2.1 In this Order, except where the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:
- “Vehicle” 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.
- 2.2 Except where otherwise stated, any reference in this Order to a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order.
- 2.3 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, modified, re-enacted, replaced or supplemented by any subsequent enactment.
- 2.4 The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any regulation made or having effect as if made under the Act or by or under any other enactment provided that where a prohibition or restriction which is imposed, varied or revoked by this Order is in conflict with a prohibition or restriction imposed by a previous Order, then the provision of this Order shall prevail.
- 2.5 The Plan forms Schedule 1.
- 2.6 The Interpretation Act 1978 (as amended) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

### **3.0 Prohibitions and restrictions**

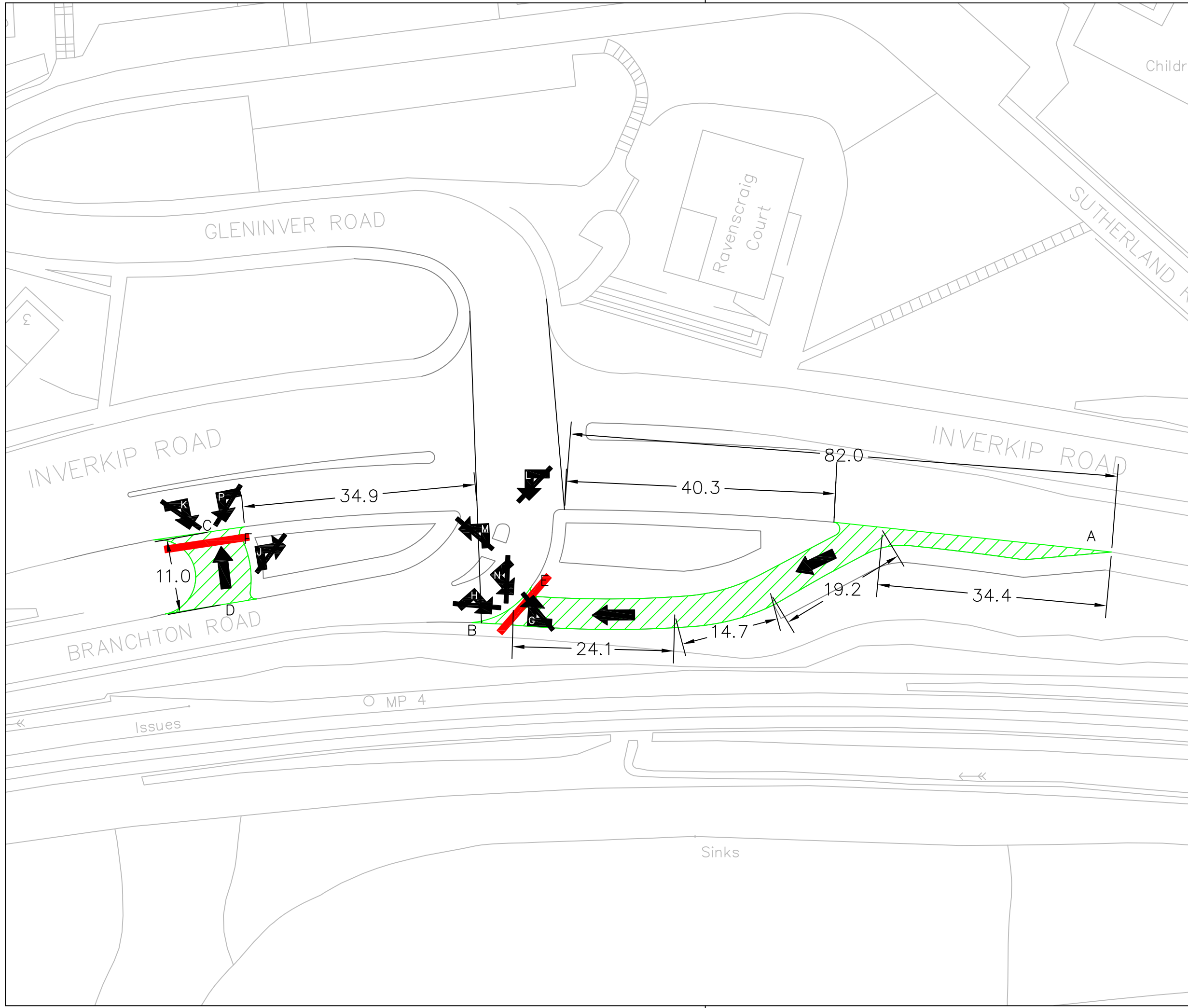
- 3.1 No person shall drive or cause or permit to be driven any Vehicle on the lengths of road specified in Column 1 of Schedule 2 to this Order otherwise than in the direction specified in Column 2 of the said Schedule, as referred to in the plan annexed to this Order.
- 3.2 No person shall drive or cause or permit to be driven any Vehicle on the lengths of road specified in Column 2 of Schedule 3 to this Order so as to enter the road specified in Column 3 of the said Schedule, as referred to in the plan annexed to this Order.
- 3.3 No person shall drive or cause or permit to be driven any Vehicle on the lengths of road specified in Column 2 of Schedule 4 to this Order so as to make a right turn onto the lengths of road specified in Column 3 of the said Schedule, as referred to in the plan annexed to this Order.
- 3.4 No person shall drive or cause or permit to be driven any Vehicle on the lengths of road specified in Column 2 of Schedule 5 to this Order so as to make a left turn onto the lengths of road specified in Column 3 of the said Schedule, as referred to in the plan annexed to this Order.

