

A meeting of the Environment & Regeneration Committee will be held on Thursday 29 August 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 28 August 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.

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LYNSEY BROWN
Head of Legal, Democratic, Digital & Customer Services

BUSINESS

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| PERFORMANCE MANAGEMENT | |
| 2. 2024/25 Environment & Regeneration Revenue Budget and 2023/24 Out-turn Report by Chief Financial Officer and Director, Environment & Regeneration | p |
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| NEW BUSINESS | |
| 4. Non-Domestic Rates Income – Support to Local Businesses Report by Director, Environment & Regeneration | p |
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| 12. | Inverclyde Council Inverkipp and Wemyss Bay Village Centre (20mph Speed Limit) Orders 2022 – Reporter’s Recommendations Report by Head of Physical Assets | p |
| 13. | Management Rules for Parks in Inverclyde Report by Head of Legal, Democratic, Digital & Customer Services | p |
| ROUTINE DECISIONS AND ITEMS FOR NOTING | | |
| 14. | Strathclyde Partnership for Transport Annual Report 2023/24 Report by Head of Physical Assets | p |
| <p>The documentation relative to the following items has been treated as exempt information in terms of the Local Government (Scotland) Act 1973 as amended, the nature of the exempt information being that set out in the paragraphs of Part I of Schedule 7(A) of the Act whose numbers are set out opposite the heading to each item.</p> | | |
| ROUTINE DECISIONS AND ITEMS FOR NOTING | | |
| 15. | Property Asset Management Private Report – Proposed Disposal of (1) former community hall, 80 Leven Road Greenock; (2) land at Mearns Street, Greenock; (3) update on sale of the former Garvel School for the Deaf, Greenock; (4) Variation of lease of Gourock Park Bowling Club, Gourock; (5) new lease at 10 Custom House Way, Greenock; (6) transfer of obligations at land at Campbell Street, Greenock and (7) lease extension at 1-3 Cardwell Road, Greenock. Report by Director, Environment & Regeneration making recommendations in respect of a number of property assets. | Paras 6, 8 & 9 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.

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

| | | | |
|-------------------------|---|--------------------|------------------------|
| Report To: | Environment & Regeneration Committee | Date: | 29 August 2024 |
| Report By: | Chief Financial Officer and Director of Environment & Regeneration | Report No: | FIN/49/24/AP/MT |
| Contact Officer: | Julie Ann Wilson | Contact No: | 01475 712636 |
| Subject: | 2024/25 Environment & Regeneration Revenue Budget and 2023/24 Out-turn | | |

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 Environment & Regeneration Revenue Budget outturn for 2023/24 and the 2024/25 projected position including details of action being taken to reduce the projected overspend.

1.3 In 2023/24, excluding the carry forward of Earmarked Reserves, there was an overspend of £34,000 within the Environment and Regeneration Committee. This was a decrease in expenditure of £134,000 from the projected outturn reported to Committee in May 2024, and was largely due to a reduction in the projected overspend within central repairs and a reduction in bad debt provision, partly offset by an increase in transport maintenance costs. More details are provided in section 3 and the appendices.

1.4 The revised 2024/25 Revenue Budget for the Environment and Regeneration Committee is £21,409,450, which excludes Earmarked Reserves. The latest projection is an overspend of £168,000 (0.8%) largely due to a projected overspend in agency costs, a projected overspend in residual waste, an under recovery in Roads Operations Unit income. These are partly offset by a projected over recovery in employee turnover. More details are provided in section 4 and the appendices.

1.5 The Director and his senior management team are reviewing the 2023/24 outturns to identify potential virement opportunities to reduce the projected overspend in addition to which he is undertaking reviews of the use of Agency and Winter Gritting costs to reduce the expenditure pressures in both these areas. Updates on progress and any proposals will be reported to Committee prior to the end of 2024.

1.6 In August the Policy & Resources Committee approved the progression of targeted VER trawls as part of the development of potential service redesign proposals across all Directorates to address some of the budget pressures in a corporate manner.

2.0 RECOMMENDATIONS

2.1 It is recommended that the Committee notes outturn for 2023/24, and that the Committee's Revenue Budget is currently projected to overspend in 2024/25 by £168,000 and the action being taken by the Director to reduce the projected overspend.

2.2 It is recommended that the Committee notes the on-going reviews being progressed by the Director and that where appropriate, updates will be provided to future meetings of the Committee.

Alan Puckrin
Chief Financial Officer

Stuart Jamieson
**Director Environment &
Regeneration**

3.0 BACKGROUND AND CONTEXT

3.1 2023/24 OUT-TURN (£34,000 Overspend – 0.15%)

The main variations from budget and movements from the projected outturn position reported to the Committee in May, were as follows:

| Service | Revised Budget 2023/24 £000 | Outturn 2023/24 £000 | Variance to Budget £000 | Variance to Budget % | Movement since P11 £000 |
|--|-----------------------------|----------------------|-------------------------|----------------------|-------------------------|
| Regeneration, Planning & Public Protection | 6,640 | 6,321 | (319) | (4.80%) | 63 |
| Property Services | 2,887 | 2,692 | (195) | (6.77%) | (138) |
| Roads Services | 3,701 | 4,229 | 528 | 14.28% | (11) |
| Environmental Services | 10,621 | 10,630 | 9 | 0.08% | (52) |
| Director | 156 | 167 | 11 | 7.05% | 3 |
| TOTAL NET EXPENDITURE | 24,005 | 24,039 | 34 | 0.15% | (134) |

3.2 The actual out-turn, excluding Earmarked Reserves, was £24,039,000 which represents an overspend of £34,000. This is a decrease in spend of £134,000 from the position reported to Committee in May 2024. The main reasons for the movement were a decrease in the projected overspend within central repairs and a decrease in the bad debt provision, partly offset by an increase in transport maintenance costs across the Directorate due to increased costs for materials and sub-contractors. The main variances contributing to the net overspend are listed below.

- a) Environmental services agency costs of £178,000 to cover food waste collection, short term transport needs, sickness, holidays, and delays in filling vacancies, partly offset by reduced overtime and turnover savings.
- b) Roads agency costs of £45,000 partly offset by turnover.
- c) A shortfall of £44,000 shortfall PCN income and £188,000 in parking income and due to less activity following reintroduction of charging post to Covid-19 pandemic, partly offset by a decrease of £84,000 in the PCN bad debt provision. A budget pressure of £174,000 to address the parking income shortfall matter was approved from 2024/25. The parking income shortfall includes £25,000 for permit parking due to a delay in progressing the TRO.
- d) A net over recovery of £462,000 against the turnover target across the Directorate.
- e) An underspend in residual waste disposal of £119,000 due to a decrease in tonnages.
- f) An over spend of £118,000 in Roads due to an increase in flooding and emergency works.
- g) An over spend of £39,000 in central repairs due to an increase in works carried out.
- h) An over spend of £100,000 in winter maintenance due to an increase in activity. An additional £150,000 was approved to be added to the winter maintenance earmarked reserve during 2024/25 whilst a review is being progressed by the Director.

3.3 2024/25 PROJECTED OUT-TURN (£168,000 Overspend – 0.8%)

The revised 2024/25 budget for Environment and Regeneration, excluding earmarked reserves, is £21,409,450. This is an increase of £15,000 from the approved budget, prior to transfers to earmarked reserves. Appendix 1 gives details of this budget movement.

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

- a) Environmental Services agency costs of £114,000 to cover sickness, holidays, and delays in filling vacancies, partly offset by reduced overtime. The Director is undertaking a review on the use of agency staff across the Directorate to ensure their use represents best value. This review is expected to be complete by Autumn 2024.
- b) A projected underspend of £85,000 in Grounds Maintenance seasonals.
- c) A projected under recovery of £62,000 in planning income due to a decrease in activity.
- d) A shortfall of £24,000 in parking income due to a delay in progressing the TRO for parking permits, and £30,000 shortfall PCN income due to less activity. The CMT are considering options to improve the TRO process which will be reported to Committee in due course.
- e) A projected net under recovery in Roads Operations Unit income of £85,000.
- f) A projected overspend of £78,000 in residual waste. Due to new legislation, waste upholstered domestic materials and mattresses must be disposed of separately from the general waste. There is currently no contract in place for this, and a higher price per tonne is being incurred. This is under review by the Service and Committee will be updated in due course.
- g) A projected under recovery in Property fees from capital of £53,000.
- h) A projected over recovery of £208,000 against the turnover target across the Directorate, offset by the Property fees from capital noted at 3.3 (g) and the agency costs noted at 3.3 (a). The turnover projection includes a £100,000 allowance for future turnover this financial year. This allowance will be reviewed each reporting period.

3.4 EARMARKED RESERVES

Appendix 4 gives an update on the operational Earmarked Reserves, i.e. excluding strategic funding models. Spend on these operational Earmarked Reserves is £239,000 (6.66% of projected spend).

4.0 PROPOSALS

4.1 None.

5.0 IMPLICATIONS

5.1 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 |

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

The Financial Regulations state the responsibility for ensuring Revenue Budgets are not exceeded lies with the Committee and Chief Officer (Director) and actions are being progressed to bring the Committee back within budget.

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 - 2024/25

| Service | Approved Budget | Movements | | | Revised Budget | |
|--|-----------------|-------------------|------------------|----------------------------------|-------------------------------|-----------------|
| | 2024/25 £000 | Inflation £000 | Virement £000 | Supplementary Budgets £000 | Transferred to EMR £000 | 2024/25 £000 |
| Regeneration, Planning & Public Protection | 5,718 | | 6 | | | 5,724 |
| Property Services | 2,639 | | 9 | | | 2,648 |
| Roads | 3,625 | | | | | 3,625 |
| Environmental | 9,271 | | | | | 9,271 |
| Director | 141 | | | | | 141 |
| Totals | 21,394 | 0 | 15 | 0 | 0 | 21,409 |

Movement Details

£000

External Resources

0

Inflation

0

Virements

Procurement Team

55,000

AMP remaining budget reallocation

(46,000)

AMP remaining budget reallocation

6,000

15,000

Supplementary Budgets

0

15,000

ENVIRONMENT AND REGENERATION COMMITTEE**REVENUE BUDGET MONITORING REPORT****SUBJECTIVE ANALYSIS**

| Subjective Heading | Approved Budget 2024/25 £000 | Revised Budget 2024/25 £000 | Projected Out-turn 2024/25 £000 | Projected Over/(Under) Spend £000 | Percentage Variance % |
|---|---|--|--|--|------------------------------|
| Employee Costs | 16,381 | 16,436 | 16,444 | 9 | 0.05% |
| Property Costs | 4,521 | 4,481 | 4,585 | 104 | 2.32% |
| Supplies & Services | 4,028 | 4,028 | 4,192 | 164 | 4.07% |
| Transport & Plant Costs | 2,613 | 2,613 | 2,533 | (80) | -3.06% |
| Administration Costs | 480 | 480 | 598 | 117 | 24.45% |
| Payments to Other Bodies | 6,587 | 6,601 | 6,707 | 106 | 1.60% |
| Other Expenditure | 1,882 | 1,882 | 1,881 | (1) | -0.05% |
| Income | (15,098) | (15,112) | (15,363) | (251) | 1.66% |
| TOTAL NET EXPENDITURE | 21,394 | 21,409 | 21,577 | 168 | 0.78% |
| Transfer to Earmarked Reserves * | 0 | 0 | 0 | 0 | 0.00% |
| TOTAL NET EXPENDITURE EXCLUDING EARMARKED RESERVES | 21,394 | 21,409 | 21,577 | 168 | 0.78% |

ENVIRONMENT AND REGENERATION COMMITTEE**REVENUE BUDGET MONITORING REPORT****OBJECTIVE ANALYSIS**

| Objective Heading | Approved Budget 2024/25 £000 | Revised Budget 2024/25 £000 | Projected Out-turn 2024/25 £000 | Projected Over/(Under) Spend £000 | Percentage Variance % |
|---|---|--|--|--|------------------------------|
| Regeneration, Planning & Public Protection | 5,718 | 5,724 | 5,566 | (158) | -2.77% |
| Property Services | 2,640 | 2,649 | 2,580 | (69) | -2.61% |
| Roads Services | 3,625 | 3,625 | 3,822 | 197 | 5.43% |
| Environmental Services | 9,271 | 9,271 | 9,461 | 190 | 2.05% |
| Director | 141 | 141 | 149 | 8 | 5.69% |
| TOTAL NET EXPENDITURE | 21,394 | 21,409 | 21,577 | 168 | 0.78% |
| Transfer to Earmarked Reserves * | 0 | 0 | 0 | 0 | 0.00% |
| TOTAL NET EXPENDITURE EXCLUDING EARMARKED RESERVES | 21,394 | 21,409 | 21,577 | 168 | 0.78% |

ENVIRONMENT AND REGENERATION COMMITTEE

REVENUE BUDGET MONITORING REPORT

MATERIAL VARIANCES

| <u>Out Turn</u> <u>2023/24</u> <u>£000</u> | <u>Budget</u> <u>Heading</u> | <u>Subjective Head</u> | <u>Budget</u> <u>2024/25</u> <u>£000</u> | <u>Proportion</u> <u>of Budget</u> <u>£000</u> | <u>Actual to</u> <u>30-Jun-24</u> <u>£000</u> | <u>Projection</u> <u>2024/25</u> <u>£000</u> | <u>(Under)/Over</u> <u>Budget</u> <u>£000</u> | <u>Percentage</u> <u>Variance</u> <u>%</u> |
|--|---|------------------------|--|--|---|--|---|--|
| | REGENERATION, PLANNING & PUBLIC PROTECTION | | | | | | | |
| 2,566 | Public Protection | Employee Costs | 2,299 | 554 | 520 | 2,255 | (44) | (1.91)% |
| 872 | Planning Overall | Employee Costs | 838 | 184 | 142 | 871 | 33 | 3.94% |
| 446 | Economic Development - Admin | Employee Costs | 620 | 136 | 127 | 489 | (131) | (21.13)% |
| | | | | | | | (142) | |
| 45 | CCTV Provision | Property Costs | 67 | 1 | 1 | 45 | (22) | (32.84)% |
| | | | | | | | (22) | |
| 0 | RI Core | PTOB | 23 | 5 | 0 | 0 | (23) | (100.00)% |
| | | | | | | | (23) | |
| (509) | Planning - Sales, fees & charges | Income | (505) | (126) | (94) | (443) | 62 | (12.28)% |
| (211) | Public Protection income | Income | (126) | (32) | (24) | (149) | (23) | 18.25% |
| | | | | | | | 39 | |
| | PROPERTY SERVICES | | | | | | | |
| 522 | Technical Services | Employee Costs | 530 | 116 | 99 | 446 | (84) | (15.85)% |
| 441 | Physical Assets | Employee Costs | 536 | 117 | 97 | 497 | (39) | (7.28)% |
| 351 | Procurement | Employee Costs | 412 | 90 | 66 | 381 | (31) | (7.52)% |
| | | | | | | | (154) | |
| (562) | Technical Services - Income from Capital | Income | (541) | 0 | 0 | (488) | 53 | (9.80)% |
| | | | | | | | 53 | |

