

**A meeting of the Environment & Regeneration Committee will be held on Thursday 18 January 2024 at 3pm.**

**Members may attend the meeting in person or via remote online access. Webex joining details will be sent to Members and Officers prior to the meeting. Members are requested to notify Committee Services by 12 noon on Wednesday 17 January 2024 how they intend to access the meeting.**

**In the event of connectivity issues, Members are asked to use the *join by phone* number in the Webex invitation and as noted above.**

**Please note that this meeting will be live-streamed via YouTube with the exception of any business which is treated as exempt in terms of the Local Government (Scotland) Act 1973 as amended.**

**Further information relating to the recording and live-streaming of meetings can be found at the end of this notice.**

IAIN STRACHAN  
Head of Legal, Democratic, Digital and Customer Services

**BUSINESS**

**\*\*Copy to follow**

1. <b>Apologies, Substitutions and Declarations of Interest</b>	<b>Page</b>
<b>PERFORMANCE MANAGEMENT</b>	
2. <b>2023/24 Environment &amp; Regeneration Revenue Budget at 31 October 2023</b> Report by Chief Financial Officer and Director, Environment & Regeneration	p
3. <b>Environment &amp; Regeneration Capital Programme 2023/26 – Progress</b> Report by Director, Environment & Regeneration and Chief Financial Officer	p
<b>NEW BUSINESS</b>	
4. <b>Levelling Up Fund - Update</b> Report by Director, Environment & Regeneration and Chief Financial Officer	p
5. <b>Inverclyde Strategic Housing Investment Plan 2024-29</b> Report by Director, Environment & Regeneration	p
6. <b>Riverside Inverclyde/ RIPH Update</b> ** Report by Director, Environment & Regeneration	p

7.	<b>Development Plan Scheme and Participation Statement - Local Development Plan</b> Report by Director, Environment & Regeneration	p
8. **	<b>Remembering Together</b> Report by Director, Environment & Regeneration	p
9. **	<b>Surface Water Management &amp; Coastal Change Adaption Report</b> Report by Director, Environment & Regeneration	p
10. **	<b>Public Energy and Climate Change Update</b> Report by Head of Physical Assets	p
11.	<b>Proposed Traffic Calming Measures – Union Street and Newark Street, Greenock</b> Report by Head of Legal, Democratic, Digital & Customer Services	p
12.	<b>Real Time Passenger Information – Nicholson Street Bus Stances</b> Report by Head of Physical Assets	p
13.	<b>Port Glasgow and Kilmacolm Waiting and Loading Traffic Regulation Orders (Variation Nos 8 and 9 of 2022) – Reporter’s Recommendations</b> Report by Head of Physical Assets	p
<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>ROUTINE DECISIONS AND ITEMS FOR NOTING</b></p>		
14.	<b>Unit 8 Larkfield Industrial Estate, Greenock Lease Renewal</b> <b>Paras 6 &amp; 9</b> Report by Director, Environment & Regeneration seeking approval of a lease at the Larkfield Industrial Estate.	p
15. **	<b>Property Asset Management Private - Former Office 5 Kempock Place / Former Garvel School for the Deaf</b> <b>Paras 6 &amp; 9</b> Report by Director, Environment & Regeneration making recommendations in respect of a number of property assets.	p

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.

Please note: this meeting may be recorded or live-streamed via YouTube and the Council’s internet site, where it will be capable of repeated viewing. At the start of the meeting the Provost/Chair will confirm if all or part of the meeting is being recorded or live-streamed.

You should be aware that the Council is a Data Controller under the Data Protection Act 2018. Data collected during any recording or live-streaming will be retained in accordance with the Council’s published policy, including, but not limited to, for the purpose of keeping historical records and making those records available via the Council’s internet site or YouTube.

If you are participating in the meeting, you acknowledge that you may be filmed and that any information pertaining to you contained in the recording or live-stream of the meeting

will be used for webcasting or training purposes and for the purpose of keeping historical records and making those records available to the public. In making this use of your information the Council is processing data which is necessary for the performance of a task carried out in the public interest. If you are asked to speak at the meeting then your submission to the committee will be captured as part of the recording or live-stream.

If you have any queries regarding this and, in particular, if you believe that use and/or storage of any particular information would cause, or be likely to cause, substantial damage or distress to any individual, please contact the Information Governance team at [dataprotection@inverclyde.gov.uk](mailto:dataprotection@inverclyde.gov.uk)

Enquiries to – **Colin MacDonald** – Tel 01475 712113

---

<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>18 January 2024</b>
<b>Report By:</b>	<b>Chief Financial Officer and Director of Environment &amp; Regeneration</b>	<b>Report No:</b>	<b>FIN/82/23/AP/MT</b>
<b>Contact Officer:</b>	<b>Julie Ann Wilson</b>	<b>Contact No:</b>	<b>01475 712636</b>
<b>Subject:</b>	<b>2023/24 Environment &amp; Regeneration Revenue Budget at 31 October 2023</b>		

---

## **1.0 PURPOSE AND SUMMARY**

- 1.1  For Decision  For Information/Noting
- 1.2 The purpose of this report is to advise the Committee of the 2023/24 Environment & Regeneration Committee Revenue Budget projected position at 31 October 2023.
- 1.3 The revised 2023/24 Revenue Budget for the Environment & Regeneration Committee is £23,305,410, which excludes Earmarked Reserves. The latest projection is an overspend of £177,000 (0.76%) which is a decrease in the overspend of £25,000 since the Period 5. More details are provided in section 3 and the appendices.
- 1.4 The Director and his senior management team will continue to review the projections and identify potential cost reductions to reduce the projected overspend.

## **2.0 RECOMMENDATIONS**

- 2.1 It is recommended that the Committee notes that the Committee's Revenue Budget is currently projected to overspend in 2023/24 by £177,000 based on figures at 31 October 2023 and the ongoing action being taken by the Director to reduce the projected overspend.
- 2.2 It is recommended that the Committee approve the virement set out in Appendix 5.
- 2.3 It is recommended that the Committee note that there is a report elsewhere on the agenda providing options to address the Parking income shortfall as part of the 2024/26 Budget.
- 2.4 It is recommended that the Committee approve an uplift in trade waste charges of 5% in 2024/25 in addition to the general uplift approved by Council resulting in a total uplift of 10% in 2024/25 and 5% in 2025/26.

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

**Stuart Jamieson**  
**Director Environment & Regeneration**

### **3.0 BACKGROUND AND CONTEXT**

3.1 The revised 2023/24 budget for Environment and Regeneration Committee, excluding earmarked reserves, is £23,305,410. This is an increase of £800,170 from the approved budget, prior to transfers to earmarked reserves. Appendix 1 gives details of this budget movement.

#### **3.2 2023/24 PROJECTED OUT-TURN (£177,00 Overspend – 0.76%)**

The main reason for the movement of £25,000 from Period 3 is due to an increase in turnover from delays in filling vacant posts.

The main variances contributing to the projected net overspend are listed below.

- a) Refuse collection agency costs of £100,000 to cover food waste collection, sickness, holidays, and delays in filling vacancies, partly offset by reduced overtime.
- b) Roads agency costs of £46,000 partly offset by turnover.
- c) A shortfall of £29,000 shortfall PCN income and £190,000 in parking income and due to less activity following reintroduction of charging post to Covid-19 pandemic. Following the in-principle approval of a Budget pressure to address this matter from 2024/25, there is a report elsewhere on the agenda outlining options. The parking income shortfall includes £25,000 for permit parking due to a delay in progressing the TRO.
- d) A projected net over recovery of £129,000 against the turnover target across the Directorate.
- e) A projected underspend in fuel of £50,000 across the Directorate based on current usage and prices.

3.3 The Director is undertaking a review on the use of agency staff across the Directorate to ensure their use represents best value.

#### **3.4 EARMARKED RESERVES**

Appendix 4 gives an update on the operational Earmarked Reserves, i.e. excluding strategic funding models. Spend to 31 October 2023 on these operational Earmarked Reserves is £791,000 (30.53% of projected spend). A comprehensive review of all earmarked reserves is being undertaken as part of the 2024/26 budget.

3.5 Members are aware that the trade waste function has been operating at a deficit and that last year an increase of 10% was agreed and that further analysis would be carried out to address this deficit. It is proposed that an increase of 8% be applied to the 2024/25 charges and a further 8% be applied to the 2025/26 charges, which will result in a break even scenario being achieved.

### **4.0 PROPOSALS**

Delivering Differently: Trade Waste

4.1 As part of Delivering Differently there is an outstanding remit to review the charging levels for Trade Waste to ensure the Council provides a non-subsidised service. The recent awarding of the Waste Disposal contract means the current shortfall of income is approximately 15%. The Council has approved a general 5% uplift in fees and charges for both 2024/25 and 2025/26 and it is proposed to impose a further 5% increase for 2024/25 to bring income levels in line with expenditure by 2025/26. Financial implications of this increase will be reported through the budget process.

## 5.0 IMPLICATIONS

5.1 The table below shows whether risks and implications apply if the recommendations are agreed:

<b>SUBJECT</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
Financial	X		
Legal/Risk		X	
Human Resources		X	
Strategic (LOIP/Corporate Plan)		X	
Equalities & Fairer Scotland Duty			X
Children & Young People's Rights & Wellbeing			X
Environmental & Sustainability			X
Data Protection			X

## 5.2 Finance

Appendix 5 contains a virement request to transfer budget back to the inflation contingency. This is the part year effect of the reduction in the rates of the new residual waste contract which begins on 1 January 2024.

One off Costs

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

Annually Recurring Costs/ (Savings)

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

## 5.3 Legal/Risk

There are no legal implications arising from this report.

## 5.4 Human Resources

There are no HR implications arising from this report.

## 5.5 Strategic

There are no Strategic implications arising from this report.

## 6.0 CONSULTATION

6.1 The figures in this report are based on the discussions with budget holders.

## 7.0 BACKGROUND PAPERS

7.1 None.

**Environment & Regeneration Budget Movement - 2023/24****PERIOD 7: 1st April 2023 - 31st October 2023**

Service	Approved Budget		Movements			Revised Budget
	2023/24 £000	Inflation £000	Virement £000	Supplementary Budgets £000	Transferred to EMR £000	2023/24 £000
Regeneration, Planning & Public Protection	6,325		(44)	195		6,476
Property Services	2,464		352			2,816
Roads	3,272	251				3,523
Environmental	10,296	163	(117)			10,342
Corporate Director	148					148
<b>Totals</b>	<b>22,505</b>	<b>414</b>	<b>191</b>	<b>195</b>	<b>0</b>	<b>23,305</b>

**Movement Details**

£000

External Resources

0

Inflation

Residual Waste	331,000
Electrical Power	250,410
Residual Waste	(167,790)
	<u>413,620</u>

Virements

Property Services Energy Team	58,220
Management restructure - Phase 2	61,000
Externally funded post inflation returned to contingency	(2,170)
Transfer 7 1/2 John Wood St to CLD	(120,000)
CCTV transferred from AMP	6,000
AMP remaining budget reallocation	(46,000)

## Address various pressures in Environmental Services:-

Green waste disposal	39,000
Green waste permits income	42,000
Tipping income	(81,000)
Scrap metal income	(19,600)
Refuse Collection agency costs	19,600
Burial grounds cleaning	(3,430)
Burial grounds materials	3,430

Costs transferred to the Common Good 4,500

Central Repairs from Education 230,000  
191,550Supplementary Budgets

Employability redetermination	195,000
	<u>195,000</u>
	<u>800,170</u>

**ENVIRONMENT AND REGENERATION COMMITTEE****REVENUE BUDGET MONITORING REPORT****SUBJECTIVE ANALYSIS****PERIOD 7: 1st April 2023 - 31st October 2023**

<b>Subjective Heading</b>	<b>Approved Budget 2023/24 £000</b>	<b>Revised Budget 2023/24 £000</b>	<b>Projected Out-turn 2023/24 £000</b>	<b>Projected Over/(Under) Spend £000</b>	<b>Percentage Variance %</b>
Employee Costs	17,061	17,513	17,267	(246)	-1.40%
Property Costs	4,438	4,391	4,423	31	0.72%
Supplies & Services	3,852	4,055	4,654	599	14.77%
Transport & Plant Costs	2,710	2,710	2,495	(215)	-7.93%
Administration Costs	461	461	759	298	64.75%
Payments to Other Bodies	7,012	7,195	7,196	1	0.01%
Other Expenditure	2,056	1,903	1,907	4	0.21%
Income	(15,085)	(14,924)	(15,219)	(296)	1.98%
<b>TOTAL NET EXPENDITURE</b>	<b>22,505</b>	<b>23,305</b>	<b>23,483</b>	<b>177</b>	<b>0.76%</b>
Transfer to Earmarked Reserves *	0	0	0	0	0.00%
<b>TOTAL NET EXPENDITURE EXCLUDING EARMARKED RESERVES</b>	<b>22,505</b>	<b>23,305</b>	<b>23,483</b>	<b>177</b>	<b>0.76%</b>

**ENVIRONMENT AND REGENERATION COMMITTEE****REVENUE BUDGET MONITORING REPORT****OBJECTIVE ANALYSIS****PERIOD 7: 1st April 2023 - 31st October 2023**

<b>Objective Heading</b>	<b>Approved Budget 2023/24 £000</b>	<b>Revised Budget 2023/24 £000</b>	<b>Projected Out-turn 2023/24 £000</b>	<b>Projected Over/(Under) Spend £000</b>	<b>Percentage Variance %</b>
Regeneration, Planning & Public Protection	6,325	6,476	6,215	(261)	-4.02%
Property Services	2,464	2,816	2,759	(57)	-2.02%
Roads Services	3,272	3,523	3,883	360	10.22%
Environmental Services	10,296	10,342	10,470	128	1.24%
Corporate Director	148	148	155	7	4.73%
<b>TOTAL NET EXPENDITURE</b>	<b>22,505</b>	<b>23,305</b>	<b>23,483</b>	<b>177</b>	<b>0.76%</b>
Transfer to Earmarked Reserves *	0	0	0	0	0.00%
<b>TOTAL NET EXPENDITURE EXCLUDING EARMARKED RESERVES</b>	<b>22,505</b>	<b>23,305</b>	<b>23,483</b>	<b>177</b>	<b>0.76%</b>



**ENVIRONMENT AND REGENERATION COMMITTEE****REVENUE BUDGET MONITORING REPORT****MATERIAL VARIANCES****PERIOD 7: 1st April 2023 - 31st October 2023**

<u>Out Turn</u> <u>2022/23</u> <u>£000</u>	<u>Budget</u> <u>Heading</u>	<u>Subjective Head</u>	<u>Budget</u> <u>2023/24</u> <u>£000</u>	<u>Proportion</u> <u>of Budget</u> <u>£000</u>	<u>Actual to</u> <u>31-Oct-23</u> <u>£000</u>	<u>Projection</u> <u>2023/24</u> <u>£000</u>	<u>(Under)/Over</u> <u>Budget</u> <u>£000</u>	<u>Percentage</u> <u>Variance</u> <u>%</u>
	<b>REGENERATION, PLANNING &amp; PUBLIC PROTECTION</b>							
2,766	Public Protection	Employee Costs	2,741	1,400	1,369	2,714	(27)	(0.99)%
718	Planning Overall	Employee Costs	867	404	389	821	(46)	(5.31)%
568	Admin	Employee Costs	648	302	216	404	(244)	(37.65)%
							<b>(317)</b>	
0	Regen - SG - Externally funded posts	Income	(85)	(20)	0	0	85	(100.00)%
							<b>85</b>	
	<b>PROPERTY SERVICES</b>							
962	BSU	Employee Costs	1,040	553	493	979	(61)	(5.87)%
352	Procurement	Employee Costs	325	173	183	345	20	6.15%
862	Technical Services	Employee Costs	548	291	271	518	(30)	(5.47)%
293	Physical Assets	Employee Costs	562	298	206	460	(102)	(18.15)%
							<b>(173)</b>	
35	Office Accommodation - Water	Property Costs	65	65	21	43	(22)	(33.85)%
							<b>(22)</b>	
88	Technical Services - Agency Costs	Administration Costs	0	0	43	74	74	0.00%
15	Physical Assets - External Consultants	Administration Costs	0	0	0	25	25	0.00%
							<b>99</b>	
	<b>ENVIRONMENTAL SERVICES</b>							
1,496	Env Services - Mangement	Employee Costs	1,367	727	794	1,468	101	7.39%
							<b>101</b>	
234	Env Services - Overall non-routine maintenance	Transport	221	129	98	178	(43)	(19.46)%
							<b>(43)</b>	
157	Env Services - Overall - Agency Costs	Administration Costs	20	12	99	138	118	590.00%
							<b>118</b>	
91	Env Services - Management - PTOB	PTOB	0	0	19	19	19	
19	Env Services - Waste Strategy - Food Waste	PTOB	57	33	8	22	(35)	(61.40)%
							<b>(16)</b>	

**ENVIRONMENT AND REGENERATION COMMITTEE****REVENUE BUDGET MONITORING REPORT****MATERIAL VARIANCES****PERIOD 7: 1st April 2023 - 31st October 2023**

<u>Out Turn</u> <u>2022/23</u> <u>£000</u>	<u>Budget</u> <u>Heading</u>	<u>Subjective Head</u>	<u>Budget</u> <u>2023/24</u> <u>£000</u>	<u>Proportion</u> <u>of Budget</u> <u>£000</u>	<u>Actual to</u> <u>31-Oct-23</u> <u>£000</u>	<u>Projection</u> <u>2023/24</u> <u>£000</u>	<u>(Under)/Over</u> <u>Budget</u> <u>£000</u>	<u>Percentage</u> <u>Variance</u> <u>%</u>
(678)	Env Services - Cremations Income	Income	(755)	(302)	(295)	(725)	30	(3.97)%
(340)	Env Services -Burials Grounds Income	Income	(360)	(180)	(221)	(390)	(30)	8.33%
(497)	Env Services - Veh Maint- Drivers Recharges	Income	(563)	(328)	(287)	(537)	26	(4.62)%
(492)	Env Services - RTS- Scrap Metal & Tipping	Income	(329)	(192)	(249)	(391)	(62)	18.84%
							<b>(36)</b>	
	<b>ROADS</b>							
1,414	Roads Client	Employee Costs	1,242	660	753	1,409	76	6.12%
							<b>76</b>	
66	Roads Client - Other Property Costs	Property Costs	45	26	39	75	30	66.67%
29	Roads Client Rates	Property Costs	46	46	24	24	(22)	(47.83)%
							<b>8</b>	
27	Roads Client - Emergency/ Misc	Supplies and Services	24	14	21	54	30	125.00%
							<b>30</b>	
80	Roads Operations - Fuel	Transport	70	41	22	47	(23)	(32.86)%
							<b>(23)</b>	
35	Roads Operations Unit Agency Costs	Administration Costs	0	0	1	46	46	
							<b>46</b>	
(2,408)	Roads Opertions Unit - Schedule of Rates	Income	(2,256)	(916)	(779)	(2,181)	75	(3.32)%
(211)	Roads Parking - Income (PCNS)	Income	(231)	(135)	(90)	(202)	29	(12.55)%
(34)	Roads Parking - Sales, Fees and Charges	Income	(261)	(152)	(43)	(71)	190	(72.80)%
(394)	Roads Client - Sales, Fees and Charges	Income	(292)	(182)	(150)	(322)	(30)	10.27%
							<b>264</b>	
	<b>CORPORATE DIRECTOR</b>							
							0	0.00%
							<b>0</b>	
<b>Total Material Variances</b>							<b>197</b>	

## EARMARKED RESERVES POSITION STATEMENT

## COMMITTEE: Environment &amp; Regeneration

<u>Project</u>	<u>Total</u>	<u>Phased Budget</u>	<u>Actual</u>	<u>Projected</u>	<u>Amount to be</u>	<u>Lead Officer Update</u>
	<u>Funding</u>	<u>P7</u>	<u>Spend</u>	<u>Spend</u>	<u>Earmarked for</u>	
	<u>2023/24</u>	<u>2023/24</u>	<u>2023/24</u>	<u>2023/24</u>	<u>2024/25</u>	
	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>&amp; Beyond</u>	
					<u>£000</u>	
Renewal of Clune Park Area	2,892	63	62	400	2,642	Spend to date relates to legal support and security costs. £500k added in 23/24 to create a contingency to fund potential CPO/purchase costs. Phasing of spend under review.
Winter Maintenance	68	0	0	0	68	Budget will be utilised during prolonged winter conditions if required. Allocate extra funding to be considered as part of the 2024/26 Budget.
Repopulating/Promoting Inverclyde/ Group Action Plan	95	50	0	95	0	Proposals to be developed and reported to Policy & Resources Committee.
COVID - Jobs Recovery	2,427	0	646	1,295	1,132	Existing MA, Kickstart, graduate, Future Jobs, part contribution to new MA programme and apprentice wage subsidy programme.
Roads Assessments due to parking prohibitions contained in the Transport Scotland Act 2019.	79	0	0	79	0	Planned programme this financial year.
Omicron Business Support Funding - Business Support Initiatives	470	42	0	0	470	Business Support initiatives aimed at retaining employment, workforce development, business development, equipment and infrastructure investment approved at ER Aug 22. £56k has been transferred to fund the implementation of the pavement parking strategy.
Local Plan Preparation	5	0	0	0	5	Smoothing EmR for local plan preparation to be utilised when required.
Business Loans Scotland - SME Activities	230	0	0	230	0	Funding for SME activities
Shared Prosperity Fund/Projects	544	240	183	544	0	Will be spent per in full Project Table of Share Prosperity Fund
LHEES Funding - 2022/23	75	0	0	75	0	Subject to on-going consultant procurement.
Employability Smoothing Reserve	400	0	0	200	200	Support to smooth the impact of the employability saving approved December 2022.
<b>Total Category C to E</b>	<b>7,285</b>	<b>395</b>	<b>891</b>	<b>2,918</b>	<b>4,517</b>	

**ENVIRONMENT AND REGENERATION COMMITTEE**

**VIREMENT REQUESTS**

**PERIOD 7: 1st April 2023 - 31st October 2023**

Budget Heading	Increase Budget £	(Decrease) Budget £
Residual Waste Contract Inflation Contingency	167,790	167,790
<b>Total</b>	<b>167,790</b>	<b>167,790</b>

Note

Virement to transfer budget back to the inflation contingency. This is the part year effect of the reduction in the rates of the new residual waste contract which begins on 1 January 2024.

---

<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>18 January 2024</b>
<b>Report By:</b>	<b>Director, Environment &amp; Regeneration and Chief Financial Officer</b>	<b>Report No:</b>	<b>ENV008/24/SJ</b>
<b>Contact Officer:</b>	<b>Stuart Jamieson</b>	<b>Contact No:</b>	<b>01475 712764</b>
<b>Subject:</b>	<b>Environment &amp; Regeneration Capital Programme 2023/26 - Progress</b>		

---

## **1.0 PURPOSE AND SUMMARY**

1.1  For Decision  For Information/Noting

1.2 The purpose of the report is to update the Committee in respect of the status of the projects within the 2023/26 Environment & Regeneration Capital Programme.

1.3 This report advises the Committee in respect of the progress of the projects within the Environment & Regeneration Capital Programme incorporating Roads and Environmental Services, Regeneration and Planning, Property and City Deal.

1.4 The Environment & Regeneration capital budget is £54.740m with total projected spend on budget. The Committee is projecting to spend £13.087m after net slippage of £0.069m (0.52%) being reported. Slippage of £2.296m (23.79%) is being reported against the externally funded capital projects. Appendices 1-3 detail the Capital Programme.

## **2.0 RECOMMENDATIONS**

2.1 It is recommended that the Committee:

- notes the current position and the progress on the specific projects of the 2023/26 Capital Programme and externally funded projects as outlined in the report and appendices.
- notes the on-going work in respect of the further identification of priority projects relating to core asset condition and allocation of funds from 2023/25 Core Property budget.

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

**Stuart Jamieson**  
**Director Environment & Regeneration**

### **3.0 BACKGROUND AND CONTEXT**

- 3.1 This report shows the current position of the approved Environment & Regeneration Capital programme reflecting the allocation of resources approved by Inverclyde Council on 2<sup>nd</sup> March 2023. This effectively continues the previously approved 2022/25 Capital Programme to 2023/26. In addition to the core annual allocations funding was approved to address inflationary pressures in the RAMP and Property with an additional allocation to address the progression of the agreed 2022/27 Net Zero Action Plan.

#### **2022/25 Current Capital Position**

- 3.2 The Environment & Regeneration capital budget is £54.740m. The budget for 2023/24 is £13.087m, with spend to date of £5.158m equating to 39.41% of projected spend. The current projection is £54.740m which means total projected spend is on budget.
- 3.3 The Committee is projecting to spend £13.087m in 2023/24 with net slippage of £0.069m (0.52%) being reported. This is a reduction from the previous reported advancement of £0.004m (2.81%). Appendices 1-3 detail the capital programme.
- 3.4 Externally funded projects are not included in the above Committee figures, the City Deal budget is £25.250m with the Greenock Town Centre Levelling Up budget £21.586m. The current projection for 2023/24 is £7.354m with slippage of £2.296m being reported at this stage linked to the progression of the Inverkip project as previously reported. Appendix 3 shows the financial position of the externally funded projects programme.

#### **Regeneration and Planning – Core Regeneration**

- 3.5 Town & Village Centres - West Blackhall Street: The project is due to start 8th January 2024 and all businesses and residents have been notified by letter. The first phase is between Westburn Street and Nicholson Street with this section of West Blackhall Street closed to vehicles to provide a safe working area whilst allowing pedestrian access. Delivery access will be maintained during this closure.
- 3.6 An emergency powers report was signed by the Chief Executive, Chief Financial Officer, Head of Legal, Democratic, Digital & Customer Services and Councillors McCormick, Clocherty, Cassidy and Robertson on 14 November 2023. The reason for the use of emergency powers was to enable the Chief Executive to conclude the formal award of contract for the West Blackhall Street Phase 1 Civils Work. This action will commence the mobilisation period ahead of construction commencement and allow the main contractor to formally commit to, and engage with, the proposed supply chain partners, including to place orders for materials.
- 3.7 Town & Village Centres - Jamaica Street Car Park: The installation and activation of the Electric Vehicle Charge Point has been delayed due to a Scottish Power connection. The Scottish Power work was completed early December and the EV chargers are anticipated to be operational by late December 2023.
- 3.8 Comet Replica Replacement: Following the Comet Sub-Group decision to investigate and gather costs for a full-scale representation, the group continues to explore options for the project with advice currently being sought from a specialist materials Sculptor.

#### **Environmental Services**

- 3.9 Cremator Replacement: The project involves contracts for the design, manufacture, supply and installation of two new cremators, a new electricity supply, and the associated building adaptation and extension works. Cremators fully commissioned and snagging exercise complete.

Abatement system complete and commissioned with minor technical issues to be resolved. Mian contractor is targeting full completion by the end of December. SGN are currently on site installing a new gas main to ensure gas pressure can be maintained, this work is being funded and managed directly by SGN. Works have currently progressed up to Ivy House with traffic management in place.

- 3.10 Vehicle Replacement Programme (VRP): Approved VRP budget for 2023/24 is £695k, currently £367k of assets have been delivered with a further £291k of assets ordered and due to be delivered.
- 3.11 Dog Park: Surveys of potential locations were returned as unsuitable, further locations will be identified and assessed.
- 3.12 Play Areas: The formal order has been placed for the next tranche of play area improvements. Works will start January 2024 and projected completion is end February 2024. The following playparks are included in this update:
- Upper Oronsay, Port Glasgow
  - Grieve Road, Greenock
  - Lauriston Street, Greenock
  - Battery Park Areas 1 & 2, Greenock/Gourock
  - Wemyss Bay
- 3.13 Barrs Brae Steps: The bottom steps have been re-set and cleaned by the Inverclyde Community Development Trust. Repairs to the wall at Springhill Road and steps above Springhill Road are complete.
- 3.14 Nature Restoration Fund: Officers continue to engage with the Green Action Trust to develop a number of proposed schemes for completion by end March 2024.
- 3.15 Parks, Cemeteries and Open Spaces Asset Management Programme: The programme of works including repairs to infrastructure (paths etc.) is in progress.
- 3.16 Former St Ninian's School Site: Officers continue to engage through the Green Action Trust who have appointed a landscape architect to develop design proposals and outline costs for consultation. As previously reported under the Nature Restoration workstream, this will consider a community garden incorporating tree and naturalised planting schemes.

### **Property – Core Property Assets**

- 3.17 Core Property Provision Prioritisation: The Environment & Regeneration capital programme includes allocations for lifecycle and elemental replacement works across a number of core operational properties in the form of the Core Property allocation. Further projects will be brought forward throughout the remainder of the current financial year as part of the on-going review and prioritisation based on the most recent property condition surveys. The latest 5 yearly external condition surveys were undertaken via Aecom between October and December 2019 with an annual review carried out by Property Services to provide an overall asset condition rating which is reported as part of a range of Statutory Performance Indicators. The next full external survey exercise is programmed for 3<sup>rd</sup> and 4<sup>th</sup> quarter 2024 subject to identification of funding, the Committee is requested to note that a bid for funding may be submitted at the appropriate time to the Policy & Resources Committee for an allocation from the remaining capital programme contingency.