*This Order and the 5 Schedules annexed hereto are sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by ##.*

**SCHEDULE 1**

DRAFT

DO NOT SCALE



Key

- One Way - Road
- Extent of One-Way
- Direction of One-Way
- Prohibition of right turn
- Prohibition of left turn
- Prohibition of entry

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| Stat | Purpose of Issue | Date | Auth |
|------|------------------|------|------|
|      |                  |      |      |
|      |                  |      |      |
|      |                  |      |      |

| Rev | Description | By | Date | Chk'd | Auth |
|-----|-------------|----|------|-------|------|
|     |             |    |      |       |      |
|     |             |    |      |       |      |

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

**THE INVERCLYDE COUNCIL, A78  
 INVERKIP ROAD AND BRANCHTON  
 ROAD, GREENOCK (ONE WAY,  
 PROHIBITION OF ENTRY AND  
 PROHIBITION OF RIGHT AND LEFT  
 TURNS) TRAFFIC REGULATION ORDER  
 2020**

EFFECTIVE DATE:

| Sheet Size | Original Scale | Designed/Drawn | Checked | Authorised |
|------------|----------------|----------------|---------|------------|
| A3         | 1:500          | EP             | EP      | GL         |
| Status     | Drawing Number | Date           | Date    | Date       |
| P          | TR/TRO/C207-01 | APR '20        | APR '20 | APR '20    |
| Rev        |                |                |         |            |
|            |                |                |         | -          |

**SCHEDULE 2**

**A78 INVERKIP ROAD AND BRANCHTON ROAD, GREENOCK**

**ONE-WAY ONLY**

| <b><u>Length of Road in Inverclyde<br/>within the Town of Greenock</u></b>  | <b><u>Permitted Direction of Travel</u></b> |
|---|---|
| <p><u>Branchton Road</u><br/>Commencing at a point 82.0m east of the extended east kerbline of Gleninver Road (A) westwards for a distance of 92.4m or thereby (B)</p>  | Westbound                                   |
| <p><u>Branchton Road</u><br/>Terminating at its junction with the A78 Inverkip Road at a point 34.9m west of the extended west kerbline of Gleninver Road (C) having commenced at a point 11m or thereby south of the A78 Inverkip Road (D)</p> | Northbound                                  |

**SCHEDULE 3**

**A78 INVERKIP ROAD AND BRANCHTON ROAD, GREENOCK**

**PROHIBITION OF ENTRY**

| <b>Plan Ref</b> | <b>From</b><br><b><u>Length of Road in Inverclyde within the Town of Greenock</u></b> | <b>To</b><br><b><u>Length of Road in Inverclyde within the Town of Greenock</u></b> |
|-----------------|---|---|
| E               | Branchton Road  | Branchton Road one-way westbound section of road                                    |
| F               | A78 Inverkip Road   | Branchton Road one-way northbound section of road                                   |



#### **SCHEDULE 4**

#### **A78 INVERKIP ROAD AND BRANCHTON ROAD, GREENOCK**

#### **PROHIBITION OF RIGHT TURNS**

| <b>Plan Ref</b> | <b>From</b><br><b><u>Length of Road in Inverclyde</u></b><br><b><u>within the Town of Greenock</u></b> | <b>To</b><br><b><u>Length of Road in Inverclyde</u></b><br><b><u>within the Town of Greenock</u></b> |
|-----------------|--|--|
| G               | Branchton Road one-way westbound section of road   | Branchton Road towards its junction with the A78 Inverkip Road and Gleninver Road                    |
| H               | Branchton Road   | Branchton Road one-way westbound section of road   |
| J               | Branchton Road one-way northbound section of road  | A78 Inverkip Road  |
| K               | A78 Inverkip Road  | Branchton Road one-way northbound section of road  |

## SCHEDULE 5

### A78 INVERKIP ROAD AND BRANCHTON ROAD, GREENOCK

#### PROHIBITION OF LEFT TURNS

| <b>Plan Ref</b> | <b>From</b><br><b><u>Length of Road in Inverclyde</u></b><br><b><u>within the Town of Greenock</u></b> | <b>To</b><br><b><u>Length of Road in Inverclyde</u></b><br><b><u>within the Town of Greenock</u></b> |
|-----------------|--|--|
| L               | A78 Inverkip Road  | Branchton Road at its junction with Gleninver Road   |
| M               | Branchton Road   | A78 Inverkip Road at its junction with Gleninver Road  |
| N               | Branchton Road   | Branchton Road one-way westbound section of road   |
| P               | A78 Inverkip Road  | Branchton Road one-way northbound section of road  |