ENVIRONMENT AND REGENERATION COMMITTEE

REVENUE BUDGET MONITORING REPORT

MATERIAL VARIANCES

| <u>Out Turn</u> <u>2023/24</u> <u>£000</u> | <u>Budget</u> <u>Heading</u> | <u>Subjective Head</u> | <u>Budget</u> <u>2024/25</u> <u>£000</u> | <u>Proportion</u> <u>of Budget</u> <u>£000</u> | <u>Actual to</u> <u>30-Jun-24</u> <u>£000</u> | <u>Projection</u> <u>2024/25</u> <u>£000</u> | <u>(Under)/Over</u> <u>Budget</u> <u>£000</u> | <u>Percentage</u> <u>Variance</u> <u>%</u> |
|--|--|------------------------|--|--|---|--|---|--|
| | ENVIRONMENTAL SERVICES | | | | | | | |
| 6,103 | Env Services - Front Line | Employee Costs | 5,572 | 1,376 | 1,209 | 5,549 | (23) | (0.41)% |
| 348 | Env Services - Grounds Maintenance Seasonals | Employee Costs | 437 | 187 | 142 | 352 | (85) | (19.45)% |
| 1,522 | Env Services - Mangement | Employee Costs | 1,324 | 290 | 305 | 1,401 | 77 | 5.82% |
| | | | | | | | (31) | |
| 58 | Pottery Street - Security | Property Costs | 35 | 9 | 22 | 55 | 20 | 57.14% |
| | | | | | | | 20 | |
| 199 | Env Services Overall - Agency Costs | Administration Costs | 20 | 5 | 37 | 134 | 114 | 570.00% |
| | | | | | | | 114 | |
| 494 | RTS - Dry Mixed Recycling | PTOB | 463 | 83 | 84 | 486 | 23 | 4.97% |
| 20 | Waste Strategy - Food Waste | PTOB | 57 | 10 | 3 | 19 | (38) | (66.67)% |
| 89 | Waste Strategy - Non Contract Waste Disposal | PTOB | 68 | 12 | 19 | 101 | 33 | 48.53% |
| 3,942 | Waste Strategy - Residual Waste Contact | PTOB | 3,585 | 645 | 860 | 3,663 | 78 | 2.18% |
| | | | | | | | 96 | |
| (857) | Refuse Collection - Commercial Waste Income | Income | (932) | (233) | (243) | (979) | (47) | 5.04% |
| (25) | Vehicle Maintenance - EV consumption | Income | 0 | 0 | (3) | (30) | (30) | 0.00% |
| (588) | Env Services - Veh Main- Drivers Recharges | Income | (546) | (137) | (127) | (499) | 47 | (8.61)% |
| (429) | RTS - Scrap Metal & Tipping | Income | (446) | (112) | (116) | (498) | (52) | 11.66% |
| (394) | Waste Strategy - Green Waste | Income | (428) | (407) | (394) | (402) | 26 | (6.07)% |
| | | | | | | | (56) | |

ENVIRONMENT AND REGENERATION COMMITTEE

REVENUE BUDGET MONITORING REPORT

MATERIAL VARIANCES

| <u>Out Turn</u> <u>2023/24</u> <u>£000</u> | <u>Budget</u> <u>Heading</u> | <u>Subjective Head</u> | <u>Budget</u> <u>2024/25</u> <u>£000</u> | <u>Proportion</u> <u>of Budget</u> <u>£000</u> | <u>Actual to</u> <u>30-Jun-24</u> <u>£000</u> | <u>Projection</u> <u>2024/25</u> <u>£000</u> | <u>(Under)/Over</u> <u>Budget</u> <u>£000</u> | <u>Percentage</u> <u>Variance</u> <u>%</u> |
|--|---|------------------------|--|--|---|--|---|--|
| 1,260 | ROADS Roads Client | Employee Costs | 1,203 | 264 | 303 | 1,338 | 52 | 4.32% |
| | | | | | | | 52 | |
| 88 | Roads Client - Other Property Costs | Property Costs | 45 | 11 | 12 | 75 | 30 | 66.67% |
| | | | | | | | 30 | |
| 998 | Roads Operations Unit - Materials | Supplies and Services | 912 | 49 | 230 | 933 | 21 | 2.30% |
| | | | | | | | 21 | |
| 291 | Roads Operations - External Hires | Transport | 286 | 37 | 63 | 257 | (29) | (10.14)% |
| | | | | | | | (29) | |
| (2,094) | Roads Operations Unit - Schedule of Rates | Income | (2,256) | (287) | (225) | (2,163) | 93 | (4.12)% |
| (272) | Roads Parking - Income (PCNS) | Income | (231) | (58) | (20) | (201) | 30 | (12.99)% |
| (73) | Roads Parking - Sales, Fees and Charges | Income | (97) | (24) | (18) | (73) | 24 | (24.74)% |
| | | | | | | | 147 | |
| | DIRECTOR | | | | | | 0 | |
| | | | | | | | 0 | |
| Total Material Variances | | | | | | | 115 | |

EARMARKED RESERVES POSITION STATEMENT

COMMITTEE: Environment & Regeneration

| <u>Project</u> | <u>Total Funding</u> | <u>Phased Budget</u> | <u>Actual Spend</u> | <u>Projected Spend</u> | <u>Amount to be Earmarked for 2025/26 & Beyond</u> | <u>Lead Officer Update</u> |
|---|----------------------|----------------------|---------------------|------------------------|--|--|
| | <u>2024/25 £000</u> | <u>2024/25 £000</u> | <u>2024/25 £000</u> | <u>2024/25 £000</u> | <u>£000</u> | |
| Renewal of Clune Park Area | 2,779 | 15 | 14 | 750 | 2,029 | Spent in relation to Clune Park area, covering legal support, security and demolition. Contingency to fund CPO/purchase costs also |
| Repopulating/Promoting Inverclyde/ Group Action Plan | 95 | 0 | 0 | 95 | 0 | Proposals to be developed and reported to Policy & Resources Committee. |
| City Deal | 192 | 0 | 0 | 271 | (79) | Funding City Deal delivery and PMO costs, increased cost of borrowing has resulted in a deficit. |
| COVID - Jobs Recovery | 1,429 | 195 | 192 | 783 | 646 | Existing MA & graduate, part contribution to new MA programme and apprentice wage subsidy programme. |
| Roads Assessments due to parking prohibitions contained in the Transport Scotland Act 2019. | 56 | 0 | 0 | 56 | 0 | Detailed assessment work progressing. |
| Covid - Temporary Business Development Officers | 59 | 12 | 11 | 55 | 4 | Staff Member in place funded up to 24/25 |
| Covid Recovery - Business Development Interventions | 617 | 0 | 22 | 617 | 0 | Range of interventions agreed at March 2024 E&R Committee. |
| Covid Recovery - Import/Export/Access to Stock Support | 50 | 0 | 0 | 50 | 0 | New proposals to be developed to utilise funding. |
| Local Plan Preparation | 63 | 0 | 0 | 0 | 63 | Smoothing EmR for local plan preparation to be utilised when required. |
| Business Loans Scotland - SME Activities | 230 | 0 | 0 | 100 | 130 | Funding for SME activities |
| Shared Prosperity Fund/Projects | 613 | 0 | 0 | 613 | 0 | Will be spent per in full Project Table of Share Prosperity Fund |
| Employability Smoothing Reserve | 500 | 0 | 0 | 150 | 350 | Support to smooth the impact of the employability saving approved December 2022 and February 2024. |
| Long Term Plan for Towns | 50 | 0 | 0 | 50 | 0 | Local Plan Development to be used when required. |
| Total Category C to E | 6,733 | 222 | 239 | 3,590 | 3,143 | |

| | | | |
|-------------------------|---|--------------------|--------------------------|
| Report To: | Environment & Regeneration Committee | Date: | 29 August 2024 |
| Report By: | Director, Environment & Regeneration and Chief Financial Officer | Report No: | ENVO/045/24/SJ/EM |
| Contact Officer: | Stuart Jamieson | Contact No: | 01475 712764 |
| Subject: | Environment & Regeneration Capital Programme 2024/28 - Progress | | |

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 2024/28 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 £56.782m with total projected spend on budget. The Committee is projecting to spend £13.243m after net advancement of £1.840m (16.14%) being reported. Slippage of £4.862m is currently 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 2024/28 Capital Programme and externally funded projects as outlined in the report and appendices;
- notes the use of powers delegated to the Chief Executive to issue a compensation event for the works forming phase 2 of the West Blackhall Street Scape project which was authorised by Councillors McCormick, Clocherty, Cassidy and Robertson; the Chief Financial Officer; Head of Legal, Democratic, Digital & Customer Services; and the Chief Executive
- notes the on-going work in respect of the further identification of priority projects relating to core asset condition and allocation of funds from Core Property budget;
- notes the on-going work in respect of the further identification of projects relating to Net Zero and allocation of funds from the Net Zero Capital budget.

- 2.2 It is recommended that the Committee notes the expected reduction in the provisionally announced Place based Funding allocation for 2024/25 and that officers will provide a further update on the implications to the next meeting.
- 2.3 It is recommended that the Committee notes the risk position in respect of the Sustrans funding as outlined in section 3.31 and thereafter confirms that officers accept the grant of £0.330m.

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 29th February 2024.

2024/25 Current Capital Position

- 3.2 The Environment & Regeneration capital budget is £56.782m. The budget for 2024/25 is £11.403m, with spend to date of £2.182m equating to 19.14% of the approved budget (16.48% of the revised projection). The current projection is £56.782m which means total projected spend is on budget.
- 3.3 The Committee is projecting to spend £13.243m in 2024/25 with net advancement of £1.840m (16.14%) being reported. 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 £3.835m with the Greenock Town Centre Levelling Up budget £21.586m. The budget for 2024/25 is £12.392m and the current projection is £7.530m with slippage of £4.862m (39.2%) being reported at this stage. 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: Phase 1 of the Street Scape project is substantially complete with outstanding snagging works on the footways ongoing. Project funding from Sustrans has now been confirmed for phase 2 with works now commenced on site, these works will include the construction of the new bi-directional cycle lane and the lifting and re-laying of the historical cobbles on the road surface. The Committee is requested to note the use of powers delegated to the Chief Executive to progress phase 2 of the project through a compensation event under the existing contract with Balfour Beatty and in accordance with Regulation 72 of the Public Contracts (Scotland) Regulations 2015. This approach represented the best price and programme outcome avoiding additional costs and overheads linked to contractor / supply chain demobilisation allowing a continuous programme and overlap of phase 1 and 2. The Emergency Powers report also highlighted the agreed scope involving re-use of the existing cobbles within the parking bays and carriageway and noted the residual risk of external grant funding being withdrawn or reduced should the availability of funding to Sustrans from Scottish Ministers via Transport Scotland be withdrawn or funding arrangements altered, with a further letter obtained from Sustrans reaffirming support for the project in 2024/25.

Jamaica Street Car Park: EV chargers now operational.

- 3.6 Comet Replica Replacement: As previously reported, the Comet Sub-Group has provided direction to investigate and gather costs for a full-scale representation. The work to date has allowed a generic specification to be prepared for inclusion in a proposed Prior Information Notice (PIN) to further explore market options. A PIN was uploaded to the Public Contract Scotland portal in early July and shared on the Creative Scotland website. Four positive returns were received at the end of July confirming an expression of interest. These market research submissions are being reviewed and a summary report being prepared for the Comet Sub-Group.

- 3.7 Place Based Funding: The Scottish Government had indicatively awarded Inverclyde Council Place Based Funding (PBF) of £407k for 2024/25 however they have recently conducted a funding review, and subsequently written to all 32 Local Authorities to state that they are only awarding a maximum of 50% of PBF in 2024/25. Local Authorities have been asked to review their projects and submit a prioritised project table to the Scottish Government. Inverclyde Council are reviewing the projects that were indicatively proposed at the August 2023 Committee and will prepare a prioritised list based on the requirements of the Scottish Government and based on the status of the projects. The Scottish Government have indicated that they will inform Local Authorities of their decision in Autumn but the previous agreed proposed allocation of the 2024/25 PBF will require to be amended. The updates on 2023/24 projects are as below:

Customhouse Quay Clock Restoration: Works commenced end February 2024 and were completed in June with the exception of some minor snagging items. Servicing of the clock mechanism will continue through the regular planned preventative maintenance regime.

Customhouse Quay Square: The project involves the continuation of the works previously undertaken to address the condition of cobbled roads around the square with this phase addressing the link between Customhouse Way and the Waverly berthing point. Contractor commenced in mid-April and work is progressing with the North section completed ahead of Waverly first sailing. Progress has been impacted by the need for additional road build up to properly form sub base and levels. Overall the works are circa 65% complete and 4 weeks behind programme with completion anticipated by the end of September.

Gourock Kiosk: Essential works were undertaken in 4th Quarter 2023 to allow the kiosk to be available for use over the festive period. Roofing works were undertaken in first quarter 2024 with the remaining refurbishment works impacted due to Building Services resource availability over the school summer holiday period. The remaining works are programmed to commence mid-August and complete by the end of September. The Council will work with the Gourock Town Centre Regeneration Forum to consider appropriate uses for the asset.

Regeneration and Planning – Public Protection

- 3.8 Clune Park Regeneration: Dangerous building notices were served on 138 properties across 15 tenement block of flats in the Clune Park estate on 16th July 2024. All dangerous building notices have an appeal deadline of Tuesday 6th August 2024 to appeal the Council's enforcement action to the Sherrif Court. In addition to the dangerous building notices served on the flats, notices remain extant for the Former Clune Park Church and Primary School. Both building have also recently received approval from the Planning department allowing for demolition of the buildings with listed building consent to demolish now granted. Tenders are currently being sought for the demolition of the flats, school and church as outlined above. The Clune Park estate remains under investigation with further surveys ongoing of other potentially dangerous buildings. The estate remains under supervision with CCTV, extra community warden patrols and new security fencing erected to deter entry by members of the public.

Environmental Services

- 3.9 Vehicle Replacement Programme (VRP): Awaiting the delivery of £95k of assets from 2023/24, vehicles will be ordered for 2024/25 spend in line with approved budget and replacement programme.
- 3.10 Play Area Strategy: Consultation on the Smithston play area has concluded and will require planning consent. Procurement of play areas is now underway subject to all necessary approvals and in line with the Play Area Spend Update 2024/25 report presented to the May committee with. An external inspection of the Ship at Battery Park has indicated significant works required, estimates are beyond economic repair and the service will look to advance spend from 2025/26.

- 3.11 Nature Restoration Fund: A further £148K has been awarded to the Council under the Nature Restoration Fund in the financial year 2024/25 and a further report will be presented to this committee detailing the proposed spend and projects.
- 3.12 Parks, Cemeteries and Open Spaces Asset Management Programme: Nitrous Oxide (NOx) and Mercury abatement equipment will be progressed at Greenock Crematorium. Further open space and parks maintenance works including path and rails improvement are programmed for this financial year.
- 3.13 Former St Ninian's School Site: Cost estimates and designs have been provided, design engineers have been engaged and a further meeting is planned with Green Action Trust to close off the budget and design in consultation with residents and stakeholders.

Property – Core Property Assets

- 3.14 Core Property Provision Prioritisation: The Environment & Regeneration capital programme includes allocations for lifecycle and elemental replacement works across core operational properties in the form of the Core Property allocation. Projects are brought forward throughout the financial year as part of the on-going review and prioritisation based on 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 now due and a funding allocation from the capital programme contingency was approved by the June 2024 Policy & Resources Committee. Officers are currently engaged in preparing the specification for procurement of the necessary consultants.
- 3.15 Greenock Municipal Buildings - Greenock Town Hall Re-roofing: All existing roof coverings removed, new leadwork substantially complete. Small areas of timber rot removed and replaced. Existing windcatchers and associated ductwork removed. West elevation gutters replaced and new slatework ongoing. Sample window agreed with window installation on-going.
- 3.16 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.

Chiller Replacement – Soil investigation survey commissioned to assess existing ground conditions in order to finalise structural slab design. Mechanical and Electrical design complete with billing exercise and tender documentation progressing w/c 5th August. Scope will include an option for replacement of the plant serving the air handling systems in addition to that serving the ice rink and this will require an additional funding allocation from the Core Property budget subject to the outcome of a formal tender exercise.

- 3.17 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) which were delayed due to the requirement for Marine Scotland license for the works. 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.

- 3.18 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. Fire escape refuge design complete and submitted for Listed Building approval. Minor structural movement discovered in upper floor / wall junction requiring investigation prior to proceeding with lift installation.
- 3.19 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. A Building Warrant has been submitted and is awaiting approval, with non-warrantable and preparatory works currently progressing on site. Inter departmental meetings have been arranged to assess distribution and availability of office desk space within Greenock Municipal Buildings Campus to investigate options for accommodating staff not transferring to James Watt from Hector McNeil House. A space planning exercise is ongoing.
- 3.20 Whinhill Golf Club: Re rendering and painting works complete on site.

Property – Net Zero Action Plan

- 3.21 Energy Use in Buildings – Watt Institute LED Upgrade: The project is being progressed through external grant funding by Museums Galleries Scotland 'Capital Resilience Fund' (£41K) and involves the replacement of high-level track lighting in the James Watt Hall complete with new LED luminaires and control gear. Tenders were returned in March and evaluated with formal acceptance pending receipt of listed building consent and building warrant. Points list received from Building Control with responses returned 18th July.
- 3.22 Energy Use in Buildings – Artificial Pitch LED Floodlighting: Funding support secured from Scottish Football Association (SFA) of up to £200k on a match funding basis addressing upgrade of floodlighting to LED at 6 leisure/community facilities and 4 school facilities. Match funding from a combination of Core Property (leisure sites) and Education Lifecycle (school sites). The contractor appointment has been made with programme linked to lead time for materials and start anticipated in August with a 9 week rolling programme of installation across the various sites.
- 3.23 Energy Use in Buildings – Solar PV: 7.14kW (21 panels) of solar PV incorporated in Greenock Cut Visitors Centre mechanical services upgrade works as item 3.26 below.
- 3.24 Transport – Fleet Decarbonisation: The June 2023 Committee approved the replacement of the light commercial vehicles with ULEV and this workstream has commenced with four vehicles (£32K) in 2023/24. It is anticipated that further ULEVs will be introduced to the fleet during 2024/25 replacing existing internal combustion engine equivalents. The installation of charge points is also being progressed at the three children's homes linked to the planned replacement of fleet vehicles.
- 3.25 Offsetting – Peatland Restoration: Funding support secured from Peatland Action Fund (£769k) for restoration of 790ha of peatland at Hardridge Farm (Duchal Moor). Works commenced in January 2024 and are programmed to be completed over three seasons/phases (Aug to Mar) with final completion projected by the end of March 26. Phase one works were completed by the end of March 24.