- 3.18 Greenock Municipal Buildings - Greenock Town Hall: The project will address the last significant roofing project within the campus (i.e. the Town Hall) including partial window replacement, and both passive and active ventilation improvements, extending to include the Council Chambers. As previously reported, the works will require to be phased which has been reflected in the development of the detail design. Tenders for the main phase (excluding the Council Chambers ventilation) were returned at the end of November with the evaluation nearing completion and tender report being prepared. Delegated authority to accept within the identified budget allocation was obtained at the last Committee and it is anticipated that a formal acceptance will be issued prior to the Christmas holiday period.
- 3.19 Waterfront Leisure Complex Lifecycle Works: Previous reports to Committee have advised on the condition of the Waterfront Leisure Centre and specifically the Building Services installations, the majority of which are now over 20 years old and requiring replacement. The phased approach to this has seen the replacement of a number of the significant elements over the last few years such as the ice rink dehumidifiers, lift installations, main boiler plant, and most recently the fire/panic alarm systems and emergency lighting.
- Fire & Panic Alarms and Emergency Lighting – Final account negotiations on-going with the contractor, a report on the final outcome will be brought back to a future meeting of the Committee.
- Chiller Replacement – Detail design work progressing and will include an option for replacement of the plant serving the air handling systems in addition to that serving the ice rink. This may require additional funding subject to the outcome of a formal tender exercise.
- 3.20 Sea Walls/Retaining Walls: Provision of £100K was made in the 2020/21 budget to address the progression of surveys and mapping of Council assets to establish condition and any current/future capital project works required. Officers continue to work with external specialist consultants on priority marine side remedial works at the Greenock Waterfront area (identified from the previous survey). The survey of the sea wall and defences at Gourrock Outdoor Pool was completed in early October with options/recommendations anticipated mid-December. The scope and location of additional surveys will continue to be assessed by Officers and will be undertaken over time in the context of available internal resources which are being prioritised on delivery of the wider capital programme.
- 3.21 Watt Institute DDA Works: The project involves provision of a lift within the Watt Institute gallery space to address the lack of an accessible route to the upper exhibition floor. Structural Engineers working to complete necessary SER document for submission to Building Standards.
- 3.22 New Ways of Working: An allocation of £200K was made available to progress alterations associated with the Delivering Differently change programme and the development and implementation of new modern ways of working within the Council. The expenditure to date has facilitated the mothballing of the James Watt Building from the end of March 2024. Further phases of work are being considered to facilitate the relocation of staff from the Ingelston Park building linked to the budget saving exercise. Property Services are currently working with HSCP on the re-use of the James Watt building and relocation of staff from Hector McNeil House associated with the Greenock Town Centre Levelling Up project.
- 3.23 Whinhill Golf Club: Re-rendering and painter works are currently on site and progressing with overall completion weather dependent. Weather still impacting on progress but works progressing to rear elevation and whenever weather permits.
- 3.24 Net Zero: A separate report on Climate Change and Net Zero related activity is included on the agenda for this Committee.



3.25 DDA/Equality – Port Glasgow Town Hall Lift Replacement: The project involves the replacement of the existing lift which is nearing end of serviceable life and which requires to be enlarged to meet current standards. Pre-start meeting being arranged prior to the Christmas holiday period to facilitate the commencement of works mid-January 2024 and site programme of circa 16 weeks.

### **Roads Service – Core Programme**

3.26 Cycling, Walking & Safer Streets:

The Consultant is continuing with detailed design of the following cycle routes:

- Tarbet Street to Battery Park;
- A8 Douglas Rae Rd to Bogston.

The Consultant is also undertaking the feasibility design of cycle routes at the following locations:

- Port Glasgow train station to Coronation Park;
- A78 to Lynedoch Street;
- Branchton to Greenock town centre;
- Inverkip to Branchton;
- Gourock A770 Albert Road.

Additional Projects:

- N75 Dalrymple Street to Beacon is currently being designed;
- Improving signs and lines on cycle routes is on-going;
- Drop kerb improvement works are on-going.

3.27 Spaces for People: The Consultant is continuing with proposed design improvements to the existing cycle route between Battery Park and Laird Street which will be ready for tendering subject to funding approval from Sustrans in March 2024.

3.28 Sustrans:

- Installation of Street lighting to the N75 Cycle Route from Lady Octavia to Devol Glen is complete;
- Green Connections Study - Feasibility of routes from Lady Octavia to Greenock and Overton to Greenock are on-going, with the Overton to Greenock out for public consultation;
- The detailed design along the N75 cycle route is on-going, routes include through Kingston Dock along Anderston Street and along Glasgow Road;
- Officers are progressing with the feasibility study to create an active travel link from Inverkip to Largs;
- Officers have secured £350k funding to upgrade the cycle route from Lady Octavia to Dubbs Road. These works will involve widening the existing track up to 3m and resurfacing over the existing surface and is programmed to start in January 2024.

3.29 SPT: Officers are progressing the following:

- Speed reduction in Town Centres – are installed in Kilmacolm, Greenock, Port Glasgow and Gourock. Inverkip and Wemyss Bay have been held up due to objections of the TRO and be presented to an external reporter;

- Quality Bus Corridor - Existing bus shelter improvement works are ongoing;
- Port Glasgow Train Station Access Improvements works. The bridge was opened 1st December 2024.

- 3.30 Road Safety Improvement Fund: Officers will be erecting improved junction signage as part of the traffic calming measures at Union Street and Nelson Street.
- 3.31 Flood Risk Management Plan: Gotters Water – Works are now complete.
- 3.32 Kirn Drive Passing Places: The Consultant has completed the traffic survey, officers are now evaluating the information received and will prepare outline plans of the proposal and bring them back to this Committee in March 2024.
- 3.33 Participatory Budget: One of the two additional footway patching schemes programmed for delivery this financial year utilising the remainder of the Participatory Budget is now complete with the remaining one programmed to be completed by the end of March 2024.
- 3.34 Inverclyde Traffic Study: The Consultant is continuing with the high-level study throughout Inverclyde, including a detailed study of Glen Huntly Road, Port Glasgow.
- 3.35 Larkfield Rd / George Rd: The Service is developing the programme for the consultation of the possible schemes and it is anticipated that the consultation will commence in February 2024.
- 3.36 Kilmacolm Carpark: The design work has been put on hold whilst Officers investigate land ownership. Detailed site investigation will be required involving gaining access to the site. It should be noted that the land at Moss Road is under several owners and the ownership of one section of land remains to be determined.
- 3.37 Dunrod Road: Officers are in discussion with the land owner regarding further site investigation prior to undertaking detailed design.

### **Roads Service – Roads Asset Management Plan**

- 3.38 Carriageways: Thirteen programmed carriageway resurfacing schemes are complete with five reprogrammed to next financial year, fifteen of sixteen large patching schemes are also complete with the remaining one programmed to be completed by the end of March 2024.
- 3.39 Footways: Seven of nine programmed footway resurfacing schemes are complete with the remainder programmed to be completed by the end of March 2024 with all three large patching schemes also complete.
- 3.40 Structures: Minor bridge repair work and principal inspections are on-going. Minor works to Drumfrochar Road Rail bridge to prevent wheel loading on the footways is with Network Rail for approval.
- 3.41 Street Lighting: The street lighting column replacement contract for 2023/24 is complete with the column replacement contract for 2024/25 design ongoing.
- 3.42 Traffic Calming: There are currently 34 objections to the proposed traffic management scheme at Newark Street/Union Street It is anticipated that the objections will be presented to this Committee for consideration.

**Externally Funded**

- 3.43 Greenock Ocean Terminal: The main project was certified practically complete at the end of February 2023 with the Peel interface ramp competed at the end of April. The terminal and restaurant elements became fully operational in early June. The Gallery is expected to open to visitors at the end of March 2024. The final account has now been agreed with the contractor].
- 3.44 Inverkip: The detail design is currently being progressed. As the design progresses a detailed cost for the construction will be further developed.
- 3.45 Inchgreen: The Joint Venture Board continues to meet on a regular basis. The works are progressing towards completion. The project has experienced some delay and is now projected to be completed by the end of February 2024. The overall project cost remains within the current allocated budget.
- 3.46 Greenock Town Centre Levelling Up: The project continues to progress with regular meetings both internally and externally with stakeholders and partners. The appointment for project management has been made as discussions with the contractor are well advanced. The District Valuer has provided a valuation which accords with the sums identified in the business case. Monitoring returns and engagement with UK Government officials take place on a cyclical basis and it is subject to a more detailed update within the Committee’s agenda.

**4.0 PROPOSALS**

- 4.1 The Committee are asked to note the progress on projects and note that relevant reports will be brought back for Committee consideration as and when required.

**5.0 IMPLICATIONS**

- 5.1 The table below shows whether risks and implications apply if the recommendation(s) is(are) agreed:

<b>SUBJECT</b>	<b>YES</b>	<b>NO</b>
Financial		X
Legal/Risk		X
Human Resources		X
Strategic (Partnership Plan/Council Plan)		X
Equalities, Fairer Scotland Duty & Children & Young People’s Rights & Wellbeing		X
Environmental & Sustainability		X

**5.2 Finance**

One off Costs

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

Annually Recurring Costs/ (Savings)

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

### 5.3 Legal/Risk

N/A.

### 5.4 Human Resources

N/A.

### 5.5 Strategic

N/A.

## 6.0 CONSULTATION

6.1 This report has been prepared following consultation with the Head of Physical Assets and Finance Services.

## 7.0 BACKGROUND PAPERS

7.1 None.

**COMMITTEE: ENVIRONMENT & REGENERATION**

Project Name	1	2	3	4	5	6	7	8
	<u>Est Total Cost</u>	<u>Actual to 31/3/23</u>	<u>Approved Budget 2023/24</u>	<u>Revised Est 2023/24</u>	<u>Actual to 31/10/2023</u>	<u>Est 2024/25</u>	<u>Est 2025/26</u>	<u>Future Years</u>
	£000	£000	£000	£000	£000	£000	£000	£000
<b>Environmental, Regeneration &amp; Planning</b>								
<b>Regeneration and Planning</b>								
<u>Core Regeneration:</u>								
Port Glasgow Town Centre Regeneration	1,960	1,435	97	27	0	498	0	0
Central Gourock	150	130	20	20		0	0	0
T&VC - West Blackhall Street	3,712	125	1,150	1,650		1,937	0	0
T&VC - Other	1,202	59	776	327	-3	816	0	0
T&VC - Complete on site	39	-	5	5		34	0	0
Place Based Funding	1,666	675	991	591	40	400	0	0
Community Business Fund	25	-	0	25		0	0	0
<b>Core Regeneration Total</b>	<b>9,295</b>	<b>2,424</b>	<b>3,039</b>	<b>2,666</b>	<b>55</b>	<b>4,205</b>	<b>0</b>	<b>0</b>
<u>Public Protection:</u>								
Scheme of Assistance	3,198	672	914	830	483	890	806	0
Clune Park Regeneration	2,000	888	362	362	404	750	0	0
<b>Public Protection Total</b>	<b>5,198</b>	<b>1,560</b>	<b>1,276</b>	<b>1,192</b>	<b>887</b>	<b>1,640</b>	<b>806</b>	<b>0</b>
<b>Regeneration Services Total</b>								
	<b>14,493</b>	<b>3,984</b>	<b>4,315</b>	<b>3,858</b>	<b>942</b>	<b>5,845</b>	<b>806</b>	<b>0</b>
<b>Environmental Services</b>								
Cemetery Development	1,560	1,444	24	24	0	92	0	0
Cremator Replacement	2,238	789	1,125	1,125	772	324	0	0
Zero Waste Fund	210	21	99	99	0	45	45	0
Vehicles Replacement Programme	3,603		695	695	367	1,629	1,279	0
Dog Park	20	-	20	20	0	0	0	0
Murdieston/Thom Dam Area	25	25	0	0	17	0	0	0
Play Area Strategy	766	324	246	372	93	70	0	0
Play Areas complete on Site	30		30	30	0	0	0	0
Barr's Brae Steps	40	-	40	40	0	0	0	0
Nature Restoration Fund	465		391	391	42	74	0	0
Park, Cemeteries & Open Spaces AMP	559		159	159	76	200	200	0
Former St Ninians School Site	195	33	2	2	0	160	0	0
<b>Environmental Services</b>	<b>9,711</b>	<b>2,636</b>	<b>2,831</b>	<b>2,957</b>	<b>1,367</b>	<b>2,594</b>	<b>1,524</b>	<b>0</b>
<b>Environmental, Regeneration &amp; Planning Total</b>								
	<b>24,204</b>	<b>6,620</b>	<b>7,146</b>	<b>6,815</b>	<b>2,309</b>	<b>8,439</b>	<b>2,330</b>	<b>0</b>

Classification : Official

## COMMITTEE: ENVIRONMENT &amp; REGENERATION

Project Name	1	2	3	4	5	6	7	8
	Est Total Cost	Actual to 31/3/23	Approved Budget 2023/24	Revised Est 2023/24	Actual to 31/10/2023	Est 2024/25	Est 2025/26	Future Years
	£000	£000	£000	£000	£000	£000	£000	£000
<b>Property Assets</b>								
<b>Core Property Assets</b>								
General Provision	4,178	-	0	0	0	1,778	2,400	0
Additional Covid pressure allowance - Gen	72	0	29	29	0	43	0	0
Feasibility Studies	270	164	20	20	14	86	0	0
Greenock Municipal Buildings - Window R	548	515	0	20	20	13	0	0
Greenock Municipal Buildings - Air Handlin	100	14	36	36	0	50	0	0
Waterfront Leisure Centre Lifecycle Works	1,857	1,288	20	69	69	500	0	0
Various Garages/Stores Replacement	120	11	0	0	0	109	0	0
Sea Walls/Retaining Walls	100	43	27	27	5	30	0	0
Coastal Change Adaptions	150	0	150	0	0	150	0	0
Watt Institute - Risk/DDA Works	252	31	114	50	5	171	0	0
New Ways of Working	200	140	0	20	1	40	0	0
Depot Demolitions - Balance	56	0	5	5	0	51	0	0
Kirn Drive Civic Amenity Site	407	173	0	0	0	234	0	0
AMP Complete on site	0				0			
Whinhill Golf Club - External Fabric Works	140	0	77	135	0	5	0	0
Greenock Town Hall Roofing, Ventilation &	2,175	63	0	105	0	1,907	100	0
Net Zero	3,492	0	417	488	0	2,053	951	0
Vehicle Replacement Programme - Ultra L	373	0	103	32	0	192	149	0
Minor Worls	530	0	524	524	193	6	0	0
Statutory Duty Works	365	0	265	265	44	100	0	0
Capital Works on Former Tied Houses	600	267	0	0	0	98	110	125
Complete on Site Allocation	462	0	76	76	58	386	0	0
<b>Core Property Assets Total</b>	<b>16,447</b>	<b>2,709</b>	<b>1,863</b>	<b>1,901</b>	<b>408</b>	<b>8,002</b>	<b>3,710</b>	<b>125</b>
<b>Property Assets Total</b>	<b>16,447</b>	<b>2,709</b>	<b>1,863</b>	<b>1,901</b>	<b>408</b>	<b>8,002</b>	<b>3,710</b>	<b>125</b>
<b>Roads &amp; Environmental Services</b>								
<b>Roads</b>								
<b>Core Programme</b>								
Cycling, Walking & Safer Streets	520		520	520	368	0	0	0
Sustrans	195		195	195	61	0	0	0
SPT	790		790	790	204	0	0	0
Road Safety Improvement Fund	114	-	114	114		0	0	0
Flooding Strategy - Future Schemes	1,432	665	167	167	172	250	350	0
Kirn Drive Passing Places	200	8	35	35		157	0	0
Roads & Footways (Participatory Budgeting	250	205	45	45		0	0	0
Feasibility Studies	90	12	78	78	26	0	0	0
Complete on Site	8	-	8	8		0	0	0
Inverkip - City Deal Council Contribution	300	-	0	0	0	300	0	0
Dunrod Road	1,500	-	0	0	0	1,500	0	0
<b>Roads - Core Total</b>	<b>5,399</b>	<b>890</b>	<b>1,952</b>	<b>1,952</b>	<b>831</b>	<b>2,207</b>	<b>350</b>	<b>0</b>
<b>Roads Asset Management Plan</b>								
Carriageways	5,139		1,478	1,503	977	1,835	1,801	0
Footways	700		26	150	38	300	250	0
Structures	564		114	114	85	250	200	0
Lighting	779		129	179	112	300	300	0
Other Assets	512		112	137	71	200	175	0
Staff Costs	931		271	271	327	330	330	0
Internally funded element of City Deal Proj	65		65	65	0	0	0	0
<b>Roads Asset Management Plan Total</b>	<b>8,690</b>	<b>0</b>	<b>2,195</b>	<b>2,419</b>	<b>1,610</b>	<b>3,215</b>	<b>3,056</b>	<b>0</b>
<b>Roads Total</b>	<b>14,089</b>	<b>890</b>	<b>4,147</b>	<b>4,371</b>	<b>2,441</b>	<b>5,422</b>	<b>3,406</b>	<b>0</b>
<b>PROPERTY TOTAL</b>	<b>30,536</b>	<b>3,599</b>	<b>6,010</b>	<b>6,272</b>	<b>2,849</b>	<b>13,424</b>	<b>7,116</b>	<b>125</b>

Classification : Official.

COMMITTEE: ENVIRONMENT & REGENERATION

<u>Project Name</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>
	<u>Est Total Cost</u>	<u>Actual to 31/3/23</u>	<u>Approved Budget 2023/24</u>	<u>Revised Est 2023/24</u>	<u>Actual to 31/10/2023</u>	<u>Est 2024/25</u>	<u>Est 2025/26</u>	<u>Future Years</u>
	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>
<b><u>Externally Funded Projects</u></b>								
<b><u>City Deal</u></b>								
Greenock Ocean Terminal - Total	12,273	11,561	129	660	19	52	-	-
Inverkip	3,250	23	3,227	100	0	3,127	0	0
Inchgreen	9,727	4,709	4,718	5,018	1642	0	0	0
<b><u>City Deal Total</u></b>	<b>25,250</b>	<b>16,293</b>	<b>8,074</b>	<b>5,778</b>	<b>1,661</b>	<b>3,179</b>	<b>0</b>	<b>0</b>
<b><u>Levelling Up Fund</u></b>								
Levelling up Fund Contribution	19,390	49	476	476	0	7,500	11,365	0
Oak Mall	1,000	0	1,000	1,000	0	0	0	0
Inverclyde Council	1,196	0	100	100	0	300	796	0
Greenock Town Centre	21,586	49	1,576	1,576	0	7,800	12,161	0
<b><u>Levelling Up Fund Total</u></b>	<b>21,586</b>	<b>49</b>	<b>1,576</b>	<b>1,576</b>	<b>0</b>	<b>7,800</b>	<b>12,161</b>	<b>0</b>
<b><u>Externally Funded Projects Total</u></b>	<b>46,836</b>	<b>16,342</b>	<b>9,650</b>	<b>7,354</b>	<b>1,661</b>	<b>10,979</b>	<b>12,161</b>	<b>0</b>

---

<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>18 January 2024</b>
<b>Report By:</b>	<b>Director, Environment &amp; Regeneration and Chief Financial Officer</b>	<b>Report No:</b>	<b>ENV006/24/SJ</b>
<b>Contact Officer:</b>	<b>Stuart Jamieson</b>	<b>Contact No:</b>	<b>01475 712764</b>
<b>Subject:</b>	<b>Levelling Up Fund - Update</b>		

---

## **1.0 PURPOSE AND SUMMARY**

1.1  For Decision  For Information/Noting

1.2 The purpose of the report is to update the Committee in respect of the status of the Greenock Central Levelling Up Fund Project

## **2.0 RECOMMENDATIONS**

2.1 It is recommended that the Committee:

- notes the current position and the progress on the Greenock Central Levelling Up Fund Project

**Stuart Jamieson**  
**Director, Environment & Regeneration**



### 3.0 BACKGROUND AND CONTEXT

3.1 Inverclyde Council were successful in attracting over £19.4m from the Levelling Up Fund Round 2 towards our transformative £21.57m town centre regeneration project.

3.2 The Project objectives are:-

Regeneration of the town centre will make Greenock:

- more attractive
- bring in more visitors
- create new opportunities

Key improvements include:

- redesigning and lowering the A78 flyover to ground level to improve access and create better connections to the town centre
- replacing the bullring roundabout with a new low-level road, connecting different parts of the town centre.
- developing new public spaces for the local community
- modernising retail space in the town centre by demolishing the A78 Dual Carriageway and 40% of the Oak Mall

New space will be created for a new learning quarter and campus. It will also create opportunities for a new cultural centre and quarter in the town centre around the Glebe Building.

Lastly, the improvements will make the town centre more accessible for residents and visitor.

3.3 Since accepting the award a variety of governance groups have been established including Transport Scotland, the owners of the Oak Mall, and the Council.

3.4 Contract awards have been made under appropriate frameworks for both project management and contractors to design stage. Detailed surveys have been carried out from a structural, M+E and demolition perspective and works packages designed including the public realm.

3.5 The roads elements of the project and how the roads impact on the wider public open space are key. Detailed engagement has being ongoing through the design team with Transport Scotland. Traffic surveys have been carried out on the junction and based on these surveys two signalised junction solutions are under consideration as a replacement to the bullring:-





- 3.7 The delivery of the project in respect of timescales is key from a LUF perspective. The latest programme indicates demolition of the Mall elements commencing in quarter 2 2024 and the roads demolition / contract commencement starting in quarter 3 2024 with contract completion in quarter 1 2026.
- 3.8 Communication is key to the project given the impact which the project will have. A communications strategy has been developed and this will start to roll out in Quarter 1 2024. It had been hoped to utilise the redundant M&Co premises in the Oak Mall for a permanent display however this has fallen through and an alternative location within the Mall is being considered.
- 3.9 Monitoring is a key element of the award of funding and regular returns are made along with positive engagement with the monitoring staff within the LUF programme.

**4.0 PROPOSALS**

- 4.1 The Committee are asked to note the progress on project and note that relevant reports will be brought back for Committee consideration on a regular basis.

**5.0 IMPLICATIONS**

- 5.1 The table below shows whether risks and implications apply if the recommendation(s) is(are) agreed:

SUBJECT	YES	NO
Financial		X

Legal/Risk		X
Human Resources		X
Strategic (Partnership Plan/Council Plan)		X
Equalities, Fairer Scotland Duty & Children & Young People's Rights & Wellbeing		X
Environmental & Sustainability		X

## 5.2 Finance

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					

## 5.3 Legal/Risk

N/A.

## 5.4 Human Resources

N/A.

## 5.5 Strategic

N/A.

## 6.0 CONSULTATION

6.1 This report has been prepared following consultation with the Head of Physical Assets and Finance Services.

## 7.0 BACKGROUND PAPERS

7.1 None.

---

<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>18 January 2024</b>
<b>Report By:</b>	<b>Director Environment &amp; Regeneration</b>	<b>Report No:</b>	<b>ENV004/24/SJ/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 2024-29</b>		

---

## **1.0 PURPOSE AND SUMMARY**

- 1.1  For Decision  For Information/Noting
- 1.2 To seek approval for the Strategic Housing Investment Plan 2024-29.
- 1.3 To secure funding from the Affordable Housing Supply Programme (AHSP) every local authority is required to prepare an annual Strategic Housing Investment Plan (SHIP). The SHIP reinforces the role of the Council as the strategic housing authority for Inverclyde. 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) 2023-2028, and help the Scottish Government complete the delivery of 50,000 affordable homes; and deliver a further 110,000 affordable homes by 2032.
- 1.4 All local authorities were required to submit their SHIPs to the Scottish Government's More Homes Division Area Team by Friday 27 October 2023 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.
- 1.5 As per agreed protocol and due to the date of this Committee meeting, The Scottish Government was advised that Inverclyde Council would submit a draft of the SHIP through HARP pending the decision on its approval at today's Committee meeting.
- 1.6 The SHIP 2024 - 2029 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. The SHIP supporting statement including the summary table is attached at Appendix 1.

## **2.0 RECOMMENDATIONS**

- 2.1 That the Committee approves the Strategic Housing Investment Plan for the five-year period from 2024 - 2029 for submission to the Scottish Government by Inverclyde Council; and
- 2.2 That the Committee Notes the content and projects included in the Strategic Housing Investment Plan 2024 - 2029 as detailed at Appendix 1.

**Stuart Jamieson**  
**Director, Environment & Regeneration**

### 3.0 BACKGROUND AND CONTEXT

- 3.1 The SHIP guidance (Guidance on preparing Strategic Housing Investment Plans, July 2022) requires all local authorities to prepare and submit a new five-year SHIP by Friday 27 October 2023. The Scottish Government have 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 2024 - 2029 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.
- 3.2 The SHIP is a rolling programme with annual updates. The 2024-2029 SHIP reflects the new priorities contained in the 2023-2028 Local Housing Strategy. Members will be aware that the LHS approved at the November meeting of this Committee had a greater emphasis on regeneration as opposed to new build. It will take some time for the new priorities of the LHS to feed through to funded projects.
- 3.3 Inverclyde has benefitted from significant investment in new affordable housing to address the housing priorities in our area which most reflect the needs of our residents. National and local housing providers have received around £90 million grant funding since 2017 from the Scottish Government's Affordable Housing Supply Programme (AHSP); and the Scottish Government's More Homes Division have notified us that our Resource Planning Assumption (RPA) between 2022/23 and 2025/2026 is £29.013M.
- 3.4 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.
- 3.5 Efforts are focussed on completing existing projects, however RSLs have put forward a series of proposals for new affordable housing developments across Inverclyde covering the planning period from 2023 to 2028, and our Acquisition Programme aims to deliver around 40 new affordable homes across Inverclyde each year. The 'Summary of Inverclyde SHIP 2024/25 – 2028/2029' table (see Appendix 1) provides details of all projects over the five-year period.
- 3.6 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.
- 3.7 Scottish Government guidance (Guidance for setting of Local Housing Strategy targets to support the delivery of more wheelchair accessible housing, March 2019) requested a greater focus on the delivery of wheelchair accessible housing across each local authority area. Following a 'Specialist Housing Review' in Inverclyde, a new Wheelchair Accessible Housing Policy was approved for inclusion in the Inverclyde Local Development Plan where the Council will seek the provision of 5% wheelchair accessible housing on new build development sites of 20 units or more.
- 3.8 As well as engaging with the effects of depopulation and an aging population profile through specialist housing provision, the SHIP is also geared towards alignment with Inverclyde Alliance's Repopulation Strategy focus of reversing trends of depopulation. The repopulation strategy focus

is on how private housing developments can add additional housing supply to enable economically active people to move to Inverclyde, and/or to provide a housing supply offer to retain young households from Inverclyde. The SHIP is to support this in the tenure mix of the Clune Park development via exploring the possibility of including new supplied shared equity (NSSE) housing units within the Clune Park housing mix. NSSE provides an affordable home ownership option for such households and has the potential to provide a signal to private developers of an untapped market for new build private sector housing.

3.9 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:

- Project meets one or more LHS objectives: 2 points per LHS outcome met.
- Project aligns with the Council's land use policy and Affordable Housing Policy outlined within the LDP: 2 points.
- Project supports the repopulation agenda through an innovative tenure development: 3 points.
- Project supports the objectives of the rapid rehousing plan: 3 points.
- Project mitigates against child poverty: 3 points.
- Project is considered i.) highly deliverable; 6 points; ii.) deliverable: 4 points; iii.) somewhat deliverable 2 points; iv.) feasibility of project questionable but still to be retained: placed in slippage programme; v.) project undeliverable: taken off the SHIP.

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.

3.10 An annual Acquisition Programme has been agreed between the council, RSLs and the Scottish Government. Inverclyde will receive up to £2m grant funding (at a rate of 50% of purchase price, up to £50,000 per property) through the AHSP in the 2024/25 financial year. The AHSP funding will be matched by the contributing RSLs: Cloch Housing Association, River Clyde Homes, Link Housing, Larkfield Housing Association and Oak Tree Housing Association. The fundamental aims of the Acquisition Programme are:

1. To consolidate stock for management and improvement purposes.
2. To secure stock where there is limited supply and limited development opportunities.
3. To secure stock for households with particular requirements.

The partners involved in the Acquisition Programme aim to purchase up to 40 homes annually to add to the affordable housing stock within areas of existing housing in Inverclyde. Further work will be carried out on improving the process for acquiring stock for specialist use as part of the Local Housing Strategy implementation.

3.11 All stock owned by RSLs must meet the 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 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.

#### 4.0 PROPOSALS

4.1 That Committee approves the Inverclyde Strategic Housing Investment Programme 2024-2029 and notes the update on current projects below.

#### 4.2 Sanctuary Scotland

**Former Health Centre at Duncan Street, Greenock (64 units)** - The proposed development at Duncan Street is on the site of the former health centre in Greenock. Once completed, 64 new units for social rent will be provided, a mixture of 1, 2, 3 and 4 bed houses and flats, inclusive of two wheelchair accessible units. The Duncan Street site is situated in Greenock town centre. Due to its excellent town centre location, Inverclyde Council have been in discussions with Inverclyde HSCP and Sanctuary to also deliver two supported units suitable for bariatric people on this site. Site start is expected in 2024/25 and expected completion is in 2026.

**Bay Street - Port Glasgow (24 units)** - This four-storey block will provide twenty-four 1 and 2 bed flats of amenity housing for older people on land beside the A-listed Gourock Ropeworks. The LHS action plan specifically states that we will 'Deliver older persons housing through RSL newbuild programmes,' to address the growing demographic pressures of an ageing population. The town centre location of the Bay Street site and favourable topography lends itself to older people's housing provision. This development will contribute towards delivery of LHS Outcome 3: People in Inverclyde are supported to live independently and well at home. Site start is expected in the early months of 2024, with an anticipated completion in 2025/2026

#### 4.3 Link Group

##### **Quarry Drive - Kilmacolm (19 units)**

In May 2022, the Scottish Government approved McTaggart & Mickel's proposal to develop 75 new homes at Quarry Drive in Kilmacolm. Outline planning approval was granted at a meeting of the full Inverclyde Council on 4 May 2021. However, the Scottish Government subsequently wanted to review the application.

Policy 18 of the proposed Inverclyde Local Development Plan states that 'There will be a requirement for 25% of houses on greenfield housing sites in the Inverclyde villages to be for affordable housing.'

Due to Inverclyde Council's affordable housing policy, nineteen 1, 2, 3 and 4 bed affordable homes will be delivered in partnership with Link Group at the Quarry Drive site. The properties will be let and managed by Link. The project is expected to commence in late 2024.

#### 4.4 Oak Tree Housing Association

##### **Strone Farm - Greenock (15 units)**

As reported in last year's SHIP, there have been delays to completion as the original developer struggled to meet the rise in supply chain costs resulting from Brexit and the Covid 19 Pandemic, (even with an additional grant funding supplied by the Scottish Government), and subsequently went into liquidation resulting in the contract being terminated.

Oak Tree Housing Association have indicated it is their intention to appoint a new contractor in the coming months.

4.5 To Be Confirmed

**Clune Park – Port Glasgow (135 units)**

In 2023, Inverclyde Council further progressed plans towards its ambition of regenerating the area of Clune Park, as directed to within the Inverclyde LHS 2023-2028. This work primarily focused on acquiring properties, to be held empty, with a future aspiration for the demolition of the existing tenement buildings, which are no longer fit for purpose. Inverclyde Council have to date acquired 236 of the 430 flatted properties at the proposed Clune Park development site. This has required significant investment from the Council and there will be ongoing investment to acquire the remaining properties and unlock this regeneration project.