**Report To:** ENVIRONMENT & REGENERATION COMMITTEE      **Date:** 14 January 2021

**Report By:** CORPORATE DIRECTOR,  
ENVIRONMENT, REGENERATION &  
RESOURCES      **Report No:** LP/005/21

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

**Subject:** PROPOSED REDETERMINATION ORDER – THE INVERCLYDE COUNCIL, A78 INVERKIP ROAD, BRANCHTON ROAD AND GLENINVER ROAD, GREENOCK (REDETERMINATION OF MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE) ORDER 2020

---

## 1.0 PURPOSE

- 1.1 Local Authorities are empowered to make Orders under the Roads (Scotland) Act 1984 as amended and under the Council's Scheme of Administration the Head of Roads and Environmental Shared Services 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 Order – The Inverclyde Council, A78 Inverkip Road, Branchton Road and Gleninver Road, Greenock (Redetermination of Means of Exercise of Public Right of Passage) Order 2020.

## 2.0 SUMMARY

- 2.1 It is necessary to redetermine the existing means of exercise of the public right of passage in the interests of road safety so as to allow the formation of a traffic signal controlled junction which will permit vehicles to enter and exit Branchton Road and Gleninver Road onto the A78 Inverkip Road, all Greenock, safely.

## 3.0 RECOMMENDATION

- 3.1 That the Committee recommends to The Inverclyde Council the making and confirmation of the Redetermination Order – The Inverclyde Council, A78 Inverkip Road, Branchton Road and Gleninver Road, Greenock (Redetermination of Means of Exercise of Public Right of Passage) Order 2020 and remits it to the Head of Roads and Environmental Shared Services and the Head of Legal and Property Services to arrange for its implementation.

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

#### 4.0 BACKGROUND

- 4.1 It is necessary to re-determine the existing means of exercise of the public right of passage for the use of all road users in the interests of road safety so as to allow the formation of a traffic signal controlled junction which will permit vehicles to enter and exit Branchton Road and Gleninver Road onto the A78 Inverkip Road, all Greenock, safely.
- 4.2 The roads in the Greenock area, the extent of which are specified in the map and schedule annexed to the Order, at present (a) carriageway shall become footway, the right of passage being exercisable by foot only and (b) footway shall become carriageway, the right of passage being exercisable by vehicles and pedal cycles.
- 4.3 There are currently no Traffic Regulation Orders which exist at the location.
- 4.4 No objections have been received to the proposals.

#### 5.0 IMPLICATIONS

##### 5.1 Finance

There are no financial implications arising from this report.

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         |                |                  |                   |                               |                |

##### 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 proposals have been advertised in The Greenock Telegraph, The Edinburgh Gazette and on the Council's website. Full details of the proposals have also been made available for public inspection on a notice board situated at the entrance area of the Customer Service Centre, Municipal Buildings, Greenock during normal office hours.

Appendix 1

**7.0 LIST OF BACKGROUND PAPERS**

7.1 None

**THE INVERCLYDE COUNCIL**

**A78 INVERKIP ROAD, BRANCHTON ROAD AND  
GLENINVER ROAD, GREENOCK  
(REDETERMINATION OF MEANS  
OF EXERCISE OF PUBLIC RIGHT  
OF PASSAGE) ORDER 2020**

**THE INVERCLYDE COUNCIL,  
A78 INVERKIP ROAD, BRANCHTON ROAD AND GLENINVER ROAD,  
GREENOCK  
(REDETERMINATION OF MEANS OF EXERCISE  
OF PUBLIC RIGHT OF PASSAGE) ORDER 2020**

We, The Inverclyde Council, in exercise of the powers conferred on us by Section 152(2) of the Roads (Scotland) Act 1984 (as amended) and all other enabling powers, hereby make the following Order:-

**1.0 Commencement and citation**

1.1 This Order may be cited as “The Inverclyde Council, A78 Inverkip Road, Branchton Road and Gleninver Road, Greenock (Redetermination of means of exercise of Public Right of Passage) Order 2020” and shall come into operation on the ##### day of ##### Two Thousand and #####.

**2.0 Interpretation**

2.1 The roads in the Greenock area, the extent of which are specified in the map and schedule annexed to this Order, at present (a) carriageway shall become footway, the right of passage being exercisable by foot only and (b) footway shall become carriageway, the right of passage being exercisable by vehicles and pedal cycles.