Property – Minor Works

- 3.26 Greenock Cut Visitors Centre – Mechanical Services Upgrade: Works commenced in January and were certified complete in June.
- 3.27 Greenock Municipal Buildings – Carriageway Gate Restoration: Gates removed mid-January 24 to be restored off site and returned in stages. Pedestrian gates and Clyde Square end gates have been returned and fitted with some minor snagging issues outstanding and locks to be fitted. Wallace Place gates expected to be returned and fitted in September.

Property – Statutory Duty Works

- 3.28 DDA/Equality – Port Glasgow Town Hall Lift Replacement: The works commenced in early January and were certified complete in May 2024.

Roads Service – Core Programme

- 3.29 Cycling, Walking & Safer Streets:

Officers are awaiting the final drawings to be submitted from the external Consultant for the schemes below

- Tarbet Street to Battery Park;
- A8 Douglas Rae Rd to Bogston;
- Port Glasgow train station to Coronation Park;
- A78 to Lynedoch Street;
- Branchton to Greenock town centre;
- Inverkip to Branchton;
- Gourock A770 Albert Road;
- Lunderston Bay Surfacing and Widening

- 3.30 Spaces for People: The Consultant has completed the design for the proposed design improvements to the existing cycle route between Battery Park and Laird Street and Officers are in discussion with Sustrans regarding funding this project.

- 3.31 Sustrans:

- The detailed design of the N75 cycle route through Kingston Dock along Anderston Street and along Glasgow Road is complete.
- Phase 1 of the feasibility study to create an active travel link from Inverkip to Largs, is complete. Phase 2 will progress once funding is confirmed;
- Lunderston Bay to Inverkip Marina has received funding and the path will be widened to 3m where possible and resurfaced to make it more accessible to all;

It should be noted that a number of the above schemes in CWSR are proposed to be part funded by Sustrans and the Active Travel Transformation Fund and both of these funding sources have yet to be confirmed for 2024/25. Progression of these projects is therefore subject to receipt of the funding support from these external sources and in sufficient time to allow procurement and construction between now and the end of the financial year.

The Committee is also requested to note that although funding support has been confirmed from Sustrans for the Lunderston Bay to Inverkip Marina path project above, the grant award letter includes clauses within the grant agreement that introduce a risk of funding being withdrawn or reduced should the availability of funding to Sustrans from Scottish Ministers via Transport Scotland be withdrawn or funding arrangements altered. The risk associated with this can be mitigated to an extent through the early draw down of grant based on the works being able to commence on this project within the next few weeks. It is proposed that, in the unlikely event that grant is not able to be drawn down from Sustrans, any shortfall is addressed through a review and re-prioritisation of proposed projects within CWSR. The implications of this being that some projects may require to be considered in future years when annual CWSR funding is confirmed and/or other external funding made available.

- 3.32 SPT: There is no capital funding for 2024/25. £29K has been received to continue to promote walking to school once a week and this will start in September.
- 3.33 Road Safety Improvement Fund: An allocation of funding has been confirmed for 2024/25 with priority programme works to be identified and progressed.
- 3.34 Kirn Drive Passing Places: Detailed design of the proposed scheme is on-going.
- 3.35 Inverclyde Traffic Study: The high-level traffic study throughout Inverclyde is due to be completed in August before being prepared and presented to a future Committee.
- 3.36 Dunrod Road: Officers and External Consultants are progressing with on-site investigation and survey works in relation to the ongoing detailed design.
- 3.37 Flooding: The recruitment of a Flooding Officer has been challenging with the post advertised twice with no suitable candidates, Officers are currently investigating other options including training existing employees and the use of external consultants. The design of a flooding scheme on Kilmacolm Road is progressing with drainage surveys completed to inform the design. A project to improve the overflow trash screen at Auchmountain Glen is also being prepared.

Roads Service – Roads Asset Management Plan (RAMP)

- 3.38 Carriageways: Ten of fifteen carriageway resurfacing schemes are now complete with five large patching schemes also complete.
- 3.39 Footways: Two of eleven footway resurfacing schemes are now complete with 1 large patching scheme also complete.
- 3.40 Structures: Minor bridge repair work and principal inspections are on-going. Works to Drumfrochar Road Rail bridge to prevent wheel loading have now commenced on-site. A repair to a collapsed section of Dunrod Road has been completed, the project initially widened the existing road to allow the road to remain open with follow-on works incorporating additional drainage and a retaining structure at the edge of Loch Thom to reinstate the collapsed section.
- 3.41 Street Lighting: The street lighting column replacement contract for 2024/25 is ongoing.

Externally Funded

- 3.42 Inverkip: The detail design is complete with a separate report on the agenda of this Committee presenting the Final Business Case for approval.
- 3.43 Inchgreen: The Joint Venture Board continues to meet on a regular basis. The City Deal works are complete and enquiries regarding the end of use of the site continue to be progressed.

3.44 Greenock Town Centre Levelling Up: The project continues to be progressed with a separate update paper on the agenda of this Committee.

3.45 Greenock Town Fund: The Town Board has been formed and has met 3 times with the current focus on identifying a delivery programme for years 1-3 of the programme, targeting conclusion of a programme for autumn. The initial date set for submission of programmes for years 1-3 was early August 2024, however, UK Government suspended the deadlines for the programme during the recent UK general election and no revised submission date has been set. Recruitment is progressing for town fund support.

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:

| 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

Place Based Fund: The indicative award to Inverclyde Council for 2024/25 is pending the conclusion of a Scottish Government funding review with an indication at this stage of availability of a maximum of 50% subject to further engagement on prioritisation of projects as outlined in 3.7 above.

Sustrans: The grant funding offer and conditions introduce a risk that the external funding may be impacted if funding arrangements between Scottish Ministers via Transport Scotland and Sustrans are altered during the course of the financial year with the mitigation measures as described in 3.31 above.

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 | 9 |
|---|----------------|-------------------|-------------------------|----------------------|-------------------|--------------|--------------|--------------|--------------|
| | Est Total Cost | Actual to 31/3/24 | Approved Budget 2024/25 | Revised Est. 2024/25 | Actual to 31/7/24 | Est 2025/26 | Est 2026/27 | Est 2027/29 | Future Years |
| | £000 | £000 | £000 | £000 | £000 | £000 | £000 | £000 | £000 |
| Environmental, Regeneration & Planning | | | | | | | | | |
| Regeneration and Planning | | | | | | | | | |
| <u>Core Regeneration:</u> | | | | | | | | | |
| Port Glasgow Town Centre Regeneration | 1,960 | 1,435 | 125 | 125 | 8 | 400 | 0 | 0 | 0 |
| Central Gourrock | 150 | 130 | 20 | 20 | | 0 | 0 | 0 | 0 |
| T&VC - West Blackhall Street | 6,263 | 2,494 | 878 | 2,400 | 397 | 1,369 | 0 | 0 | 0 |
| T&VC - Other | 1,202 | 75 | 627 | 627 | | 500 | 0 | 0 | 0 |
| T&VC - Complete on site | 39 | | 39 | 39 | | 0 | 0 | 0 | 0 |
| Comet Replacement | 541 | 18 | 23 | 23 | | 500 | 0 | 0 | 0 |
| Place Based Funding | 607 | | 607 | 607 | 104 | 0 | 0 | 0 | 0 |
| Core Regeneration Total | 10,762 | 4,152 | 2,319 | 3,841 | 509 | 2,769 | 0 | 0 | 0 |
| <u>Public Protection:</u> | | | | | | | | | |
| Scheme of Assistance | 3,284 | | 816 | 816 | 235 | 856 | 806 | 806 | 0 |
| Clune Park Regeneration | 2,000 | 1,262 | 0 | 250 | 77 | 422 | 66 | 0 | 0 |
| Public Protection Total | 5,284 | 1,262 | 816 | 1,066 | 312 | 1,278 | 872 | 806 | 0 |
| Regeneration Services Total | 16,046 | 5,414 | 3,135 | 4,907 | 821 | 4,047 | 872 | 806 | 0 |
| Environmental Services | | | | | | | | | |
| Zero Waste Fund | 228 | | 93 | 93 | | 45 | 45 | 45 | 0 |
| Vehicles Replacement Programme | 5,518 | | 1,181 | 1,181 | 87 | 1,779 | 1,279 | 1,279 | 0 |
| Play Area Strategy | 241 | | 191 | 197 | 26 | 44 | 0 | 0 | 0 |
| Nature Restoration Fund | 148 | | 148 | 148 | | 0 | 0 | 0 | 0 |
| Park, Cemeteries & Open Spaces AMP | 590 | | 45 | 45 | 21 | 145 | 200 | 200 | 0 |
| Former St Ninians School Site | 195 | 38 | 157 | 157 | | 0 | 0 | 0 | 0 |
| Environmental Services | 6,920 | 38 | 1,815 | 1,821 | 134 | 2,013 | 1,524 | 1,524 | 0 |
| Environmental, Regeneration & Planning Total | 22,966 | 5,452 | 4,950 | 6,728 | 955 | 6,060 | 2,396 | 2,330 | 0 |

COMMITTEE: ENVIRONMENT & REGENERATION

| Project Name | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|----------------|-------------------|-------------------------|---------------------|-------------------|---------------|--------------|--------------|--------------|
| | Est Total Cost | Actual to 31/3/24 | Approved Budget 2024/25 | Revised Est 2024/25 | Actual to 31/7/24 | Est 2025/26 | Est 2026/27 | Est 2027/29 | Future Years |
| | £000 | £000 | £000 | £000 | £000 | £000 | £000 | £000 | £000 |
| Property Assets | | | | | | | | | |
| Core Property Assets | | | | | | | | | |
| General Provision | 8,627 | | 224 | 249 | | 3,578 | 2,400 | 2,400 | 0 |
| Additional Covid pressure allowance - General | 72 | | 29 | 29 | | 43 | 0 | 0 | 0 |
| Feasibility Studies | 270 | 203 | 17 | 17 | 3 | 50 | 0 | 0 | 0 |
| Waterfront Leisure Centre Lifecycle Works | 391 | | 268 | 268 | 4 | 123 | 0 | 0 | 0 |
| Various Garages/Stores Replacement | 120 | 11 | 9 | 9 | | 100 | 0 | 0 | 0 |
| Sea Walls/Retaining Walls | 100 | 70 | 15 | 15 | 2 | 15 | 0 | 0 | 0 |
| Coastal Change Adaptions | 202 | | 100 | 100 | | 102 | 0 | 0 | 0 |
| Watt Institute - Risk/DDA Works | 252 | 40 | 156 | 156 | 1 | 56 | 0 | 0 | 0 |
| Watt Institute - LED Lighting | 41 | 7 | 0 | 34 | | 0 | 0 | 0 | 0 |
| New Ways of Working | 200 | 172 | 0 | 0 | 11 | 28 | 0 | 0 | 0 |
| Depot Demolitions - Balance | 56 | | 16 | 16 | | 40 | 0 | 0 | 0 |
| Kirn Drive Civic Amenity Site | 407 | 173 | 0 | 0 | | 234 | 0 | 0 | 0 |
| Greenock Town Hall Roofing, Ventilation & Windows | 2,175 | 379 | 1,289 | 1,289 | 418 | 507 | 0 | 0 | 0 |
| Net Zero | 3,613 | 608 | 380 | 380 | 25 | 2,625 | 0 | 0 | 0 |
| Vehicle Replacement Programme - Ultra Low Emission Vehicles | 373 | 32 | 192 | 192 | | 149 | 0 | 0 | 0 |
| Minor Works | 0 | | 0 | 0 | 244 | 0 | 0 | 0 | 0 |
| Statutory Duty Works | 0 | | 0 | 0 | 7 | 0 | 0 | 0 | 0 |
| Capital Works on Former Tied Houses | 600 | 269 | 6 | 6 | | 200 | 0 | 0 | 125 |
| Complete on Site Allocation | 820 | | 346 | 346 | 150 | 474 | 0 | 0 | 0 |
| Core Property Assets Total | 18,319 | 1,964 | 3,047 | 3,106 | 865 | 8,324 | 2,400 | 2,400 | 125 |
| Property Assets Total | 18,319 | 1,964 | 3,047 | 3,106 | 865 | 8,324 | 2,400 | 2,400 | 125 |
| Roads & Environmental Services | | | | | | | | | |
| Roads | | | | | | | | | |
| Core Programme | | | | | | | | | |
| Cycling, Walking & Safer Streets | 345 | | 345 | 345 | 13 | 0 | 0 | 0 | 0 |
| Active Travel Transformation Fund (ATTF) | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 |
| Sustrans | 0 | | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| SPT | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 |
| Road Safety Improvement Fund | 114 | | 114 | 114 | | 0 | 0 | 0 | 0 |
| Flooding Strategy - Future Schemes | 1,432 | 1,036 | 146 | 146 | | 250 | 0 | 0 | 0 |
| Kirn Drive Passing Places | 200 | 8 | 35 | 35 | | 157 | 0 | 0 | 0 |
| Roads & Footways (Participatory Budgeting) | 250 | 205 | 45 | 45 | | 0 | 0 | 0 | 0 |
| Feasibility Studies | 90 | 49 | 41 | 41 | 22 | 0 | 0 | 0 | 0 |
| Complete on Site | 8 | | 8 | 8 | | 0 | 0 | 0 | 0 |
| Inverkip - City Deal Council Contribution | 300 | | 0 | 0 | | 300 | 0 | 0 | 0 |
| Community Bus Fund | 25 | | 25 | 25 | | 0 | 0 | 0 | 0 |
| Dunrod Road | 1,500 | | 500 | 500 | | 1,000 | 0 | 0 | 0 |
| Roads - Core Total | 4,264 | 1,298 | 1,259 | 1,259 | 39 | 1,707 | 0 | 0 | 0 |
| Roads Asset Management Plan | | | | | | | | | |
| Carriageways | 9,143 | | 1,509 | 1,512 | 242 | 1,911 | 2,860 | 2,860 | 0 |
| Footways | 415 | | 115 | 115 | | 300 | 0 | 0 | 0 |
| Structures | 350 | | 75 | 75 | 15 | 275 | 0 | 0 | 0 |
| Lighting | 549 | | 174 | 174 | 33 | 375 | 0 | 0 | 0 |
| Other Assets | 172 | | 0 | 0 | 33 | 172 | 0 | 0 | 0 |
| Staff Costs | 604 | | 274 | 274 | | 330 | 0 | 0 | 0 |
| Roads Asset Management Plan Total | 11,233 | 0 | 2,147 | 2,150 | 323 | 3,363 | 2,860 | 2,860 | 0 |
| Roads Total | 15,497 | 1,298 | 3,406 | 3,409 | 362 | 5,070 | 2,860 | 2,860 | 0 |
| Physical Assets Total | 33,816 | 3,262 | 6,453 | 6,515 | 1,227 | 13,394 | 5,260 | 5,260 | 125 |

COMMITTEE: ENVIRONMENT & REGENERATION

| Project Name | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|----------------|-------------------|-------------------------|---------------------|-------------------|---------------|--------------|-------------|--------------|
| | Est Total Cost | Actual to 31/3/24 | Approved Budget 2024/25 | Revised Est 2024/25 | Actual to 31/7/24 | Est 2025/26 | Est 2026/27 | Est 2027/29 | Future Years |
| | £000 | £000 | £000 | £000 | £000 | £000 | £000 | £000 | £000 |
| Externally Funded Projects | | | | | | | | | |
| City Deal | | | | | | | | | |
| Inverkip | 3,800 | 145 | 3,105 | 3,105 | 68 | 550 | 0 | 0 | 0 |
| City Deal complete on site | 35 | | 35 | 35 | 7 | | | | |
| City Deal Total | 3,835 | 145 | 3,140 | 3,140 | 75 | 550 | 0 | 0 | 0 |
| Levelling Up Fund | | | | | | | | | |
| Levelling up Fund Contribution | 19,390 | 173 | 7,852 | 3,000 | | 12,217 | 4,000 | 0 | 0 |
| Oak Mall | 1,000 | - | 1,000 | 1,000 | | 0 | 0 | 0 | 0 |
| Inverclyde Council | 1,196 | 623 | 400 | 390 | | 183 | 0 | 0 | 0 |
| Greenock Town Centre | 21,586 | 796 | 9,252 | 4,390 | 0 | 12,400 | 4,000 | 0 | 0 |
| Levelling Up Fund Total | 21,586 | 796 | 9,252 | 4,390 | 0 | 12,400 | 4,000 | 0 | 0 |
| Externally Funded Projects Total | 25,421 | 941 | 12,392 | 7,530 | 75 | 12,950 | 4,000 | 0 | 0 |

| | | | |
|-------------------------|--|--------------------|--------------------------|
| Report To: | Environment & Regeneration Committee | Date: | 29 August 2024 |
| Report By: | Director, Environment & Regeneration | Report No: | ENVO/046/24/SJ/NM |
| Contact Officer: | Neale McIlvanney | Contact No: | 01475 715592 |
| Subject: | Non-Domestic Rates Income – Support to Local Businesses | | |

1.0 PURPOSE AND SUMMARY

- 1.1 For Decision For Information/Noting
- 1.2 In February 2024 the Policy and Resources committee agreed changes to the Non-Domestic Rates Empty Property Relief (NDR EPR) Policy that set out estimated financial implication of amending the policy and views on economic development support to encourage businesses to occupy empty premises.
- 1.3 The Policy and Resources paper set out that any generation of funds over the management costs of implementation and ongoing monitoring would be used to support economic development and re-use of empty industrial and commercial premises.
- 1.4 It is proposed that funds raised from changes to the NDR Empty Property Relief policy are retained to smooth the variable demand and reinvested to support local businesses to occupy commercial properties which have been vacant. The current amount available is £94,000.