The long-term strategic ambition of the Council is for the redevelopment of mixed tenure housing on the Clune Park site to tie in with both Inverclyde Council and the Inverclyde Alliance’s wider policy objectives stated within the Inverclyde Repopulation Action Plan, namely the retention of the younger population and to attract new residents to the area to facilitate population growth.

Subsequently, Hypostyle Architects were appointed to develop a masterplan for the Clune Park regeneration area based on the housing requirements outlined within the Council’s design brief. It is anticipated this will then lead to the appointment of a RSL as a development partner to take the project forward through the SHIP in future years.

The project will proceed in two phases. Phase 1 being the redevelopment of the former School, Church and Resource Centre Site comprising of 30 units. Phase 2 proposes development on the site of the existing tenements on Caledonian Street, Bruce Street, Wallace Street, Clune Park Street, Maxwell Street and Robert Street comprising of 105 units.

4.6 Additional Projects

It should be noted that the Ship is of necessity a snapshot in time and officers will continue to work on possible future projects which might deliver benefits and accord with the outcomes of the Local Housing Strategy. As an example of this a conversation about funding for a possible learning disability project in Port Glasgow is currently underway between Housing Strategy, the HSCP, Scottish Government and a national RSL. If feasible this project will feature in the next iteration of the SHIP.

**5.0 IMPLICATIONS**

5.1 The table below shows whether risks and implications apply if the recommendation(s) is(are) agreed:

<b>SUBJECT</b>	<b>YES</b>	<b>NO</b>
Financial		X
Legal/Risk		X
Human Resources		X
Strategic (Partnership Plan/Council Plan)	X	
Equalities, Fairer Scotland Duty & Children/Young People’s Rights & Wellbeing	X	
Environmental & Sustainability	X	
Data Protection		X

**5.2 Finance**

None

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					

**5.3 Legal/Risk**

N/A

**5.4 Human Resources**

N/A

**5.5 Strategic**

N/A

**5.6 Equalities, Fairer Scotland Duty & Children/Young People**

N/A

(a) Equalities

This report has been considered under the Corporate Equalities Impact Assessment (EqIA) process with the following outcome:

	YES – Assessed as relevant and an EqIA is required.
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, assessed as not relevant and no EqIA is required. Provide any other relevant reasons why an EqIA is not necessary/screening statement.

(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 – Assessed as not relevant under the Fairer Scotland Duty for the following reasons: Provide reasons why the report has been assessed as not relevant.

(c) Children and Young People

Has a Children’s Rights and Wellbeing Impact Assessment been carried out?

	YES – Assessed as relevant and a CRWIA is required.
X	NO – Assessed as not relevant as this report does not involve a new policy, function or strategy or recommends a substantive change to an existing policy, function or strategy which will have an impact on children’s rights.

5.7 **Environmental/Sustainability**

Summarise any environmental / climate change impacts which relate to this report.

Environmental impacts of individual developments will be addressed through the planning process.

Has a Strategic Environmental Assessment been carried out?

	YES – assessed as relevant and a Strategic Environmental Assessment is required.
X	NO – This report does not propose or seek approval for a plan, policy, programme, strategy or document which is like to have significant environmental effects, if implemented.

5.8 **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 – Assessed as not relevant as this report does not involve data processing which may result in a high risk to the rights and freedoms of individuals.

## **6.0 CONSULTATION**

6.1 The SHIP is developed in consultation with developing RSLs and the Scottish Government's More Homes Division.

## **7.0 BACKGROUND PAPERS**

7.1 N/A

# Inverclyde Strategic Housing Investment Plan 2024/25 – 2028/29

Contents

Introduction ..... 3

Equalities and Environmental Assessments..... 3

Inverclyde Local Housing Strategy 2023-2028 ..... 4

2023 completions - Ravenscraig - Phase 1 and 2 (198 units)..... 4

Methodology..... 6

Summary of investment priorities ..... 13

Constraints on Projects ..... 21

Other Funding of projects ..... 22

Existing and Future projects..... 25

Priority & Slippage Programme Tables: 2024/25- 2028/29 ..... 28

DRAFT

## Introduction

In March 2021, the Scottish Government released its first long-term housing strategy, called 'Housing to 2040.' This plan outlines the desired look and feel of housing and communities in Scotland and reaffirms commitment to invest in affordable housing. The 2021/22 Government Program set a target of delivering 110,000 affordable homes by 2032, with at least 70% for social rent.

To achieve these goals, the Scottish Government is investing over £3.2 billion in affordable housing during this term. This investment aims to provide suitable homes in the right areas, aligning with local housing strategies and local development plans.

Each local authority must create an annual Strategic Housing Investment Plan (SHIP) to secure funding for affordable housing. This plan outlines investment priorities for affordable housing to achieve Local Housing Strategy (LHS) outcomes as outlined in Inverclyde's new Local Housing Strategy covering the period 2023-2028.

The SHIP guides the creation of a Strategic Local Programme Agreement that outlines the local authority's yearly plan. Funding from the Affordable Housing Supply Programme (AHSP) covers new builds, purchasing existing properties, and rehabilitating existing homes.

The More Homes Division of the Scottish Government has notified Inverclyde Council of a £29 million Resource Planning Assumption (RPA) for the next three years:

- 2023-24: £9.595 million
- 2024-25: £9.629 million
- 2025-26: £9.789 million

Covering the 5-year period, 2023/24 - 2027/28, this SHIP Supporting Statement and corresponding programme table (page 28) sets out the key investment priorities and projected grant requirement to deliver affordable housing in the Inverclyde area.

## Equalities and Environmental Assessments

An Equality Impact Assessment (EqIA) was undertaken for the Inverclyde LHS 2023 -2028 and highlighted that the LHS is likely to have a positive impact on a range of people who share protected characteristics.

The development of the SHIP has considered the outcomes of the EqIA. The SHIP aims to improve access to housing and housing related services for everyone including those at risk of social exclusion and disempowerment.

A Pre-screening report was submitted to the Strategic Environmental Assessment (SEA) Gateway in July 2023 under Section 9(3) of the Environmental Assessment (Scotland) Act 2005, indicating that there is no likelihood of significant environmental effects through the Inverclyde LHS 2023 -2028 and consequently the Inverclyde SHIP 2024/25 – 2028/29.



## Inverclyde Local Housing Strategy 2023-2028

Inverclyde's new Local Housing Strategy (LHS), covering the period 2023-2028 sets out the strategic direction, policies and plans that will enable Inverclyde Council and partners to deliver high quality housing and housing services to meet the needs of local people across all housing tenures. The LHS also sets out the important contribution that housing makes to enabling economic growth and regeneration, improving health and wellbeing, creating connected and sustainable places, reducing climate change, and tackling poverty across Inverclyde.

The LHS has been co-produced by Inverclyde Council's Housing Strategy Team, Registered Social Landlord (RSL) partners, Inverclyde Health and Social Care Partnership (HSCP) including the Inverclyde Housing Options and Homelessness Advice Service. Now that the LHS has been approved by Committee, delivery groups encompassing: RSL, HSCP, and Council Officers, will establish shared action plans that will create deliverable targets in relation to the broad outcomes set out in the LHS. This SHIP accordingly is informed by these broad outcomes which are discussed in the methodology section.

### 2023/24 Completions- Ravenscraig- Phase 1 and 2 (198 units)

The Ravenscraig development successfully regenerates a vacant and derelict site which has lain empty since the former Ravenscraig hospital closed in 2014, delivering much needed affordable homes to the town of Greenock. The 198 homes delivered through this project are designed to Housing for Varying Needs standards.

The first phase of the Ravenscraig development was successfully completed in May 2023, providing 149 new affordable homes for social rent. This phase comprised of a mixture of houses, cottage flats and bungalows and seventeen homes were designed to wheelchair accessible standards. Seventy-eight of the social rented properties are managed by Larkfield Housing Association, on Link's behalf, whilst Oak Tree Housing Association acquired 71 homes for social rent on completion of the development.



*Photo credit: Alexander Fraser Photography.*

In June 2023, Link Housing won two prestigious awards at the Homes for Scotland Awards for their work in developing the Ravenscraig site. The organisation picked up the award for 'Housing Regeneration Project of the Year' and 'Large Affordable Housing Development of the Year' for the 'Bunston Grove' development.

Phase 2 of the Ravenscraig development provides a further 49 social rented properties, a mix of 2, 3 and 4 bed properties, including 3 wheelchair accessible homes and 9 amenity homes. The second phase of this development was completed in July 2023.



*Photo credit: Alexander Fraser Photography.*

## Methodology

The following methodology involves making the high-level outcomes established within the LHS inform deliverable SHIP projects. Accordingly, this involves establishing with partners a matrix relating to strategic direction which includes assessing how the SHIP can support the LHS and broader strategic ambitions whilst factoring in issues such as housing need, energy efficiency, accessibility, tenure, and deliverability requirements. After discussing the broad strokes of these elements, we set out the matrix by which projects are evaluated.

## Demographics

Mid-2021 population estimates, published by the National Records of Scotland show that between 1998 and 2021, the population of Inverclyde decreased by 8.9%. This is the highest negative percentage change out of the 32 council areas in Scotland. Over the same period, Scotland's population rose by 8.2%. National projections predict a continuing population decline, the population of Inverclyde is estimated to reduce by a further 13% by 2040.

Although the population of Inverclyde is expected to decline over the next ten years, this is against the backdrop of an ageing population. Between 2022 to 2032 the older population is expected to grow substantially as people live longer, whilst younger and working age populations are expected to

decline. The working age population is projected to decrease by 15% between 2022 -2032 whilst the 65+ age cohorts will increase by 18% overall.

**Table 1: Inverclyde Population Change 2022 – 2032 by Age**

Age Cohort	2022	2032	Inverclyde % Change	Scotland % Change
Children < 16	12,008	10,259	↓ -15%	↓ -8%
Working Age Population 16-24	47,265	40,995	↓ -15%	→ -2%
Pension Age (65 – 85+)	17,040	20,159	↑ 18%	↑ 20%
Total Population	76,313	71,413	↓ -6%	→ 1%

**Source: Population projections (NRS) 2018 Based**

Another demographic trend to consider are changes in household composition where there is expected to be 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.<sup>1</sup>

Without policy intervention to reverse such trends, a declining and ageing population will lead to a reduction of family-sized and working age households and will have serious implications for the local economy in terms of lower tax contributions, and an increase in the required provision of care and suitable housing. It will put further pressures on already stretched services.

The SHIP should accordingly address issues around future housing provision, including specialist provision, housing size and type being delivered, homes suited for key workers, and tenure mixes that can support economic development and population decline reversal.

The 2022 Scottish Census population estimates were published on the 14th of September 2023. Inverclyde's population estimate from the census is 78,400. This figure has decreased since the 2011 Census but is higher than the previously published NRS mid 2021 population estimate of 76,700. This illustrates that although population trends do still show a decline they are not as acute as previously thought. The widening dispersal of asylum seekers and humanitarian interventions such as Homes for Ukraine has introduced additional households to Inverclyde although it is not yet known what the lasting impacts of this will be on the area's population.

### Overarching strategic direction

The overarching frame by which this SHIP is shaped is the new LHS. Although at the time of writing this SHIP the LHS working groups which are formed to develop the LHS action plans and workstreams are yet to meet, the LHS signals a basic strategic framework of pertinence for this SHIP. In the context of a diminishing population with concomitant impacts on social rented stock demand the LHS notes a turn away from objectives of absolute supply growth to regeneration of stock.

*'Concentrations of low demand housing stock is often located in areas experiencing deprivation, further limiting the housing choices of the most disadvantaged local people. A key*

<sup>1</sup> Arneil Johnson (2023). Inverclyde Local Housing Strategy 2023-2028

*focus of the new Local Housing Strategy is to target available resources from the Strategic Housing Investment Programme towards the housing led regeneration of vulnerable stock, with a lower priority given to new build housing delivery.<sup>2</sup>*

Regarding what function regeneration programmes should hold, this SHIP is organised around the four main outcomes of the LHS.

- People in Inverclyde live in quality homes in connected communities.
- People in Inverclyde find it easier to access and sustain a home.
- People in Inverclyde are supported to live independently and well at home.
- People in Inverclyde live in good quality, carbon friendly homes and energy efficient homes which reduce fuel poverty.

At the same time the LHS proactively engages with the determinants behind the depopulation of Inverclyde by aligning closely with Inverclyde Alliance's Repopulation Strategy. This strategy notes that tenure balances favoured towards private sector ones by supporting housing market demand that extends a greater reach than Inverclyde's existent population, supports population growth.<sup>3</sup>

Accordingly, the Housing Supply Target support paper for the LHS notes there is a role for the Affordable Housing Supply Programme to promote tenure balances that supports private sector investment.

*'The growth of private sector stock can also be supported through the innovative use of AHSP funding for tenures suited for young people such as Mid-Market Rent (MMR) and New Supplied Shared Equity (NSSE). This is because such tenures bear a closer relation to market allocations than social rented allocations and can therefore send market signals to private developers for regenerated areas in a way that social rented tenure developments cannot.'<sup>4</sup>*

## Local Development Plan

The Local Development Plan (LDP) sets out the Council's strategy, policies and proposals for the use of land and buildings within Inverclyde and is the document the Council uses to determine planning applications and provide advice on development proposals.

Developers appealed Inverclyde Council's decision to adopt our LDP in August 2019 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 LDP ('Our Homes and Communities'). This left the Council without a planning policy framework for housing development, residential areas and community facilities and a decision was made to prepare a new LDP based on the new guidance under the 2019 Planning (Scotland) Act.

Within the Inverclyde villages (Kilmacolm, Quarriers Village, Inverkip and Wemyss Bay) there is limited supply of affordable housing and no land identified for affordable housing development. Therefore, to increase the supply of affordable housing in these areas, the draft Inverclyde LDP includes a 25% affordable housing requirement on any greenfield development sites in the Inverclyde villages. Any of the tenures listed below can contribute to affordable housing provision:

---

<sup>2</sup> Arneil Johnson (2023). Inverclyde Local Housing Strategy 2023-2028

<sup>3</sup> Ekos (2019), Inverclyde Alliance Repopulation Strategy

<sup>4</sup> Inverclyde Council (2023). Internal Document

- Social rented,
- Mid-market or intermediate rented,
- Subsidised low-cost housing for sale,
- Unsubsidised low-cost housing for sale.

## Child Poverty Action Plan

This SHIP is aligned with Inverclyde's Child Poverty Action Plan which is a five-year plan for tackling Child Poverty. The Plan was established by Inverclyde Child Poverty Action Group (ICPAG) who are governed by the Inverclyde Alliance Board. The overarching approach to the Plan is to take a person centred, place-based approach to implement actions and improvements for children and families facing the greatest inequalities and living in poverty in Inverclyde. In 2022 the ICPAG outlined a 3-year strategy to take forward a "place-based, person centred" approach to targeting child poverty with services that meet the needs of those with lived experience of poverty and deprivation. It operates around the strategic aim of

*"Working together, using all available evidence, to reduce inequalities and poverty and build a community where fewer families are living in relative or absolute poverty by 2025<sup>5</sup>"*

One of the chief streams, "Developing our approach to communication and participation by working collaboratively with families with lived experience to ensure services respond effectively and meet their needs", notes that housing providers can offer housing better suited for mitigating against poverty. Interventions from the SHIP can directly improve that offer whether it be through improving the provision of affordable housing stock to be better suited for mitigating against fuel poverty, whether there is adequate housing in place to support care leavers, or whether there are adequate range of units with bedrooms that can meet different sized family needs. To ensure that the SHIP continues to improve this offer members from the Child Poverty working group are included in the LHS delivery groups. Moreover, the matrix of this SHIP includes the mitigation of child poverty within its scoring criteria.

## Rapid Rehousing

In being a direct lever to support housing supply growth and or changes in house size and type in the overall supply of social housing, the SHIP can support how homelessness is tackled across Inverclyde. In that regard, as well as speaking to the LHS, the SHIP also aligns with Inverclyde's approach to tackling and preventing homelessness. Like every other Scottish Local Authority, Inverclyde Health and Social Care Partnership have produced a Rapid Rehousing Transition Plan (RRTP), to be implemented over a five-year period from 2019-2024 with a year allocation from the Ending Homelessness Together Fund.

In addition to the Rapid Rehousing Transition Programme, a two-year change programme was introduced in 2022 to deliver innovative approaches to meeting the four key priority objectives of the RRTP and to make radical difference in how households in housing crisis were supported. The programme is governed by a Programme Board and directed by six corresponding sub-groups monitoring the key actions for delivering change by September 2024.

---

<sup>5</sup> Inverclyde Council, Inverclyde Local Child Poverty Action Report 2022-25

In association with RSLs, and to address a key priority objective of the RRTP of reducing time spent in temporary accommodation, the Inverclyde Housing Options and Homelessness Advice Service continue the process of ‘flipping’ temporary furnished accommodation into permanent tenancies. Considerations must be made on the homeless applicant’s preferred location, and the inherent difficulties of replacing flipped properties to ensure an appropriate supply of temporary accommodation is maintained.

It is here where the affordable housing supply programme funding could be of assistance in either supporting new builds or acquisitions that can better ensure that the social rented tenure offer that RSLs collectively hold can support the objectives of the RRTP. To ensure this potential is met, Inverclyde Council will engage with the Inverclyde Housing Options and Homelessness Advice Service to support alignment of the SHIP with the RRTP. The project matrix also includes addressing homelessness in its points system.

The Housing Options and Homelessness Advice Service is considering further housing options to address homelessness through discussions with owners of currently empty homes and increasing access to the private rented sector by working collaboratively with private landlords. The service deals with dynamic changing circumstances which can introduce pressures such as widening dispersal of asylum seekers and humanitarian interventions such as Homes for Ukraine.

### Addressing Housing Need

The SHIP forms an integral part of strategic housing planning in Inverclyde. This process involves the LHS setting the strategic direction. The LHS is informed by a Housing Need and Demand Assessment (HNDA) which is a stock flow model that estimates what additional housing is required across tenures within a region or local authority, based on demographic, housing trends, and socio-economic projections. As partners within the Glasgow City Region Housing Market Partnership, Inverclyde Council have recently completed a Housing Need & Demand Assessment (HNDA3) which provides a statistical estimate of how much additional housing units, by tenure and type, will be required to meet all future housing need and demand in the area over the next ten years. These are set out in table 2 below:

Table 2: HNDA 3 projections

Principle Scenario Projection of New Households	
Owner Occupation	0
Private Rent	0
Below Market Rent	0
Social Rent	180
Total	180

The HNDA represents a baseline of housing need. Housing Supply Targets go above what has been set out in the HNDA as Inverclyde’s Housing Supply Target function is directed towards how housing can support a broader range of outcomes than can be accounted for in the HNDA. The targets set out in Inverclyde’s Housing Supply Target Paper are focussed on growing the population and our repopulation strategy identifies that private tenure focus is the way to support such objectives. How this SHIP can

support this tenures growth has already been discussed earlier on in this statement in relation to Inverclyde's LHS and Housing Supply Targets.

Regarding social rented developments these are organised around supporting the four outcomes of the LHS. HNDA figures as 'policy off' estimates of need are accordingly unsuited for understanding what needs stand within the current tenure regarding house type such as specialist or general needs, flatted or non-flatted units, and number of bedrooms. A closer study of social housing demand has been undertaken which feeds into the SHIP matrix; this is summarised below.

### Inverclyde Social Housing Demand Assessment

In June 2023 both the Inverclyde Common Housing Register (ICHR) and River Clyde Homes (RCH) were asked by Inverclyde Council's Housing Strategy team to provide information from their respective housing registers. The intention of this request is to use the data provided to inform strategic decision making in relation to future housing development as part of the SHIP. The data submitted to Inverclyde Council by both housing registers presents a snapshot in time and can only provide inferences of housing demand at the time of extraction. Nevertheless, it can provide housing strategy with information on current trends and pressures in relation to demand for social rented housing.

Both housing registers illustrate that the majority of the affordable housing pressure in Inverclyde is for one and two-bedroom properties. An average of the two registers would suggest that housing demand for one-bedroom properties is 49% and demand for two-bedroom properties is 31%.

The demand for larger family homes is not as acute, average demand for three-bedroom properties is 16% and for four-bedroom properties or larger it is 4%. Although the proportion of applicants for larger family homes is not as pronounced, there are still significant pressures for this type of housing. In Inverclyde there are approximately 7 registered applicants for every available let. Furthermore, 43 applications are made for every property advertised by partners. Whilst demand is strong, 25% of offers made to applicants are declined.<sup>6</sup>

Greater interrogation of the housing register may provide some indications as to how future development can shape the Inverclyde housing stock to be more responsive to the long term needs of future Inverclyde residents and tenants of our RSL partners. Development partners should be cognisant of the following points in relation to housing demand and their proposals for new developments:

1. At the time of submission, there was a total of 3919 applicants on the ICHR waiting list. At the time of submission, there was a total of 5843 applicants on the RCH waiting list.
2. Both housing registers illustrate that the majority of the affordable housing pressure in Inverclyde is for one and two-bedroom properties.
3. The development of housing in Inverclyde should consider the changing demographic profile of the area and seek to future proof homes to meet these requirements as well as incorporating adaptability within. This is further supported with the age profile of the ICHR waiting list showing 21% of applicants are over the age of 55 and 45% of applicants have a disability. Housing development through the SHIP should accordingly be geared towards supporting accessibility.

---

<sup>6</sup> Arneil Johnson (2023). Inverclyde Local Housing Strategy 2023-2028



4. The information provided within the Inverclyde Social Housing Demand Assessment on specialist housing demand should be considered within the future planning of new build social housing.
5. Housing demand by locality can provide further context when determining appropriate housing size mixes for specific development sites within the SHIP. Locality specific demand information is included within the Inverclyde Social Housing Demand Assessment and should be considered within site specific house size mix proposals.<sup>7</sup>

### Consultation

The development of the matrix and selection of projects was undertaken with consultation with all relevant agencies including RSLs, communities (via the mediation of RSLs, HSCP, LHS consultation process), developers, HSCP (Inverclyde Housing Options and Homelessness Advice Service and occupational therapists) which ensured that strategic priorities could be realised in concrete deliverable projects. Consultation was achieved through a series of tripartite meetings between the Council, Scottish Government and RSLs; the Housing Partnership Group; and one to one meetings.

### Deliverability

Anticipation over the deliverability of projects is established through collaboration between all partners who have a role to play in the development and delivery of the SHIP. This includes RSLs, Scottish Government More Homes Division, HSCP, and council services like Planning, Roads, and Property Services. The judgement over whether projects are deliverable is established through these partnership discussions.

Nevertheless, as assumptions and forecasts are based on available information and can be subject to change as projects develop can mean that some projects – hitherto adjudged to be deliverable - may not proceed due to development limitations. Since the SHIP is a five-year rolling programme a project categorised as highly deliverable in one SHIP may be recategorized as less deliverable in another SHIP. Any changes in deliverability on an annual basis will be reassessed in that SHIP's matrix.

### Matrix

The SHIP is accordingly organised around regeneration to support the main outcomes of the LHS and to support the Council's regeneration objectives. Projects should also be deliverable. Potential projects are evaluated based on these objectives; these are scored on the following basis:

- Project meets one or more LHS objectives: 2 points per LHS outcome met.
- Project aligns with the Council's land use policy and Affordable Housing Policy outlined within the LDP: 2 points.
- Project supports the repopulation agenda through an innovative tenure development: 3 points.
- Project supports the objectives of the rapid rehousing plan: 3 points.
- Project mitigates against child poverty: 3 points.
- Project is considered i.) highly deliverable; 6 points; ii.) deliverable: 4 points; iii.) somewhat deliverable 2 points; iv.) feasibility of project questionable but still to be retained: placed in slippage programme; v.) project undeliverable: taken off the SHIP.

---

<sup>7</sup> Inverclyde Council (2023), Internal Document

## Summary of investment priorities

Inverclyde's economic ambitions and actions are outlined in the Inverclyde Economic Regeneration Strategy 2021-25. The vision of the strategy is:

***Inverclyde is a vibrant part of a strong city region with a competitive and thriving economy, sustainable communities and flexible and skilled workforce.***

It is important that housing investment is maximised as part of Inverclyde's economic strategy and that good quality housing options are made available for working age households. Housing and economic growth are fundamentally linked, and a lack of suitable, affordable housing can be a barrier to the economy being able to recruit and retain staff to grow their businesses and in turn grow the local economy. Housing has an important contribution to make to the growth of the local economy, ensuring that the working age population can be recruited and retained by connecting jobs to quality, affordable homes. Housing is also viewed as a key component by the Inverclyde Alliance, the Inverclyde Local Outcomes Improvement Plan states that:

***"Inverclyde will be a more attractive place to live and work with excellent education provision, leisure facilities, transport links, good quality housing and employment opportunities".***

To achieve this vision, it will be important that future housing planning is informed by Inverclyde's economic growth strategy and vision for the future. Current demographic projections predict continued depopulation in Inverclyde at a scale unprecedented in Scotland. Future housing estimates which drive investment in housing reflect this population decline. Connecting housing to economic development strategies through regeneration masterplans is a key strategy. Based on this, housing led regeneration is a central focus of the Inverclyde LHS 2023-2028. The following LHS actions focus on regeneration and will shape future investment priorities and housing delivery for the duration of the SHIP:

Action	Action(s) and Commitments for Outcome Delivery
1.1.	Commission viability studies which bring partners together to appraise options for housing regeneration, the creation of 20-minute neighbourhoods and the delivery of the Local Heat and Energy Efficiency Strategy
1.2.	Ensure housing regeneration is at the centre of the Inverclyde Alliance population strategy by aligning housing investment, economic development, placemaking and active transport priorities within a suite of area-based regeneration masterplans
1.3.	Work with RSLs on asset management and regeneration proposals including the sale of land assets which could attract private investment and support repopulation
1.5.	Facilitate the regeneration of Clune Park, Port Glasgow
1.6.	Engage the Scottish Government in a review of the SHIP aligned to RSL regeneration priorities and proposals, with a view to increasing funding for investment in existing stock which is no longer fit for purpose
1.8.	Consider and address the sustainability of low demand housing stock as part of a targeted housing-led regeneration programme
1.9.	Work with national government and public bodies to explore funding mechanisms to support mixed tenure regeneration and investment projects in Inverclyde

## Larger family homes

As previously outlined, housing can play a key role in supporting the growth and retention of the working age population in Inverclyde. Finding new and creative ways to target quality affordable housing to working households will be a crucial aspect of supporting the ambitious economic regeneration strategy for the area. The Inverclyde Social Housing Demand Assessment identified that although demand for larger family homes is not as acute, it accounts for 20% of applicants for social housing. The average demand for three-bedroom properties is 16% and for four-bedroom properties or larger it is 4%.

Whilst using both the ICHR and RCH's housing register provide a good indication of housing demand within the area, this doesn't capture demand for private sector housing in relation to housing size. Housing size mixes should therefore be considerate to the policy aspiration to attract and retain residents to Inverclyde as per the repopulation agenda, particularly within alternative affordable housing types such as Mid-Market Rent (MMR) and New Supplied Shared Equity (NSSE).

Action 2.9 of the Inverclyde LHS 2023-2028 states the Council and its partners will *'Deliver intergenerational, sustainable communities by considering a mix of private and affordable housing on the same site, working in partnership with developers and landlords to extend the range of options available.'* In addition to this, a milestone of this action directs Inverclyde Council to *'Explore the affordable housing policy as a delivery mechanism for Shared Equity Housing.'*

As previously noted, Inverclyde's Housing Supply Targets paper supports the growth of private sector stock, outweighing future delivery of social housing and supports the innovative use of AHSP funding for tenures suited for young people such as MMR and NSSE. Inverclyde Council view alternative affordable housing tenures as an opportunity to provide a market signifier to private developers. The delivery of NSSE, larger family homes can also be an effective method of testing housing demand for private sector housing, whilst stimulating the housing market in support of the repopulation efforts in Inverclyde and will be explored.

## Key workers

The Glasgow City Region, Draft Housing Need and Demand Assessment 2022 does not identify a requirement for housing provision for key workers in Inverclyde. Nevertheless, the demographic profile of Inverclyde is shifting. Between 2022 to 2032 the older population is expected to grow substantially as people live longer, whilst younger and working age populations are expected to decline.

With the reduction in working age residents, the ageing demographic may place pressures on the provision of care and health services in the coming years. Inverclyde Council are aware that the provision of housing for key workers may become a more pronounced issue in the future. Furthermore, Inverclyde Council acknowledge that the provision of housing for key workers can assist in the employment and retention of people vital to the delivery of and improving essential local services which could positively contribute to the long-term repopulation strategy of the Council.

## Acquisitions Strategy

In 2021, Inverclyde Council's proposal to the Scottish Government for the acquisition of second-hand properties in Inverclyde determined the three fundamental purposes of the programme which are:

1. Consolidate stock for management and improvement purposes.
2. Secure stock where there is limited supply and limited development opportunities.
3. Secure stock for specialist housing requirements.

Inverclyde Council determined that any acquisition must address identified housing need within Inverclyde and provide value for money; the purchase must not exceed market value and must be agreed by the Council. On completion of purchase and any necessary refurbishments, RSLs are expected to update Inverclyde Council to assist with monitoring of the Programme.

The strategic approach outlined above remains the shared strategic objectives of Inverclyde Council and its partners for the acquisition programme. Inverclyde Council's approach towards the acquisition of second-hand properties has been reiterated within the Inverclyde LHS 2023-2028.

*'To address these issues and to improve the sustainability of communities and places, Inverclyde Council and local RSLs have recognised the importance of investing in existing poor-quality housing through a Housing Acquisition Programme negotiated with the Scottish Government in 2021. The Acquisition Programme was designed to complement the Affordable Housing Investment Programme providing additional affordable housing in areas of poor-quality private sector housing. Buying properties from the market allows social landlords to repair, renovate and regenerate; whilst continuing to address the need for additional specialist provision and homeless accommodation in areas where new homes cannot be built.'*<sup>8</sup>

The LHS recognises the potential transformational effect the acquisition programme could have on Inverclyde's housing supply, stock condition and how it can positively contribute towards regenerating existing communities. Therefore, the LHS proposes over the duration of the next strategy the acquisition programme will be further extended.