*This Order, map and the schedule annexed hereto is sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by #####.*



## SCHEDULE

### Footway to Carriageway

Length of road in Inverclyde within  
the town of Greenock

Side of road to which  
Redetermination Applies

#### *Gleninver Road*

From a point 2.0m north of its junction with A78 Inverkip Road (1) northwest for a distance of 40.0m or thereby (2). West

#### *Branchton Road*

From a point 2.0m south of its junction with A78 Inverkip Road (at junction with Gleninver Road) (3) southwards for a distance of 8.0m or thereby (4). Centre

From a point 31.3m or thereby east of the extended west kerbline of Gleninver Road (5) northeastwards for a distance of 15.9m or thereby (6). Northwest

From a point 54.7m or thereby east of the extended west kerbline of Gleninver Road (7) northeastwards for a distance of 8.1m or thereby (8). Southeast

### Carriageway to Footway

Length of road in Inverclyde within  
the town of Greenock

Side of road to which  
Redetermination Applies

#### *Branchton Road*

From a point 52.9m or thereby east of the extended west kerbline of Gleninver Road (9) southwestwards for a distance of 7.1m or thereby (10). West

From a point 20.9m or thereby west of the extended west kerbline of Gleninver Road (11) westwards for a distance of 14.0m or thereby (12). East

From a point 42.0m or thereby west of the extended west kerbline of Gleninver Road (13) westwards for a distance of 7.3m or thereby (14). West

From a point 0.2m or thereby west of the extended west kerbline of Gleninver Road (15) southwestwards for a distance of 3.7m or thereby (16). Centre

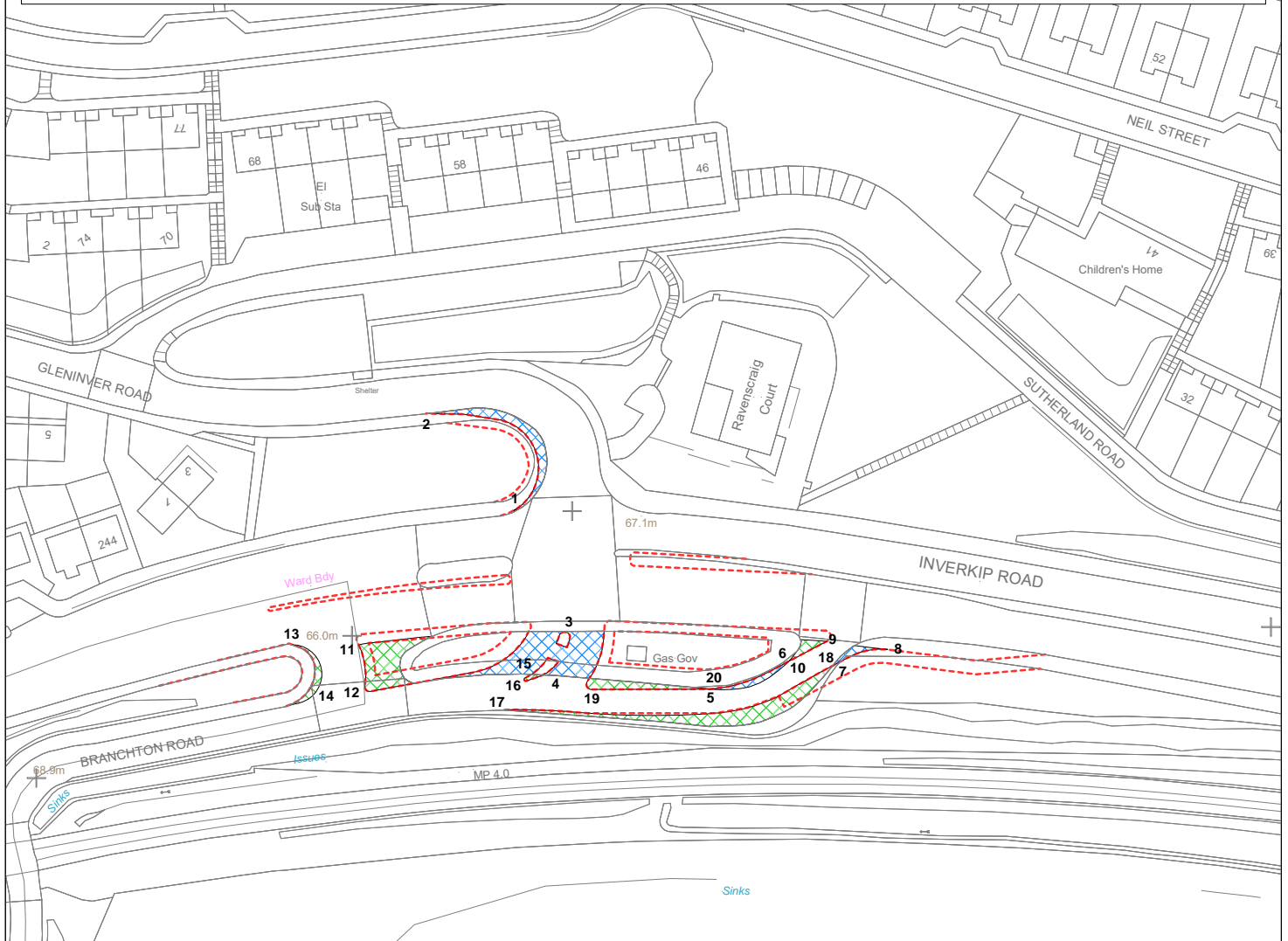
From a point 7.9m or thereby west of the extended west kerbline of Gleninver Road (17) northeastwards for a distance of 62.6m or thereby (18). South




From a point 7.9m or thereby east of the extended west  
kerbline of Gleninver Road (19) eastwards for a distance of  
23.2m or thereby (20).