2.0 RECOMMENDATIONS

- 2.1 It is recommended that the Committee approve the introduction of the Empty Property Assistance Grant.

Stuart W Jamieson
Director, Environment & Regeneration

3.0 BACKGROUND AND CONTEXT

- 3.1 At the meeting of the Policy and Resources Committee on 31st January 2023, the Council's NDR EPR Policy was approved with an implementation date of 1st April 2023, reflecting the conditions and criteria of the Scottish Government legislation it replaced. Further, it was remitted to Officers to develop proposals for an amended NDR EPR Policy as part of the development of the Budget 2024/25.
- 3.2 In late 2023 a consultation exercise was carried out to review the NDR Empty Property relief. This review provided an opportunity to make changes that will encourage owners to bring empty premises back into use, therefore supporting the aims of the Economic strategy to strengthen the local economy, support existing businesses and encourage business to locate in Inverclyde.
- 3.3 There was a favourable response to the proposal to equalise NDR EPR for empty industrial premises with the current level of relief for empty non-industrial premises. Empty industrial premises currently receive full Relief (100%) for six months, followed by 10% until the premises are occupied. Empty non-industrial premises receive 50% for three months, followed by 10% thereafter until the premises are occupied.
- 3.4 The Policy and Resources Committee in February 2024 agreed the recommendations to EPR for Listed Buildings and the equalisation of reliefs for Industrial and non-Industrial properties and this would come into force on 1 October 2024.
- 3.5 The Policy and Resources paper set out that any generation of funds over the management costs of implementation and ongoing monitoring would be used to support economic development and re-use of empty industrial and commercial premises.

4.0 PROPOSALS

- 4.1 It is proposed that funds raised from changes to the NDR Empty Property Relief policy are retained to smooth the variable demand and reinvested to support local businesses to occupy commercial properties which have been vacant for a period.
- 4.2 It is proposed that the Regeneration Service introduce an Empty Property Assistance Grant to support businesses taking on empty premises. It is proposed that applicants could apply for a grant of up to £10,000 to support capital work improvements required to bring an empty property back into commercial use.
- 4.3 This grant would complement the suite of grant assistance and expert support available through Business Development/Business Gateway that is on offer from the Council to support economic development.

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 |
| Data Protection | | 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 |
|----------------------|---------------------------|------------------|-------------------|-------------------------------|----------------------------------|
| Business Development | Empty Property Assistance | 1.9.24 | £94,000 | Revenues & Benefits | Future years' amounts will vary. |

5.3 Legal/Risk

None.

5.4 Human Resources

None.

5.5 Strategic

The proposal supports the Partnership Plan and the Economic Development Strategy in support local business.

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:

| | |
|---|--|
| | 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. |

(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. |

(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, positive or negative, which relate to this report.

None.

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

| | |
|---|--|
| | 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 Carried out as part of changes to the NDR EPR, approved at Policy and Resources Committee on 6 February 2024.

7.0 BACKGROUND PAPERS

- 7.1 None.

| | | | |
|-------------------------|---|--------------------|--------------------------|
| Report To: | Environment & Regeneration Committee | Date: | 29 August 2024 |
| Report By: | Director, Environment & Regeneration | Report No: | ENVO/047/24/SJ/NM |
| Contact Officer: | Neale McIlvanney | Contact No: | 01475 715592 |
| Subject: | Shared Prosperity Update | | |

1.0 PURPOSE AND SUMMARY

1.1 For Decision For Information/Noting

1.2 This report is to provide an update to Committee on Inverclyde Council and Glasgow City Region's progress with the UK Government's Shared Prosperity Fund (SPF).

2.0 RECOMMENDATIONS

2.1 It is recommended that the Committee note progress and approve re-allocation of funding.

Stuart Jamieson
Director, Environment & Regeneration

3.0 BACKGROUND AND CONTEXT

- 3.1 The UK Shared Prosperity Fund is a £2.6bn fund for local investment, with all areas of the UK receiving an allocation of funding. Inverclyde has a total allocation of £3,563,961 over the 3 years of the programme as shown in the table below.
- 3.2 Inverclyde has worked with the Glasgow City Region to deliver the Investment Plan which was approved by the UK Government in December 2022.
- 3.3 Inverclyde Council's Environment and Regeneration Committee approved 17 Core SPF projects and 6 Multiply projects in April 2023. Years 1 and 2 of the fund were allocated across projects in year 2.
- 3.4 In addition, funding was allocated to 3 Glasgow City Region projects; Extend, Clyde Climate Forest and Multiply marketing within the overall £3,563,961 allocation to the Council.

4.0 PROPOSALS

4.1 2023/24 Update

- 4.2 Following the approval in April 2023, the teams mobilised for the commencement of projects and the delivery of projects commenced mainly within quarters 3 and 4 of 2023/24.
- 4.3 The following table shows the split of the projects across the SPF themes and funding spent as well as showing the allocation for 2024/25:

| Priority | 2023/24 Spend to date by Investment Priority | 2023/24 Allocation | 2024/25 Allocation |
|-------------------------------|--|--------------------|--------------------|
| Communities & Place | £297,096.00 | £415,296.00 | £449,597 |
| Local Business | £93,665.00 | £236,577.00 | £491,589 |
| People & Skills | £365,606.00 | £399,357.00 | £844,504 |
| Multiply | £106,820.00 | £342,918.00 | £206,108 |
| Management & Administration | £58,970.00 | £58,970.00 | £83,588 |
| IC Allocation to GCR Projects | | £21,130.33 | £14,326.67 |
| Total | £922,157 | £1,474,248 | £2,089,713 |

**Note – 24/25 spend to date not included as programme implementation is live and reports 6-monthly*

- 4.4 Spend is below the allocated funding with Inverclyde Council projects achieving 63% of project spend of the 23/24 allocation for years 1 and 2 of the programme.

- 4.5 Underspend in the programme to date is a result of challenges in mobilising projects in the first year of delivery such as recruiting employees and procuring services as well as third party delivery partners also requiring to establish arrangements to implement projects. Notwithstanding this, steps to expedite spend in final year of the SPF programme have been taken that will ensure delivery of the programme, such as accelerating routes to programme delivery, including through issue of grants. As such although spend is lower than previously forecast, projects are on track or have already exceeded the proposed outcomes and outputs for their project and to maximise commitment of the programme within the current financial year.
- 4.6 The UK Government has allowed for funding to be carried over from last year to this current financial year to support Council's to fully spend their allocation.
- 4.7 At the May Environment and Regeneration Committee it was reported that funding would be reallocated from the Multiply programme to the Local Business project to utilise underspend but also support businesses in West Blackhall Street. However, due to complications in reallocating funds from the Multiply programme and to meet demand, support to West Blackhall Street businesses through grants has been supported through Local Business underspend from year 2 of the programme. This aligned with the purpose of the West Blackhall Street grant in terms of that the Local Business project is intended to support business resilience and also allowed the funding provided to businesses to be increased to a total of £147, 500.
- 4.8 **2024/25 Proposals**
- 4.9 Since April 2024 SPF projects have continued to progress, with most on track to achieve full spend by the end of the Programme.
- 4.10 In 2024/25 quarter 1, there was a requirement to re-align some of the Business support projects to take account of current economic pressures and to focus funds on aspects of support which will improve business visibility and sales. This will be monitored during quarter 2 and further re-alignment will take place as required.
- 4.11 It is also intended to reallocate £30k of funding from the Local Business theme to the Communities and Place theme to provide delivery capacity to an emerging Tree Planting Strategy, currently in development but which can ensure spend within the lifetime of the programme. This has arisen through predicted underspend in the Local Business theme, which has already targeted/delivered a wide range of business interventions. Related to this, continued monitoring may identify further reallocation opportunities to support improvements to the natural environment and green and open spaces.
- 4.12 Despite actions to improve uptake across a number of Multiply projects, it is likely there will be underspend by the end of the Programme. This is similar to other local authorities within GCR and other parts of Scotland. Multiply underspend cannot be vired to any of the other Investment Priorities. However, if the SPF Programme is extended, or parameters related spend are relaxed by Government, there may be opportunities to diversify provision and achieve full spend.
- 4.13 The new UK government advise they are still working on what happens next regarding SPF. They indicated that the request for an extension, financial or not, was still being considered but there was no clarity on timing of decisions. The Regeneration Service is working with the Glasgow City Region and other Member Authorities to provide support and evidence on reasons to continue extend/continue SPF. At present current understanding of programme closure is that spend requires to be incurred within the current financial year.

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 |
| Data Protection | | X |

5.2 Finance

One off Costs

| Cost Centre | Budget Heading | Budget Years | Proposed Spend this Report | Virement From | Other Comments |
|-------------|----------------|--------------|----------------------------|---------------|----------------|
| | 2,606,347 | 24/25 | 2,606,347 | 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

None.

5.4 Human Resources

None.

5.5 Strategic

The proposal supports the Partnership Plan and the Economic Development Strategy in support local business.

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:

| | |
|---|--|
| | 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. |

(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. |

(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, positive or negative, which relate to this report.

None.

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 None

7.0 BACKGROUND PAPERS

7.1 None.

| | | | |
|-------------------------|--|--------------------|--------------------------|
| Report To: | Environment & Regeneration Committee | Date: | 29 August 2024 |
| Report By: | Planning and Building Standards Service Manager | Report No: | ENVO/048/24/SJ/DH |
| Contact Officer: | Daniel Henderson | Contact No: | 01475 712420 |
| Subject: | Infrastructure Levy for Scotland – Planning | | |

1.0 PURPOSE AND SUMMARY

- 1.1 For Decision For Information/Noting
- 1.2 This report seeks approval of the proposed response to the current public consultation undertaken by Scottish Government on the proposed new Infrastructure Levy for Scotland (ILS).
- 1.3 The ILS is intended to help fund infrastructure projects which are needed as a result of the cumulative impacts of development, or regional projects. These are projects which are less clearly connected to the impacts of developments, and therefore could not readily be funded or provided through section 75 planning obligations.
- 1.4 The ILS is proposed to be introduced to allow planning authorities to capture some of the increase in land value to recoup the cost of its actions and to contribute to future action. The aim is to support development by providing infrastructure and the charges must not make development unviable.
- 1.5 The overarching aim of the ILS is to create an additional, fair and effective mechanism for securing contributions to infrastructure on a wider scale. The ILS is intended to complement rather than replace section 75 planning obligations.

2.0 RECOMMENDATIONS

- 2.1 The Committee are asked to note the contents of this report and approve the draft consultation response attached as Appendix A.

Stuart W Jamieson
Director, Environment & Regeneration

3.0 BACKGROUND AND CONTEXT

- 3.1 Development and the creation of better places requires interaction between the private sector and the public sector. The planning system guides where development should take place, whether that is residential or commercial. Most developments are financed and carried out by the private sector, but the public sector needs to facilitate or respond to growth and development by ensuring necessary infrastructure is provided and maintained.
- 3.2 Through the identification of sites in development plans, the granting of planning permission, and investment in infrastructure, the actions of the public sector can increase land value.
- 3.3 The concept of an infrastructure levy is that an element of that land value uplift should be used more directly to contribute to the costs of providing the infrastructure which supports development.
- 3.4 At present, planning obligations under section 75 of the Town and Country Planning (Scotland) Act 1997 are the principal planning mechanism used in Scotland to secure contributions to, or provision of, infrastructure.
- 3.5 The ILS is intended to complement rather than replace section 75 planning obligations, and other mechanisms for securing developer contributions, which will continue to be used to secure site-specific mitigation, on-site infrastructure and affordable housing.
- 3.6 The new Planning (Scotland) Act 2019 provides powers for the Scottish Ministers to make regulations to introduce an Infrastructure Levy, that is, a charge payable to a local authority on development in that local authority's area, to be spent on the provision of infrastructure.
- 3.7 It is intended to supplement rather than replace existing national and local government funding; in most cases it will be one element in a mix of funding for any project.
- 3.8 The National Planning Framework (NPF4) advocates an infrastructure first approach to land use planning, which puts infrastructure considerations at the heart of placemaking. It seeks to ensure that infrastructure needs are understood and identified early in the development planning process as part of an evidence-based approach.
- 3.9 This approach will help to provide information to support the introduction of the ILS, by identifying the infrastructure which is needed in an area and how and when it will be delivered. It will also strengthen the plan-led nature of Scotland's planning system by targeting infrastructure investment and delivery in a way that works with the spatial strategy of the development plan.
- 3.10 The current stage of consultation is pre-draft of any prospective legislation that would come forward, which, itself, would require to be the subject of consultation. As such, the consultation is seeking feedback to shape the form of the future provisions. In this respect, the proposed draft response to the consultation is seeking to establish from an Inverclyde perspective, that the design of any scheme should not disproportionately benefit more buoyant development markets where private sector activity is more prevalent, land values are higher, and development may be more capable of sustaining levy charges. As such, the response articulates that demand for infrastructure should be considered, rather than the buoyancy of development markets. As a related point, the Council's proposed draft response also seeks that Government is aware of potentially negative impacts of a levy, such as that if adequate provision for development viability is not explicitly built into any scheme, this could discourage development activity in areas that already experience a lack of activity due to viability margins of development.

3.11 The consultation seeks responses on a range of operational matters, such as valuations, exemptions and administration. There is insufficient information on some of the operational matters to provide detailed responses, and, as such, the draft response reiterates strategic principles of the scheme from an Inverclyde Council perspective. It also identifies that additional administration burdens on planning authorities should be considered through simplified regulations and cost coverage of additional activities required to be serviced by the local authority.

Timetable to Implementation

3.12 It has to be noted that if no ILS regulation is made by 24/07/2025 then there will be no opportunity to make any regulation at all.

- Summer 2024: stakeholder engagement based on discussion paper until 30th September 2024
- Autumn – Winter 2024: preparation of draft regulations and consultation paper
- Spring 2025: public consultation on draft regulations

3.13 Regulations need to be in Parliament by December 2025 with a view to come into force in Spring 2026.

4.0 PROPOSALS

4.1 The Committee are asked to note the contents of this report and approve the draft consultation response attached as Appendix A.

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 |
| Data Protection | | 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 | | | | | |

In relation to financial governance, Local authorities will be required to report annually on the amount of infrastructure levy income collected and spent, what it has been spent on and predictions for future years. Given the purpose of the ILS, it seems clear that the money collected should be accounted for separately and not subsumed into general local authority funding.