The following points outline the key principles of the Inverclyde Acquisition Programme:

1. Action 2.3 of the Inverclyde LHS 2023-2028 instructs Inverclyde Council and partners to 'extend the RSL Acquisition Scheme by enhancing the budget and reshaping the criteria.'
2. Inverclyde SHIP 2024 – 2029 currently allocates funding for 40 units per annum towards the acquisition of second-hand properties over the five-year period.
3. Inverclyde Council will support AHSP funding requests from RSL partners for the acquisition of second-hand properties as part of the Inverclyde Acquisition Programme. Requests must comply with More Homes Division Guidance Note 2023/01. Acquisitions must also meet the strategic objectives as outlined above in line with the Inverclyde LHS 2023-2028.
4. Inverclyde Council have determined the programme will retain the same funding assumptions previously introduced in the formation of the Inverclyde Acquisition Programme e.g., 50% of purchase price (up to a maximum of £50,000 grant assistance per unit)
5. The use of the council's Affordable Housing Fund (AHF) may be used to assist purchases where the market value exceeds £100k and the acquisition meets our strategic criteria in points 3 and 4 above.
6. In reference to point 5, the use of the AHF to this end would necessitate early communication with the Council to discuss this on a case-by-case basis and how the acquisition would meet the

---

<sup>8</sup> Arneil Johnston, Inverclyde Local Housing Strategy 2023-2028

strategic objectives of both the programme and the LHS. Inverclyde Council reserve the right to refuse this funding request.

7. Based on stakeholder feedback, a review of the acquisition process is required with further consideration towards how partners acquire properties suitable for specialist housing and ensure the programme can be useful to this end. This will be a focus of LHS Delivery Group 2.<sup>9</sup>

Inverclyde Council's Environment and Regeneration Committee Delivery & Implementation Plan 2023/26 outlines that a long-term strategy (Local Heat and Energy Efficiency Strategy (LHEES)) will be in place for improving energy efficiency and heat decarbonisation in all buildings in Inverclyde by December 2023. The Council's acquisition programme could be fundamental to support and enable future intervention in retrofitting multi tenure buildings, improving housing condition and contribute towards the Council's LHEES.

### Specialist Provision

The Local Housing Strategy reports that in August 2022, there were over 3,500 people on the housing list. Of these, there are 73 applicants seeking wheelchair housing and a further 221 applicants who require level access housing. Furthermore, 52 applicants had a high (gold) priority for health/medical reasons.<sup>10</sup> In the past year the situation has become further exacerbated with the total applicants nearly reaching 4,000 and a greater number of applicants with specialist requirements.<sup>11</sup>

It is evident that based on projections the population of Inverclyde will continue to decline over the next 20 years or more if no policy interventions are used to reverse this outlook. The older age groups of the population are forecasted to significantly increase during this same period despite the projected population decline. This implies that in the coming years Inverclyde is going to develop an ageing demographic profile and with this comes the associated issues of providing appropriate housing to support our residents.

The development of housing in Inverclyde should consider this changing demographic profile of the area and seek to future proof homes to meet these requirements as well as incorporating adaptability within. This is further supported with the age profile of the Inverclyde Common Housing Register waiting list showing 21% of applicants are over the age of 55 and 45% of applicants have a disability.

The increasing numbers of applicants requiring specialist intervention further highlights the existing and future pressures placed on the affordable housing supply for these endeavours. Action 3.10 of the Inverclyde LHS 2023-2028 states that it is Inverclyde Council and its partners intent to 'Increase tenure choice for older people by encouraging the delivery of intermediate and market housing options.' The action plan specifically states that we will '*Deliver older persons housing through RSL newbuild programmes.*' LHS Delivery Group 3 will seek to find ways to work towards implementing these actions although proposals for the Clune Park development and Bay Street site already seek to address older people's housing needs.

---

<sup>9</sup> Inverclyde Council (2023), Internal Document.

<sup>10</sup> Arneil Johnson, Inverclyde Local Housing Strategy 2023-2028, 2023

<sup>11</sup> Data provided by the Inverclyde Common Housing Register in June 2023).

## Housing for varying needs

All 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.

### Wheelchair Accessible Housing

The Inverclyde Specialist Housing Provision Review presented an evidence base to support the need for more wheelchair housing in Inverclyde. A recommendation of the review was for a new cross-tenure Wheelchair Accessible Housing Target. The target proposed sought the provision of 5% of all new housing in Inverclyde to be wheelchair accessible. This recommendation was discussed during the consultation process of Inverclyde's Proposed LDP.

Subsequently, the Proposed LDP received Committee approval for the implementation of a new Wheelchair Accessible Housing Policy: "POLICY 21 - WHEELCHAIR ACCESSIBLE HOUSING - The Council will seek the provision of 5% wheelchair accessible housing on new build development sites of 20 or more units." The new Wheelchair Accessible Housing Policy also requires private developers to provide wheelchair accessible homes on future sites in Inverclyde, increasing housing options for residents.

All wheelchair accessible housing will, as a minimum, comply with the design criteria indicated as a 'basic' requirement for wheelchair users, as outlined within the current Housing for Varying Needs (HfVN) design guide. Inverclyde Council works closely with our RSLs and HSCP to ensure wheelchair accessible housing is delivered, and that we meet our wheelchair accessible housing target with regards to new build social rented housing.

To date, RSLs have delivered more than 100 affordable wheelchair accessible homes in Inverclyde through the AHSP. 20 wheelchair accessible homes have recently been delivered at the Ravenscraig development in Greenock designed to HfVN standards.

### Future Specialist Housing Projects

**Clune Park** - The Clune Park design brief states that all housing developed on the proposed Clune Park development site will be required to meet the HfVN standard and in cognisance of an ageing population, the inclusion of dementia friendly design principles would be welcomed within the development. This aligns with action 3.4 of the Inverclyde LHS 2023-2028 which states Inverclyde Council, and its partners will *'Investigate opportunities for dementia friendly design features in retrofitting existing stock and in the specification of new build.'*

Furthermore, the brief also stipulates that a developing RSL partner will ensure 25% of units delivered on site will be amenity housing suitable for older people. This aligns with action 3.10 of the Inverclyde LHS 2023-2028 as highlighted previously. Further information is available within the future projects update.

**Bay Street** - The LHS action plan specifically states that we will 'Deliver older persons housing through RSL newbuild programmes,' to address the growing demographic pressures of an ageing population. The town centre location of the Bay Street site and favourable topography lends itself to older people's housing provision. 24 Amenity housing units will be delivered on this site and the development will

contribute towards the delivery of LHS Outcome 3: People in Inverclyde are supported to live independently and well at home.

**Duncan Street** –Inverclyde Council have been in discussions with colleagues from the Inverclyde HSCP and Sanctuary Scotland to deliver 2 units suitable for bariatric service users on the Duncan Street site. The site is the former health centre and is located in Greenock town centre.

**Acquisition Programme** - Inverclyde council and our housing and health partners agreed that an Acquisition Programme was an essential method of addressing recent and historic housing issues across Inverclyde. Acquisitions can play an important role in addressing individual needs/cases identified by our HSCP partners. In some scenarios, the acquisition programme can offer a more reactive and cost effective option in addressing immediate specialist housing needs, avoiding the potential delays and planning issues associated in delivering new build affordable housing.

Therefore, as part of the acquisitions strategy, it was agreed with Inverclyde Council's strategic partners that one of the three fundamental purposes of the programme is to '*Secure stock for households with particular requirements.*' It should be noted that revenue implications of specialist housing, whether new build or by acquisition must be bottomed out as part of the process.

**Children's Services** - Action 3.8 of the Inverclyde LHS 2023-2028 states Inverclyde Council, and its partners will 'Continue to improve housing outcomes across a range of measures for young people, including care leavers and young adults with complex needs.'

Early discussions with Inverclyde HSCP Childrens Services have commenced on what the future housing requirements of looked after children are in Inverclyde. Further work is required to identify shortfall in provision and develop a robust evidence base. However, qualitative discussions have signified a need for supported accommodation in the form of a core and cluster model. Consultation with RSL partners is required to determine whether this housing need could be addressed using existing housing stock or if a bespoke solution is required utilising AHSP funding via the SHIP.

### Gypsy travellers

The Council retains a statutory duty to assess the housing and support needs of Gypsy/ Travellers and to ensure that appropriate provision is made available. Inverclyde Council does not own or manage any Gypsy Traveller sites. In recent years, on average around 6 roadside encampments were reported to the Council which is a reduction from historic trends and in line with the national profile. Encampments are generally small in scale, typically 3 caravans or less.

The Glasgow City Region, Draft Housing Need and Demand Assessment 2022 does not identify a requirement for site provision in Inverclyde. Improving the lives and outcomes of Gypsy/Traveller communities is an equality outcome for Inverclyde Council. It should be noted that there is no population of either Gypsy/ Travellers or Travelling Showpeople residing in Inverclyde other than on a very temporary basis.

### Town Centres

Revitalising Town Centres are a central objective of both the Scottish Government and Inverclyde Council. Housing is considered a key part of this revitalisation process at both central and local levels

of Government. The Scottish Government outline in Housing to 2040 a specific action (Action 3) in that regard wherein they will *“support the delivery of homes in town centres and at the heart of communities by developing vacant and derelict land, repurposing existing properties and locating homes closer to services and facilities within 20-minute neighbourhoods”*. Inverclyde’s LHS states that for Outcome 1: *‘People in Inverclyde live in quality homes in connected communities’* and that a Town Centre First approach will be adopted in developing masterplans in partnership with communities that activate such ambitions.

The two main beneficiaries of this approach will be Greenock Central and Lower Port Glasgow both of which have been identified by Inverclyde Alliance as ‘Priority Place Areas’. The LHS states that in each area, masterplans will be informed by an updated private sector house condition survey, a review of specialist housing provision and the development of an acquisition and refurbishment strategy by local Registered Social Landlords (RSLs). In such a context, Inverclyde’s town centres can be sites where projects that support a diversity of tenure forms can be initiated that supports the repopulation objectives that are set out in the Housing Supply Targets paper.

### Greenock Central

In 2020, The Scottish Government published the Scottish Index of Multiple Deprivation (SIMD). The SIMD is the Scottish Government’s official tool for identifying places in Scotland that have high levels of deprivation to ensure that interventions to alleviate deprivation can be targeted to the right places. To do so, it uses data relating to multiple aspects of life (income, employment, health, education, access, crime and housing) in order to gain the fullest possible picture of deprivation across Scotland. The SIMD report identified Inverclyde as the area with the largest local share of deprived areas. 32% of Inverclyde’s data zones were in the 10% most deprived data zones in Scotland, and 45% of data zones were among the 20% most deprived in Scotland. Greenock Central was ranked as the most deprived data zone in Scotland.

In response to such challenges the Council have begun the process of regenerating Greenock Central through commissioning a Central Greenock Regeneration Strategy which articulated a joined-up vision for the area taking a holistic view of multiple sites located within the area. The strategy has been geared around encouraging multi-tenure development, repopulation and regeneration objectives, taking into consideration an analysis of existing land use strategies, site deliverability, land valuation, market appraisals, assessment of housing market and local housing need and demand, the environmental attractiveness of the area, and the potential for attracting development to the area. The findings and recommendations of this report will frame discussions in our LHS delivery group.

In addition, Inverclyde Council made a successful application to the to the UK Government’s Levelling Up Fund to transform the heart of Greenock Town Centre wherein the project is set to receive £20m as part of an overall £22m budget. The project would remove the A78 flyover bringing the road to ground level to increase access, remove the bullring roundabout, and 40 per cent of the existing indoor retail space in the Oak Mall, including Hector McNeil House. In doing so it would create new civic spaces, a restructured more outward looking town centre retail offer, improve links between various parts of the town centre and the waterfront and build in capacity for a potential new education/college facility or town centre housing.



It was announced on the 30<sup>th</sup> of September 2023 that Inverclyde Council are to receive an additional £20m contributing towards the regeneration of Greenock town centre to build upon the existing £20m Levelling Up funding. Towns have been allocated funding according to the Levelling Up Needs Index which takes into account metrics covering skills, pay, productivity and health, as well as the Index of Multiple Deprivation to ensure funding goes directly to the towns which will benefit most, without new competitions or unnecessary hurdles.<sup>12</sup>

In regard to the housing offer the Greenock Central Study has recommended new units be developed of Mid-Market-Rent tenures that would provide "different housing supply to the local area and changing the demographic composition in the area". It is in that regard that Affordable Housing Supply Programme through the SHIP can enable such a vision's realisation.

### Lower Port Glasgow

In a similar vein to the Greenock Central Regeneration Strategy, Inverclyde Council Officers are currently developing a procurement brief to appoint a consultancy team to prepare a development strategy and overarching masterplan for the Lower Port Glasgow Priority Place Area (PPA) with a view to enabling housing led physical regeneration. Once this study has been completed, its findings will inform the LHS delivery groups and will cascade into the SHIP.

### Methods of construction

Inverclyde Council has partnered with our RSLs to improve the quality of affordable social rented housing in the area. All new homes built in Inverclyde include high levels of insulation, large double-glazed windows and photovoltaic panels allowing for reduced bills. Furthermore, on recent developments some separate sites have shared resources in design and construction. A number of the same sites had the same components which were constructed off site, therefore applying the Scottish Government principles of benefitting from sharing design resources; procuring more goods for cost effectiveness; adopting common specifications/designs; and the use of off-site construction.

Inverclyde Council are continually striving to transform our local authority area and we recognise that one of the keys to achieving our ambitions is to provide highly desirable housing. We understand that maximising the potential of innovative design and construction techniques allows us to deliver a greater number of greener homes, which assists us in our goal of providing sustainable neighbourhoods and other economic opportunities. The delivery groups of the LHS will provide a forum to harness new approaches to construction including methods such as:

**Modern Methods of Construction** which is a wide term that includes a range of off-site manufacturing and on-site techniques that provide alternatives to traditional house building methods. It can offer better thermal performance and a reduction in the building's maintenance costs. In doing so, it has the potential to benefit our resident's energy efficient properties to reduce the impact of energy prices on households and to tackle fuel poverty.

**WikiHouse** is presented as a new modular building system that simplifies the design, manufacturing, and assembly of high-performance homes and small buildings. Its manufactured components fit

---

<sup>12</sup> Inverclyde Council, £20m additional investment for Greenock.

<https://www.inverclyde.gov.uk/news/2023/sep/20m-additional-investment-for-greenock>

together seamlessly, ensuring straight and accurate construction. These lightweight and strong blocks are made from durable spruce plywood with a certified life of 60 years and are highly insulated and carbon-negative. Such blocks are interoperable with various foundations and cladding types; assembly requires no traditional construction skills. River Clyde Homes are currently undertaking feasibility studies looking at whether Wikihouse approaches would be of use for filling small gap sites.

### Community benefits

Together with providing contributions to local community groups, all of the RSL 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.

### Anticipating impacts on the Resource Planning Assumptions

As has been signalled in the LHS there has been a turn away from expanding the total supply of general needs social housing through the AHSP towards investment priorities that either tweak existing stock profiles to better suit the needs of Inverclyde's population, or support innovative tenure mixes that support repopulation objectives. As such it is anticipated that Inverclyde Council and its partners are not currently in the position to fully utilise the Resource Planning Assumptions (RPA) which have been indicated that is available to the area. For this SHIP it will be noted that some projects previously identified within Inverclyde's slippage programme in last year's SHIP are not currently being progressed after consultation with our RSL partners, where rising costs have impacted on the deliverability of such projects.

In that regard, this reflects a national trend of declining approval and starts. The work of the LHS delivery groups will enable understanding of how the AHSP could better support Inverclyde's needs going forward. A discussion is needed on whether Scottish Government's offer in housing could better correspond with Inverclyde's specific housing challenges which are not solely focused on new build delivery but also focus on improving existing housing condition, quality, and the increased acquisition of market properties to support the decarbonisation agenda.

### Constraints on Projects

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.

During consultation with local RSLs on the production of this SHIP, our partners have cited the challenges of inflated borrowing costs, and the current benchmark levels available to them as barriers to them delivering new build social rented housing in the immediate future. Having previously embarked on large scale new build development programmes in the previous five years, local RSL partners have expressed concerns on the effect additional new supply will have on their existing housing supply, subsequently creating low demand housing stock. The HNDA provides an estimation of 180 units or 18 per annum will be required over the next 19 years. This SHIP anticipates delivery will exceed HNDA estimates in the next five years which supports RSL concerns.

## Other Funding of projects

### Empty Homes

Tackling empty homes can be part of a holistic approach to increasing the availability of housing and helping to regenerate communities. To deal with such challenges, the Inverclyde Empty Homes Service was set up in 2017 as a partnership between Inverclyde Council, River Clyde Homes and the Scottish Empty Homes Partnership. When an Empty Homes Officer was appointed in 2017 there were 647 long term empty properties (properties empty for 6 months or more).

The partnership between the Council and RCH has now evolved with Inverclyde Council employing one full time Empty Homes Officer post. The number of long-term empty properties in Inverclyde now stands at 541, a decrease of 16%<sup>13</sup>. To date, our Empty Homes Officer has provided over 500 owners of empty homes with advice and information and through direct engagement has brought over 50 empty homes back into use. Table 3 outlines empty homes activity between 2020/21 and 2022/23:

Table 3: Empty Homes Activity 2020/21 – 2022/23

	2020/21	2021/22	2022/23
<b>Number of empty homes brought back into use</b>	11	n/a. No Empty Homes Officer between June 2021 and May 2022.	2
<b>Length of time homes have been empty</b>	Majority of cases between 1 and 5 years.  One property was less than a year, one property was empty between 5 and 10 years.	n/a	One property was empty for less than a year.  One property was empty for 2 to 5 years.

Inverclyde Council introduced a 200% Council tax for properties which have been unoccupied for 12 months or more from April 2019 (it was previously set at 150%). Inverclyde Council received £463,407 from Council Tax on Second and Empty Homes in 2022/23, a decrease on the previous year's collection of £515,155 in 2021/22 and £581,000 in 2022/23. 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.

A proportion of the income generated from the empty home levy is allocated to the affordable housing budget and an allocation of this is used to fund the Empty Homes Officer post. The empty homes advice service is provided through the Empty Homes Officer, there is no grant/loan funding available to support empty homeowners in Inverclyde.

<sup>13</sup> Arneil Johnson, Inverclyde Local Housing Strategy 2023-2028

The Empty Homes Service reports that the COVID-19 pandemic had an impact on long-term empty properties being brought back into use. Engagement with owners who were attempting to bring empty homes back into use have advised there had been significant barriers to overcome. This was due to a rise in the cost of materials, shortages in supplies and the lack in availability of local tradespeople. This was against the backdrop of significant challenges, with home working and restrictions on visits to properties. The Empty Homes Service reports that owners are still struggling with rising costs, shortages in supplies and the lack of availability of local tradespeople in 2023.

The new Local Housing Strategy will programme further action to bring more long-term empty properties back into residential use, ensuring that there is a continued reduction in the number of long-term empty homes. Maximising the use of existing stock will not only increase supply of local housing but support improvement in the condition of homes, helping to regenerate communities. This means that tackling long term empty homes will support wider LHS objectives.

### Developer Contributions

As of 31st March 2023, there was £220k of Developer contributions made as a result of the Inverclyde Affordable Housing Policy to support the delivery of affordable housing. Section 75 and other mechanisms are used, where justified, to secure developer contribution where there is a demonstrable need for affordable housing. In recent years, as a result of a less confident housing market, the SHIP has not been reliant on the Affordable Housing Policy to ensure sufficient levels of programming for the Council and other developing partners.

### Stock Transfer Agreement

As a condition of the stock transfer agreement, monies generated from the sale of assets by River Clyde Homes (RCH) are returned to the Council and distributed to assist in affordable housing delivery. We did not receive any funds from RCH in 2022/23.

### Affordable housing fund

The Affordable Housing Fund (AHF) is an extra source of funding that Inverclyde Council can use to support projects that are programmed through the SHIP. The AHF is formed through commuted sums come through Section 75 developments where it is agreed between private developers and the Council that instead of the developer providing Section 75 affordable housing directly in the site location, that money is transferred to support affordable housing development elsewhere. Since the last SHIP there has been no additional commuted sums monies transferred. Additionally, the AHF has not been used in this period. Because of this the AHF continues to stand at £190,000 which is made up from commuted sums transferred from:

- i.) The development of former navy building site in Eldon Street Greenock to the value of £150,000 and;
- ii.) The development of a site in Auchneagh Road to the value of £40,000

The Council intends to use this money to support acquisitions that meet regeneration projects established within the LHS. The use of the council's AHF may be used to assist purchases where there is:

1. A gap between the likely purchase price of a property and available funding available to a RSL from the AHSP. This will be where market value of an acquisition exceeds £100k based on the current parameters of Inverclyde's acquisition programme.
2. There is a definite identifiable housing need presented by the HSCP.
3. The use of the AHF would represent best value by resulting in an overall saving for the public purse.

### Housing infrastructure fund projects

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. Just under £2 million was previously provided through the Scottish Government's Housing Infrastructure Fund has helped to alleviate development constraints on the Ravenscraig Hospital site. We anticipate no new projects at the time of publication require the assistance of the Housing Infrastructure Fund. This will be reviewed regularly through the LHS Delivery Group mechanism.

### Vacant and derelict land

No projects at the time of publication require the assistance of the Vacant and Derelict Land Investment Programme. This will be reviewed regularly through the LHS Delivery Group mechanism.

## Existing and Future projects

The following section is an overview of future projects which are included within the SHIP over the next five years. Inverclyde's priority and slippage programme is detailed within the tables at the end of this section.

### Clune Park Port Glasgow (135 units)

In 2023, Inverclyde Council further progressed plans towards its ambition of regenerating the area of Clune Park, as directed to within the existing LHS. This work primarily focused on acquiring properties, to be held empty, with a future aspiration for the demolition of the existing tenement buildings, which are no longer fit for purpose. Inverclyde Council have to date acquired 236 of the 430 flatted properties at the proposed Clune Park development site. This has required significant investment from the Council and there will be ongoing investment to acquire the remaining properties and unlock this regeneration project.

The long-term strategic ambition of the Council is for the redevelopment of mixed tenure housing on the Clune Park site to tie in with both Inverclyde Council and the Inverclyde Alliance's wider policy objectives stated within the Inverclyde Repopulation Action Plan, namely the retention of the younger population and to attract new residents to the area to facilitate population growth.

Furthermore, Action 1.5 of the Inverclyde LHS 2023-2028 Action Plan supports these proposals by stating that Inverclyde Council and partners will 'Facilitate the regeneration of Clune Park, Port Glasgow.' As part of this work, a design brief was developed to communicate Inverclyde Council's requirements for the delivery of mixed tenure housing on the Clune Park site and inform masterplanning of the regeneration area, supported by an assessment of housing need and demand. Subsequently, Hypostyle Architects were appointed to develop a masterplan for the Clune Park regeneration area based on the housing requirements outlined within the Council's design brief.

It is anticipated this will then lead to the appointment of a RSL as a development partner to take the project forward through the SHIP in future years.

### Clune Park Site

The Clune Park site is located within the town of Port Glasgow and is in close vicinity to the town centre, retail park, coronation park and the A8/M8 which functions as the main arterial route in and out of Inverclyde to neighbouring authority Renfrewshire and further afield across the Glasgow city region. The existing site already aligns with the Scottish Government's approach towards placemaking and creating 20-minute neighbourhoods supporting the intervention for residential redevelopment of the Clune Park estate to positively contribute towards the regeneration of the area.

The proposed site offers a mainly flat topography for future development and in this regard is somewhat unique to many other development opportunities in Inverclyde which are faced with more challenging landscapes because of the local geography. The location and flat topography of Clune Park provides an excellent opportunity to deliver both mainstream and specialist house types, supported by the existing road networks and pedestrian access due to its location. With Clune Park set to become a flagship development for Inverclyde Council and its strategic housing partners this development seeks to embrace forward thinking design principles and future proof units for prospective residents with respect to the demographic profile of the region.

An updated vision and masterplan for the site has recently been completed. The project will proceed in two phases. Phase 1 being the redevelopment of the former School, Church and Resource Centre Site comprising of 30 units. Phase 2 proposes development on the site of the existing tenements on Caledonian Street, Bruce Street, Wallace Street, Clune Park Street, Maxwell Street and Robert Street.

## Sanctuary Scotland

### **Bay Street - Port Glasgow (24 units)**

This four-storey block will provide twenty-four 1 and 2 bed flats of amenity housing for older people on land beside the A-listed Gourrock Ropeworks. The LHS action plan specifically states that we will 'Deliver older persons housing through RSL newbuild programmes,' to address the growing demographic pressures of an ageing population.

The town centre location of the Bay Street site and favourable topography lends itself to older people's housing provision. This development will contribute towards delivery of LHS Outcome 3: People in Inverclyde are supported to live independently and well at home. Site start is expected in the early months of 2024, with an anticipated completion in 2025/2026.



### **Duncan Street - Greenock (64 units)**

The proposed development at Duncan Street is on the site of the former health centre in Greenock. Once completed, 64 new units for social rent will be provided, a mixture of 1, 2, 3 and 4 bed houses and flats, inclusive of two wheelchair accessible units.

The Duncan Street site is situated in Greenock town centre. Due to its excellent town centre location, Inverclyde Council have been in discussions with Inverclyde HSCP and Sanctuary to also deliver two supported units suitable for bariatric people on this site. Site start is expected in 2024/25 and expected completion is in 2026.

## Link Group

### **Quarry Drive - Kilmacolm (19 units)**

In May 2022, the Scottish Government approved McTaggart & Mickel's proposal to develop 75 new homes at Quarry Drive in Kilmacolm. Outline planning approval was granted at a meeting of the full Inverclyde Council on 4 May 2021. However, the Scottish Government subsequently wanted to review the application.

Policy 18 of the proposed Inverclyde Local Development Plan states that 'There will be a requirement for 25% of houses on greenfield housing sites in the Inverclyde villages to be for affordable housing.'

Due to Inverclyde Council's affordable housing policy, nineteen 1, 2, 3 and 4 bed affordable homes will be delivered in partnership with Link Group at the Quarry Drive site. The properties will be let and managed by Link. The project is expected to commence in late 2024.

## Oak Tree Housing Association

### **Strone Farm - Greenock (15 units)**

As reported in last year's SHIP, there have been delays to completion as the original developer struggled to meet the rise in supply chain costs resulting from Brexit and the Covid-19 Pandemic, (even with an additional grant funding supplied by the Scottish Government), and subsequently went into liquidation resulting in the contract being terminated, and there being legacy effects on the foundations of the fifteen units on the site that would need rectified.

Oak Tree Housing Association have indicated it is their intention to appoint a new contractor in the coming months and are at present investigating demolition and rebuild of the fifteen housing units on the site. There had been some discussions regarding extending the site to have an additional 50 units, making the total 65 units. However, site investigations have suggested that this at present is not a feasible proposition for the next two to five years due to a high concentration of stone in the ground. Because of this the projects focus will be on rebuilding the 15 units that had been originally earmarked for the site.



## Priority &amp; Slippage Programme Tables: 2024/25- 2028/29

PRIORITY PROJECT	AREA	DEVELOPER	UNITS TYPE					COMPLETION DATE					Total Grant Requirement (£m)
			Total Units	Type	GN	Specialist Provision	Type of Specialist Provision	24/25	25/26	26/27	27/28	28/29	
Strone Farm	Greenock	Oak Tree	15	SR	15			15	0	0	0	0	1.024
Duncan Street	Greenock	Sanctuary	64	SR	60	4	2 Wheelchair / 2 Bariatric	0	30	34	0	0	5.700
Bay Street	Port Glasgow	Sanctuary	24	SR	0	24	Amenity	0	24	0	0	0	2.345
Quarry Drive	Kilmacolm	Link	19	SR/MMR/NSSE	15	4	Wheelchair	0	19	0	0	0	2.237
Acquisition Programme	Inverclyde	Various	200	SR	180	20	TBC	40	40	40	40	40	10.000
Clune Park Phase 1	Port Glasgow	TBC	30	SR/NSSE/MMR	7	23	Wheelchair / Amenity	0	0	0	20	10	2.340
Clune Park Phase 2	Port Glasgow	TBC	105	SR/NSSE/MMR	93	12	Wheelchair / Amenity	0	0	0	0	10	8.190
<b>Total</b>			<b>457</b>		<b>370</b>	<b>87</b>		<b>65</b>	<b>113</b>	<b>74</b>	<b>60</b>	<b>60</b>	<b>31.836</b>

SLIPPAGE PROJECT	AREA	DEVELOPER	UNITS TYPE					COMPLETION DATE					Total Grant Requirement (£m)
			Total Units	Type	GN	Specialist Provision	Type of Specialist Provision	24/25	25/26	26/27	27/28	28/29	
<b>Sacred Heart</b>	Greenock	TBC	40	TBC	36	4	TBC	0	0	20	20	0	3.120
<b>West Stewart St.</b>	Greenock	TBC	24	TBC	22	2	TBC	0	0	0	24	0	1.872
<b>Cumberland Walk</b>	Greenock	RCH	21	TBC	20	1	TBC	0	0	0	0	21	1.638
<b>Site A</b>	Greenock	TBC	25	TBC	22	3	TBC	0	0	25	0	0	1.950
<b>Site B</b>	Port Glasgow	TBC	10	TBC	9	1	TBC	0	0	0	10	0	0.780
<b>Site C</b>	Greenock	TBC	10	TBC	9	1	TBC	0	0	0	0	10	0.780
<b>Total</b>			<b>130</b>		<b>118</b>	<b>12</b>		<b>0</b>	<b>0</b>	<b>45</b>	<b>54</b>	<b>31</b>	<b>10.140</b>

---

<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>18 January 2024</b>
<b>Report By:</b>	<b>Director, Environment &amp; Regeneration</b>	<b>Report No:</b>	<b>E+R/24/01/03/SJ/DH</b>
<b>Contact Officer:</b>	<b>Daniel Henderson</b>	<b>Contact No:</b>	<b>01475 712420</b>
<b>Subject:</b>	<b>Development Plan Scheme and Participation Statement - Local Development Plan</b>		

---

## **1.0 PURPOSE AND SUMMARY**

- 1.1  For Decision  For Information/Noting
- 1.2 The purpose of the report is to seek approval of the draft Development Plan Scheme (DPS) and Participation Statement (PS) for the new Local Development Plan.
- 1.3 A Development Plan Scheme sets out how the next Local Development Plan will be prepared. It also sets a timeline for the delivery of the plan, and includes details of how the general public and consultees can get involved in the Planning process.
- 1.4 The new Local Development Plan will be adopted by March 2026.