North

DRAFT

**The Inverclyde Council**  
**A78 Inverkip Road, Branchton Road and Gleninver Road, Greenock**  
**(Redetermination of Means of Exercise of Public Right of Passage) Order 2020**



|   |   |
|---|---|
|  | <b>Redetermination of Road to Footway (223 square metres)</b> |
|  | <b>Redetermination of Footway to Road (202 square metres)</b> |
|  | <b>New kerb lines</b>   |

**At Greenock .....**

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

**Proper Officer .....**



---

|                         |   |                    |                        |
|-------------------------|---|--------------------|------------------------|
| <b>Report To:</b>       | <b>Environment &amp; Regeneration Committee</b>   | <b>Date:</b>       | <b>14 January 2021</b> |
| <b>Report By:</b>       | <b>Corporate Director Environment, Regeneration &amp; Resources</b>   | <b>Report No:</b>  | <b>ERC/RT/GMcF/</b>    |
| <b>Contact Officer:</b> | <b>Gail Macfarlane</b>  | <b>Contact No:</b> | <b>01475 712016</b>    |
| <b>Subject:</b>         | <b>Joint Collaboration – Inverclyde &amp; West Dunbartonshire Council – Interim Management Proposal (Grounds &amp; Roads)</b> |                    |                        |

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to advise the Committee of the discussions which have taken place between senior officers in Inverclyde Council and West Dunbartonshire Council regarding interim management proposals around the roles of Service Manager – Roads & Transportation and Service Manager – Grounds.

## 2.0 SUMMARY

- 2.1 The Shared Manager for Fleet and Waste commenced in April 2020 and is required to work equally across both West Dunbartonshire and Inverclyde Council areas managing Fleet and Waste teams employed by both Councils.
- 2.2 The waste and fleet collaborative management model has provided opportunities to share best practice, whilst delivering efficiencies across both Councils.
- 2.3 The Shared Waste and Fleet Manager has continued to manage Grounds Services within Inverclyde Council following appointment to the shared post however this is not considered sustainable.
- 2.4 It is proposed that the West Dunbartonshire's Grounds Manager provides interim management support and guidance to Inverclyde Council's Grounds and Burial Services teams. This includes the interim line management of one Inverclyde Team Leader.
- 2.5 In addition to the requirement to manage the Inverclyde Council's Grounds Service the Roads and Transportation Manager post within West Dunbartonshire Council is currently vacant. The post has line management responsibility for the following posts:
- Network Services Coordinator  
Network Operations Coordinator  
Road Safety Coordinator
- 2.6 It is proposed that the Inverclyde Council Roads and Transportation Manager provides interim management support and guidance for the delivery of the Roads & Transportation Service within West Dunbartonshire.
- 2.7 The interim management proposal will provide resilience and support to the Shared Head of Service throughout the winter period and both Managers will be responsible for addressing operational issues.
- 2.8 It is proposed that during the interim collaborative management period both the Roads and Grounds Managers' time will be split equally between the two councils but will remain an employee of their respective employer.

2.9 Subject to Committee approval, it is proposed that the interim shared management arrangement is in place, if required, until 30 April 2021.

### **3.0 RECOMMENDATIONS**

3.1 It is recommended that the Committee

- approves the implementation of the interim collaborative management arrangement between Inverclyde and West Dunbartonshire Councils.

**Gail Macfarlane**  
**Head of Service – Roads & Environmental Services**

## 4.0 IMPLICATIONS

### 4.1 Finance

The financial implication of any interim arrangement should be assessed individually. In this instance an Inverclyde Council employee has been identified to provide interim management support to the West Dunbartonshire Roads service and a West Dunbartonshire postholder identified to provide the interim management support to the Inverclyde Council Grounds Service. As such this interim management is cost neutral.

#### Financial Implications:

The interim management proposal is cost neutral.

#### 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         |                |                  |                   |                               |                |

### 4.2 Legal

N/A

### 4.3 Human Resources

The Joint/integrated management protocol approved in January 2020 has been used to identify the relevant postholders.

The shared service requires that any shared working is of a voluntary nature. Both the Inverclyde Council and West Dunbartonshire Council Managers have agreed to provide the management support.

### 4.4 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  |

4.5 **Repopulation**

N/A

**5.0 CONSULTATIONS**

5.1 The proposal has been discussed with the respective postholders. The trade unions will be consulted prior to implementation.

**6.0 BACKGROUND PAPERS**

8.1 N/A



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|                         |   |                    |                        |
|-------------------------|---|--------------------|------------------------|
| <b>Report To:</b>       | <b>Environment &amp; Regeneration Committee</b>   | <b>Date:</b>       | <b>14 January 2021</b> |
| <b>Report By:</b>       | <b>The Head of Legal and Property Services</b>  | <b>Report No:</b>  | <b>LP/012/21</b>       |
| <b>Contact Officer:</b> | <b>Audrey Galloway</b>  | <b>Contact No:</b> | <b>2102</b>            |
| <b>Subject:</b>         | <b>Report on the Public Consultation Relating to the Site of the Former Hector McNeil Baths</b> |                    |                        |

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to advise the Committee of the results of a public consultation, relating to proposals to appropriate the site of the former Hector McNeil Baths, as shown outlined on the plan at **Appendix 1**, for use as a Learning Disability Hub.