5.3 Legal/Risk

N/A

5.4 Human Resources

N/A

5.5 Strategic

The application of the proposed new ILS may have implications for new housing developments and the priority places outlined in the Local Development Plan for targeted regeneration. Application of ILS to development requires to be considered to ensure it does not adversely impact on development activities in Inverclyde Council area.

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:

| | |
|---|---|
| | 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

N/A.

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 None.

7.0 BACKGROUND PAPERS

7.1 Infrastructure Levy for Scotland – Discussion Paper

<https://www.gov.scot/publications/infrastructure-levy-scotland-discussion-paper/>

Infrastructure Levy for Scotland

Questions from the Discussion Paper and Answers (for further review):

- **Do you agree that the charge should be based on a calculation per square metre of development?**

As a matter of principle, Inverclyde Council notes the Government intent to advance an infrastructure levy, utilising the planning system as a means to secure delivery of funds.

Inverclyde Council would welcome additional funds being directed to improving infrastructure, including if this can be introduced through competent and fair legislative provisions that draw funds from development activity.

Any implementation, however, should operate at a sufficiently strategic level to ensure that it does not have a localised negative impact on appetite for development, noting that development activity is proportionately lower than the most buoyant regions in Scotland.

In this respect, it is likely that infrastructure demands are unlikely to be caused solely as a result of developer demand in the most buoyant areas, and different challenges will be applicable where there may be less development activity – including that infrastructure investment may support access to opportunity and attractiveness of an area for development that private markets are less likely to fix than in more buoyant markets.

Without further exploration of the impact of the matters covered in detailed questions in this questionnaire, it is unclear as to whether some of the discussed mechanisms impact positively, negatively or in a natural manner for Inverclyde. In such instances, this response will confirm the strategic priority should be fair collection and distribution of funds to avoid inadvertently creating further divergence in the socio-economic prospects of different local authority areas.

In particular, Inverclyde Council would note that: -

- The impact of a levy should not be deleterious such that it reduces development activity in the area by impacting on viability of development proposals, which, in many cases is already marginal
- Infrastructure requirements in Inverclyde are likely to exist just as in other local authority areas. The overarching mechanism for distribution of funds should be considered not only at local, but also regional and national level to ensure a fair and proportionate distribution of funds that does not exacerbate inequality by providing a disproportionate amount of funding to buoyant markets; it should also consider redistribution to ensure benefit is experienced in Inverclyde area

In respect of the calculation method, while it is considered that collection method should be simplified to ensure the burden of collection on local authorities and developers is minimised and clear pre-application guidance can be issued.

- **Are there any options or issues we have not considered above?**

No further suggestions.

- **Should the area of the development be calculated by internal or external measurement?**

Gross External Area is already used for calculating planning application fees and for determining whether a development is “permitted development” or requires planning permission. This would provide consistency across all of methods of calculation relating to Planning matters.

- **How should existing property that is demolished or redeveloped be treated in the calculation?**

Demolished property should be exempt from the calculation because it no longer uses infrastructure. Redeveloped property should be treated in the same manner as proposed development.

- **Do you agree that the Levy should be charged as a set amount per square metre?**

This would appear to be a simple method of collection, however, the wider principle matters raised in the Council’s response remain applicable.

- **Is it helpful to use average sale values to set the amount of the Levy?**

Per response to first question, the levy should be responsive to markets, development viability and ensure no unintended consequences are imposed that unduly favour buoyant development markets over others or discourage development in areas that are seeking to support and increase development activity.

- **What other methods could be used?**

Per previous response.

- **How can a set amount best reflect local variation in development value?**

It is unclear how this consideration is addressed, however, the matters raised in response to the first questions also relate.

- **Do you agree that local authorities should set the zones across which the amount is set?**

Local discretion on application of the funding is supported, alongside the principles raised in response to the first question.

- **Should local authorities be allowed to charge the Levy only in parts of their area (or not at all)?**

Local discretion on application of the funding is supported. There may be a need to encourage development in particular areas which could be exempt from the charge or pay a lesser amount due to marginal viability applicable in those regions.

- **How could amounts for commercial and industrial development be set?**

The matters raised in response to the first questions also relate. The Council has strong evidence of market failure in the commercial property market, and setting contributions should recognise a) that supply of sufficient commercial premises is a structural issue Inverclyde Council is continuously seeking to address and b) there currently is no speculative demand for new commercial space because it is not viable for the private sector to provide commercial space.

- **Would it be helpful for local authorities to have discretion to waive or reduce the ILS in individual cases?**

Local discretion on application of the funding is supported. There may be a need to encourage development in particular areas which could be exempt from the charge or pay a lesser amount due to marginal viability applicable in those regions. However, this should be addressed in the mechanisms of implementation rather than ad hoc waiving of contributions to ensure consistent application.

- **Should the impact of planning obligations and other charges / requirements be considered in this assessment?**

The overall impact of development charges should be considered to avoid suppressing development activity in locations where development has marginal viability and inadvertently proportionately benefiting buoyant markets.

- **Do you agree that residential institutions should be excluded from the Levy?**

No – these would use infrastructure just like any other development so should pay the fee, which would be affordable at the low level of charge.

- **Should the Levy be charged on all or some types of affordable housing?**

It is recognised that the guidance indicates that there is concern that market distortion may occur if the levy was not applied to all housing tenures.

- **How should commercial development, purpose-built student accommodation and build-to-rent housing be treated?**

The same as residential institutions.

- **Should renewable energy infrastructure and related development also be subject to the Levy?**

Renewable energy developments have an impact on infrastructure and should be considered in the same terms as other developments impacting on infrastructure within the provisions of the levy.

- **How might that impact on voluntary community benefits? Note, if community benefits are offered by a developer for renewable energy projects this is outwith the decision making on a particular application.**

It is noted that community benefit falls outwith the planning system, however, the current system is stable and provides valuable benefit to impacted communities. It is not clear to Inverclyde Council whether a levy will adversely affect community benefit and the Council would encourage that Government appropriately considers this matter, which is likely to require engagement with industry and community.

- **Do you agree that householder development should be excluded from the Levy?**

While the collective impact of householder development is likely to have some impact cumulatively on infrastructure, it is not considered that there will be sufficient evidence of impact at individual householder level, and it may additionally, be impractical and disproportionate to implement at individual level (unless applied e.g. as a small flat charge to householder application fees).

- **Should self-build housing and very small developments be exempt?**

Not as a matter of principle, but viability considerations set out otherwise in the response should be taken into account.

- **Are there any other types of development that should be exempt?**

The principle should apply based on whether development has a specific and measurable impact or not.

- **Should there be exemptions for charities or other types of developer?**

The principle should apply based on whether development has a specific and measurable impact or not.

- **To what extent should exemptions be set nationally, or at local authorities' discretion?**

The scheme should be designed nationally to operate in a consistent and robust manner, however, local discretion should be accounted for in the system, to ensure the impacts are fair across Scotland. Local discretion should be considered in the system design.

- **When would be the best time for the Levy to be calculated and paid?**

S75 contributions are secured prior to issue of consent to ensure deliverability and it would seem appropriate that any levy contributions are secured prior to consent.

- **What arrangements could be made in the case of development benefitting from PDRs?**

Government will require to consider further mechanisms for payment of any levy contribution for development under permitted development rights. This should not

create undue administrative burden on local authorities and any impact on collection should be funded through any contribution.

- **Is any special statutory provision needed to manage arrangements in LLTNPA?**

No response.

- **Do you agree that the owner of the land at commencement of development should be liable to pay the Levy?**

If the assumption is that the charge is generated from land value uplift from planning permission granting, the design of any implementation mechanism will require to address how this is collected.

- **If not, who should be liable, and how (and when) should they be identified?**

If the assumption is that the charge is generated from land value uplift from planning permission granting, the design of any implementation mechanism will require to address how this is collected.

- **Should there be specific provisions to prevent liability for the Levy being passed on to homebuyers?**

If the assumption is that the charge is generated from land value uplift from planning permission granting, the design of any implementation mechanism will require to address how this is collected.

- **Should there be a penalty fee if the Levy is not paid on time?**

This matter should be addressed by Government in design of any levy scheme.

- **If so, should it be a fixed amount or a proportion of the amount due?**

This matter should be addressed by Government in design of any levy scheme.

- **Should the penalty increase over time if the Levy is still not paid?**

This matter should be addressed by Government in design of any levy scheme.

- **Should the local authority be able to require development to stop if the Levy is not paid?**

This matter should be addressed by Government in design of any levy scheme.

- **Would this be effective?**

This matter should be addressed by Government in design of any levy scheme.

- **Do you have any views on offences relating to failure to pay, failure to stop work, or attempting to evade full payment?**

This matter should be addressed by Government in design of any levy scheme. It is vital that any contribution does not unduly impact on the administrative process for planning authorities and additional processing activities should be covered in levy scheme provisions through recovery of costs from the contribution or planning fees.

- **Are any changes needed to the definition of infrastructure?**

No.

- **Do you agree that the Levy should fund infrastructure identified in the development plan, or should local authorities provide a separate list?**

The purpose of the development plan, including NPF4, is to direct development to the right location and advance plan requirements needed to support development ambitions. The development plan process already goes through assessment of impact of development on infrastructure and the current system may provide some clarity on infrastructure requirements in any given area. It is noted that development contributions is one of the most contested areas of planning in terms of challenge from private sector, so it should ensure it is robustly designed to ensure that need is accepted. Any additional burden to provide evidence through the LDP system could slow plan production, and administration costs and burdens to develop additional infrastructure should be factored into the development of the scheme.

- **How could the costs of administering the Levy be covered?**

By making this as simple as possible with funds paid before planning permission issued. It is vital that any contribution does not unduly impact on the administrative process for planning authorities and additional processing activities should be covered in levy scheme provisions through recovery of costs from the contribution or planning fees.

- **Do you agree that the local authority should publish an annual report on infrastructure levy income and expenditure?**

Yes, this would assist transparency.

- **How many years should reporting cover – six, ten, or a different period?**

No opinions on this.

- **Are any other provisions required on accounting or collection of the Levy?**

No additional comment.

Are there any other issues to be considered?

As a matter of principle, Inverclyde Council notes the Government intent to advance an infrastructure levy, utilising the planning system as a means to secure delivery of funds.

Inverclyde Council would welcome additional funds being directed to improving infrastructure, including if this can be introduced through competent and fair legislative provisions that draw funds from development activity.

Any implementation, however, should operate at a sufficiently strategic level to ensure that it does not have a localised negative impact on appetite for development, noting that development activity is proportionately lower than the most buoyant regions in Scotland.

In this respect, it is likely that infrastructure demands are unlikely to be caused solely as a result of developer demand in the most buoyant areas, and different challenges will be applicable where there may be less development activity – including that infrastructure investment may support access to opportunity and attractiveness of an area for development that private markets are less likely to fix than in more buoyant markets.

Without further exploration of the impact of the matters covered in detailed questions in this questionnaire, it is unclear as to whether some of the discussed mechanisms impact positively, negatively or in a natural manner for Inverclyde. In such instances, this response will confirm the strategic priority should be fair collection and distribution of funds to avoid inadvertently creating further divergence in the socio-economic prospects of different local authority areas.

In particular, Inverclyde Council would note that: -

- The impact of a levy should not be deleterious such that it reduces development activity in the area by impacting on viability of development proposals, which, in many cases is already marginal
- Infrastructure requirements in Inverclyde are likely to exist just as in other local authority areas. The overarching mechanism for distribution of funds should be considered not only at local, but also regional and national level to ensure a fair and proportionate distribution of funds that does not exacerbate inequality by providing a disproportionate amount of funding to buoyant markets; it should also consider redistribution to ensure benefit is experienced in Inverclyde area

Additional comments are welcome.

| | | | |
|-------------------------|--|--------------------|------------------------|
| Report To: | Environment and Regeneration Committee | Date: | 29 August 2024 |
| Report By: | Director, Environment and Regeneration | Report No: | ENV042/24/SJ/GC |
| Contact Officer: | Gary Campbell | Contact No: | 01475 715581 |
| Subject: | Self-Build Plots Leperstone Avenue, Kilmacolm | | |

1.0 PURPOSE AND SUMMARY

1.1 For Decision For Information/Noting

1.2 The purpose of this report is to provide the Committee with an update on the current position in terms of availability and seek Committee approval to proceed to reduce the valuations of the self-build housing plots at Leperstone Avenue, Kilmacolm.

2.0 RECOMMENDATIONS

2.1 It is recommended that the Committee notes the update on current plot availability and the proposals outlined in paragraph 4.1 in respect of the self-build housing plots at Leperstone Avenue, Kilmacolm.

Stuart Jamieson
Director, Environment & Regeneration

3.0 BACKGROUND AND CONTEXT

- 3.1 In order to progress the Council's disposals and repopulation initiative, delegated authority was granted to the Corporate Director Environment, Regeneration and Resources in 2017, with the proviso that the best offer received for each plot meets all necessary criteria including the price.
- 3.2 In August 2020 the former marketing agents Slater Hogg & Howison recommended that the indicative plot values should be reduced to their current levels. Following implementation, only one of the six available plots has been sold.
- 3.3 To date only two of the seven housing plots, plot 3 and plot 5 at Leperstone Avenue, Kilmacolm, have been sold. Following a review by the marketing agents Hames Estates, Kilmacolm, it has been recommended that plot values are further revised, and a refreshed marketing campaign is implemented.
- 3.4 The revised indicative plot values as recommended by Hames Estates equates to an average 9% reduced plot valuation to better reflect current market conditions and stimulate demand.

Recommended indicative revised plot values as are follows:-

Plot 1 Current Offers over £99,000 Revised Offers over £90,090, say £90,000.

Plot 2 Current Offers over £99,000 Revised Offers over £90,090, say £90,000.

Plot 3 Sold.

Plot 4 Current Offers over £115,000 Revised Offers over £104,650.

Plot 5 Sold.

Plot 6 Current Offers over £105,000 Revised Offers over £95,550.

Plot 7 Current Offers over £105,000 Revised Offers over £95,550.

Subject to approval of the above recommended revisals, the indicative overall site value of the development will reduce from £523,000 to £475,750.

4.0 PROPOSALS

- 4.1 It is proposed that members note the current position in terms of plot availability and approve the revised indicative plots values for the available self-build plots at Leperstone Avenue, Kilmacolm on the terms set out in paragraph 3.4 of this report.

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 |
| Data Protection | | X |

5.2 Finance

One off Costs

| Cost Centre | Budget Heading | Budget Years | Proposed Spend this Report | Virement From | Other Comments |
|----------------------|----------------|--------------|----------------------------|---------------|--|
| Kilmacolm Self-Build | Capital Fund | 24/25 | 47,250 | N/A | Estimated reduction in one-off capital receipt |

Annually Recurring Costs/ (Savings)

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

5.3 Legal/Risk

Offers to purchase will be checked for compliance with the decision of the Committee.

5.4 Human Resources

N/A

5.5 Strategic

N/A

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:

| | |
|-------------------------------------|--|
| <input type="checkbox"/> | YES – Assessed as relevant and an EqIA is required. |
| <input checked="" type="checkbox"/> | NO – This report does not introduce a new policy, function or strategy or recommend a substantive change to an existing policy, function or strategy. Therefore, assessed as not relevant and no EqIA is required. |

(b) Fairer Scotland Duty

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

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

| | |
|--------------------------|--|
| <input type="checkbox"/> | YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed. |
|--------------------------|--|

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

NO – Assessed as not relevant under the Fairer Scotland Duty.

(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, positive or negative, which relate to this report.

N/A

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 N/A

7.0 BACKGROUND PAPERS

7.1 N/A

| | | | |
|-------------------------|--|--------------------|--------------------------|
| Report To: | Environment & Regeneration Committee | Date: | 29 August 2024 |
| Report By: | Director Environment and Regeneration | Report No: | ENVO/049/24/SJ/KL |
| Contact Officer: | Kenny Lang | Contact No: | 01475 715906 |
| Subject: | Nature Restoration Fund Proposed Projects | | |

1.0 PURPOSE AND SUMMARY

1.1 For Decision For Information/Noting Tick any that apply

1.2 The purpose of this report is to make Committee aware of the proposals relating to funding for Nature Restoration Fund (NRF) projects and to seek approval to progress the projects identified.