## **2.0 RECOMMENDATIONS**

- 2.1 The Committee are asked to note the contents of this report and approve the draft Development Plan Scheme and Participation Statement.

**Stuart Jamieson**  
**Director, Environment & Regeneration**

### **3.0 BACKGROUND AND CONTEXT**

- 3.1 The Local Development Plan sets out the strategy, policies and proposals for the use of land and buildings within Inverclyde. It is used to determine planning applications and provide advice on development proposals.
- 3.2 The current Local Development Plan, which was adopted by Inverclyde Council on the 26 August 2019, includes a range of policies and development sites, which together provide the context for determining planning permission in Inverclyde.
- 3.3 The adopted Local Development Plan is valid for five years until August 2024, however the new Local Development Plan, forming part of the Council's Development Plan, will be valid for 10 years.
- 3.4 The LDP is being prepared under the Planning (Scotland) Act 2019. This legislation adjusts the form and content, and the processes for preparing the Local Development Plan, from early engagement through to the examination and adoption.
- 3.5 In preparing the new LDP, the Council is required to take into account National Planning Framework 4 (NPF4), the Scottish Government's strategy for Scotland's long term spatial development. As well as the national planning policies, the Plan incorporates the Regional Spatial Strategy (RSS) for the area and any Local Place Plans (LPP) which may have been prepared, although the RSS and LPPs do not form part of the statutory development plan.
- 3.6 The Development Plan Scheme has been prepared to outline the timetable for the Local Development Plan along with a Participation Statement providing details of how people will be engaged as part of the process for preparing it.
- 3.7 Everyone within Inverclyde with an interest in planning issues will be encouraged to get involved in the preparation of the new Local Development Plan. Participation is important as it will help prepare a Plan that addresses the needs, aspirations and concerns of those who live, work, visit and invest in the area.
- 3.8 Planning legislation sets out requirements for community engagement which have been enhanced by the Planning (Scotland) Act 2019 through the introduction of local place plans, and the specific provisions to involve previously under-represented groups such as children and young people, gypsy/travellers and people with disabilities.
- 3.9 Engagement should be early, collaborative, meaningful and proportionate, providing for a diverse range of people to express their views in different ways. Scottish Government Guidance on Effective Community Engagement in Local Development Planning will also inform this process.
- 3.10 At various stages of the preparation of the new LDP, involvement will be sought from: (not an exhaustive list)
  - Individual members of the public
  - Community Councils
  - Community Bodies
  - Other Community & Interest Groups
  - Locality Partnerships
  - Elected Members
  - Council Services
  - Development Industry

- Landowners
- Key Agencies & Scottish Government
- Third Sector Organisations
- Business and Commercial Sectors
- Children & Young People

3.11 Consultees will be provided with various options to provide comments, views and suggestions through the consultation process. This will include utilisation of mailing lists, social media, the Council's website, adverts, videos and public events.

3.12 Consultation will be targeted for specific groups which are considered to be under represented groups and those with protected characteristics. This shall include disabled people, children and young people, BAME people and representative organisations, gypsies and travellers etc.

#### 4.0 PROPOSALS

4.1 The proposed Development Plan Scheme (DPS) shall outline the delivery of the Local Development Plan in six key stages in line with Scottish Government guidance.

Key Stage	Date	Actions
Development Plan Scheme and Participation Statement	Q4 2023/24	<ul style="list-style-type: none"> <li>• Committee approval of draft DPS &amp; PS</li> <li>• Obtain consent to go out to public consultation on DPS &amp; PS</li> <li>• Public consultation on DPS &amp; PS</li> <li>• Committee approval of finalised DPS &amp; PS</li> <li>• Invitation to prepare Local Place Plans</li> </ul>
Evidence Report	Q4 2023/24 – Q3 2024/25	<ul style="list-style-type: none"> <li>• Prepare draft Evidence Report including engagement and consultation.</li> <li>• SEA scoping/consultation</li> </ul>
Gate Check	Q4 2024/25	<ul style="list-style-type: none"> <li>• Committee Presentation</li> <li>• Publish Evidence Report and submit to Scottish Ministers.</li> <li>• Reporter considers whether the evidence is 'sufficient' to proceed.</li> </ul>
Proposed Plan	Q1 2025/26 – Q3 2025/26	<ul style="list-style-type: none"> <li>• Call for ideas/sites, consider strategy options, carry out assessments.</li> <li>• Prepare Proposed Plan.</li> <li>• Prepare SEA Environment Report</li> <li>• Committee Presentation</li> <li>• Consult on Proposed Plan</li> <li>• Modify Plan</li> <li>• Committee Presentation</li> <li>• Report on Responses</li> <li>• Submit to Scottish Ministers</li> </ul>
Examination	Q4 2025/26	<ul style="list-style-type: none"> <li>• Reporter considers unresolved issues at Examination and prepares</li> <li>• Report with recommendations</li> </ul>
Adoption and Delivery	Q4 2025/26 – Q1 2026/27	<ul style="list-style-type: none"> <li>• Committee</li> <li>• Report receipt of Examination Report</li> <li>• Modify Plan and adopt.</li> <li>• Publish Delivery Programme</li> </ul>

4.2 The Development Plan Scheme and Participation Statement will be updated annually with information on how the preparation of the next Plan is progressing and how to get involved in its preparation.

## 5.0 IMPLICATIONS

5.1 The table below shows whether risks and implications apply if the recommendation(s) is(are) agreed:

<b>SUBJECT</b>	<b>YES</b>	<b>NO</b>
Financial	X	
Legal/Risk	X	
Human Resources		X
Strategic (Partnership Plan/Council Plan)	X	
Equalities, Fairer Scotland Duty & Children/Young People's Rights & Wellbeing	X	
Environmental & Sustainability	X	
Data Protection		X

### 5.2 Finance

One off Costs

<b>Cost Centre</b>	<b>Budget Heading</b>	<b>Budget Years</b>	<b>Proposed Spend this Report</b>	<b>Virement From</b>	<b>Other Comments</b>
N/A					External consultants to be appointed to assist in evidence gathering process, subject to open tender.

Annually Recurring Costs / (Savings)

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

### 5.3 Legal/Risk

Further to an external audit, the delivery and adoption of the new Local Development Plan has an agreed implementation of Q4 2025/26. Failure to adhere to may present legal/regulatory risk and reputational risk to the Council.

### 5.4 Human Resources

N/A

## 5.5 Strategic

The Local Development Plan will form part of the Council's Development Plan to determine planning applications and provide advice on development proposals. The document is of critical importance to the Council.

## 5.6 Equalities, Fairer Scotland Duty & Children/Young People

### (a) Equalities

This report has been considered under the Corporate Equalities Impact Assessment (EqIA) process with the following outcome:

X	YES – Assessed as relevant and an EqIA is required.
	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, assessed as not relevant and no EqIA is required. Provide any other relevant reasons why an EqIA is not necessary/screening statement.

### (b) Fairer Scotland Duty

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

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

X	YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.
	NO – Assessed as not relevant under the Fairer Scotland Duty for the following reasons: Provide reasons why the report has been assessed as not relevant.

### (c) Children and Young People

Has a Children's Rights and Wellbeing Impact Assessment been carried out?

X	YES – Assessed as relevant and a CRWIA is required.
	NO – Assessed as not relevant as this report does not involve a new policy, function or strategy or recommends a substantive change to an existing policy, function or strategy which will have an impact on children's rights.

## 5.7 Environmental/Sustainability

Once the new Local Development Plan has been adopted by the Council, this will set policy in relation to energy performance and sustainability factors for any development as part of the planning process. This will coincide with national planning policy as stipulated with National Planning Framework 4 (NPF4). The plan will therefore be of major significance to environmental and sustainability objectives locally and nationally for the built environment.

Has a Strategic Environmental Assessment been carried out?

X	YES – assessed as relevant and a Strategic Environmental Assessment is required.
	NO – This report does not propose or seek approval for a plan, policy, programme, strategy or document which is like to have significant environmental effects, if implemented.

## 5.8 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 – Assessed as not relevant as this report does not involve data processing which may result in a high risk to the rights and freedoms of individuals.

## 6.0 CONSULTATION

6.1 None.

## 7.0 BACKGROUND PAPERS

7.1 None.



---

<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>18 January 2024</b>
<b>Report By:</b>	<b>Head of Legal, Democratic, Digital &amp; Customer Services</b>	<b>Report No:</b>	<b>LS/169/23</b>
<b>Contact Officer:</b>	<b>Emma Peacock</b>	<b>Contact No:</b>	<b>01475 712115</b>
<b>Subject:</b>	<b>Proposed Traffic Calming Measures – Union Street and Newark Street, Greenock</b>		

---

## **1.0 PURPOSE AND SUMMARY**

1.1  For Decision  For Information/Noting

1.2 Local Authorities are empowered to construct traffic calming measures under the Roads (Scotland) Act 1984, The Roads (Traffic Calming) (Scotland) Regulations 1994, The Road Humps and Traffic Calming (Scotland) Amendment Regulations 1999 and The Roads Humps and Traffic Calming (Scotland) Amendment Regulations 2002 and, in terms of the Council's Scheme of Delegation, the Head of Physical Assets is authorised to carry out the Council's functions under the relevant legislation.

1.3 The purpose of this report is to inform the Committee of the outcome of the consultation procedure undertaken for proposed traffic calming measures at Union Street and Newark Street, Greenock. The consultation took place from 25 August 2023 until 22 September 2023. As a result of the consultation, there are 30 maintained objections to the proposals.

1.4 The process associated with hearing objections to the proposal is not set out in legislation. However, the Council's procedures for hearing objections to Traffic Regulation Orders are considered to be suitable procedures for hearing objections to proposed traffic calming measures.

1.5 The maintained objections must now be considered by the Council. Officers suggest that the most appropriate way for the Council to consider these objections is at a public hearing before a special meeting of the Environment and Regeneration Committee. There is no requirement for objections to proposed traffic calming measures to be heard by an independent Reporter. Given the number of objectors, it is recommended that, subject to the Committee's decision, the authority is sought from Inverclyde Council at its 15 February meeting to grant authority for alternative venues to be considered, in case the Council Chamber is not large enough to accommodate all participants.

## **2.0 RECOMMENDATIONS**

2.1 It is recommended that the Committee:

- A. Notes the requirement to hold a public hearing to consider the maintained objections, decides to hear these before a special meeting of this Committee and remits it to the Head of Physical Assets and the Head of Legal, Democratic, Digital & Customer Services to make the necessary arrangements for the public hearing; and
- B. Remits to the Head of Legal, Democratic, Digital & Customer Services to bring a report to the Inverclyde Council seeking authority to hold the said special meeting in a venue outwith Greenock Municipal Buildings if required.

**Iain Strachan**  
**Head of Legal, Democratic, Digital & Customer Services**

### 3.0 BACKGROUND AND CONTEXT

- 3.1 Proposed traffic calming measures at Union Street and Newark Street, Greenock were advertised for public consultation on 25 August 2023 with responses invited by 22 September 2023. At the end of this consultation period, 33 objections were received.
- 3.2 Officers wrote to the objectors following the public consultation in connection with these proposals and as a result, 30 objections have been maintained.
- 3.3 It is proposed to install traffic calming measures on Union Street and Newark Street as a significant number of vehicles are travelling above the speed limit of 30mph on Union Street and Newark Street, Greenock. The proposed traffic calming works will involve the construction of mini-roundabouts with associated road markings and road signs at the junctions of Wood Street, Bentinck Street and Johnston Street.
- 3.4 All objectors will have the opportunity to attend the special meeting in order to have their objection heard by the Committee. Given there are 30 maintained objections, the Council Chambers may not be an adequate venue to accommodate the special meeting. Per the recommendations, it is recommended that it is remitted to the Head of Legal, Democratic Digital & Customer Services to seek authority from the Inverclyde Council to hold the special meeting in a venue outwith Greenock Municipal Buildings should that be required.

### 4.0 PROPOSALS

- 4.1 The Committee is asked to consider the traffic calming proposals, a copy of which form Appendix 1, and to accordingly note the requirement to hold a public hearing to consider the maintained objections to this Order. The Committee is asked to hear the objections before a special meeting of this Committee.
- 4.2 The Committee is also asked to note the intention of the Head of Legal, Democratic, Digital & Customer Services to seek authority to arrange the said special meeting in a venue outwith Greenock Municipal Buildings should that be required.

### 5.0 IMPLICATIONS

- 5.1 The table below shows whether risks and implications apply if the recommendation(s) is(are) agreed:

<b>SUBJECT</b>	<b>YES</b>	<b>NO</b>
Financial	X	
Legal/Risk	X	
Human Resources		X
Strategic (Partnership Plan/Council Plan)		X
Equalities, Fairer Scotland Duty & Children/Young People's Rights & Wellbeing		X
Environmental & Sustainability		X
Data Protection		X

#### 5.2 Finance

One off Costs

<b>Cost Centre</b>	<b>Budget Heading</b>	<b>Budget Years</b>	<b>Proposed Spend this Report</b>	<b>Virement From</b>	<b>Other Comments</b>
83412	Traffic Calming Priority List	23/24	£20,000		Any cost of hiring an alternative venue for the special meeting of the Committee would be met within existing budgets.

Annually Recurring Costs/ (Savings)

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

### 5.3 Legal/Risk

The legal implications are summarised in this report.

### 5.4 Human Resources

There are no Human Resources implications directly associated with the proposal.

### 5.5 Strategic

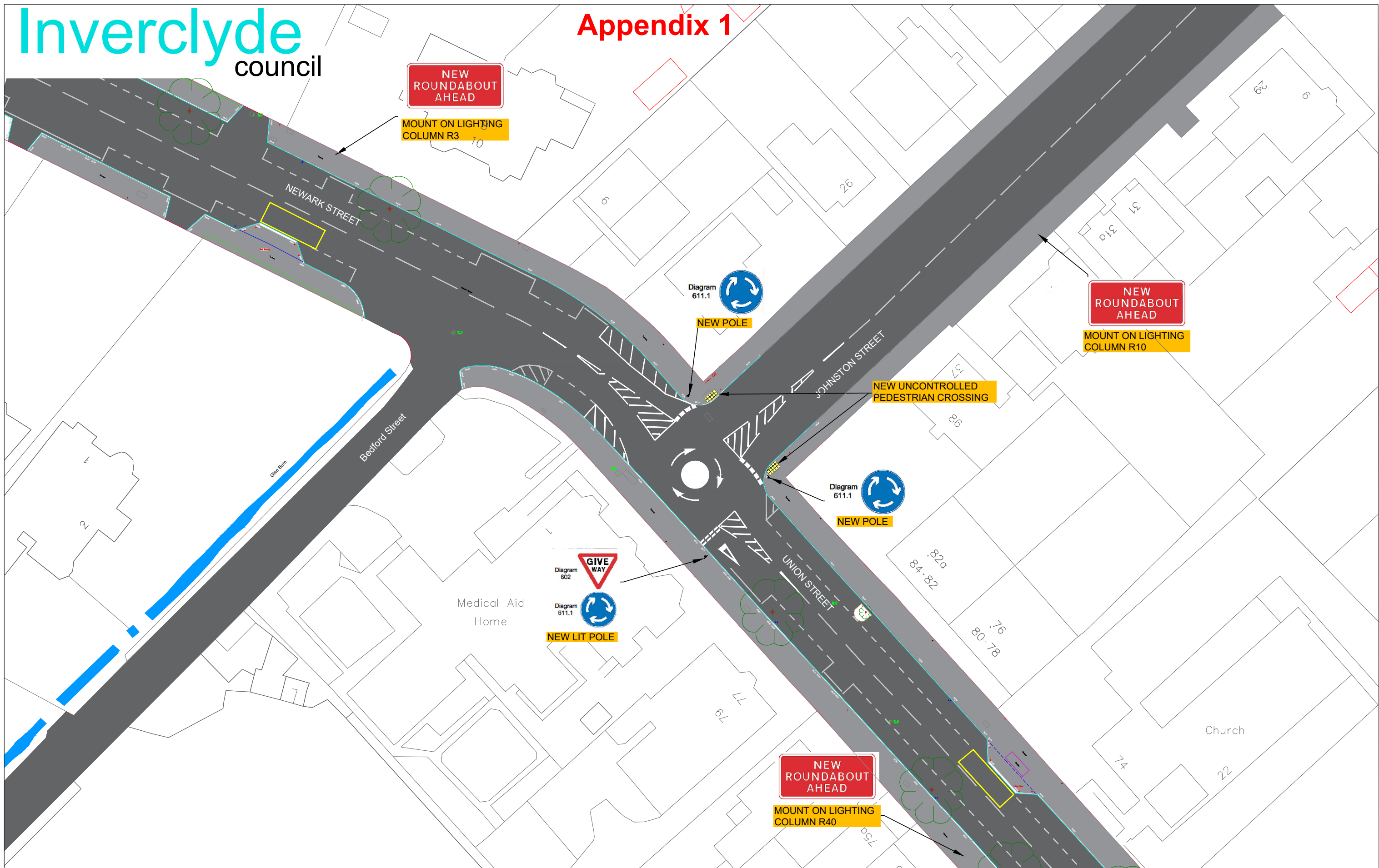
N/A

## 6.0 CONSULTATION

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.

## 7.0 BACKGROUND PAPERS

7.1 N/A



<b>Roads Design</b>
Original Drawing Size 420x297 (A3)

Head of Physical Assets <b>Eddie Montgomery BSc MRICS</b>
<b>8 POTTERY STREET GREENOCK, PA15 2UH</b>

<b>Ordnance Survey</b>
<small>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office © Crown copyright. Unauthorized reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. COPYRIGHT LICENCE No. (100023421) (2023)</small>

Drawing Status	
Preliminary	<input checked="" type="checkbox"/>
Tender	<input type="checkbox"/>
Construction	<input type="checkbox"/>
As-Built	<input type="checkbox"/>
Revision	<input type="checkbox"/>

**Johnston Street  
Mini-Roundabout Proposal  
Roads Service  
Consultation**

Scale	: 1:500@A3
Prepared by	: KM
Drawn by	: KM
Drawing No.	: Johnston St/001

Date	: July 2023
Checked by	: GS
Approved by	: GL
File No.	: -



**Roads Design**  
Original Drawing Size  
420x297 (A3)

Head of Physical Assets  
**Eddie Montgomery BSc MRICS**  
  
8 POTTERY STREET  
GREENOCK, PA15 2UH

Ordnance Survey  
This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorized reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. COPYRIGHT LICENCE No. (100023421) (2023)

Drawing Status	
Preliminary	<input checked="" type="checkbox"/>
Tender	<input type="checkbox"/>
Construction	<input type="checkbox"/>
As-Built	<input type="checkbox"/>
Revision	<input type="checkbox"/>

**Bentinck Street  
Mini-Roundabout Proposal  
Roads Service  
Consultation**

Scale : 1:500@A3  
Prepared by : KM  
Drawn by : KM  
Drawing No. : Bentinck St/002

Date : July 2023  
Checked by : GS  
Approved by : GL  
File No. : -



**Roads Design**  
Original Drawing Size  
420x297 (A3)

Head of Physical Assets  
**Eddie Montgomery BSc MRICS**  
  
8 POTTERY STREET  
GREENOCK, PA15 2UH

Ordnance Survey  
This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office © Crown copyright. Unauthorized reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. COPYRIGHT LICENCE No. (100023421) (2023)

Drawing Status	
Preliminary	<input checked="" type="checkbox"/>
Tender	<input type="checkbox"/>
Construction	<input type="checkbox"/>
As-Built	<input type="checkbox"/>
Revision	<input type="checkbox"/>

**Wood Street Mini-Roundabout Proposal**  
Roads Service  
Consultation

Scale : 1:500@A3  
Prepared by : KM  
Drawn by : KM  
Drawing No. : Wood St/003

Date : July 2023  
Checked by : GS  
Approved by : GL  
File No. : -

---

<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>18 January 2024</b>
<b>Report By:</b>	<b>Head of Physical Assets</b>	<b>Report No:</b>	<b>ENV003/24/SW/EP</b>
<b>Contact Officer:</b>	<b>Eddie Montgomery</b>	<b>Contact No:</b>	<b>01475 714800</b>
<b>Subject:</b>	<b>Real Time Passenger Information – Nicolson Street Bus Stances</b>		

---

## **1.0 PURPOSE AND SUMMARY**

1.1  For Decision  For Information/Noting

1.2 The purpose of the report is to seek approval for the introduction of Real Time Passenger Information (RTPI) at the Nicolson Street bus stances, Greenock.

## **2.0 RECOMMENDATIONS**

2.1 That the Committee agrees to the introduction of RTPI at Nicolson Street bus stances, Greenock.

**Eddie Montgomery**  
**Head of Physical Assets**



### 3.0 Background

- 3.1 A potential cause of frustration for bus passengers is not knowing if their bus is running on time or if it is late and how late it will be.
- 3.2 RTPI is an electronic information system which provides passengers with up to the minute information on the arrival of a service at the bus stop.
- 3.3 Many of the buses which operate within Inverclyde are equipped with the technology required to obtain information for the RTPI system. It follows that the main improvement required is to the infrastructure at bus stops.
- 3.4 For services operated by bus operators who do not have GPS equipment on their buses, the RTPI screen will display the scheduled time. It will not update if the bus is delayed for any reason.
- 3.5 Some bus operators also translate this information to their own online applications.
- 3.6 There are approximately 203 bus shelters in Inverclyde. These shelters are located on local and trunk roads and some are advertising shelters.
- 3.7 There is currently RTPI in the town and village centres in Inverclyde, including in Kilblain Street Bus Station and the West Stewart Street bus stances. The bus stance in Nicolson Street, Greenock is the only part of the bus interchange not to have any RTPI so introducing it here will fill an important gap and bring it in line with the other town and village centres.
- 3.8 Prior to the introduction of RTPI in Inverclyde in 2020 a Legal Agreement was entered into between Inverclyde Council and SPT. This Agreement is still in effect and would also cover the Nicolson Street bus stances. The Agreement sets out that:
  1. SPT has procured contractors to provide Real-time information services and maintenance services of Real-time Information Displays across the SPT area;
  2. The Council wishes to collaborate with SPT for the provision of the procured services within Inverclyde in order to improve public transport accessibility within Inverclyde in line with its Public Transport Strategy;
  3. SPT and the Council have agreed to set out the terms of their collaboration in this Agreement.
- 3.9 The work is proposed as part of the upgrade works proposed at these bus stances and will be funded by SPT. These improvement works will include the supply and installation of the RTPI units, new bus shelters and the removal of the existing aged shelters which are expensive to maintain and difficult to get parts for.
- 3.10 Inverclyde Council would be responsible for the installation and supply of power at the site and for the annual maintenance fee to be paid to SPT. The installation cost will be £5,000 and the maintenance of the units will cost £380 per annum and will be carried out by SPT.

### 4.0 IMPLICATIONS

- 4.1 The table below shows whether risks and implications apply if the recommendation(s) is(are) agreed:

SUBJECT	YES	NO	N/A
Financial	x		

Legal/Risk		x	
Human Resources		x	
Strategic (LOIP/Corporate Plan)		x	
Equalities & Fairer Scotland Duty		x	
Children & Young People's Rights & Wellbeing		x	
Environmental & Sustainability		x	
Data Protection			x

## 4.2 Finance

There will be costs for the installation and supply of electricity to the site and its ongoing maintenance.

### One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
Capital – Other Assets	Capital	2023/24	£5	Capital RAMP Lighting	Electrical supply installation.

### Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact £000	Virement From (If Applicable)	Other Comments
00649	Bus Shelters	2023/24	£0.380	Roads Lighting Electrical Power	Maintenance of RTP1 units.

## 4.3 Legal/Risk

There are no Legal implications arising from this report.

## 4.4 Human Resources

There are no HR implications arising from this report.

## 4.5 Strategic

This project accords with the Corporate Management Plan, by improving access for all.

## 4.6 Equalities and Fairer Scotland Duty

### (a) Equalities

This report has been considered under the Corporate Equalities Impact Assessment (EqIA) process with the following outcome:

	YES – Assessed as relevant and an EqlA is required.
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, assessed as not relevant and no EqlA is required. Provide any other relevant reasons why an EqlA is not necessary/screening statement.

(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 – Assessed as not relevant under the Fairer Scotland Duty for the following reasons: Provide reasons why the report has been assessed as not relevant.

4.7 Children and Young People

Has a Children’s Rights and Wellbeing Impact Assessment been carried out?

	YES – Assessed as relevant and a CRWIA is required.
X	NO – Assessed as not relevant as this report does not involve a new policy, function or strategy or recommends a substantive change to an existing policy, function or strategy which will have an impact on children’s rights.

4.8 Environmental/Sustainability

Summarise any environmental / climate change impacts which relate to this report.

Has a Strategic Environmental Assessment been carried out?

	YES – assessed as relevant and a Strategic Environmental Assessment is required.
X	NO – This report does not propose or seek approval for a plan, policy, programme, strategy or document which is like to have significant environmental effects, if implemented.

4.9 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 – Assessed as not relevant as this report does not involve data processing which may result in a high risk to the rights and freedoms of individuals.

## **5.0 CONSULTATION**

5.1 The Chief Financial Officer have been consulted on this report.

## **6.0 BACKGROUND PAPERS**

6.1 The report on the introduction of RTPI in Inverclyde was considered by the Environment and Regeneration Committee on 29 August 2019.

---

<b>Report To:</b>	<b>Environment and Regeneration Committee</b>	<b>Date:</b>	<b>18 January 2024</b>
<b>Report By:</b>	<b>Head of Physical Assets</b>	<b>Report No:</b>	<b>ENV001/24/SW/EP</b>
<b>Contact Officer:</b>	<b>Eddie Montgomery</b>	<b>Contact No:</b>	<b>01475 714800</b>
<b>Subject:</b>	<b>Port Glasgow and Kilmacolm Waiting and Loading Traffic Regulation Orders (Variation Nos 8 and 9 of 2022) – Reporter’s Recommendations</b>		

---

## **1.0 PURPOSE AND SUMMARY**

1.1  For Decision  For Information/Noting

1.2 The purpose of this report is to inform Committee of the recommendations of the independent Reporter concerning the Traffic Regulation Orders (TROs) relating to proposed waiting and loading restrictions in Port Glasgow and Kilmacolm.

1.3 Local Authorities are empowered to make Orders under the Road Traffic Regulation and Roads (Scotland) Acts 1984 and under the Council’s Scheme of Administration the Head of Physical Assets is responsible for the making, implementation and review of Traffic Management Orders and Traffic Regulation Orders.

## **2.0 RECOMMENDATIONS**

2.1 It is recommended:

1. That the Committee note the recommendations of the independent Reporter in relation to the proposed TROs (Variation Nos. 8 and 9 of 2022)
2. That the Committee accept the Reporter’s recommendations in full in relation to both of the above TROs.
3. That the Committee agree to the making of “The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) (Variation No. 8) Order 2022” and “The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) (Variation No. 9) Order 2022” and remit it to the Head of Physical Assets and the Head of Legal, Democratic, Digital & Customer Services to arrange for their implementation.

**Eddie Montgomery**  
**Head of Physical Assets**

### 3.0 BACKGROUND

- 3.1 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 Port Glasgow and Kilmacolm.
- 3.2 The Port Glasgow Variation No. 8 TRO was issued for public consultation on 08 September 2022 with responses invited by 29 September 2022. At the end of this consultation period, 43 valid objections were received. Officers entered into correspondence with each of the objectors and all but one of the objectors did not respond therefore their objections were considered to be maintained. The objector who did respond to officer correspondence stated that they wished to withdraw their objection to the Port Glasgow TRO.
- 3.3 The Kilmacolm Variation No. 9 TRO was also issued for public consultation on 08 September 2022 with responses invited by 29 September 2022. At the end of this consultation period, 2 valid objections were received. Officers entered into correspondence with both of the objectors and both of the objectors responded to advise that their objections should be considered to be maintained.
- 3.4 At its meeting on 12 January 2023 the Environment and Regeneration Committee agreed that an independent Reporter be appointed to consider the maintained objections to both TROs.
- 3.5 An independent Reporter considered the objections made and not withdrawn in relation to both TROs. The Reporter undertook unaccompanied site visits on 22 September and 11 October 2023. A Public Hearing was held on 11 October 2023 and the Reporter published his recommendations on 10 November 2023. Officers have considered the Reporter's recommendations (contained in Appendix 1 of this report) and this report includes Officers' recommendations, along with the proposed TROs (contained in Appendix 2 of this report) for approval.
- 3.6 The Reporter published his report on 10 November 2023 and recommended that the Council make the Port Glasgow Variation No. 8 and the Kilmacolm Variation No. 9 TROs without modification. Officers recommend that the Reporter's recommendations be accepted.

Appendix  
1 & 2

### 4.0 IMPLICATIONS

- 4.1 The table below shows whether risks and implications apply if the recommendations are agreed:

SUBJECT	YES	NO	N/A
Financial	x		
Legal/Risk		x	
Human Resources		x	
Strategic (LOIP/Corporate Plan)		x	
Equalities & Fairer Scotland Duty			x
Children & Young People's Rights & Wellbeing			x
Environmental & Sustainability			x
Data Protection			x

## 4.2 Finance

### One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
02506	Parking Strategy Revenue	23/24	£10k		Road markings and signs. The road markings are subject to weather conditions and may run beyond the 23/24 financial year end.

## 4.3 Legal/Risk

The Committee is asked to note that, if it agrees to the making of the TROs, the Orders may not be implemented until the making of the Orders has been advertised to allow any persons who so wishes a period of six weeks to challenge the validity of the Orders in accordance with the terms of the Road Traffic Regulation Act 1984.

## 4.4 Human Resources

None.

## 4.5 Strategic

None.

## 5.0 CONSULTATION

5.1 This report is a result of a public consultation on the TROs associated with waiting and loading in Port Glasgow and Kilmacolm. It notes the outcome of the consultation undertaken between 08 September and 29 September 2022 and the recommendations of an independent Reporter.

5.2 The Head of Legal and Democratic Services and the Chief Financial Officers have been consulted on this report.

## 6.0 BACKGROUND PAPERS

6.1 A report entitled "Port Glasgow and Kilmacolm Waiting and Loading Traffic Regulation Orders (Variations 8 and 9) – Maintained Objections" was considered by the Environment and Regeneration Committee at its meeting on 12 January 2023 at which the Committee agreed the appointment of the independent Reporter.