## 2.0 SUMMARY

- 2.1 The Health & Social Care Committee its meeting of 27 February 2020 supported the former site of the Hector McNeil Baths as the preferred site for the construction of a new Learning Disability Hub.
- 2.2 As this site is inalienable common good land, it is necessary that a consultation be progressed under Section 104 of the Community Empowerment (Scotland) Act 2015 and to obtain the consent of the Court under Section 75 of the Local Government (Scotland) Act 1973, in relation to the proposed change of use of the site.
- 2.3 The consultation is now closed and this report seeks to advise the Committee of the responses received and to provide an opportunity for Committee to consider same.

## 3.0 RECOMMENDATIONS

It is recommended that the Committee:

- 3.1 having regard to the terms of the consultation responses detailed in Appendix 2, authorises the Head of Legal and Property Services to appropriate the site of the former Hector McNeil Baths, as shown outlined on the plan at **Appendix 1**, for use as a Learning Disability Hub, subject to the Council obtaining of consent of the court to that appropriation.

## 4.0 BACKGROUND

4.1 The Health & Social Care Committee considered a detailed report at its meeting of 27 February 2020 on possible sites for the construction of a new Learning Disability Hub, and supported the selection of the former site of the Hector McNeil Baths as the preferred location.

4.2 The project involves the development of a new Inverclyde Community Learning Disability Hub. The new hub will support and consolidate development of the new service model and integration of learning disability services with the wider Inverclyde community in line with national and local policy. Delivering a new build Learning Disability Community Hub will ensure that people with a learning disability are fully supported to achieve their ambitions to be as independent as possible and included in their own community. Delivering the service model will support people to develop and maintain relationships and live healthy, safe and valued lives. The approximate net build cost for the hub at this location is circa £7.4M. This report deals with the results of the consultation only and all financial information is contained within other appropriate reports.

4.3 Following selection of the preferred location, officers are now progressing the initial design elements. It is necessary for the Council to carry out the steps detailed in this report before a final commitment to this site or any contract award in respect of construction is made, and so it is appropriate that such steps be undertaken at this time.

4.4 As was previously reported to the Policy and Resources Committee, this site forms part of the Council's inalienable common good, and accordingly the Council needs to:

- a) carry out a public consultation in terms of the Community Empowerment (Scotland) Act 2015, on the proposed appropriation or change of use;
- b) have regard to the responses to that consultation, in deciding whether or not to proceed with the change of use; and
- c) before proceeding with any change of use, obtain court consent in terms of Section 75 of the Local Government (Scotland) Act 1973.

Authority was granted to the Head of Legal and Property Services to progress both the consultation and the court action, and the purpose of this report is to advise the Committee of the outcome of that consultation.

4.5 The consultation ran for a period of 8 weeks and notice of same was:

- a) published on the Council website;
- b) placed at the site;
- c) sent directly to all active Community Councils;
- d) sent directly to any community group known by officers to have an interest in the site; and
- e) published in the Greenock Telegraph on two occasions.

The consultation period ended on 17 November 2020.

4.6 Details of the responses received to the consultation are provided in **Appendix 2**. Three groups in total responded, all in positive terms. With reference to the Greenock South West Community Council response, the Committee will note from the correspondence between officers and the group that while they support the principle of the project, they do reserve the right to make future comment on the detail. The Committee will also note the offer that officers have made to include them in ongoing stakeholder and community engagement as part of the process of developing a detailed design for the proposed facility.

4.7 Although the process of obtaining court consent has not yet completed, taking into account the nature of the proposals for the site and to avoid any potential delay to the project, it is the view of officers that it is appropriate to seek the views of the Committee on the consultation responses at this time.

## 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 |
|-------------|----------------|--------------|----------------------------|---------------|----------------|
|             |                |              |                            |               |                |

##### 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

As the site is part of the common good estate, it was necessary for the Council to carry out public consultation process in terms of the Section 104 of the Community Empowerment (Scotland) Act 2015. In reaching a decision on the recommendations in this report, it is further necessary for the Committee to have regard to the consultation responses detailed in Appendix 2.

### 5.3 Human Resources

None.