2.0 RECOMMENDATIONS

2.1 It is recommended that Committee

- notes and approves the proposals identified and specific projects in respect of the Nature Restoration Fund,
- agree that officers progress the projects identified and
- note that further reports on proposed projects will be presented to this Committee

Stuart Jamieson
Director Environment & Regeneration

3.0 BACKGROUND AND CONTEXT

- 3.1 A report was submitted to this committee in August 2023 advising that the Green Action Trust (GAT) had been appointed as the Council's delivery partner for project development and management of the Nature Restoration Fund project. The Contract is from July 2023 until July 2025 with an option to extend for a further 12 months.
- 3.2 GAT supported by Council Staff undertook a number of projects covering improved biodiversity , naturalised planting, assessment and development of a community greenspace and the , development of naturalised planting and pollinator corridors as follows
- Coves Nature Reserve Habitat improvement, woodland and scrub management and woodland /grassland creation
 - St Ninian's primary school demolition site – creation of green space/park – landscaping design and community consultation phase 1
 - Species Rich Grassland Development – creation of species rich grasslands and pollinator corridors.
 - Clyde Climate Forest – urban tree planting and large-scale woodland creation on IC landholdings. This to include native species if possible and provide maximum opportunity for canopy cover
- 3.3 The Scottish Government have now provided additional Funding for 2024/25 with Inverclyde Council being awarded £148k to develop projects. The fund has five strategic themes to be delivered
- Habitat and species restoration: Management for enhancement and connectivity.
 - Freshwater restoration, including restoration of natural flows in rural catchments
 - Coastal and marine initiatives which promote restoration, recovery, enhancement or resilience
 - Control of invasive non-native species (INNS) impacting on nature
 - Urban: Enhancing and connecting nature across, and between, towns and cities.
- 3.4 In addition to the funding allocated, the NRF includes a competitive grants scheme run by NatureScot. Local Authorities working in partnership with other bodies will be eligible to apply to the competitive schemes, however local authorities cannot bid as sole applicants. Officers will look to work with relevant organisations to identify suitable schemes.
- 3.5 While the funding is welcome the scale is significantly lower than previous years of £391k. The scale of projects are therefore tailored to maximise the available allocated funding.

4.0 PROPOSALS

- 4.1 The Nature restoration fund proposals and estimated budget costs are summarised below

| Location | Works | Est Value 000s |
|----------------------------------|--|-------------------|
| Cornalees – Clyde Muirshiel Park | Nature Trail improvements and refurbishment. | £85 |
| Wemyss Bay - Woods | Woodland Survey and path upgrades | £25 |
| Coves Reservoir | Invasive species control | £10 |
| Auchmountain Glen | Nature trail improvements | £10 |
| Kelburn Park | Arboretum study and tree works | £18 |
| | | £148 |

- 4.2 The works identified are in line with the Councils Net Zero Plan and will be reported in detail through the regular net zero updates. The two studies identified will enable the Council to develop future projects and bids.
- 4.3 In line with the extant Council contract, the tenders and works awards will be supported by the Green Action Trust.

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 | |
| Data Protection | | X |

5.2 Finance

One off Costs

| Cost Centre | Budget Heading | Budget Years | Proposed Spend this Report (£000) | Virement From | Other Comments |
|-------------|----------------|--------------|-----------------------------------|---------------|--|
| | NRF Capital | 2024/25 | £148 | | Total costs identified are budget figures and will be contained within the overall NRF allocation. |

Annually Recurring Costs/ (Savings)

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

5.3 Legal/Risk

There are no legal issues arising from this report.

5.4 Human Resources

There are no human resources issues arising from this report.

5.5 Strategic

There are no direct strategic implications as a result of this report.

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:

| | |
|---|---|
| | 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

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. |

(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

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 Consultation has been undertaken with the relevant services in the preparation of this report.

7.0 BACKGROUND PAPERS

7.1 None

| | | | |
|-------------------------|---|--------------------|-----------------------|
| Report To: | Environment & Regeneration Committee | Date: | 29 August 2024 |
| Report By: | Director Environment & Regeneration | Report No: | ENV044/24/MM |
| Contact Officer: | Martin McNab | Contact No: | 01475 714246 |
| Subject: | Firework Control Zone Update | | |

1.0 PURPOSE AND SUMMARY

- 1.1 For Decision For Information/Noting
- 1.2 To update the Committee on the development of processes for consultation on Firework Control Zones and discussions with partners on whether it was appropriate to propose development of a zone for 2024.
- 1.3 Consultation with Community Safety Partners following bonfire night 2023 led to the decision that there was no evidence base to justify Council proposals for a Firework Control Zone for 2024. Officers will revisit this on an annual basis following bonfire night.
- 1.4 There have been no community requests for the development of a Firework Control Zone in 2024.

2.0 RECOMMENDATIONS

- 2.1 That Committee notes the contents of this report including the fact that this matter will be considered by officers on an annual basis.

Stuart Jamieson
Director, Environment & Regeneration

3.0 BACKGROUND AND CONTEXT

- 3.1 The Guidance on the development of Firework Control Zones was brought to the attention of the Committee in November 2023 just before 5th November. Officers advised on the limited circumstances outlined in the guidance in which a firework control zone would be appropriate. A copy of the guidance was included as an appendix to the report.
- 3.2 The Scottish Government was offering funding for the consultation phase of Firework Control Zones and the Committee approved an expression of interest should development of a zone be considered appropriate.
- 3.3 The November 2023 Committee also approved a process for the development of Firework Control Zones and a process for the Community Requests for Firework Control Zones to be considered.
- 3.4 The report highlighted that enforcement of firework control zones rests with Police Scotland and that initial discussions on the potential development of a zone should be taken forward through the Community Safety Partnership.
- 3.5 The 2023 report covered the limitations and evidence base required for a zone as detailed in the Scottish Government Guidance, a link to which is available on the Council's dedicated webpage.

4.0 CURRENT SITUATION

- 4.1 Following bonfire night 2023 there was discussion on the potential need for firework control zones in Inverclyde at the Police & Fire Scrutiny Committee. Bonfire night 2023 and the surrounding days were relatively free of incidents and it was agreed that officers would consult further with partners to discuss both whether there was a perceived need for a Council promoted FCZ and whether that could be supported, in particular by Police Scotland.
- 4.2 Further meetings were held with Community Safety Partners, and it was agreed that, at that time, there was no evidence to support the development of a Firework Control Zone promoted by the Council in the course of 2024. Should there have been any evidence to support such a zone this would have been taken to the Corporate Management Team prior to consultation with the Environment & Regeneration Committee considering the consultation outcome in line with the process approved by the November 2023 Committee. Since these consultations Police Scotland has developed a more formal Memorandum of Understanding on consultation on Firework Control Zones. The situation will be kept under review with the matter being reconsidered after every bonfire night or following any incidents involving fireworks.
- 4.3 A dedicated Firework Control webpage (<https://www.inverclyde.gov.uk/community-life-and-leisure/community-safety-and-resilience/firework-control>) was developed early in 2024 with a dedicated mailbox for community requests. To date no requests have been received. In order to carry out the required consultation process requests would need to have been received by early June to enable zones to be in force by bonfire night. Competent requests will obviously be considered in line with the approved process whenever received.

5.0 DEVELOPMENT OF FIREWORK CONTROL ZONES IN OTHER LOCAL AUTHORITIES

- 5.1 Glasgow City Council is currently consulting on a number of potential Firework Control Zones as a result of community requests with the intention of bringing successful zones into operation in time for this year's bonfire night. Glasgow has been very active in promoting the process, as a result of misuse of fireworks in areas of the city in previous years.

5.2 Edinburgh City Council is currently consulting on a “city wide” Council proposed Firework Control Zone. Such a zone is specifically ruled out in the Scottish Government guidance and this fact is recognised by a disclaimer on the Council’s website. The current guidance is clear that zones must be “evidence-based and proportionate”. Officers are not aware of any consultations on Firework Control Zones in any other Local Authorities.

6.0 IMPLICATIONS

6.1 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 |
| Data Protection | | X |

6.2 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 | | | | | |

6.3 Legal/Risk

None.

6.4 Human Resources

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

6.5 Strategic

There are no direct strategic implications arising from this report.

6.6 Equalities, Fairer Scotland Duty & Children/Young People

The development of processes for the consideration of firework control zones will require to consider Equalities particularly where community consultations are required to ensure equity of access by hard-to-reach groups. Access to fireworks by Children & Young People is already controlled by legislation. However, there are no such implications arising directly from this report.

7.0 CONSULTATION

- 7.1 Consultations were carried out on the potential to develop Firework Control Zone proposals with Community Safety Partners, specifically Police Scotland and the Scottish Fire & Rescue Service.

8.0 BACKGROUND PAPERS

- 8.1 Firework Control Zones Environment & Regeneration Committee 2 November 2023
ENV054/23/SJ/MM

| | | | |
|-------------------------|---|--------------------|--------------------------|
| Report To: | Environment & Regeneration Committee | Date: | 29 August 2024 |
| Report By: | Head of Physical Assets | Report No: | ENVO/050/24/SJ/EM |
| Contact Officer: | Eddie Montgomery | Contact No: | 01475 714800 |
| Subject: | Inverclyde Council Inverkip and Wemyss Bay Village Centre (20mph Speed Limit) Orders 2022 – Reporter’s Recommendations | | |

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 Speed Limit Orders (SLOs) relating to proposed 20mph speed limits in Inverkip and Wemyss Bay.

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 that the Committee:

- note the recommendations of the independent Reporter in relation to the proposed SLOs (Inverkip and Wemyss Bay of 2022);
- accept the Reporter’s recommendations in full in relation to both of the above SLOs;
- agree to the making of “The Inverclyde Council Inverkip Village Centre (20mph Speed Limit) Order 2022” and “The Inverclyde Council Wemyss Bay Village Centre (20mph Speed Limit) Order 2022” and remit it to the Head of Physical Assets and the Head of Legal, Democratic, Digital and Customer Services to arrange for their implementation.

Eddie Montgomery
Head of Physical Assets

3.0 BACKGROUND AND CONTEXT

- 3.1 Local Authorities are empowered to make Orders under the Road Traffic Regulation Act 1984 as amended and, under the Council's Scheme of Delegation, the Head of Physical Assets is responsible for the making, implementation and review of Roads Orders including SLOs.
- 3.2 A report entitled "Implementation of 20mph Speed Limits in Residential Areas" was considered by the Environment and Regeneration Committee on 13 January 2022 where one of the decisions was "that approval be given to the principle of delivering 20mph speed restriction within key pedestrian generator areas within town centres and villages and in the vicinity of schools".
- 3.3 Following this decision, six SLOs were drafted for key pedestrian generator areas within town centres and villages. The proposed SLOs were all issued for public consultation on 28 November 2022 with responses invited by 19 December 2022.
- 3.4 During the period of public consultation for the SLOs, one valid objection was received to the Inverkip SLO and one valid objection was received to the Wemyss Bay SLO. No objections were received to the SLOs for Kilmacolm, Port Glasgow, Gourrock or Cathcart Street area of Greenock. Officers entered into correspondence with the objector to the Inverkip and Wemyss Bay SLOs. Despite officers' efforts, the objector did not respond therefore the objections were considered to be maintained. The objector is an Elected Member.
- 3.5 At its meeting on 9 March 2023 the Environment and Regeneration Committee agreed that an independent Reporter be appointed to consider the maintained objections to both SLOs. The same meeting also agreed the making of the SLOs for Gourrock, Port Glasgow, Kilmacolm and Cathcart Street area in Greenock. Those Orders have been effective since 26 June 2023 and the signs and lines have been installed.
- 3.6 An independent Reporter considered the objections made and not withdrawn in relation to the SLOs for Inverkip and Wemyss Bay. The Reporter undertook unaccompanied site visits on 11 April 2024. A Public Hearing was held on 17 April 2024 and the Reporter published his recommendations on 23 May 2024. Officers have considered the Reporter's recommendations (contained in Appendix 1 of this report) and this report includes Officers' recommendations, along with the proposed SLOs (contained in Appendix 2 of this report) for approval. Appendix 1 & 2
- 3.7 The Reporter published his report on 23 May 2024 and recommended that the Council make the Inverkip and Wemyss Bay SLOs without modification. Officers recommend that the Reporter's recommendations be accepted.

4.0 PROPOSALS

- 4.1 It is proposed that "The Inverclyde Council Inverkip Village Centre (20mph Speed Limit) Order 2022" and "The Inverclyde Council Wemyss Bay Village Centre (20mph Speed Limit) Order 2022" are progressed including the installation of signs and lines.

5.0 IMPLICATIONS

- 5.1 The table below shows whether risks and implications apply if the recommendations 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 |
| Data Protection | | X |

5.2 Finance

One off Costs

| Cost Centre | Budget Heading | Budget Years | Proposed Spend this Report (£000) | Virement From | Other Comments |
|--------------------|-----------------------|---------------------|--|----------------------|--|
| | CWSR | 2024/25 | 15 | | Signs and lines associated with the 2 SLOs |

Annually Recurring Costs/ (Savings)

| Cost Centre | Budget Heading | With Effect from | Annual Net Impact (£000) | Virement From (if Applicable) | Other Comments |
|--------------------|---------------------------|-------------------------|---------------------------------|--------------------------------------|---|
| 00643 | Electricity | - | 0.25 | - | Electricity for lighting terminal signs. (contained within existing budget) |
| 02862 | Traffic Signs Maintenance | | 0.5 | | Maintenance of signs and lines (contained within existing budget) |

5.3 Legal/Risk

If the recommendations are accepted, the statutory procedure for making the two SLOs will require to be followed.

5.4 Human Resources

There are no human resources issues arising from this report.

5.5 Strategic

The project aligns with the Council Plan and priorities and will improve road and pedestrian safety contributing to ensuring that Inverclyde is a safe place to work and live.

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:

| | |
|---|--|
| | YES – Assessed as relevant and an EqIA is required and will be made available on the Inverclyde Council website: https://www.inverclyde.gov.uk/council-and-government/equality-impact-assessments |
| 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. |

(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?

The project has been designed to facilitate independent walking, cycling and wheeling for everyone, including an unaccompanied 12-year-old.

| | |
|---|---|
| | 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

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 This report is a result of a public consultation on the SLOs to reduce the speed limit to 20mph in parts of Inverkip and Wemyss Bay. It notes the outcome of the consultation undertaken between 28 November 2022 and 19 December 2022 and the recommendations of an independent Reporter.
- 6.2 The Head of Legal, Democratic, Digital and Customer Services and the Chief Financial Officer have been consulted on this report.

7.0 BACKGROUND PAPERS

- 7.1 Report 09: 20mph Town & Village Centres Speed Limit Orders – Maintained Objections: Environment and Regeneration Committee - 9 March 2023.
- Report 11: Implementation of 20mph Speed Limits in Residential Areas: Environment and Regeneration Committee - 13 January 2022.

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-280-7 and 8
- Location: Various roads in Inverkip and Wemyss Bay
- Speed Limit Orders: Inverclyde Council Inverkip and Wemyss Bay Village Centre (20mph Speed Limit) Orders 2022
- Report on objections made to the orders
- Date of hearings: 17 April 2024; date of site visits: 11 April 2024

Date of this report and recommendations: 23 May 2024

Recommendations

Speed Limit Order – Inverkip Village Centre

The 20mph speed limit order should be made as proposed by the council.

Speed Limit Order – Wemyss Bay Village Centre

The 20mph speed limit 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-280-7 and 8

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 Inverkip and Wemyss Bay Village Centre (20mph Speed Limit)
Orders 2022**

1. Introduction

1.1 In accordance with the above Regulations, I was appointed by Inverclyde Council on 14 December 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 Inverkip Parish Church Hall, Langhouse Road, Inverkip, Greenock PA16 0BL on 17 April 2024. I undertook unaccompanied inspections of the sites and the surrounding area relating to the orders on 11 April 2024, before the hearings commenced.

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 objector, 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 establish 20mph statutory speed limits on various roads in Inverkip and Wemyss Bay. The reason for the proposed orders is that Inverclyde Council considers it necessary, having regard to its duty under Section 122 of the Road Traffic Regulation Act 1984, to make the orders for (i) avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising;

(ii) preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property and; (iii) preserving or improving the amenities of the area through which the roads run, by introducing a 20mph speed limit on the roads identified in the orders. The roads identified in the orders are as follows:

Inverkip

- The full length of Main Street, Station Road and Fran Terrace;
- Finnockbog Road between Station Avenue and a point 10m or thereby northwest of the northwest building line of 2 Willow Place; and
- Station Avenue between Finnockbog Road and the southeast boundary of 2 Station Avenue.

Wemyss Bay

- The full length of Carron Road, Broom Road, Linnhe Road, Sunart Road, Etive Road, Melfort Road, Rannoch Road, Striven Road, Morar Road, Ryan Road, Leven Road, Tummel Road, Katrine Road, Poplar Way and Kishorn Road;
- Lomond Road between Ardgowan Road and Kishorn Road; and
- Ardgowan Road between A78 Greenock Road and Lomond Road.