## Report to Inverclyde Council

### ROAD TRAFFIC REGULATION ACT 1984

---

Report by Lance R Guilford, a Reporter from the Scottish Government appointed by Inverclyde Council

- Planning and Environmental Appeals Division case reference: TRO-280-5 and 6
- Location: Port Glasgow and Kilmacolm
- Traffic Regulation Orders: Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) (Variation Nos 8 and 9) Orders 2022
- Report on objections made to the orders
- Date of hearings: 11 October 2023; date of site visits: 22 September and 11 October 2023

Date of this report and recommendations: 10 November 2023

---

#### **Recommendations**

##### Variation Order No 8

The traffic regulation order should be made as proposed by the council.

##### Variation Order No 9

The traffic regulation order should be made as proposed by the council.



Scottish Government  
Planning and Environmental  
Appeals Division  
Hadrian House  
Callendar Business Park  
Falkirk FK1 1XR

File reference: TRO-280-5 and 6

Mr Iain Strachan  
Head of Legal, Democratic, Digital and Customer Services  
Inverclyde Council  
Municipal Buildings, Clyde Square  
Greenock PA15 1LX

Dear Mr Strachan,

**Road Traffic Regulation Act 1984  
Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999**

**Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village)  
(Waiting Restrictions) (Variation Nos 8 and 9) Orders 2022**

**1. Introduction**

1.1 In accordance with the above Regulations, I was appointed by Inverclyde Council on the 2 June 2023 to hold public hearings in the light of the objections made to the above proposed orders and report with recommendations. I held the public hearings (subsequently referred to in this report as "the hearings") within the New Parish Church, Port Glasgow on 11 October 2023. I undertook unaccompanied inspections of the sites and the surrounding area relating to the orders on 22 September 2023, before the hearings commenced, and also following the hearings on 11 October 2023.

1.2 I have considered all the evidence submitted to the hearings, and the written submissions made before the hearings. My report firstly sets out the factual background, including the details of the proposed orders, a description of the sites and the surrounding area relating to the orders and the legislative and administrative background including the objections lodged. The report then sets out a summary of the case for the council and the objectors, my reasoning and finally my recommendations to the council. Persons appearing at the hearings to give evidence and parties who have relied on written submissions are listed in Appendix 1. Documents before the hearings are listed in Appendix 2.

**2. Factual Background**

Details of the orders

2.1 The proposed orders vary existing orders by introducing additional waiting and loading restrictions on various roads within Port Glasgow and Kilmacolm. Those in Port Glasgow are introduced through Variation Order No 8, and those in Kilmacolm are introduced through Variation Order No 9. I held a separate hearing for each of the proposed orders.

2.2 The reason for the proposed orders is to avoid danger to persons and other traffic using the roads, facilitate the passage on the roads of any class of traffic and to prevent the use of the roads by vehicular traffic in a manner which is unsuitable having regard to the existing character of the roads.

2.3 There are two schedules in the orders, although Schedule 2 also includes a sub-heading for “Schedule 3”, which relates to the terms of the existing parent order, and has no content. I find that this is somewhat confusing and the council agreed at the hearings that this should probably be clarified. However, since this has no bearing on the matters raised in the objections, I make no recommendation and leave this to the discretion of the council.

2.4 My report only examines the proposed waiting and loading restrictions in respect of which objections have been lodged and maintained, which are as follows:

Port Glasgow (Variation Order No 8)

Dubbs Road  
Access road to Ferguson Marine and Coronation Park

Kilmacolm (Variation Order No 9)

Bridge of Weir Road

Description of the sites and surrounding area

*Port Glasgow – Dubbs Road*

2.5 Dubbs Road extends to the south from its roundabout junction with the A761 Port Glasgow – Kilmacolm. Waiting restrictions are proposed on a service road (also named Dubbs Road to the west of the main Dubbs Road), which runs one-way from Boglestone Avenue (which in turn joins the roundabout access with the A761) in the north to Dubbs Road in the south. This service road provides access to various shops and other commercial facilities on the ground floor, with residential or storage use above.

2.6 The service road is generally very busy during the day with vehicles parked on both sides. On the east side some of the parking is in designated bays at right angles to the carriageway. The service road is not currently subject to any waiting or loading restrictions. At the time of my site inspection there were few or no spaces available, although this was to some extent variable, as there appears to be a high turnover of parking spaces along the service road. There are around 40 on-street spaces available for vehicles to park. Vehicles probably include both commercial vans (serving premises) and customer/resident cars.

2.7 Several areas of waiting restrictions are proposed on the east side of the service road. These are in the form of no waiting at any time on the bend (2 spaces), no waiting at any time at a pedestrian access to the service road from the main Dubbs Road opposite the access road to the community centre (2 spaces), and no waiting at any time at the southern vehicular exit to Dubbs Road (3 spaces). There are also 2 proposed disabled only parking spaces. However, my understanding is that the objection applies specifically to the proposed waiting restrictions at the bend in the service road.

## *Port Glasgow – Access to Ferguson Marine and Coronation Park*

2.8 The access road to Ferguson Marine and Coronation Park extends from an existing vehicular access from the A8 dual carriageway, which is only available to eastbound traffic along the A8, and which is already the subject of no waiting and no loading at any time through an existing traffic regulation order. Firstly, the access road extends northwards to the entrance to the car park at Ferguson Marine, and secondly, the access road extends westwards as far as a small car park serving Coronation Park, sculptures known as the “Skelpies” and a slipway at the waterfront.

2.9 The northwards and westwards extension of the access roads are not currently subject to any waiting or loading restrictions. Both are extensively parked throughout the working day. Most of the parking is related to employees of and other visitors to Ferguson Marine, the details being set out in the evidence below. There is no controlled pedestrian crossing across the A8 at this access point, such only being available some 200 metres to the west which provides access to/from Port Glasgow Town Centre. There is also other off-street parking nearby which is used by employees of Ferguson Marine.

2.10 On the access road to the Ferguson Marine car park, cars are parked along the full length of the access road on both sides of the carriageway. The width of the road in such circumstances requires parking across the footway, to an extent that it would not be possible for wheelchairs to use the access road without traversing the carriageway itself. At the time of my site inspections, all cars were parked across the footway.

2.11 On the access road to Coronation Park and the slipway, cars are parked along the full length of the north side of the access road as far as the small car park, which is itself also generally full with few, if any, vacant spaces. The width of the carriageway prevents parking on the south side of the access road, as it would not be possible for vehicles to negotiate the access road if both sides of the access road were parked. In any event, even with one side only of the access road subject to parking, it is not possible for moving cars to pass each other, resulting in the need for vehicles to reverse in order to allow other vehicles travelling in the opposite direction to pass. Details of this are set out in the evidence below.

2.12 The proposed order introduces no waiting and no loading at any time along both sides of the access road to the Ferguson Marine car park, and along both sides of the access road to Coronation Park and the slipway (apart from a small section towards the western end with a capacity of around 7 spaces, where it is deemed that some parking would be acceptable in terms of sightlines and the avoidance of reversing).

## *Kilmacolm – Bridge of Weir Road*

2.13 Bridge of Weir Road, south of its junction with Lochwinnoch Road, is already the subject of no waiting and no loading at any time, and south of that no waiting Monday to Friday 8am to 6pm and Saturday 8am to 1pm (under an existing order). The proposed order seeks to extend the latter on the west side of the road to include both entrances to a doctor's surgery, thus removing some 2-3 spaces of on-street parking. One of the entrances is already subject to the existing order.

2.14 Beyond what is proposed, there is on-street parking available on both sides of Bridge of Weir Road, up to the junction with Glebe Road, where a further area of no waiting at any

time is proposed. In addition, there are areas of single white lines (advisory no parking) across existing entrances to properties on Bridge of Weir Road.

### Legislative and administrative background

2.15 The council is the roads authority for its area for the purposes of the Road Traffic Regulation Act 1984. Part 1 of the Act provides that a local authority may make a traffic regulation order where it appears to the authority that it is expedient to do so, in order to (amongst other things) avoid danger to persons or other traffic using the road, and preserve or improve the amenities of the area through which the road runs.

2.16 On 12 January 2023, a report was submitted to the Environment & Regeneration Committee with respect to the consultation process undertaken for these proposed variation orders. The orders were both issued for public consultation on 8 September 2022, with responses invited by 29 September 2022. A total of 43 valid objections were received to the Port Glasgow (Variation 8) order and 2 valid objections were received to the Kilmacolm (Variation 9) order. Officers entered into correspondence with each of the objectors and one objection to the Port Glasgow order was withdrawn, leaving 42 valid objections. Of these, 41 relate to the access to Ferguson Marine and Coronation Park, and one (from a local elected member of the council) relates to Dubbs Road.

2.17 All objectors were given an opportunity to participate in the hearings. One objector stated his intention to participate in the hearing with respect to the access to Ferguson Marine and Coronation Park, and furthermore also submitted an alternative proposal for discussion at the hearing. However, this objector was unable to attend the hearing, and he was represented by another objector who attended the hearing in his place. All the remaining objectors are deemed to rely on their original written submission objections. Whilst the local elected member also stated his intention to participate in the hearing with respect to Dubbs Road, he was unable to attend and is also deemed to be relying on his original written submission objection.

2.18 Both objectors to the Kilmacolm variation order stated their intention to participate in the hearing. One is the local elected member referred to above, and the other is a representative of Kilmacolm Community Council. However, neither was able to attend the hearing, and they are therefore also deemed to be relying on their original written submission objections. Nevertheless, both the hearings were duly held under Regulation 8 and following the procedures set out in Regulations 9 and 10 of the 1999 Regulations. There were no relevant responses with respect to either variation order from statutory consultations under Regulation 4 of the 1999 Regulations.

## **3. Summary of the Evidence**

### Variation Order No 8

#### Dubbs Road – Port Glasgow

##### *The case for Inverclyde Council*

3.1 For Inverclyde Council it is submitted that the 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 Port

Glasgow. The proposed variation order promotes various restrictions to address some of these requests. For the avoidance of doubt, this also applies to the proposed restrictions on the access to Ferguson Marine and Coronation Park, and the proposed restrictions in Variation Order No 9 on Bridge of Weir Road, Kilmacolm.

3.2 The “no waiting at any time” restrictions proposed on Dubbs Road follow requests from local elected members, including a wheelchair user. The requests were made to stop vehicles parking on the exit to the shopping area and to improve access around the bend near the Post Office. This has been corroborated by general observation, and no formal survey was considered to be necessary.

3.3 Whilst it is understood that parking is at a premium at this location, the manner of parking has at times led to the road becoming blocked by larger vehicles using the road to deliver to the businesses on this section of road. Whilst most people park well, some drivers park further from the pavement than others or at a slight angle. In addition to causing inconvenience, this is considered to constitute a road safety issue. The proposed restriction on the bend would remove only 2 parking spaces and would make it easier for vehicles to use the road, in particular by maintaining sufficient road width for large vehicles servicing the shops.

3.4 There is a car park with 7 marked parking spaces accessed from Boglestone Avenue (to the rear of Chan’s Carry Out). This car park is not fully utilised and would likely accommodate the vehicles which would be displaced by the proposed restrictions adjacent to the Post Office. It is however accepted that this car park is not managed by the council, and that its future availability for use in connection with the Dubbs Road shops is not necessarily within the council’s control. The car park for the community centre to the east of the main Dubbs Road is unrestricted and therefore also available for public use.

#### *The case for the objector*

3.5 The objection is to restrictions at the bend outside the Londis/Post Office. There is not enough parking near the shops, and the current spaces must not be removed. There are very few large delivery vans and they are only 3 times a week to the Co-Op.

#### Access to Ferguson Marine and Coronation Park – Port Glasgow

#### *The case for Inverclyde Council*

3.6 For Inverclyde Council it is submitted that in December 2019 Ferguson Marine requested that yellow lines be introduced on the access road which leads to and from their “West Gate”, to prevent employees from parking on this road. It is believed that this parking causes difficulty with large vehicles entering the yard. This is the reason for the proposed waiting and loading restrictions on the access road to Ferguson Marine.

3.7 Parking on the pavement is also a concern. The council has not yet considered its overall approach to the provisions of the Parking Prohibitions (Enforcement and Accounts) (Scotland) Regulations 2023 under the Transport (Scotland) Act 2019, which provides for enforcement (amongst other things) for parking on pavements. So there remains a requirement for the restrictions contained in proposed order in this context as well.

3.8 The proposed waiting and loading restrictions on the access road to Coronation Park were included in the order following concerns from users of the park (visitors and maintenance) who have encountered difficulties when entering or exiting the park in their vehicles. When cars are fully parked along the access road, drivers are unable to see to see oncoming vehicles. There are no passing places available for one of the vehicles to pull over and let the other pass. Instead, one of the vehicles has to reverse a significant distance to allow the other to pass. This is a road safety concern, particularly being within a public park where young children may be playing or dogs may be off their leash and could go onto the road without supervision. The proposed restrictions would enable all vehicles to use the access road without the need for multiple manoeuvres including reversing.

3.9 With respect to the alternative proposal put forward on behalf of the objectors, whilst it is recognised that there would be an improvement in sightlines from cars being parked on the other side of the access road, it remains the council's view that such parking would still have an adverse effect on road safety. One gap to be used as a passing place would be insufficient. There would need to be 4 passing places, 29 metres long. So, there would not actually be many spaces left. There need to be full waiting and loading restrictions along the full length of the access road as set out in the proposed order.

3.10 It is accepted that there is no direct demand for the loading and unloading of vehicles, but loading restrictions have been included with the waiting restrictions because the terms of the original order (which also apply to the variation order) would allow waiting under the definition of loading, where this is not also restricted, which would not be acceptable here. So, no loading is included in the circumstances and for consistency.

3.11 Parking on both the access to Ferguson Marine and Coronation Park is primarily for employment or other activities relating to Ferguson Marine. No formal parking surveys were considered necessary, as the use of these access roads for parking is clear from general observation. The council accepts the assessment provided on this matter on behalf of the objectors. In addition, the use of the car park at the slipway (west of the Skelpies), which has capacity for about 30 cars, is mostly fully used during the working day in relation to the activities of Ferguson Marine. It is recognised that there are also car parks to the east of Ferguson Marine which are significantly used in relation to such activities.

3.12 The on-street capacity for parking of the access to Ferguson Marine is around 10 cars, and that of the access to Coronation Park is around 30 cars, meaning that the proposed restrictions would result in the overall loss of around 40 on-street car parking spaces, which it is acknowledged are mostly fully used during the working day in connection with Ferguson Marine.

3.13 Inverclyde Council is not responsible for providing parking for Ferguson Marine or any other employer in their area. However, the council leased land forming part of Coronation Park to Ferguson Marine in 2017 for a car park. In addition, Ferguson Marine has not yet constructed parking spaces proposed in a recent planning application for development. A link relating to this is provided within the council's hearing statement. Such parking provision could accommodate the vehicles removed by the proposed waiting and loading restrictions around Ferguson Marine and Coronation Park.

3.14 Ferguson Marine is also well placed to encourage sustainable transport owing to the location of the yard in relation to public transport links and the cycle network, and could assist travel by employees with car share or dedicated public transport schemes.

3.15 Whilst the council accepts that there may be some displacement of car parking related to Ferguson Marine within residential and other areas (possibly including town centre car parks) to the south of the A8, this should be mitigated by additional parking provision within Ferguson Marine's operational area, and the encouragement given to employees of Ferguson Marine to use more sustainable means of transport. Any increase in pedestrians crossing the A8 dual carriageway (other than using the controlled crossing point 200 metres to the west) would be outweighed by an improvement in road safety from the removal of parked vehicles on the access to Ferguson Marine and Coronation Park. However, no consultation has been undertaken with Transport Scotland on this matter.

#### *The case for the objectors*

3.16 For the objectors it is submitted that Ferguson Marine is one of the few large-scale employers left in Port Glasgow. The objector at the hearing referred to the high capacity for people on the site of Ferguson Marine, both employees and contractors. These people are not necessarily all there at one time, but nevertheless reflect a major source of the on-street and off-street parking in area.

3.17 Parking on the access to Ferguson Marine and Coronation Park is almost all related to the employees of Ferguson Marine. Most of the parking in the car park adjacent to the slipway at the waterfront is also so related. The objector at the hearing suggested that the objections submitted relate more to the parking restrictions on the access to the car park through Coronation Park, rather than the access to Ferguson Marine.

3.18 In addition, car parks to the east of Ferguson Marine are used by employees of Ferguson Marine. One car park with capacity for around 40 cars adjacent to Newark Castle (and intended for visitors to the castle) is about 50-75% used by employees of Ferguson Marine, and another smaller car park for around 10 cars just to the west of that is fully used by employees of Ferguson Marine. Owing to the lack of available alternative parking, it is contended that the proposed waiting and loading restrictions would cause major issues for employees of the company.

3.19 At the hearing, and with respect to the council's assertion that more encouragement should be given to promote the use of sustainable transport, the objector indicated that people use buses and (from further afield) trains already, and practice car sharing. Whilst the objector acknowledged the road safety concerns, traffic along the access road to Coronation Park is considered to be slow moving, causing no major road or pedestrian safety problems. It is also contended that drivers can generally see when another car is coming in the opposite direction.

3.20 One of the objectors has submitted an alternative proposal, which is to remove parking against the north side (pavement side) of the access road and instead have fixed distance parking spaces along the south side of the road with a passing gap in the middle.

3.21 This would solve the issue of cars meeting part way and having to reverse, as it would be possible to see the full length of the road, and if there are oncoming cars, it would be possible use the passing section. It would also make it safer for pedestrians using the pavement, as it would be possible to see the full length of the pavement, which would not be be obstructed by parked cars.

3.22 Cars that currently park along the access road during business hours would otherwise have to park elsewhere, including in other nearby residential roads or along Glasgow Road, which would be dangerous in the dark, and would result in crossing the A8 in low light with no formal crossing point, leading to the potential for more accidents.

### Variation Order No 9

#### Bridge of Weir Road – Kilmacolm

##### *The case for Inverclyde Council*

3.23 For Inverclyde Council, it is submitted that in October 2019, and in March and October 2021, the Practice Manager of the Dorema Surgery requested the extension of the parking restrictions on Bridge of Weir Road to cover the accesses/exits from the surgery's car park, as drivers find it difficult to see vehicles approaching from the southeast due to parked vehicles. They reported that as a result there was a collision between a vehicle exiting the surgery and a vehicle on Bridge of Weir Road.

3.24 Whilst it is recognised that parking in Kilmacolm can be challenging, the council considers that benefits would be achieved in road safety terms by improving visibility when vehicles exit the surgery's car park on to Bridge of Weir Road. Although the surgery may have private off-street parking, there is no control over who uses this parking. Even if the car park is used fully by staff and patients, there is potential for other vehicles to park adjacent to the access and exit reducing visibility on a relatively busy A-class road resulting in a road safety concern. Parking provision in the village should provide encouragement for sustainable transport, and the removal of 2 or 3 parking spaces would not significantly impact the village.

3.25 No formal survey was required; just general observation enabled the council to make an appropriate judgement on the effect of this minor extension of the waiting restrictions. Residents could still park on both sides of the road to the south of the proposed restrictions. White lines in the area are used to discourage people from parking across driveways, but they are not enforceable, and in this case the road safety issue justifies an extension of the formal waiting restrictions.

##### *The case for the objectors*

3.26 The local elected member contends that there is no necessity for waiting restrictions Monday to Friday and Saturday morning. The surgery has private parking for some 10-12 staff cars and none for patients. It is selfish to stop customers parking on Bridge of Weir Road outside the surgery. In an earlier consultation comment the local elected member vigorously opposed the proposed waiting restrictions also citing the prevention of those with mobility problems from parking close to the surgery and chemist. In essence, parking should not be restricted until a relief car park for Kilmacolm has been provided.

3.27 Kilmacolm Community Council refers to the ongoing pressure within Kilmacolm on parking. Most of the proposed changes should improve safety for road users and pedestrians, particularly at junctions. However, the community council objects to the proposed extension of the waiting restrictions on Bridge of Weir Road. Specifically, feedback on the proposed order is based on responses from the community around the lack of availability of parking close to the doctor's surgery and chemist.



## 4. Reasoning

### Variation Order No 8

#### Dubbs Road – Port Glasgow

4.1 The service access at Dubbs Road is for a busy local shopping centre, which generates a significant demand for parking, most of which appears to be short term and has a high turnover. The one-way traffic system appears to work well, although with vehicles parked on both sides of the road, large commercial vehicles may have difficulty negotiating this access road. At my inspections of the site, I only observed cars and small commercial vehicles. I recognise that parking adjacent to the shops, which include a pharmacy and a post office as well as general stores, cafes and hairdressers, needs to be maintained as far as is possible, whilst bearing in mind the need to also promote the use of active travel.

4.2 However, this needs to occur with appropriate road and pedestrian safety measures, and the avoidance of unnecessary congestion. There are potential conflicts at the bend in the service road, and at a pedestrian link from Dubbs Road and the vehicular exit onto Dubbs Road. In addition, I find that it is desirable to provide facilities for disabled parking proportionate to the scale of the shops and commercial facilities in the area.

4.3 I therefore find that the waiting restrictions proposed through the variation order are commensurate with the overall needs of the area, and particularly that the proposed “no waiting at any time” on the bend of the service road is appropriate. I find that the loss of around 2 parking spaces is in the circumstances outweighed by the likely improvement in the avoidance of congestion and the general road and pedestrian safety of the area.

#### Overall conclusion

4.4 I conclude that the variation order, in so far as this relates to the proposed waiting restrictions at Dubbs Road, including the provision for “no waiting at any time” at the bend in the service road, should be made as proposed by the council.

#### Access to Ferguson Marine and Coronation Park – Port Glasgow

##### Context

4.5 The examination of this matter substantially relates to the interests of the company, employees and other parties with an interest in Ferguson Marine. This is a major industry and employment generator within Port Glasgow, and the objections predominantly relate to the concerns of those who travel to work at Ferguson Marine.

4.6 This however has to be examined in terms of the council’s responsibility as roads authority for the area, under the Road Traffic Regulation Act 1984, with appropriate consideration being given to the safety of road users including pedestrians, and the amenity of the area.

##### Demand for car parking in the area

4.7 The demand for car parking in the area is largely driven by the needs of Ferguson Marine. There is an existing large car park within the premises, beyond the access to

Ferguson Marine. However, this appears to be insufficient to meet the demand for parking, as the parking on the access road (to Ferguson Marine and Coronation Park) appears to be mainly related to Ferguson Marine.

4.8 Furthermore, the evidence at the hearing is that the car park at the slipway (in Coronation Park), and indeed other car parks to the east of the premises of Ferguson Marine, are also predominately (or at least significantly) used for parking in connection with Ferguson Marine. To some extent, this is beyond the purpose of these car parks.

4.9 I accept that the council is not responsible for providing parking for Ferguson Marine or any other employer in their area. However, in my view, the council has responsibility to take into account the effect of such parking in considering road and pedestrian safety, and the amenity of the area.

#### Road and pedestrian safety

4.10 Following the evidence at the hearing referred to above, and my inspection of the area, I consider this matter separately with respect to (i) the access to Ferguson Marine, and (ii) the access to Coronation Park and the slipway at the waterfront, and the Skelpies.

##### *(i) The access to Ferguson Marine*

4.11 On-street parking occurs during the working day on both sides of the carriageway, to an extent that cars also park across the pavement. I recognise that the council has not yet resolved its approach to this under the provisions of the Transport (Scotland) Act 2019, and that therefore the proposed variation order is the most appropriate means of addressing this matter.

4.12 I find that there are significant adverse road safety implications arising from this parking, as set out in the evidence above, and that these significantly outweigh the loss of some 10-12 on-street parking spaces which would result from the implementation of the proposed variation order. In making this finding, I am conscious of the evidence at the hearing that the objections are considered to relate more to the access to Coronation Park than the access to Ferguson Marine. I am also conscious of the request to the council on this matter by Ferguson Marine.

##### *(ii) The access to Coronation Park*

4.13 With respect to the access to Coronation Park, I find that the situation is not as clear cut. I generally accept the appraisal of the road safety concerns by the council which is set out in the evidence above. At my site inspections, I experienced a situation where it was necessary to reverse in order to allow another vehicle to pass. I also viewed such a situation occurring whilst walking the area. Nevertheless, I recognise that any potential road/pedestrian conflict is limited by the very slow speed of traffic along the access road.

4.14 In addition, I have considered the alternative proposal provided by an objector and set out in the evidence above. I agree with the objector that the sightline difficulty would be significantly reduced if cars were parked on the southern side of the access road, and restricted on the northern side, by the pavement. However, it is likely that the need for reversing would still occur, depending upon when oncoming vehicles became visible.

4.15 I also recognise that the council would wish to implement its normal standard for passing places, as stated in the evidence above, in which case the number of parking spaces along the access road would be significantly reduced in any event. I find that there would be adverse road safety implications if the proposed waiting and loading restrictions were not included within the variation order, although this could be mitigated to some extent if a modification to the order were introduced along the lines suggested by the objector.

4.16 With respect to the inclusion of “no loading at any time”, whilst I consider this to be somewhat illogical given that there are no premises on the service road to which the no loading order could apply, I recognise that it is important to maintain consistency with the parent order. I also consider that the inclusion confirms the intention of the order, which is to ensure that there is no parking on the access road at any time.

#### The potential natural displacement of car parking

4.17 The potential for displacement of parking is a key theme of the objections. This is understandable to the extent that there appear to be no other opportunities for parking on the northern side of the A8 in the vicinity of the parking spaces lost, which would be in the order of 40 spaces. All other public off-street parking appears to be fully used already.

4.18 The most obvious available alternative parking would be south of the A8 in the vicinity of Bay Street and the surrounding area. However, I have no evidence relating to the effect of more on-street parking in this area, and more importantly, this would require pedestrians to cross the A8 dual carriageway in order to access Ferguson Marine. At this point there is no formal controlled crossing, so this may increase the risk of accidents.

4.19 Alternative parking is available in Port Glasgow Town Centre, which is reasonably accessible on foot, and pedestrians would be able to use the formal crossing point on the A8 to the west of Ferguson Marine. However, I have some doubts that this would be an attractive alternative, even with the promotion of active travel in the area (also see below).

4.20 I note that Transport Scotland has not been consulted with respect to the effect of the proposed variation order on the A8 Trunk Road, and I am not aware whether Transport Scotland would have any appropriate input at this stage. Nevertheless, and with respect to any future action by the council to improve the transport infrastructure in the area, it is worth mentioning that future discussions could take place with Transport Scotland on this matter, if this is considered appropriate by the council and/or Transport Scotland.

#### Initiatives to provide alternative parking and encourage more sustainable travel

4.21 I have noted the council’s evidence with respect to various development proposals at Ferguson Marine, and potential additional car parking which may be provided in this context. I have also noted the council’s view as to how the company could assist in promoting sustainable travel. However, since Ferguson Marine has not been involved in this hearing process, and has not had the opportunity to respond on these matters, I have no basis to make any findings, other than to say that further discussions should take place.

4.22 Nevertheless, I am satisfied that the council is able to pursue the promotion of sustainable transport initiatives, alternative parking provision where appropriate, and to implement (in consultation with Transport Scotland where appropriate) measures to improve road and pedestrian safety where any significant conflict becomes evident.

## Overall conclusions

4.23 In overall terms, I conclude that the current adverse road safety concerns, arising from parked cars along the access to Ferguson Marine and Coronation Park, outweigh any adverse effects resulting from the introduction of “no waiting and no loading at any time” as proposed in the variation order. Furthermore, I do not consider that the alternative proposal put forward by the objector would be sufficient to alter this conclusion, and I therefore conclude that no modification to the proposed order in this respect would be appropriate.

4.24 I also conclude that there is significant potential for the mitigation of any adverse effects from the displacement of parking to the south side of the A8. This would be through alternative parking provision, sustainable transport initiatives, and measures to improve road and pedestrian safety where any conflict becomes evident. The council could hold further discussions with Transport Scotland, Ferguson Marine, and any other relevant stakeholders in this respect. However, I leave this to the discretion of the council and do not make any specific recommendation on this matter.

4.25 I conclude that the variation order, in so far as this relates to the provision for “no waiting and no loading at any time” on the access to Ferguson Marine and Coronation Park, should be made as proposed by the council.

## Variation Order No 9

### Bridge of Weir Road – Kilmacolm

4.26 The variation order includes a small extension to the “no waiting Monday to Friday 8am to 6pm and Saturday 8am to 1pm” on the west side of Bridge of Weir Road. This would remove up to 3 on-street parking spaces. I acknowledge that there appears to be significant demand for on-street parking in Kilmacolm, and on-street parking should only be restricted where there is a significant road/pedestrian safety reason for doing so.

4.27 The request to extend the restrictions in this case relates to sightline difficulties caused by parked vehicles adjacent to the southernmost access/egress to the doctor’s surgery. The northernmost access is already covered by the existing waiting restrictions. With respect to the single white line “advisory” markings, I accept that such are not enforceable, and in the case of a road safety issue, I find that formal waiting restrictions would be more appropriate.

4.28 I find that the need for the proposed extension to the existing waiting restrictions in the circumstances outweighs the relatively limited loss of on-street parking, particularly since there are on-street parking spaces available to the south of the proposed extension. I recognise the importance of providing disabled parking spaces, but I have insufficient evidence to suggest that any modification to the proposed variation order to provide for such should be made in the circumstances of this case.

## Overall conclusion

4.29 I conclude that the variation order, in so far as this relates to the proposed extension to the “no waiting Monday to Friday 8am to 6pm and Saturday 8am to 1pm” on the west side of Bridge of Weir Road, should be made as proposed by the council.