### 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?

|   |
|---|
|   |
| X |

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

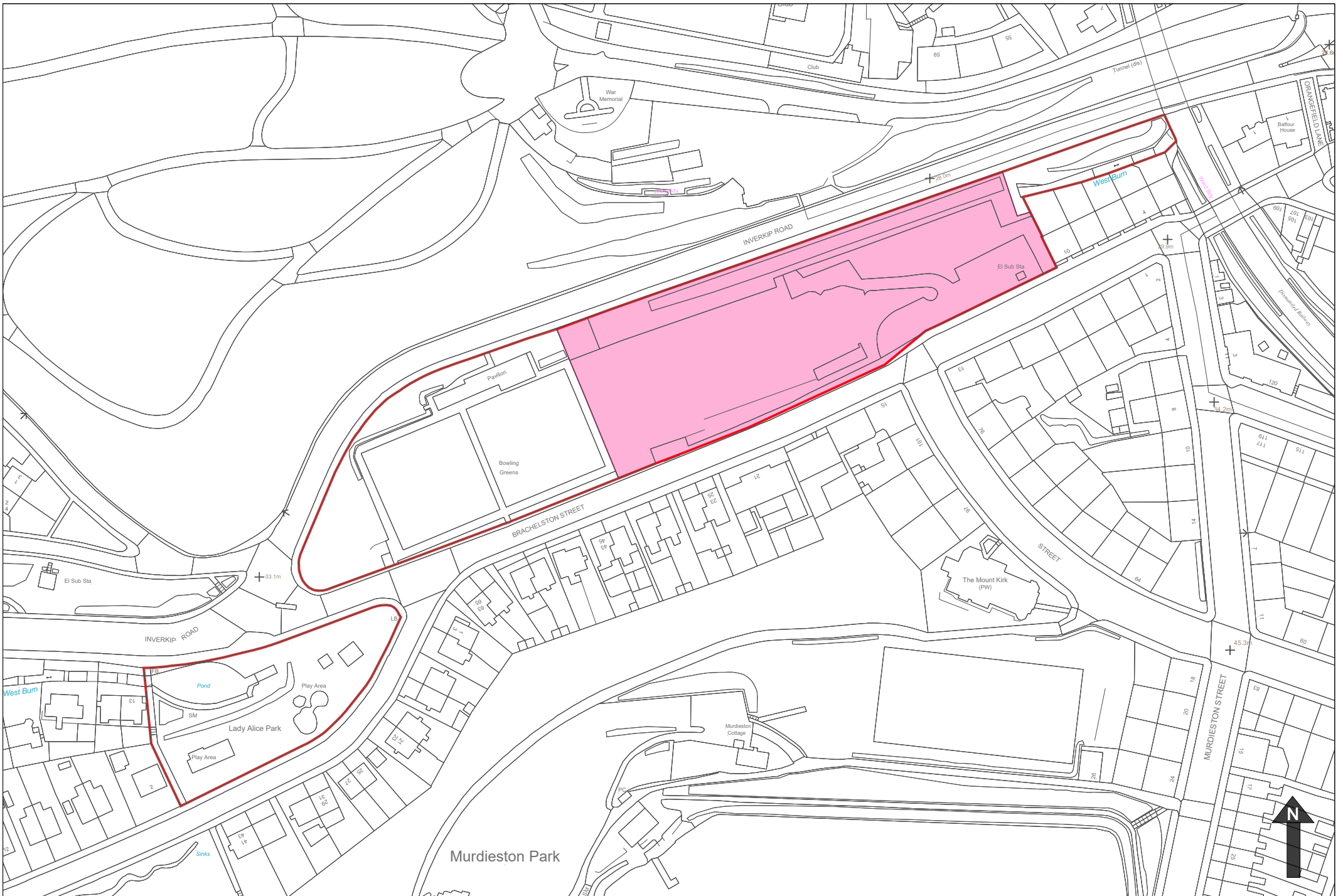
NO

**6.0 CONSULTATIONS**

6.1 None.

**7.0 BACKGROUND PAPERS**

7.1 None.



**Rona McGhee**

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**From:** Tommy Rodger <pgwestcommunitycouncil@gmail.com>  
**Sent:** 28 October 2020 12:41  
**To:** Peter MacDonald  
**Subject:** Re: (Official - Sensitive) Consultation on the Proposed Change of Use of Land At Gourock Park, Gourock by the formation of a Car Park

Hi Peter

We have no objection to this change of use, being assured that similar facilities are provided in the local area.

With regard to another correspondence, we fully support the change of use on the site of the former Hector McNeil Baths; to provide an Learning Disability Community Hub.

Regards

Tommy

On Tue, Oct 20, 2020 at 11:49 AM Peter MacDonald <[Peter.MacDonald@inverclyde.gov.uk](mailto:Peter.MacDonald@inverclyde.gov.uk)> wrote:

Dear Secretary

I am emailing you to let the Port Glasgow West Community Council know that the Council is considering changing the use of an area of land at Gourock Park and adjacent to Drumshantie Road, Gourock and is keen to hear the views of the community on this proposal so these can be considered when a decision is reached on whether or not to proceed.

The proposal is to form of a Car Park on the current site of a red blaes football pitch, and an access thereto off of Drumshantie Road. The site is not currently widely used given the provision of other and more modern sports facilities in the general area. The proposed use will facilitate use of the adjacent all weather sports pitch site, by providing useful, formalised car parking spaces which are not currently available in the area.

The design of the proposed car park has yet to be finalised, however it is anticipated the car park and access will extend to approximately 4400m<sup>2</sup>.

More information on this, including formal notice in terms of the Town and Country Planning (Scotland) Act 1959 and a plan showing the area affected, is available on the Council website at [www.inverclyde.gov.uk/gourockpark](http://www.inverclyde.gov.uk/gourockpark) .