2.2 Both orders require that no person shall drive or permit to be driven any motor vehicle at a speed exceeding 20 miles per hour on any of the lengths of road specified in the schedules to the orders, which list the roads referred to above, specifying the length of each road to which the relevant order applies and (where the whole of the road is not included), indicating the points at which the restriction to 20mph commences and finishes. Plans are also incorporated into the orders, showing (with a hatched notation) the roads to which the 20mph speed limit applies. There are existing Twenty's Plenty advisory speed limits within both Inverkip and Wemyss Bay, but these are not enforceable.

2.3 I would mention that these orders are two of six orders relating to 20mph speed limits in town and village centres in Inverclyde. Following consultation and publication of the orders, no objections were made to the other four orders relating to Greenock, Port Glasgow, Gourock and Kilmacolm. Those orders have now been implemented and came into force on 26 June 2023. My report only examines the proposed speed limit orders for Inverkip and Wemyss Bay, taking into account the objections which have been lodged.

Description of the sites and surrounding area

Inverkip

2.4 The focus of this proposed speed limit order is Main Street, extending from its junctions with the A78 trunk road to the east and west of the village. The current speed limit on the A78 at both of these junctions is 60mph. There is an additional area of Main Street east of the easternmost junction with the A78, which extends as far as a Sainsbury local supermarket and car parking area, including an area for the charging of electric vehicles. This additional area is fairly busy, as is the junction with the A78, including a significant flow of both cars and commercial vehicles.

2.5 There is also an additional area of Main Street west of the westernmost junction with the A78, ending in a cul-de-sac with a turning area. This however is a fairly quiet residential area, which does not appear to experience a significant traffic flow. This cul-de-sac only provides access to the residential properties in this area.

2.6 Main Street, between the two accesses to the A78, appears to be a busy and vibrant village centre. It is a mixed-use area, and whilst predominantly residential in nature outside the central core of the village, within this central core there is a hotel and there are a few other commercial or community uses. This results in significant on-street parking, and at the time of my site inspection there were limited spaces still available within this central core. Furthermore, the carriageway is relatively narrow, meaning that vehicles can only park on one side of Main Street. The majority of Main Street has no waiting restrictions (apart from at or near junctions for reasons of road safety) and is a local bus route.

2.7 Inverkip Primary School lies just south of Main Street, with access from Station Road. The proposed order extends to Station Road and a small part of Finnockbog Road and Station Avenue (including Fran Terrace). Station Road is fairly busy with both cars and commercial vehicles parked on its western side at the time of my site inspection. The carriageway is quite narrow and there are keep clear and waiting restrictions relating to the primary school.

Wemyss Bay

2.8 Apart from Wemyss Bay Primary School, and a small local shopping centre, which are located on the south and north side of Ardgowan Road respectively (west of its junction with the A78 trunk road), the area covered by this proposed order is residential in nature. The area consists of a central spine access road (Lomond Road) from its junction with Ardgowan Road in the north, to Kishorn Road in the south. Ardgowan Road joins the A78 trunk road to the north, where the speed limit on the A78 is 40mph, and Kishorn Road joins the A78 to the south, where the speed limit is 30mph.

2.9 The order however also includes all of the residential roads to the east and west of Lomond Road (taking access therefrom), and one north of Kishorn Road. Whilst the majority of these roads are fairly short in length, several are quite lengthy, or are split into several named roads. However, all of these roads are cul-de-sacs which do not therefore provide for through traffic.

2.10 There is some existing sporadic parking on Lomond Road (and the cul-de-sacs taking access from it), although this is fairly limited owing to most of the houses having vehicular accesses and parking areas off-street. Some of the cul-de-sacs have limited traffic calming through carriageway restrictions and bollards. Some parking occurs partly on the pavement as a result of the restricted width of the carriageways. Apart from Ardgowan Road, where there are waiting and keep clear restrictions relating to the primary school, there are no other waiting restrictions in the area.

Legislative and administrative background

2.11 The council is the roads authority for its area for the purposes of the Road Traffic Regulation Act 1984. Section 84 (1) of the Act allows for an order to be made which may prohibit the driving of motor vehicles at a speed exceeding that specified in the order. In addition, Section 122 of the Act places a duty on the roads authority to exercise the

functions conferred on them by the Act (having regard to specified matters) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). Specified matters which are relevant to this case are set out in the council's reasons for the orders stated above.

2.12 A report to the Environment & Regeneration Committee dated 13 January 2022 outlines the options for implementing 20mph speed limits in Inverclyde. A bill entitled "Restricted Roads (20mph Speed Limit) (Scotland) Bill" was introduced to the Scottish Parliament on 21 September 2018, seeking to reduce the general speed limit on a "restricted road" from 30mph to 20mph. This bill was however unsuccessful, and it therefore falls to local authorities to promote orders for areas where they wish to reduce the speed limit to 20mph. Guidance from Transport Scotland, indicating how 20mph speed limits should be achieved, has been taken into consideration by the council.

2.13 There are two possible options in seeking to reduce the speed limit to 20mph. The first is the introduction of a mandatory 20mph speed limit without any features to make it self-enforcing. This mandatory limit should primarily be considered where the existing mean speeds are no greater than 24mph. The second is the introduction of 20mph speed limit zones, which is where the speed limit is self-enforcing following the placement of speed reducing features in sufficient numbers and of appropriate design to reduce traffic speeds without the need for enforcement.

2.14 The council has prioritised town and village centres given that these areas have the highest footfall, and following the necessary surveys, has promoted mandatory 20mph speed limits in Greenock (various streets), Port Glasgow Town Centre, Gourock Town Centre, Kilmacolm Village Centre, Inverkip Village Centre and Wemyss Bay Village Centre. It is intended that these will be followed by further mandatory orders in other residential areas beyond town and village centres as and when considered appropriate.

2.15 A report to the Environment & Regeneration Committee dated 9 March 2023 explains the outcome of the consultation procedures undertaken for the six mandatory speed limit orders listed above. The proposed orders were all issued for public consultation on 28 November 2022, with responses invited by 19 December 2022. No objections were received to the orders for Kilmacolm, Port Glasgow, Gourock or Greenock, and those orders have now been implemented as already referred to above.

2.16 One valid objection was received to the Inverkip speed limit order and one valid objection was received to the Wemyss Bay speed limit order. The objector to both orders is an elected member of the council. Officers from the council entered into correspondence with the objector, but the objections have been maintained and not withdrawn. The objector was given an opportunity to participate in the hearings. However, no response from the objector was received, and the objector did not attend the hearings. He is therefore deemed to rely on his original written submission objections.

2.17 Nevertheless, both hearings were duly held under Regulation 8 and following the procedures set out in Regulations 9 and 10 of the 1999 Regulations. Police Scotland are supportive of the council's decision to make the proposed 20mph speed limit orders. Otherwise, there were no relevant responses with respect to the proposed orders from statutory consultations under Regulation 4 of the 1999 Regulations. I held a separate hearing for each of the proposed orders, both being on the same day.

3. Summary of the Evidence

Inverkip Village Centre 20mph Speed Limit Order

The case for Inverclyde Council

3.1 For Inverclyde Council, it is submitted that the council as Roads Authority has identified those roads in town and village centres which require 20mph statutory speed limits in the interests of road and pedestrian safety.

3.2 It is further submitted that at the meeting of the Environment and Regeneration Committee on 13 January 2022, approval was given to the principle of delivering 20mph speed restrictions at key pedestrian generator areas within Inverclyde's Town and Village Centres and in the vicinity of Inverclyde schools.

3.3 Following on from initial consultation with Police Scotland, it is proposed to reduce the speed limit in all of Inverclyde's town and village centres on key routes. In order to achieve this, a speed limit order requires to be promoted for each of the settlements including in this case the Inverkip Village Centre.

3.4 The council considers that benefits will be achieved in road safety terms by reducing vehicle speeds in the village which will make it safer for children going to school and all active travel users travelling to community facilities and shops. This speed limit order is being promoted following the decision taken by the Environment and Regeneration Committee at its meeting of 13 January 2022. The proposed 20mph speed limit was not requested by Police Scotland. However, the council has the support of Police Scotland, who are the enforcing authority for speed limits.

3.5 A significant portion of the proposed 20mph speed limit covers the advisory Twenty's Plenty zone around Inverkip Primary School. The remainder of the zone is where the council believes there are significant levels of pedestrian use and where some of the footways are narrower than is desirable. The reduced speed limit should encourage the use of active travel such as walking, wheeling and cycling, which is one of the Scottish Government's key aims.

3.6 With regards to the placement of signs, if drivers exiting the A78 onto Main Street do not see the new 20mph signs, there will be repeater signs along Main Street (in accordance with the "Traffic Signs Regulations & General Directions 2016" as amended and the "Traffic Signs Manual" as amended) to remind them of the reduced speed limit. Such signs are required where the speed limit is not the regulated speed limit of 30mph. The number of new sign posts required would be reduced by utilising lighting columns wherever possible. It is recognised that there would be an increased number of signs which will come at a cost. However, these would be grant funded and not paid for from council funds.

3.7 The council also notes that on 7 December 2023, the Scottish Government's Transport Minister outlined plans to reduce the speed limit on most of Scotland's urban roads to 20mph by 2025. This highlights the Government's commitment to improving road safety in urban areas with which this proposed speed limit order aligns.

The case for the objector

3.8 The local elected member contends that Inverkip currently has a Twenty's Plenty zone in the village centre which has been well thought out by qualified road officials in the past. It takes in the central area of Main Street from Cameron Place to Old Manse, as well as the area around Inverkip Primary School. This area has narrower pavements, commercial and community facilities and a zebra crossing and primary school.

3.9 On approach to the Twenty's Plenty zone on Main Street drivers can clearly see the road signs and have plenty of time to reduce speed accordingly. Introducing new road signs entering Main Street from the A78 would mean that they are less likely to be seen and the revised speed limit adhered to over the whole of Main Street.

3.10 Inverclyde Council is facing unprecedented challenges in the current financial crisis and many difficult budget decisions will have to be made. Extending the Twenty's Plenty zone to the proposed 20mph area suggested by the police would mean that the current installations could not be repurposed and that new signs would require to be fitted at the bottom of Langhouse Road and other road entrances on Main Street at considerable cost to the council, not the police.

3.11 It would be sensible to establish the current Twenty's Plenty zone previously determined by qualified roads officers as the new 20mph speed limit and not extend further to the whole of Main Street. This would allow drivers to clearly see the road signs at the current sites and allow for re-usage of the current poles/signs/lighting keeping budget costs for the proposed speed limit order much lower.

Wemyss Bay Village Centre 20mph Speed Limit Order

The case for Inverclyde Council

3.12 For Inverclyde Council, it is submitted that the council as Roads Authority has identified those roads in town and village centres which require 20mph statutory speed limits in the interests of road and pedestrian safety.

3.13 It is further submitted that at the meeting of the Environment and Regeneration Committee on 13 January 2022, approval was given to the principle of delivering 20mph speed restrictions at key pedestrian generator areas within Inverclyde's Town and Village Centres and in the vicinity of Inverclyde schools.

3.14 Following on from initial consultation with Police Scotland, it is proposed to reduce the speed limit in all of Inverclyde's town and village centres on key routes. In order to achieve this, a speed limit order requires to be promoted for each of the settlements including in this case the Wemyss Bay Village Centre.

3.15 The council considers that benefits will be achieved in road safety terms by reducing vehicle speeds in the village which will make it safer for children going to school and all active travel users travelling to community facilities and shops. This speed limit order is being promoted following the decision taken by the Environment and Regeneration Committee at its meeting of 13 January 2022. The proposed 20mph speed limit was not requested by Police Scotland. However, the council has the support of Police Scotland, who are the enforcing authority for speed limits.

3.16 The proposed 20mph speed limit does not include sections of Brueacre Road and Ardgowan Road currently covered by the advisory Twenty's Plenty zone. This was an oversight. To address this, the council proposes to make the order as published and to capture the missing sections of Ardgowan Road and Brueacre Road in a variation to the order after the original order has been made. This would mean that the majority of the area is covered by the 20mph speed limit as soon as possible, and the small sections missed would become enforceable thereafter following the variation to the order. It is recognised that there would be an increased number of signs which will come at a cost. However, these would be grant funded and not paid for from council funds.

3.17 The council also notes that on 7 December 2023, the Scottish Government's Transport Minister outlined plans to reduce the speed limit on most of Scotland's urban roads to 20mph by 2025. This highlights the Government's commitment to improving road safety in urban areas with which this proposed speed limit order aligns.

The case for the objector

3.18 The local elected member contends that Wemyss Bay currently has a Twenty's Plenty zone in the village centre which has been well thought out by qualified road officials in the past. It takes in the area around Wemyss Bay Primary School, the shops and the doctors surgery. It is noted that the published order does not include Brueacre Road from its junction with Ardgowan Road to its junction with Mount Stuart Drive. Nor does it include Ardgowan Road from Lomond Road to approximately 150 metres west. Both of these areas are currently in the Twenty's Plenty zone and should have been included in the order.

3.19 Inverclyde Council is facing unprecedented challenges in the current financial crisis and many difficult budget decisions will have to be made. Utilising the current Twenty's Plenty zone for the proposed 20mph area would mean that the current installations could be repurposed, keeping installation costs to a minimum.

3.20 It would seem sensible to establish the current Twenty's Plenty zone as the new 20mph speed limit at the current sites previously determined by roads officers, including around the doctor's surgery and allow for re-usage of the current poles/signs keeping budget costs much lower.

4. Reasoning

Context for both orders

4.1 The overall context for the proposed orders is set out in the Scottish Government's intended approach (referred to above) to reduce the speed limit on most of Scotland's urban roads to 20mph by 2025, in the interests of improving road safety in urban areas.

4.2 However, since no legislation on this matter has yet been approved by the Scottish Parliament, the only mechanism currently available for this is the making of speed limit orders (by local authorities) under Section 84 of the Road Traffic Regulation Act 1984.

4.3 Inverclyde Council has set out a strategic approach for this by identifying (in the first instance) town and village centres which are considered to be the highest priority for the introduction of such speed limit orders; where mean speed limits are generally no more

than 24mph, but where there is a significant pedestrian footfall and a need to improve road safety and the amenity of the area.

4.4 Subsequently, areas beyond these town and village centres may be considered for such orders, although I recognise that the alternative introduction of 20mph speed limit zones (without the need for enforcement but with physical traffic calming constraints) may be an option for further consideration as appropriate.

4.5 I find that this approach is logical and appropriate in the context for 20mph speed limits set out by the Scottish Government. Since these orders are two out of six proposed orders, and the other four have already been implemented, I find that it would be inappropriate to refuse to make these two orders on grounds relating to the principle of the approach being taken by the council. I accept that the extent of the orders (in terms of the objections) needs to be considered, but in the context of the overall approach.

4.6 I would take this opportunity to mention that several residents (of both Inverkip and Wemyss Bay) attended the hearings to observe the proceedings, and whilst I found that that no specific evidence from these parties needed to be lodged, clarification was given in relation the context of the orders in terms of the above, and I am satisfied that the interests of residents of both villages have been fully taken into account by the council.

Inverkip Village Centre

Extent of the order

4.7 A key element of the objection questions the extent of the proposed order. This is significantly greater than the existing Twenty's Plenty zone, which only covers a small area of Main Street, either side of its junction with Station Road. I recognise that this is the central core of the village, which would benefit most from the introduction of an enforceable 20mph speed limit.

4.8 This area (whilst still being predominantly residential in nature) includes an hotel and several other commercial and community facilities. It is the area of most significant footfall and the street (including the road carriageway and the pavements) is narrow, with significant on-street parking, and no withing restrictions. Whilst my observations at the site inspection confirmed the council's assessment of traffic speed in the area, I find that the nature and use of the area significantly justifies an enforceable 20mph speed limit.

4.9 Station Road provides vehicular and pedestrian access to Inverkip Primary School. There are waiting restrictions and keep clear signs on the carriageway of Station Road (relating to the primary school), and there is significant on-street parking. I have no doubt that Station Road in the vicinity of the primary school should also be included within the 20mph speed limit. It appears to me that the zone should end (as proposed) just beyond Station Road's junction with Finnockbog Road and Station Avenue.