## 5. Recommendations

### Variation Order No 8

5.1 The traffic regulation order should be made as proposed by the council.

### Variation Order No 9

5.2 The traffic regulation order should be made as proposed by the council.

Yours Sincerely,

*Lance R Guilford*

Reporter

## **Appendix 1**

### Persons appearing at the hearings

For Inverclyde Council:

Ms Emma Peacock – Solicitor

Mr Gordon Leitch – Team Leader, Consultancy, Roads and Transportation Service

Ms Elaine Provan – Supervisory Engineer, Traffic and Transportation, Service as above

Objector (Access to Ferguson Marine and Coronation Park)

Ms Jennifer MacKay

### Parties relying on written submissions

Cllr David Wilson (Dubbs Road Port Glasgow, and Bridge of Weir Road Kilmacolm)

Mr Ben Kitchen (Access to Ferguson Marine and Coronation Park)

40 other objectors (Access to Ferguson Marine and Coronation Park)

Kilmacolm Community Council (Bridge of Weir Road Kilmacolm)

## **Appendix 2**

### Documents for Inverclyde Council

- (i) Report to Environment and Regeneration Committee dated 12 January 2023
- (ii) Draft variation orders, schedules and relevant plans
- (iii) Statements of case for the hearings
- (iv) Photographs showing parking relating to the proposed variation orders
- (v) Map showing car parks to the east of Ferguson Marine

### Document for Mr Ben Kitchen

- (i) Alternative proposal and plan for the access to Coronation Park

**THE INVERCLYDE  
COUNCIL  
(VARIOUS ROADS)  
(PORT GLASGOW,  
KILMACOLM &  
QUARRIERS VILLAGE)  
(WAITING  
RESTRICTIONS)  
(VARIATION NO. 8)  
ORDER 2022**

**TRAFFIC REGULATION  
ORDER**

# **THE INVERCLYDE COUNCIL (VARIOUS ROADS) (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE) (WAITING RESTRICTIONS) (VARIATION NO. 8) ORDER 2022**

We, The Inverclyde Council, in exercise of the powers conferred on us by Sections 1(1), 2(1) to (3), 4(2), 32(1), 35(1), 45, 46, 49, 53, 101 and 102 of the Road Traffic Regulation Act 1984 (as amended) (“the Act”) and of Part IV of Schedule 9 to the Act and of all other enabling powers and after consulting the Chief Constable of the Police Service of Scotland (Seirbheis Phoilis na h-Alba) in accordance with Part III of Schedule 9 to the Act hereby make the following Order:

## **1.0 Commencement and citation**

- 1.1 This Order shall come into operation on the ## day of ##, Two Thousand and ## and may be cited as “The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) (Variation No. 8) Order 2022”.

## **2.0 Interpretation**

- 2.1 Except where otherwise stated, any reference in this Order to a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order.
- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, modified, re-enacted, replaced or supplemented by any subsequent enactment.
- 2.3 The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any regulation made or having effect as if made under the Act or by or under any other enactment provided that where a prohibition or restriction which is imposed, varied or revoked by this Order is in conflict with a prohibition or restriction imposed by a previous Order, then the provision of this Order shall prevail.
- 2.4 The On-Street Plans forming Schedule 1 to this Order and titled “The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) (Variation No. 8) Order 2022 On-Street Plans” are hereby incorporated into “The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) Order 2013” and recorded in “The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) Order 2013 Plan Index” 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.

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 ##, Proper Officer and an authorised signatory, at ## on ##.*



## **SCHEDULE 1**

**The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions)  
(Variation No. 8) Order 2022 On-Street Plans**

DRAFT

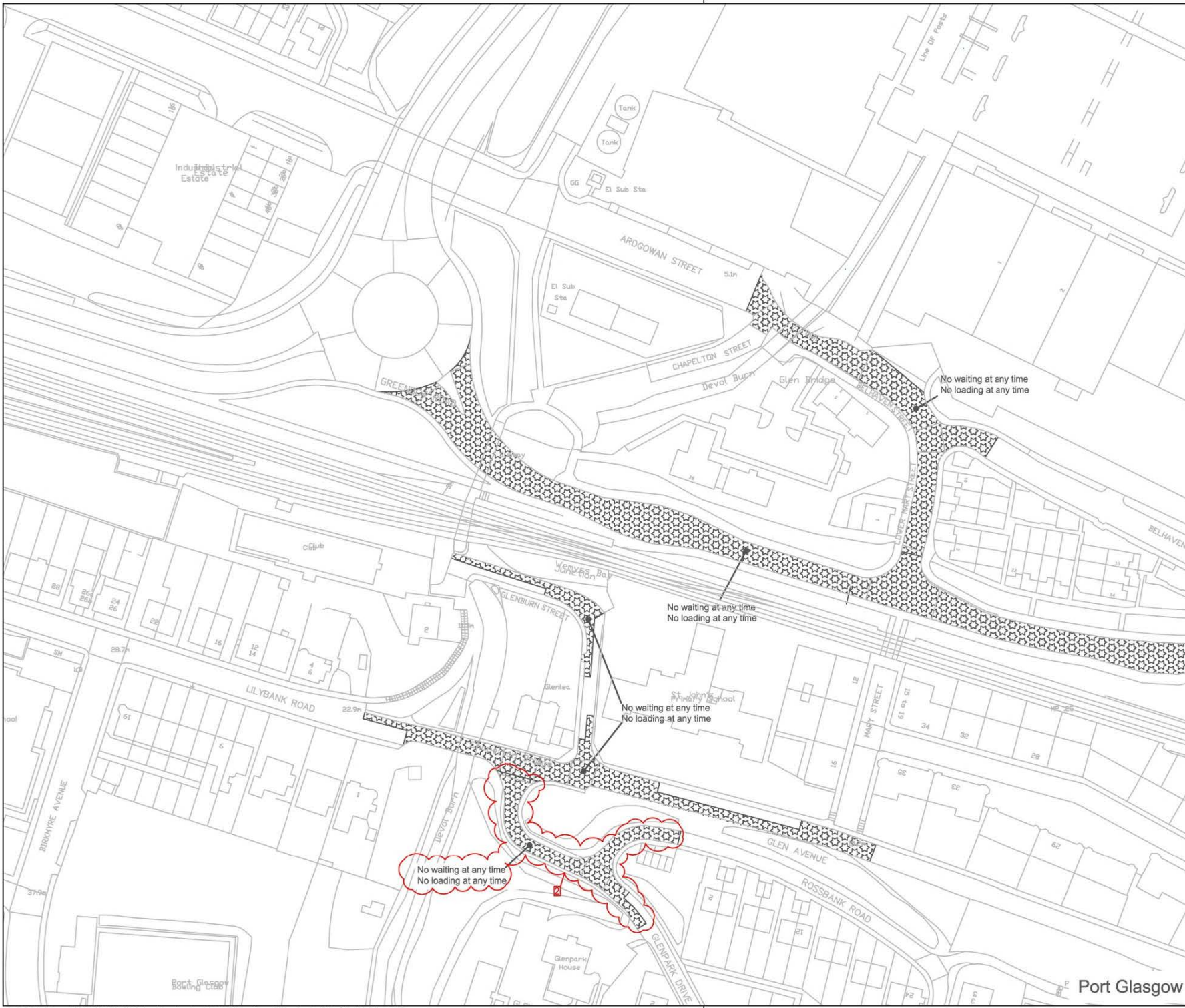
## SCHEDULE 2

### SCHEDULE 3

#### The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) Order 2013 PLAN INDEX

Plan Reference	Effective date of original plan	Effective date of Plan Revision										
		1	2	3	4	5	6	7	8	9	10	11
TR/TRO/C132-001	06/10/2014	06/08/2018	#####									
TR/TRO/C132-002	06/10/2014	11/04/2016	30/08/2021									
TR/TRO/C132-003	06/10/2014	11/04/2016	06/08/2018	30/08/2021								
TR/TRO/C132-004	06/10/2014	#####										
TR/TRO/C132-005	06/10/2014											
TR/TRO/C132-006	06/10/2014	06/08/2018	#####									
TR/TRO/C132-007	06/10/2014	#####										
TR/TRO/C132-008	06/10/2014											
TR/TRO/C132-009	06/10/2014											
TR/TRO/C132-010	06/10/2014	11/04/2016	15/01/2018	22/04/2019								
TR/TRO/C132-011	06/10/2014											
TR/TRO/C132-012	11/04/2016	#####										
TR/TRO/C132-013	30/09/2017											
TR/TRO/C132-014	06/08/2018											
TR/TRO/C132-015	30/08/2021	#####										
TR/TRO/C132-016	#####											
TR/TRO/C132-017	#####											
TR/TRO/C132-018	#####											

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

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

© Crown copyright and database rights 2018 Ordnance Survey 100023421

Stat Purpose of Issue Date Auth

2	GLENPARK DR & ROSSBANK RD MIN/LAAT	EP	MAR '22	EP	GL
1	ARDGOWAN ST & BELHAVEN ST MIN/LAAT	EP	JAN '18	EP	GL
1	GLENBURN ST & LOWER MARY ST MIN/LAAT	EP	JAN '18	EP	GL
1	GLEN AVE & LILYBANK RD MIN/LAAT	EP	JAN '18	EP	GL

Rev Description By Date Ch'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

**Inverclyde council**

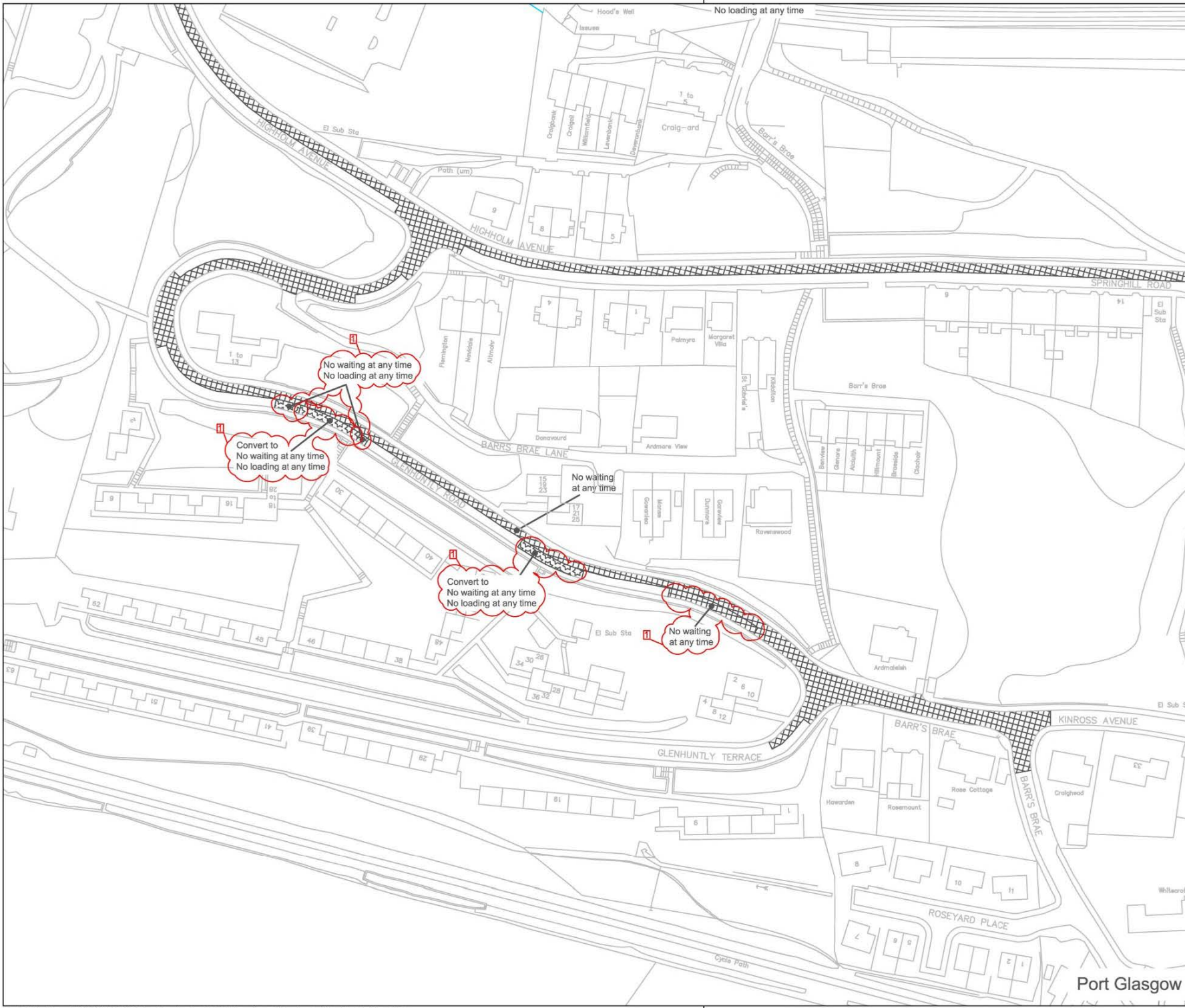
THE INVERCLYDE COUNCIL (VARIOUS ROADS)  
 (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE)  
 (WAITING RESTRICTIONS) (VARIATION 8)  
 ORDER 2022

EFFECTIVE DATE:

Sheet Size	Original Scale	Design/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 TR/TRO/IC132-001 Rev 2

DO NOT SCALE



**Key**

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

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

© Crown copyright and database rights 2018 Ordnance Survey 100023421

Stat	Purpose of Issue	By	Date	Auth
1	GLENHUNTLY RD REMOVE NINMAT	EP	MAR '22	EP GL
1	GLENHUNTLY RD ADD NINMAT & NINNIAMT	EP	MAR '22	EP GL
1	GLENHUNTLYRD CONVERT NINMAT TO NINNIAMT	EP	MAR '22	EP GL

Rev	Description	By	Date	Chk'd	Auth
1	GLENHUNTLY RD REMOVE NINMAT	EP	MAR '22	EP	GL
1	GLENHUNTLY RD ADD NINMAT & NINNIAMT	EP	MAR '22	EP	GL
1	GLENHUNTLYRD CONVERT NINMAT TO NINNIAMT	EP	MAR '22	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



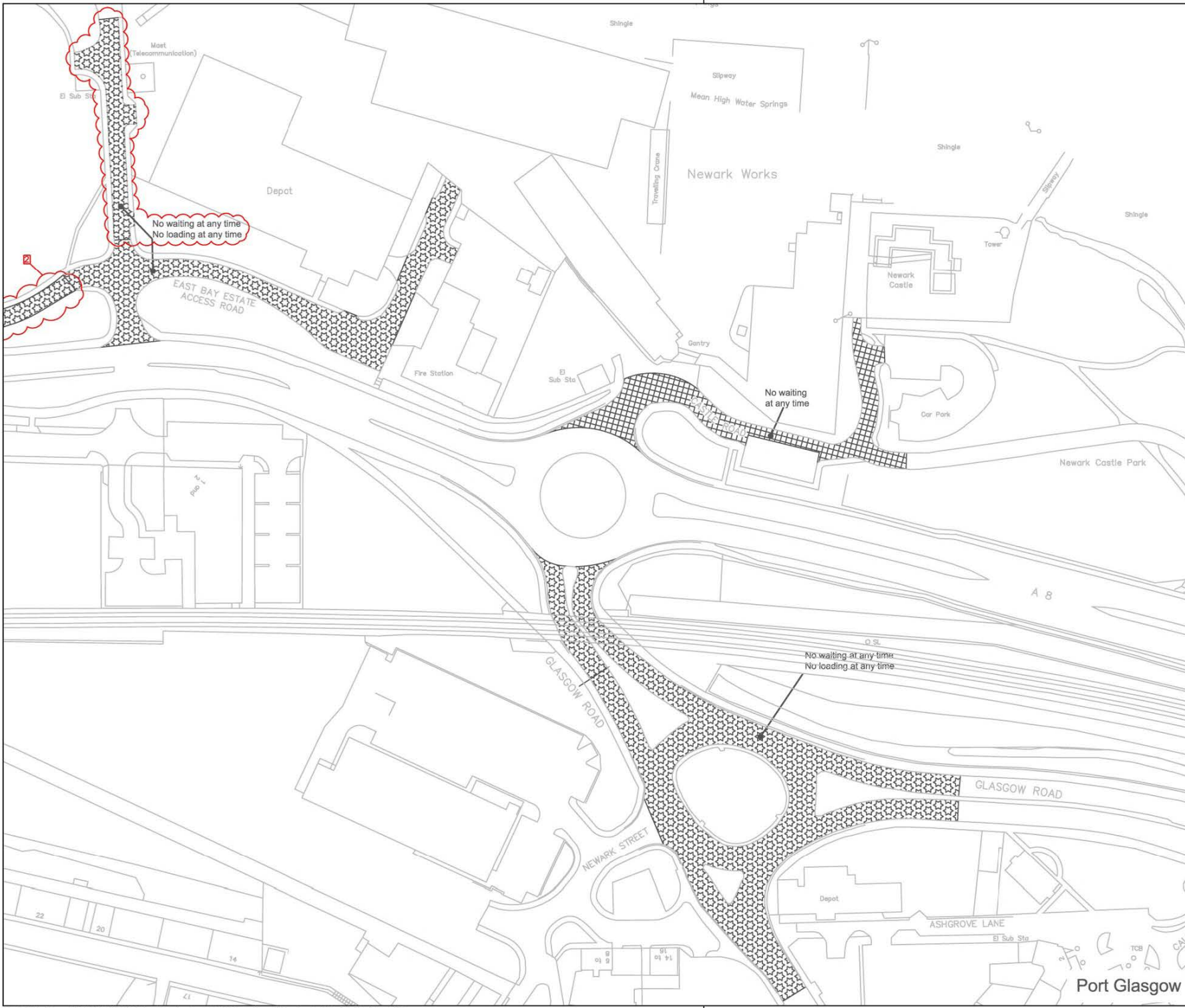
THE INVERCLYDE COUNCIL (VARIOUS ROADS)  
 (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE)  
 (WAITING RESTRICTIONS) (VARIATION 8)  
 ORDER 2022

EFFECTIVE DATE:

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

Status P Drawing Number TR/TRO/IC132-004 Rev 1

DO NOT SCALE



**Key**

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

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

© Crown copyright and database rights 2018 Ordnance Survey 100023421

Stat

Purpose of Issue	EP	MAR '22	EP	GL
2 ACCESS TO CORONATION PARK NWMLAAT	EP	MAR '22	EP	GL
2 ACCESS TO FERGUSON MARINE NWMLAAT	EP	MAR '22	EP	GL
1 EAST BAY ESTATE ACCESS ROAD NWMLAAT	EP	JAN '18	EP	GL
1 CASTLE ROAD NWMLAAT	EP	JAN '18	EP	GL

Rev Description By Date Ch'd Auth

2	ACCESS TO CORONATION PARK NWMLAAT	EP	MAR '22	EP	GL
2	ACCESS TO FERGUSON MARINE NWMLAAT	EP	MAR '22	EP	GL
1	EAST BAY ESTATE ACCESS ROAD NWMLAAT	EP	JAN '18	EP	GL
1	CASTLE ROAD NWMLAAT	EP	JAN '18	EP	GL

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



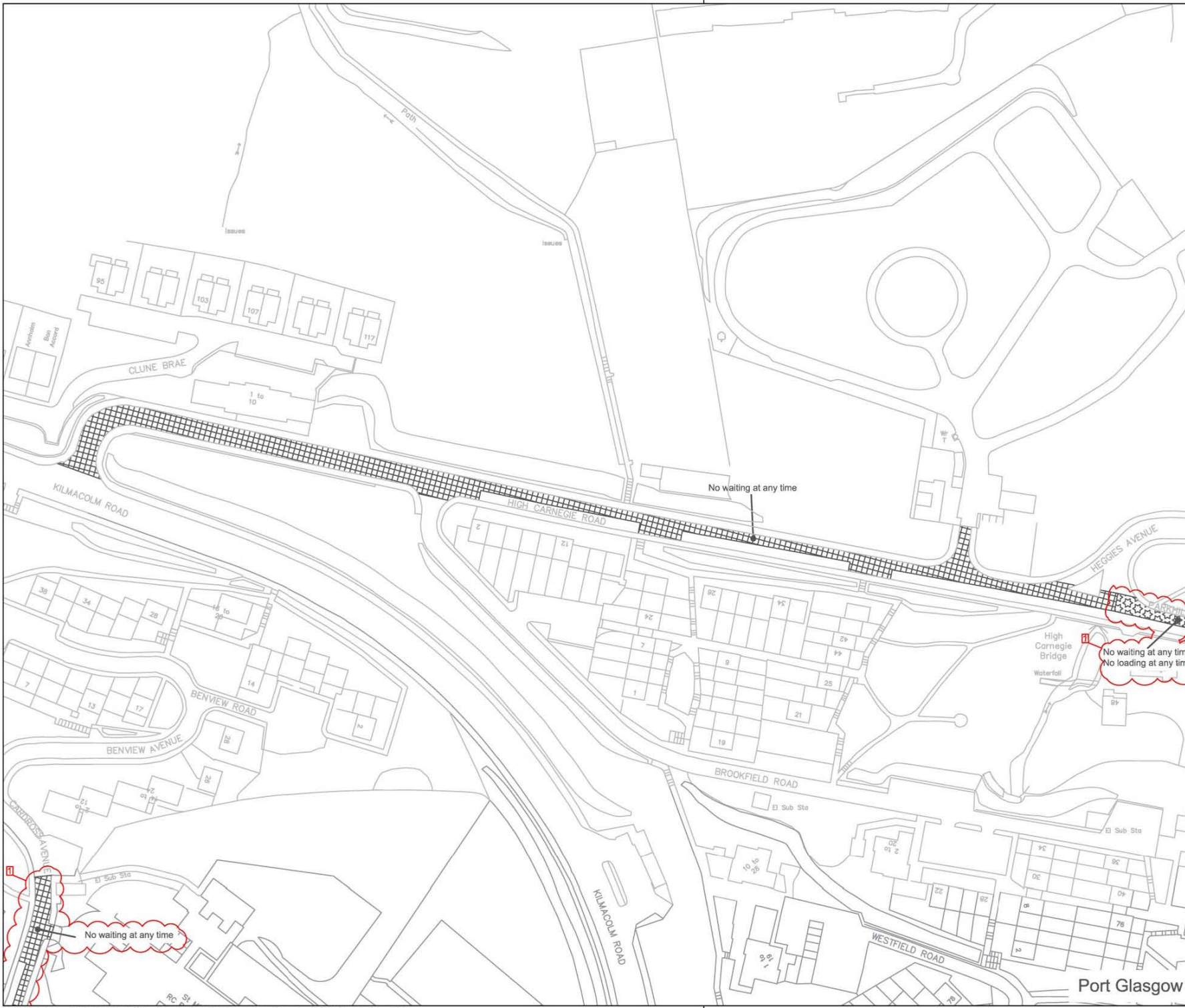
THE INVERCLYDE COUNCIL (VARIOUS ROADS)  
 (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE)  
 (WAITING RESTRICTIONS) (VARIATION 8)  
 ORDER 2022

EFFECTIVE DATE:

Sheet Size	Original Scale	Design/Drawn	Checked	Authorised
M:1	M:1	M:1	M:1	M:1
A3	1:1250	Date FEB '13	Date FEB '13	Date FEB '13

Status	Drawing Number	Rev
P	TR/TRO/IC132-006	2

DO NOT SCALE



**Key**

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

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

© Crown copyright and database rights 2018 Ordnance Survey 100023421

Sheet

Stat	Purpose of Issue	Date	Auth
1	CARDROSS AVE NW/AT	EP MAR '22	EP GL
1	PARCHILL AVE NW/AT	EP MAR '22	EP GL

Rev	Description	By	Date	Ch'd	Auth
1	CARDROSS AVE NW/AT	EP	MAR '22	EP	GL
1	PARCHILL AVE NW/AT	EP	MAR '22	EP	GL

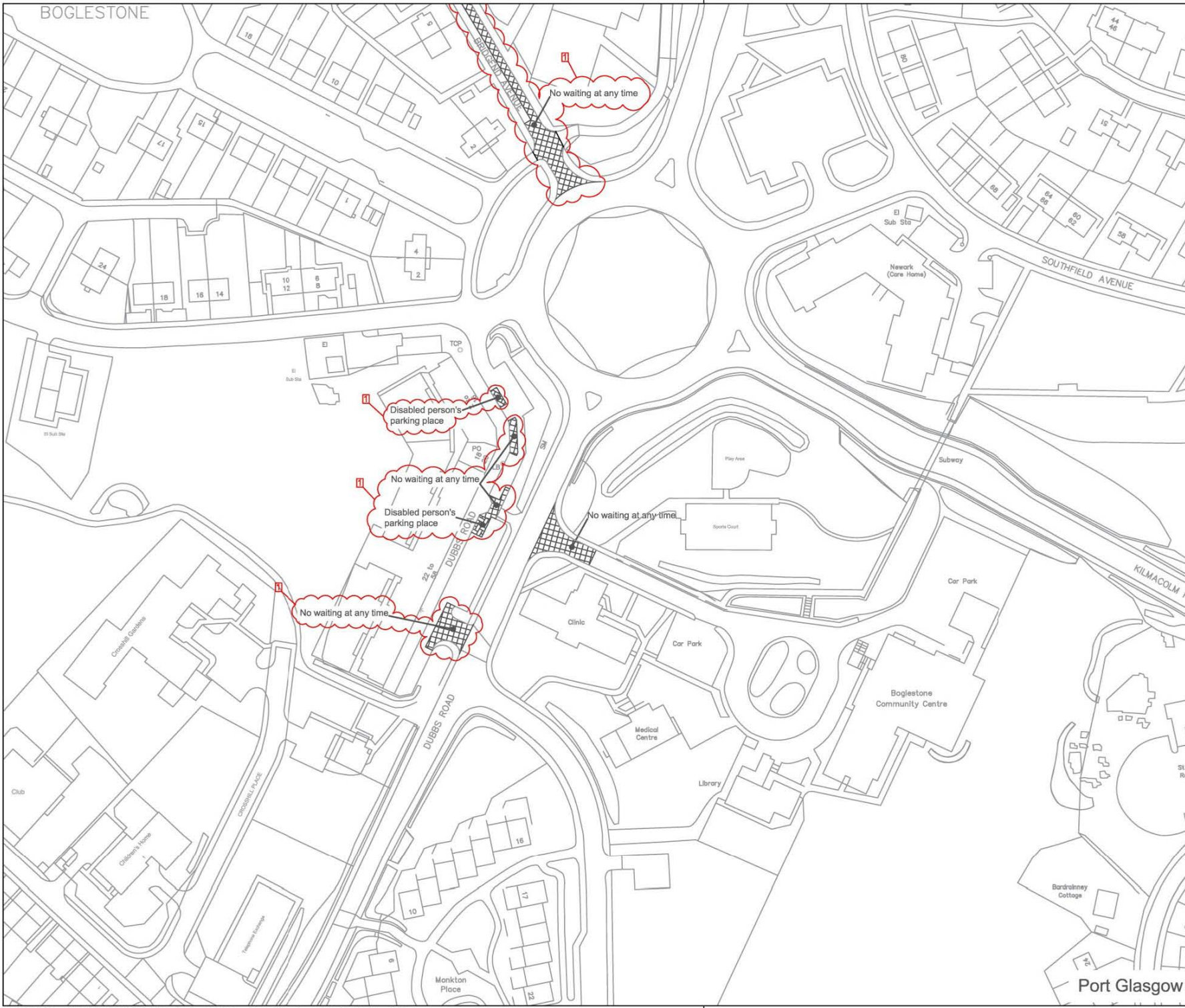
**INVERCLYDE COUNCIL**  
 Vehicle Maintenance Facility  
 8 Pottery Street  
 Greenock  
 PA15 2UH  
 Tel: 01475 717171  
 Email: roads@inverclyde.gov.uk  
 www.inverclyde.gov.uk



THE INVERCLYDE COUNCIL (VARIOUS ROADS)  
 (PORT GLASGOW, KILMACOLL & QUARRIERS VILLAGE)  
 (WAITING RESTRICTIONS) (VARIATION 8)  
 ORDER 2022

EFFECTIVE DATE:

Sheet Size	Original Scale	Design/Drawn	Checked	Authorised
Status	Drawing Number	Date	Date	Date
A3	1:1250	MJH	MJH	MR
P	TR/TRO/IC132-007	FEB '13	FEB '13	FEB '13



**Key**

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

**Limited Waiting**  
 Type A: Mon-Fri, 8am-6pm, 30mins, No return within 30mins  
 Type B: Mon-Fri 8am-6pm, Saturday 8am-1pm, 30mins, No return within 1 hour  
 Type H: Mon-Fri 8am to 6pm, 2 hours, No return within 30 mins  
 Type F: Mon-Fri 10am to 6pm, 2 hour, No return within 30 mins  
 Type T: Mon-Fri 8am to 6pm, 1 hour, No return within 30 mins except Permit Holders.