I would encourage you to submit any representations or comments that the community council may have on the proposal. These can be either for or against the proposal, and made either by email to [property@inverclyde.gov.uk](mailto:property@inverclyde.gov.uk) or in writing to:

The Head of Legal and Property Services,

Inverclyde Council,

Municipal Buildings,

Clyde Square,

GREENOCK,

PA15 1LX.

**Representations must be made by no later than 5pm on 1 December 2020 and should state the grounds on which they are made.**

**Please note that the content of any representations made and the details of the party or parties making such representations will appear in a publically available report to the Council's Environment and Regeneration Committee.**

If you want any more information about the proposal, please contact the Roads Team on 01475 717171 or by email to [roads@inverclyde.gov.uk](mailto:roads@inverclyde.gov.uk) .

Regards

Peter

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## Rona McGhee

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**From:** Peter MacDonald  
**Sent:** 18 November 2020 11:57  
**To:** Paul Travers  
**Cc:** Paul Travers  
**Subject:** RE: (Official - Sensitive) Hector McNeil Baths

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Classification: Official - Sensitive

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Hi Paul

Thanks for that.

I note therefore that the community council has no objection in principal to the proposed change of use in terms of the present consultation, but is reserving the right to make representations on the detail of the proposed development as that emerges. I will report to the Committee on that basis.

I have discussed your comments with property colleagues, and detailed designs for the facility are not yet available. There will however be both stakeholder and community engagement by them those plans and details are developed. They are also happy to engage with your community council directly if you wish as part of this process. To do so, will I ask them to contact you on the on [vchairgswcc@gmail.com](mailto:vchairgswcc@gmail.com) address? They are not in a position to that immediately, but would do so in due course.

If you want to discuss this by phone, happy to do so.

Thanks.

Regards.

Peter

---

Peter J MacDonald  
Principal Solicitor  
Inverclyde Council  
Environment, Regeneration & Resources  
Legal and Property Services  
Municipal Buildings  
Greenock  
PA15 1LY

 - 01475 712 618

 - [peter.macdonald@inverclyde.gov.uk](mailto:peter.macdonald@inverclyde.gov.uk)

Inverclyde Council website – [www.inverclyde.gov.uk](http://www.inverclyde.gov.uk)  
Inverclyde on Twitter – [twitter.com/inverclyde](https://twitter.com/inverclyde)

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**From:** Paul Travers [mailto: ]  
**Sent:** 17 November 2020 21:35  
**To:** Peter MacDonald <Peter.MacDonald@inverclyde.gov.uk>  
**Subject:** RE: (Official - Sensitive) Hector McNeil Baths

Hi Peter

The community council are not giving their consent to any planned developments at Lady Alice Park by responding to this consultation. We haven't seen any plans for the development and may want to make representations to any new road layout etc.

Kind Regards  
Paul Travers

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**From:** [Peter MacDonald](#)  
**Sent:** 17 November 2020 11:48  
**To:** [Paul Travers](#)  
**Subject:** RE: (Official - Sensitive) Hector McNeil Baths

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Classification: Official - Sensitive

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Morning Paul

Thanks for this and for the expression of support. Your comments will be included in the report to the relevant Council Committee on the matter.

One point I would like to clarify, if I can. You have said that "The community council are not giving their consent to any planned developments at Lady Alice Park by responding to this consultation".

In light of the remaining terms of your email I am assuming that comment is in relation to any other developments from the proposed centre and/or on parts of the park site other than the area shaded pink on the consultation plan (attached for ease of reference). Can you please confirm?

Although it will not generally be thought of as "Lady Alice Park", the former Hector McNeill site is part of the same title.

Happy to discuss as ever.

Regards.

Peter

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Peter J MacDonald  
Principal Solicitor  
Inverclyde Council  
Environment, Regeneration & Resources  
Legal and Property Services  
Municipal Buildings  
Greenock  
PA15 1LY

 - 01475 712 618

 - [peter.macdonald@inverclyde.gov.uk](mailto:peter.macdonald@inverclyde.gov.uk)

Inverclyde Council website – [www.inverclyde.gov.uk](http://www.inverclyde.gov.uk)  
Inverclyde on Twitter – [twitter.com/inverclyde](https://twitter.com/inverclyde)

**From:** Paul Travers [<mailto:vchairgswcc@gmail.com>]  
**Sent:** 04 November 2020 17:19  
**To:** Property <[Property@inverclyde.gov.uk](mailto:Property@inverclyde.gov.uk)>  
**Subject:** Hector McNeil Baths

Head of Legal & property Services

The Greenock south west community council have discussed the change of use common good land Hector McNeil Baths, Inverkip Road (part of Lady Alice Park). The community council have no objections to the areas shaded pink in the drawing provided changing use using the community empowerment act 2015.

We agree that Inverclyde does need a new build learning disability community hub to support and integrate learning services within the wider Inverclyde area. The community council are not giving their consent to any planned developments at Lady Alice Park by responding to this consultation.

Kind Regards

Paul Travers

Vice Chair

GSWCC

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