© Crown copyright and database rights 2018 Ordnance Survey 100023421

Stat: Purpose of Issue

Rev	Description	By	Date	Ch'd	Auth
1	BRIDGEND AVE NWMT	EP	MAR '22	EP	GL
1	DUBBS RD NWMT & DPPP	EP	MAR '22	EP	GL
-	NWMT ADDED DUBBS PLACE	EP	JUN '15	EP	MH

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



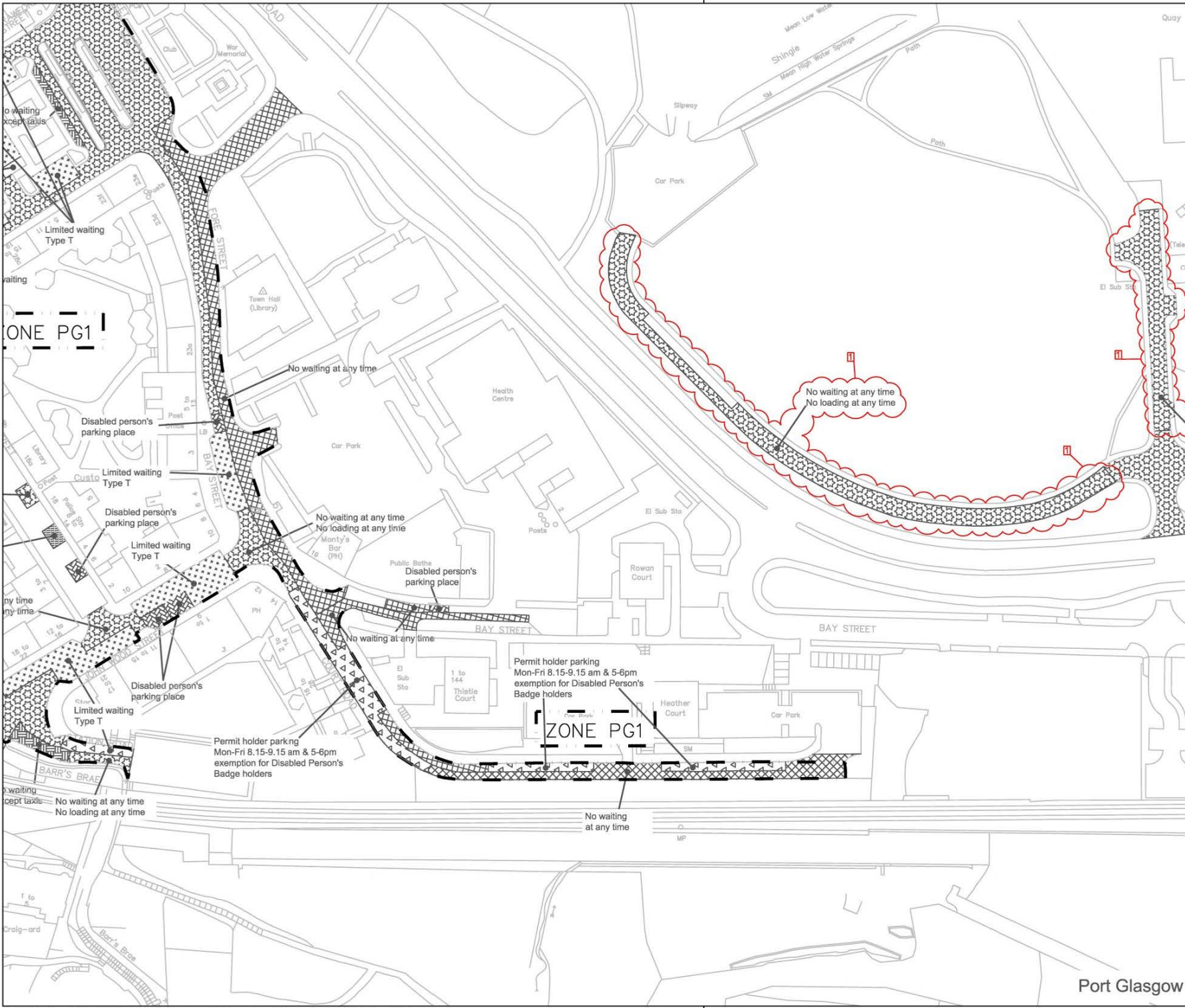
THE INVERCLYDE COUNCIL (VARIOUS ROADS)  
 (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE)  
 (WAITING RESTRICTIONS) (VARIATION No. 8)  
 ORDER 2022

EFFECTIVE DATE:

Sheet Size	Original Scale	Design/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/IC132-012	1

DO NOT SCALE



**Key**

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

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

© Crown copyright and database rights 2018 Ordnance Survey 100023421

Stat	Purpose of Issue	EP	Date	Auth
1	MINIPLAT ACCESS TO CORONATION PARK	EP	MAR '22	EP GL
1	MINIPLAT ACCESS TO FERGUSONS	EP	MAR '22	EP GL
-	INTRODUCE RPP ZONE PG1	EP	OCT '20	EP GL
-	TYPE T ADDED	EP	OCT '20	EP GL
Rev	Description	By	Date	Ch'd/ Auth

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



THE INVERCLYDE COUNCIL (VARIOUS ROADS)  
 (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE)  
 (WAITING RESTRICTIONS) (VARIATION No. 7)  
 ORDER 2020

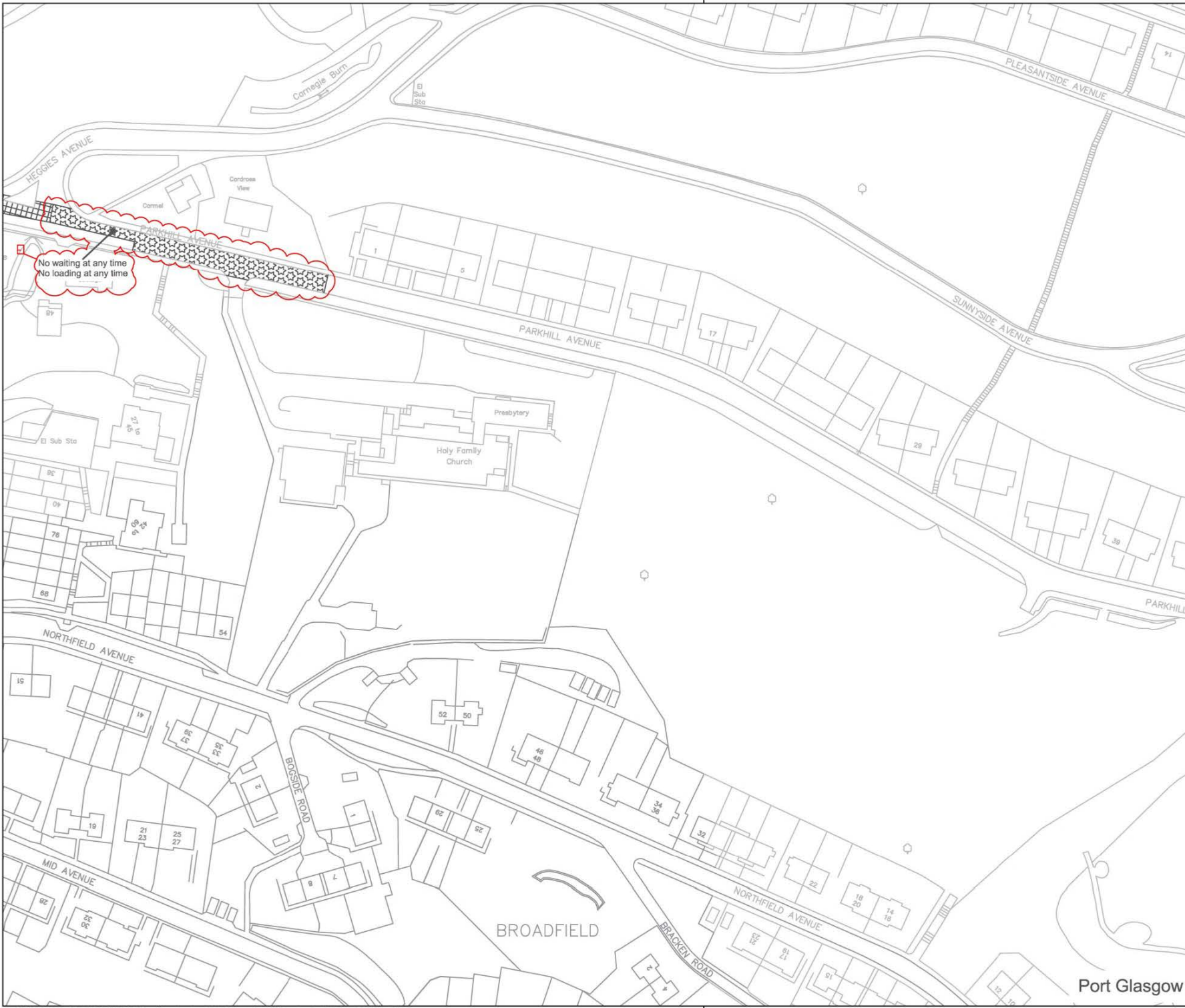
EFFECTIVE DATE:

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

Status	Drawing Number	Rev
P	TR/TRO/IC132-015	1



DO NOT SCALE



**Key**

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

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

© Crown copyright and database rights 2018 Ordnance Survey 100023421

Scale

Stat	Purpose of Issue	Date	Auth

Rev	Description	By	Date	Ch'd	Auth
1	PARKHILL AVE NINLAT	EP	MAR '22	EP	GL

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



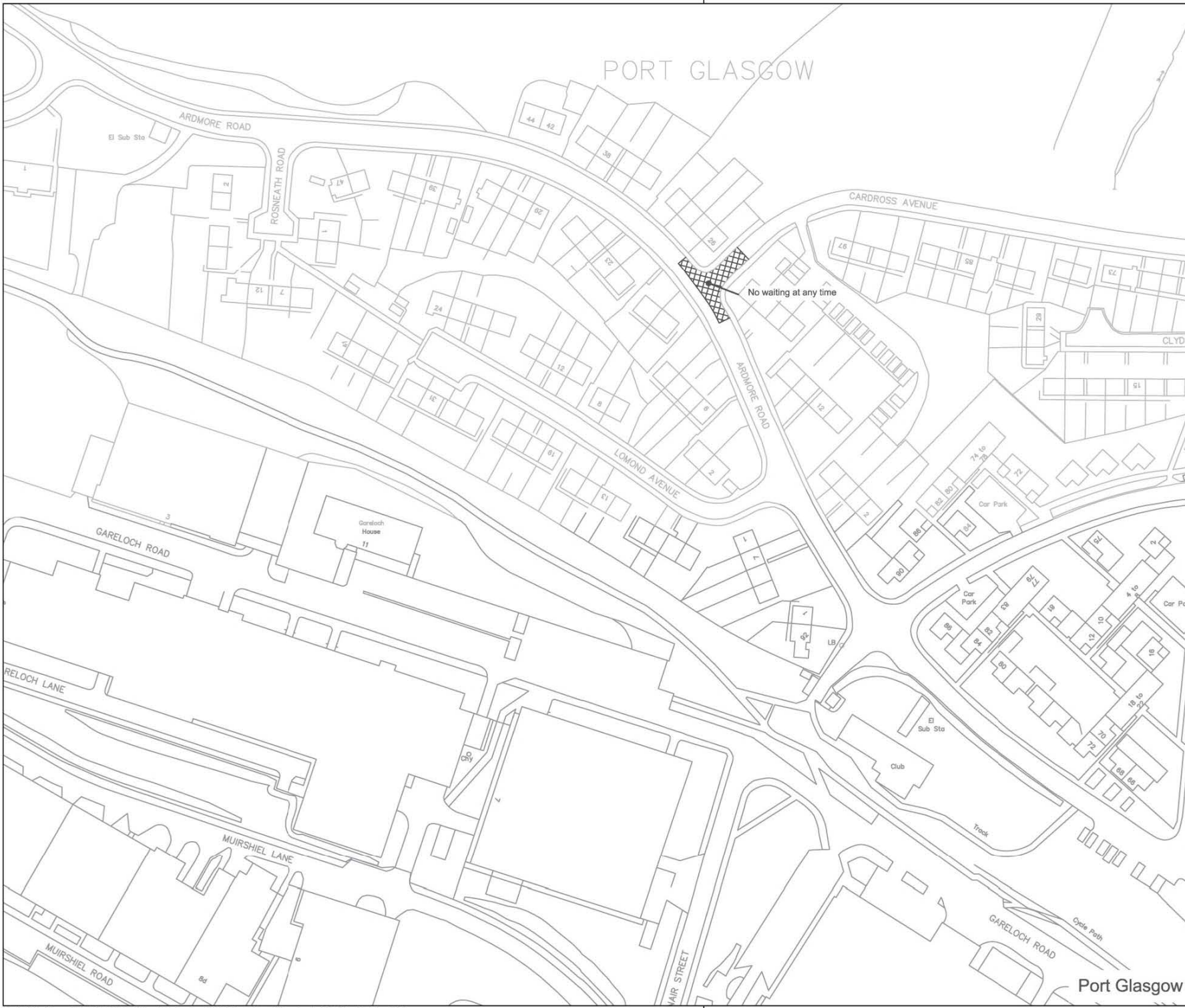
THE INVERCLYDE COUNCIL (VARIOUS ROADS)  
 (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE)  
 (WAITING RESTRICTIONS) (VARIATION 8)  
 ORDER 2022

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	EP	EP	GL
Status	Drawing Number	Date	Date	Date
P	TR/TROIC132-016	MAR '22	MAR '22	MAR '22

Port Glasgow

DO NOT SCALE



**Key**

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

**Limited Waiting**

- Type A: Mon-Fri 8am-6pm, 30mins, No return within 30mins
- Type B: Mon-Fri 8am-6pm, Saturday 8am-1pm, 30mins, No return within 1 hour
- Type H: Mon-Fri 8am to 6pm, 2 hours, No return within 30 mins
- Type E: Mon-Fri 10am to 6pm, 2 hour, No return within 30 mins
- Type T: Mon-Fri 8am to 6pm, 1 hour, No return within 30 mins except Permit Holders.

© Crown copyright and database rights 2018 Ordnance Survey 100023421

Sheet

Stat	Purpose of Issue	Date	Auth
-	NWMT ARDMORE RD & CARDROSS AVE	EP MAR '22	EP GL

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

**Inverclyde council**

THE INVERCLYDE COUNCIL (VARIOUS ROADS)  
 (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE)  
 (WAITING RESTRICTIONS) (VARIATION No. 8)  
 ORDER 2022

EFFECTIVE DATE:

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

Date	Date	Date
MAR '22	MAR '22	MAR '22

Status	Drawing Number	Rev
P	TR/TRO/IC132-017	-

Port Glasgow

DO NOT SCALE



**Key**

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

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

© Crown copyright and database rights 2018 Ordnance Survey 100023421

Sheet


Rev	Description	By	Date	Ch'd	Auth
1	NWMT BRIDGEND AVE & CARDROSS AVE	EP	MAR '22	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)  
 (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE)  
 (WAITING RESTRICTIONS) (VARIATION No. 8)  
 ORDER 2022

EFFECTIVE DATE:

Sheet Size	Original Scale	Design/Drawn	Checked	Authorised
A3	1:1250	EP	EP	GL
Date	Date	Date	Date	Date
MAR '22	MAR '22	MAR '22	MAR '22	MAR '22
Status	Drawing Number	Rev		
P	TR/TRO/IC132-018	-		

Port Glasgow

**THE INVERCLYDE  
COUNCIL**

**(VARIOUS ROADS)  
(PORT GLASGOW,  
KILMACOLM &  
QUARRIERS VILLAGE)  
(WAITING  
RESTRICTIONS)**

**(VARIATION NO. 9)  
ORDER 2022**

**TRAFFIC REGULATION  
ORDER**

# **THE INVERCLYDE COUNCIL (VARIOUS ROADS) (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE) (WAITING RESTRICTIONS) (VARIATION NO. 9) ORDER 2022**

We, The Inverclyde Council, in exercise of the powers conferred on us by Sections 1(1), 2(1) to (3), 4(2), 32(1), 35(1), 45, 46, 49, 53, 101 and 102 of the Road Traffic Regulation Act 1984 (as amended) (“the Act”) and of Part IV of Schedule 9 to the Act and of all other enabling powers and after consulting the Chief Constable of the Police Service of Scotland (Seirbheis Phoilis na h-Alba) in accordance with Part III of Schedule 9 to the Act hereby make the following Order:

## **1.0 Commencement and citation**

- 1.1 This Order shall come into operation on the ## day of ##, Two Thousand and ## and may be cited as “The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) (Variation No. 9) Order 2022”.

## **2.0 Interpretation**

- 2.1 Except where otherwise stated, any reference in this Order to a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order.
- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, modified, re-enacted, replaced or supplemented by any subsequent enactment.
- 2.3 The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any regulation made or having effect as if made under the Act or by or under any other enactment provided that where a prohibition or restriction which is imposed, varied or revoked by this Order is in conflict with a prohibition or restriction imposed by a previous Order, then the provision of this Order shall prevail.
- 2.4 The On-Street Plans forming Schedule 1 to this Order and titled “The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) (Variation No. 9) Order 2022 On-Street Plans” are hereby incorporated into “The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) Order 2013” and recorded in “The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) Order 2013 Plan Index” 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.

- 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 ##, Proper Officer and an authorised signatory, at ## on ##.*

## **SCHEDULE 1**

**The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions)  
(Variation No. 9) Order 2022 On-Street Plans**

**DRAFT**

## SCHEDULE 2

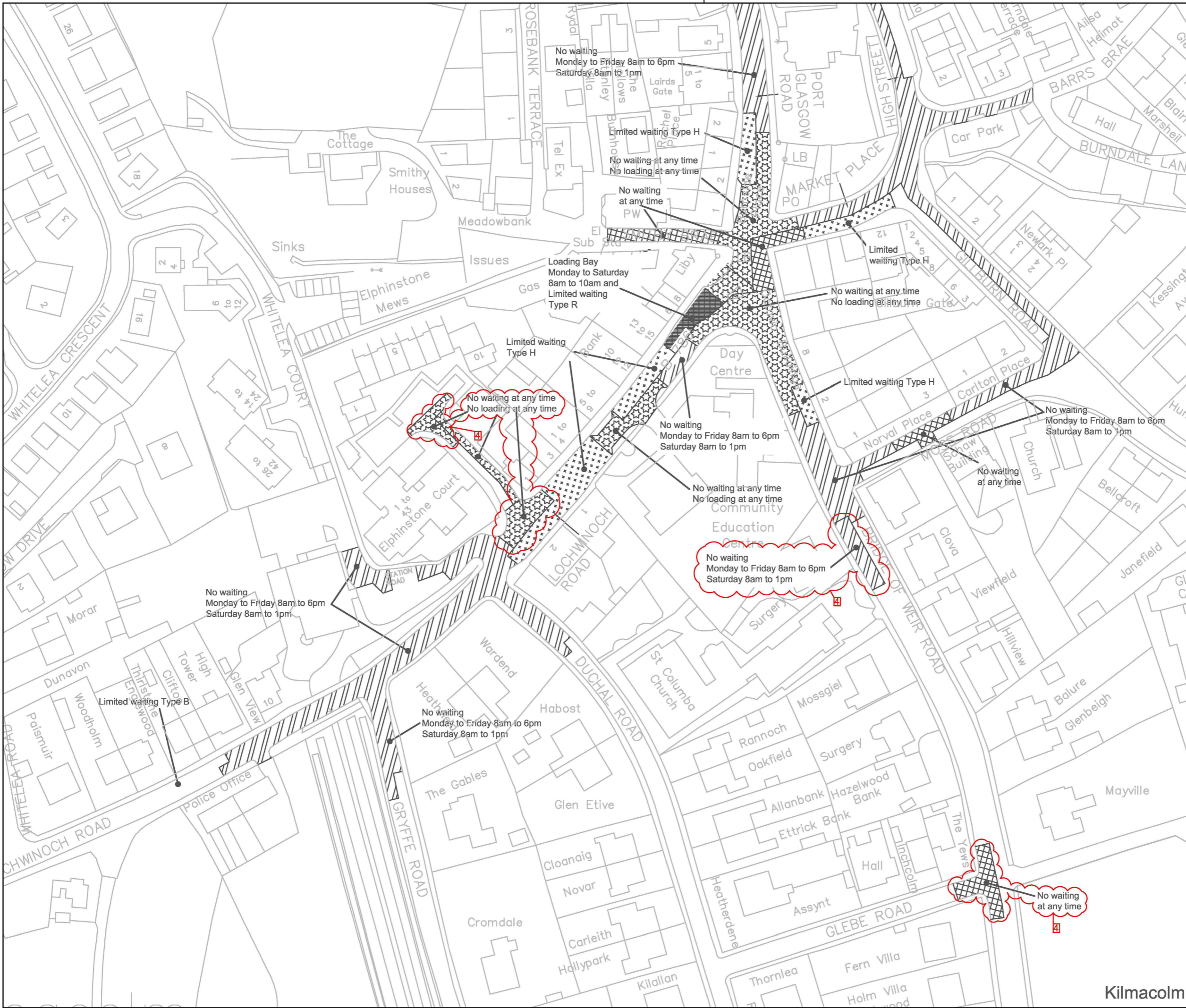
### SCHEDULE 3

#### The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) Order 2013 PLAN INDEX

Plan Reference	Effective date of original plan	Effective date of Plan Revision										
		1	2	3	4	5	6	7	8	9	10	11
TR/TRO/C132-001	06/10/2014	06/08/2018	#####									
TR/TRO/C132-002	06/10/2014	11/04/2016	30/08/2021									
TR/TRO/C132-003	06/10/2014	11/04/2016	06/08/2018	30/08/2021								
TR/TRO/C132-004	06/10/2014	#####										
TR/TRO/C132-005	06/10/2014											
TR/TRO/C132-006	06/10/2014	06/08/2018	#####									
TR/TRO/C132-007	06/10/2014	#####										
TR/TRO/C132-008	06/10/2014											
TR/TRO/C132-009	06/10/2014											
TR/TRO/C132-010	06/10/2014	11/04/2016	15/01/2018	22/04/2019	#####							
TR/TRO/C132-011	06/10/2014	#####										
TR/TRO/C132-012	11/04/2016	#####										
TR/TRO/C132-013	30/09/2017											
TR/TRO/C132-014	06/08/2018											
TR/TRO/C132-015	30/08/2021	#####										
TR/TRO/C132-016	#####											
TR/TRO/C132-017	#####											
TR/TRO/C132-018	#####											
TR/TRO/C132-019	#####											



DO NOT SCALE



**Key**

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

**Limited Waiting**

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

© Crown copyright and database rights 2018 Ordnance Survey 100023421

Seal

Stat	Purpose of Issue	Date	Auth
4	EXTEND NO WAITING BRIDGE OF WEIR RD	EP MAR '22	EP GL
4	EXTEND NWNLAAT ELPHINSTONE CRT	EP MAR '22	EP GL
4	EXTEND NWNLAAT LOCHWINNOCH RD	EP MAR '22	EP GL
4	NWAAT BRIDGE OF WEIR RD/GLEBE RD	EP MAR '22	EP GL

Rev	Description	By	Date	Chk'd	Auth

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

Tel: 01475 717171  
 Email: roads@inverclyde.gov.uk  
 www.inverclyde.gov.uk

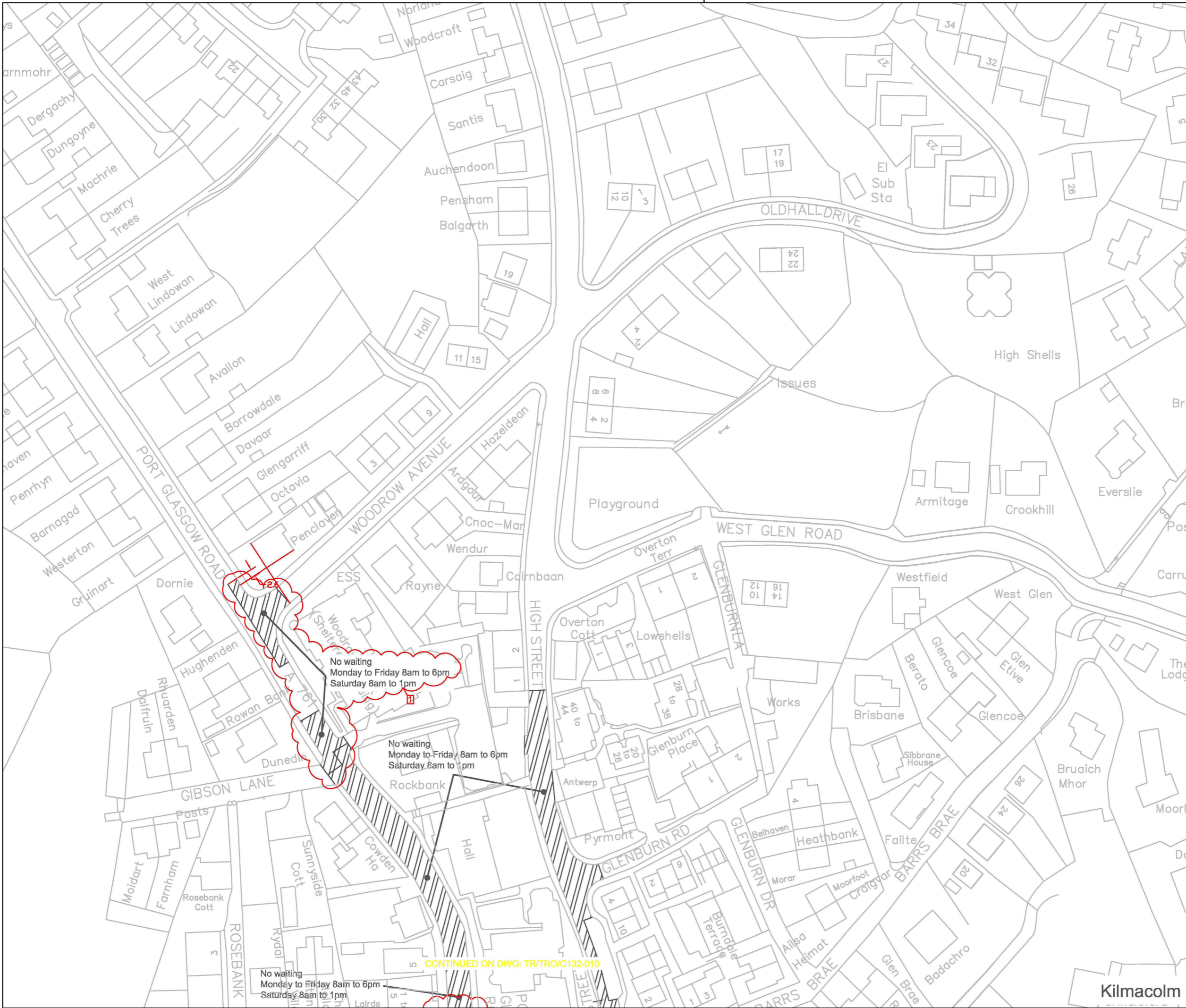


THE INVERCLYDE COUNCIL (VARIOUS ROADS)  
 (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE)  
 (WAITING RESTRICTIONS) (VARIATION No. 9)  
 ORDER 2022

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/C132-010	FEB '13	FEB '13	FEB '13

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

**Limited Waiting**

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

© Crown copyright and database rights 2018 Ordnance Survey 100023421

Seal

Stat	Purpose of Issue	Date	Auth
1	NW ADDED TO WOODROW AVE	EP JUL '22	EP GL
1	NW ADDED TO PORT GLASGOW RD	EP JUL '22	EP GL

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

Tel: 01475 717171  
 Email: roads@inverclyde.gov.uk  
 www.inverclyde.gov.uk

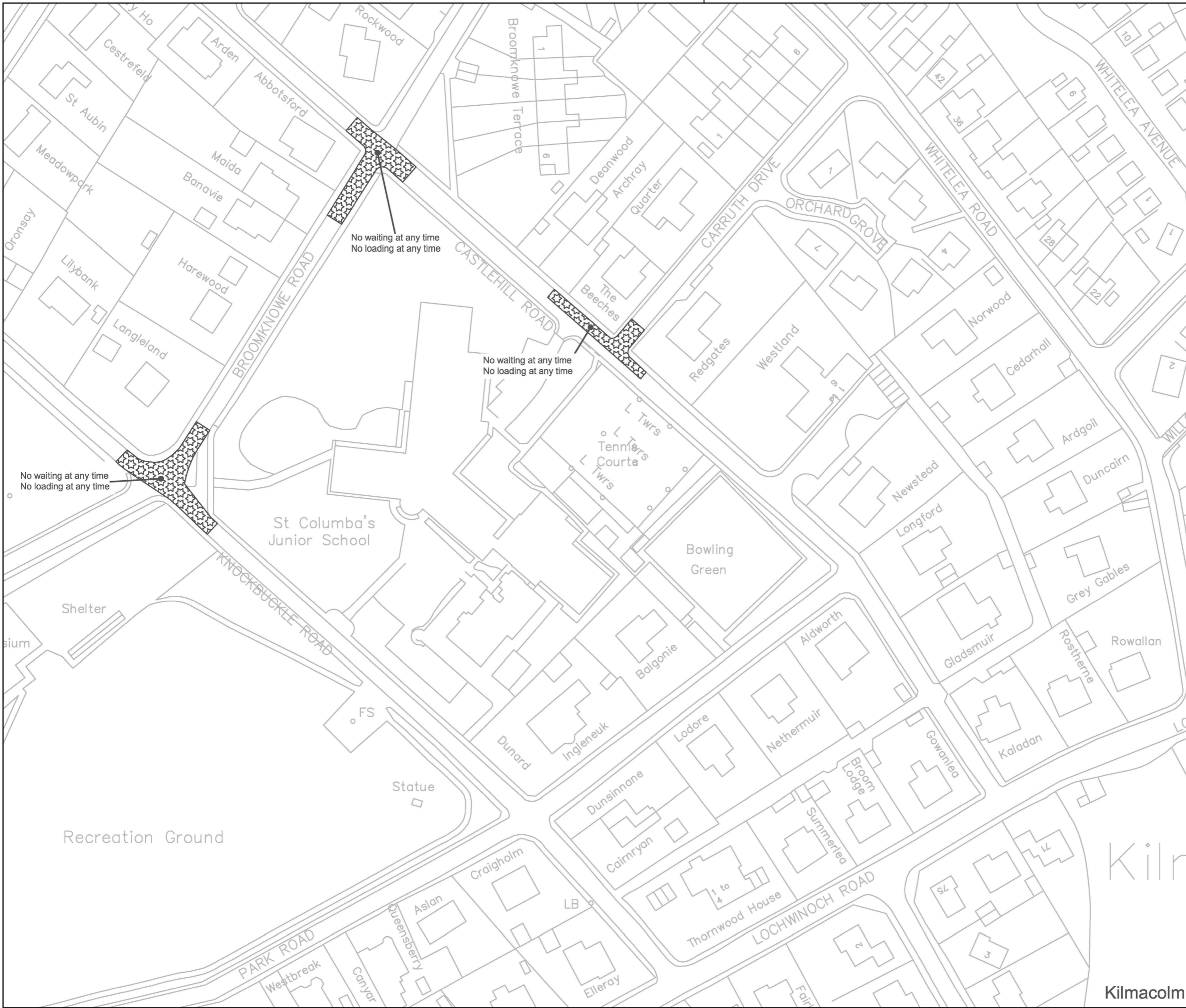


THE INVERCLYDE COUNCIL (VARIOUS ROADS)  
 (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE)  
 (WAITING RESTRICTIONS) (VARIATION 9)  
 ORDER 2022

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/C132-011	FEB '13	FEB '13	FEB '13
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)
- Disabled person's parking place (subject to restrictions shown)
- Loading bay at times shown and Limited waiting (see below for sc types of limited waiting referred to on these drawings)
- Loading bay

**Limited Waiting**

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

© Crown copyright and database rights 2018 Ordnance Survey 100023421

Seal

Stat	Purpose of Issue	Date	Auth		
-	NNWLAAT BROOMKNOWE RD	EP MAR '22	EP GL		
-	NNWLAAT KNOCKBUCKLE RD & CASTLEHILL RD	EP MAR '22	EP GL		
Rev	Description	By	Date	Chk'd	Auth

**INVERCLYDE COUNCIL**  
 Vehicle Maintenance Facility  
 8 Pottery Street  
 Greenock  
 PA15 2UH

Tel: 01475 717171  
 Email: roads@inverclyde.gov.uk  
 www.inverclyde.gov.uk



THE INVERCLYDE COUNCIL (VARIOUS ROADS)  
 (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE)  
 (WAITING RESTRICTIONS) (VARIATION No. 9)  
 ORDER 2022

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/C/132-019	MAR '22	MAR '22	MAR '22