4.10 The remainder of Main Street (which is fairly extensive in the context of the proposed order) is more borderline as to whether or not it should be the subject of an enforceable 20mph speed limit. However, I am conscious that the existing Twenty's Plenty zone has been in existence for quite a long time, and that it is now reasonable to review the extent of the 20mph speed limit when considering the proposed order. Whilst the areas east and west of the existing Twenty's Plenty zone as far as the access/egress to the A78 trunk road

are residential in nature and have less activity than the central core, there is still a significant traffic flow, fairly narrow pavements and some on-street parking.

4.11 In addition, evidence was submitted to the hearing that the council is considering the introduction of traffic signalling at the eastern junction with the A78, where the speed limit is 60mph. This relates to the extent of traffic on Main Street, and I note that there are reported accidents involving vehicles exiting Main Street onto the A78 at this junction. On balance, I find that there is no evidence to suggest that the order should be modified to exclude any areas of Main Street between the two points of access/egress to the A78.

4.12 Finally, it is necessary to consider the remaining areas of Main Street, which are cul-de-sacs east and west of the respective access/egress to the A78. However, these areas are each very different in nature. The one to the east culminates in a car parking area relating to a local Sainsbury supermarket, and is actually quite busy, both with cars and commercial vehicles. I am satisfied that this fully justifies the proposed 20mph speed limit.

4.13 The cul-de-sac to the west is quiet, just being a residential area with a turning area at the end of the cul-de-sac, adjacent to (but not connected to) the A78. I have considered the possibility of recommending the removal of this area from the proposed 20mph speed limit. However, this would create something of an anomaly, with only this part of Main Street being retained at 30mph, where such is clearly not necessary. In addition, the objection does not specify this particular part of Main Street for exclusion. I therefore find that there is insufficient evidence to justify such a recommendation.

4.14 I am also conscious that there may be a perceived difference of approach between this order and the proposed order for Wemyss Bay, particularly with residential streets and cul-de-sacs being covered in the latter, but not in the former. However, I recognise that the council has determined that the residential areas in the former are not part of the village centre. In any event, it is not possible to modify the order to extend the area covered by the order. I am satisfied that the council could consider other roads in Inverkip, including Langhouse Road, and residential roads and cul-de-sacs south of the village centre, within a subsequent phase of the establishment of 20mph speed limits in due course.

Signage

4.15 I recognise that extending the 20mph speed limit as far as the access/egress to the A78 both to the east and west would require 20mph speed limit signs to be located at the entrance to the 20mph speed limit close to the existing A78 carriageway. However, I note that there is a right-turn lane for (eastbound) traffic waiting to enter Inverkip at the busiest of the two junctions to the east, which may in due course be the subject of traffic light control. I therefore see no difficulty in drivers becoming aware of the speed limit when entering it. In any event, there would be repeater signs for the avoidance of doubt.

4.16 There would be an additional cost to the council in providing appropriate signage, but this is essentially a matter for the council to consider. I find that this has no significant bearing on my recommendations to the council, which essentially concentrate on the road safety and amenity effects of the introduction of the proposed 20mph speed limit.

Overall conclusion

4.17 In overall terms, I conclude that the proposed 20mph speed limit for Inverkip Village Centre is fully justified, and that this should be made as proposed by the council without any modifications.

Wemyss Bay Village Centre

Matters for clarification

4.18 Two matters were raised at the hearing, with respect to clarification on the terms of the order. Firstly, I note that the schedule refers to the inclusion of Poplar Way, which is located at the end of the cul-de-sac known as Katrine Road. Whilst not apparent to me initially, I was provided with an A3 version of the map, which clearly shows the location of Poplar Way. Whilst I find that this is not a matter upon which I need to make a formal recommendation to the council, it would be helpful if the council ensures that the relevant map included with the order (at whatever scale is considered necessary for the purpose), clearly shows all the named streets on the schedule, and which are subject to the 20mph speed limit proposed by the order.

4.19 The objection raises the fact that there is a small section of Ardgowan Road (west of its junction with Lomond Road), and a small section of Brueacre Road (as far as its junction with Mount Stuart Drive), which are included within the Twenty's Plenty zone, but have been omitted from the proposed 20mph speed limit order.

4.20 The council has confirmed that this an oversight, as it was intended to include all of the area covered by the Twenty's Plenty zone within the proposed 20mph speed limit order. I find that this is not a matter that can be addressed by a modification to the order, as it would constitute an extension to the order, which would as a result have excluded the opportunity for persons to object to this extension to the order following its publication. I agree with the council's intention on this matter, which is to prepare a variation order covering the areas referred to, in the event that the proposed order is made.

Extent of the order

4.21 I recognise that the area covered by this proposed order is of a different nature to the area covered by the proposed Inverkip Village Centre Order, although I note that similar residential areas in Inverkip, which are deemed by the council to be outwith the village centre, may be the subject of a subsequent 20mph speed limit order in due course.

4.22 A core part of the speed limit order covers Ardgowan Road between its junction with the A78 trunk road and its junction with Lomond Road. This includes the access to Wemyss Bay Primary School, and I note that there are waiting and other restrictions along this part of Ardgowan Road. It also provides access to a small shopping centre car park. The junction with the A78 is fairly busy. I find that this part of Ardgowan Road would be the most substantial element of the speed limit order, possibly resulting in active police enforcement of the speed limit as appropriate.

4.23 I accept (taking into account observations at my site inspection) that the mean traffic speed on this section of Ardgowan Road would be consistent with Transport Scotland guidelines, and I have no doubt that an enforceable 20mph speed limit is justified on this

length of Ardgowan Road. I also find that this speed limit should apply immediately upon entering Ardgowan Road from the A78. There is substantial visibility at the junction which would make this entirely feasible.

4.24 Otherwise, the area covered by the proposed 20mph speed limit covers the whole length of Lomond Road from its junction with Ardgowan Road in the north, to its junction with Kishorn Road in the south. This is also covered by the existing Twenty's Plenty zone. Again, I am satisfied that the mean traffic speed is low enough to justify the proposed order, and there are a substantial number of junctions with cul-de-sacs both east and west of Lomond Road. In addition, there is some parking along Lomond Road (including on the pavement). In overall terms, I am satisfied that the nature of Lomond Road justifies the proposed 20mph speed limit order along its full length.

4.25 I am conscious that this may not be routinely policed, but I have no doubt that a legally enforceable speed limit is justified. It is an entirely residential area where speed limits should remain low at all times, both in the interests of road safety and residential amenity. I also find that it should extend to Kishorn Road and the access to the A78, even though this not covered by the existing Twenty's Plenty zone. However, moving on to the cul-de-sacs extending from Lomond Road, of which there are many, I accept that the need for these to be covered by the 20mph speed limit is more borderline.

4.26 Firstly, I am aware that they are not included in the Twenty's Plenty zone. Secondly, most of the cul-de-sacs are quite short, and there is some physical traffic calming. There are exceptions though, such as Ryan Road (which is considerably longer than most) and Linnhe Road, which branches into further named cul-de-sacs.

4.27 In any event, I find that it would be illogical to impose a statutory 20mph limit on Lomond Road, and retain a statutory 30mph limit on the associated cul-de-sacs. In my view, this residential area should be viewed as a whole, with all the roads within it treated on the same basis in terms of the statutory speed limit. I am therefore satisfied that the extent of the order as proposed is justified, and there are no areas which require exclusion from the proposed order.

Signage

4.28 As is the case with respect to Inverkip Village Centre, the proposed order would take the 20mph statutory speed limit right up to the access/egress to the A78 trunk road, although in the case of Wemyss Bay, there is a 40mph speed limit and 30mph speed limit at the northern and southern access/egress points to the A78 respectively.

4.29 This would require signage to be located close to the existing A78 carriageway. However, the speed limit and general visibility in the area should facilitate safe access and egress onto and from Ardgowan Road and Kishorn Road. There is a substantial junction with Ardgowan Road, including a right turning lane on the main A78 carriageway, in any event. I therefore see no difficulty in drivers turning and becoming aware of the speed limit when entering it. In any event, there would be repeater signs for the avoidance of doubt.

4.30 There would be an additional cost to the council in providing appropriate signage, but this is essentially a matter for the council to consider. I find that this has no significant bearing on my recommendations to the council, which essentially concentrate on the road safety and amenity effects of the introduction of the proposed 20mph speed limit.

Overall conclusion

4.31 In overall terms, I conclude that the proposed 20mph speed limit for Wemyss Bay Village Centre is fully justified, and that this should be made as proposed by the council without any modifications.

5. Recommendations

20mph Speed Limit Order for Inverkip

5.1 The 20mph speed limit order should be made as proposed by the council.

20mph Speed Limit Order for Wemyss Bay

5.2 The 20mph speed limit 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

Parties relying on written submissions

Local elected member objecting to the proposed 20mph speed limits

Appendix 2

Documents for Inverclyde Council

- (i) Report to Environment and Regeneration Committee dated 13 January 2022
- (ii) Report to Environment and Regeneration Committee dated 9 March 2023
- (iii) Draft orders, schedules and relevant plans
- (iv) Twenty's Plenty zones for Inverkip and Wemyss Bay
- (v) Maps showing proposed signage for Inverkip and Wemyss Bay
- (vi) Statements of case for the hearings
- (vii) A3 map showing the roads and cul-de-sacs in Wemyss Bay

**THE INVERCLYDE COUNCIL
INVERKIP VILLAGE CENTRE
(20MPH SPEED LIMIT)
ORDER 2022**

**THE INVERCLYDE COUNCIL
INVERKIP VILLAGE CENTRE
(20MPH SPEED LIMIT) ORDER 2022**

We, The Inverclyde Council in exercise of the powers conferred on us by Sections 84, 85 and 87 of the Road Traffic Regulation Act 1984, as amended, ("the Act") and of all other enabling powers and after consultation with the Chief Constable of the Police Service of Scotland (Seirbheis Phoilis na h-Alba) in accordance with Part III of Schedule 9 to the Act hereby make the following Order:-

1. Citation and Commencement

(a) This Order may be cited as "The Inverclyde Council Inverkip Village Centre (20mph Speed Limit) Order 2022" and shall come into operation on the ### day of ####, Two Thousand and Twenty ###.

(b) The Plan titled "The Inverclyde Council Inverkip Village Centre (20mph Speed Limit) Order 2022 Plan" (attached hereto) is incorporated into this Order.

2. Interpretation

In this Order the following expression has the meaning hereby assigned to it:-

"Motor Vehicle", unless the context otherwise requires, means a mechanically propelled vehicle intended or adapted for use on Roads.

3. Maximum Speed Limit – 20 Miles Per Hour

No person shall drive or cause or permit to be driven any Motor Vehicle at a speed exceeding 20 miles per hour on any of the lengths of road specified in the Schedule to this Order.

4. Exemption

No speed limit imposed by this Order applies to vehicles falling within Regulation 3(4) of the Road Traffic Exemptions (Special Forces) (Variation and Amendment) Regulations 2011 when used in accordance with Regulation 3(5) of those Regulations.

This Order and the Schedule and Plan annexed hereto are Sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by ### Proper Officer, Municipal Buildings, Greenock on the ### day of ###, Two Thousand and Twenty ###.

This is the Schedule referred to in the foregoing The Inverclyde Council Inverkip Village Centre
(20mph Speed Limit) Order 2022

Length of Road in Inverclyde within the Town of Inverkip

Main Street

For its entire length, a distance of approximately 890 metres

Station Road

For its entire length, a distance of approximately 73 metres

Fran Terrace

For its entire length, a distance of approximately 42 metres


Finnockbog Road

Between Station Avenue and a point 10m or thereby northwest of the northwest building line of 2 Willow Place, a distance of approximately 44 metres

Station Avenue

Between Finnockbog Road and the southeast boundary of 2 Station Avenue, a distance of approximately 32 metres



| | | |
|---|--|---|
| <p>Key</p> <p>Speed Limit  20 mph Speed Limit</p> | | <p>© Crown copyright and database rights 2021 Ordnance Survey 100020243</p> |
| <p>THE INVERCLAYDE COUNCIL, INVERKIP VILLAGE CENTRE (20MPH SPEED LIMIT) ORDER 2022</p> <p>EFFECTIVE DATE:</p> | | |
| <p>Drawn by: jps Date: 12/08/2020 Drawing Number: TR/TRO/C219-05</p> | <p>Checked by: jps Date: 12/08/2020</p> | <p>Scale: 1:1000</p> |
| <p>INVERCLAYDE COUNCIL Village Maintenance Facility 5 Fostery Street FINS 2JH</p> <p>The: 01473 717171 Email: roads@inverclyde.gov.uk www.inverclyde.gov.uk</p> | | |

C:\Users\jps\Documents\2022\TR/TRO/C219-05 - 23mph limit centre.dwg

THE INVERCLYDE COUNCIL
WEMYSS BAY VILLAGE CENTRE
(20MPH SPEED LIMIT)
ORDER 2022

DRAFT

**THE INVERCLYDE COUNCIL
WEMYSS BAY VILLAGE CENTRE
(20MPH SPEED LIMIT) ORDER 2022**

We, The Inverclyde Council in exercise of the powers conferred on us by Sections 84, 85 and 87 of the Road Traffic Regulation Act 1984, as amended, ("the Act") and of all other enabling powers and after consultation with the Chief Constable of the Police Service of Scotland (Seirbheis Phoilis na h-Alba) in accordance with Part III of Schedule 9 to the Act hereby make the following Order:-

1. Citation and Commencement

(a) This Order may be cited as "The Inverclyde Council Wemyss Bay Village Centre (20mph Speed Limit) Order 2022" and shall come into operation on the ### day of ####, Two Thousand and Twenty ##.

(b) The Plan titled "The Inverclyde Council Wemyss Bay Village Centre (20mph Speed Limit) Order 2022 Plan" (attached hereto) is incorporated into this Order.

2. Interpretation

In this Order the following expression has the meaning hereby assigned to it:-

"Motor Vehicle", unless the context otherwise requires, means a mechanically propelled vehicle intended or adapted for use on Roads.

3. Maximum Speed Limit – 20 Miles Per Hour

No person shall drive or cause or permit to be driven any Motor Vehicle at a speed exceeding 20 miles per hour on any of the lengths of road specified in the Schedule to this Order.

4. Exemption

No speed limit imposed by this Order applies to vehicles falling within Regulation 3(4) of the Road Traffic Exemptions (Special Forces) (Variation and Amendment) Regulations 2011 when used in accordance with Regulation 3(5) of those Regulations.

This Order and the Schedule and Plan annexed hereto are Sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by ### Proper Officer, Municipal Buildings, Greenock on the ### day of ###, Two Thousand and Twenty ##.

This is the Schedule referred to in the foregoing The Inverclyde Council Wemyss Bay Village
Centre (20mph Speed Limit) Order 2022

Length of Road in Inverclyde within the Town of **Wemyss Bay**

Carron Road

For its entire length, a distance of approximately 125 metres

Broom Road

For its entire length, a distance of approximately 50 metres

Linnhe Road

For its entire length, a distance of approximately 135 metres

Sunart Road

For its entire length, a distance of approximately 134 metres

Etive Road

For its entire length, a distance of approximately 100 metres

Melfort Road

For its entire length, a distance of approximately 109 metres

Rannoch Road

For its entire length, a distance of approximately 90 metres

Striven Road

For its entire length, a distance of approximately 98 metres

Morar Road

For its entire length, a distance of approximately 119 metres

Ryan Road

For its entire length, a distance of approximately 267 metres

Leven Road

For its entire length, a distance of approximately 131 metres

Tummel Road

For its entire length, a distance of approximately 181 metres

Katrine Road

For its entire length, a distance of approximately 74 metres

Poplar Way

For its entire length, a distance of approximately 59 metres

Kishorn Road

For its entire length, a distance of approximately 158 metres

Lomond Road

Between Ardgowan Road and Kishorn Road, a distance of approximately 710 metres

Ardgowan Road

Between A78 Greenock Road and Lomond Road, a distance of approximately 188 metres



Key

Speed Limit
 20 mph Speed Limit

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| Item Description | By | Date | Auth |
|------------------|----|------|------|
| | | | |
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INVERCLYDE COUNCIL
 Local Authorities Family
 5th Floor
 Council Offices
 PA15 2BH
 Tel: 01475 717171
 Email: enquiries@inverclyde.gov.uk
www.inverclyde.gov.uk

**THE INVERCLYDE COUNCIL, WEMYSS BAY
 VILLAGE CENTRE (20MPH SPEED LIMIT)
 ORDER 2022**

EFFECTIVE DATE:

| | | | |
|-----------|-------|----------|----------|
| A3 | 12500 | 11/08/22 | 11/08/22 |
| | | | |

TR/TR0/C219-06

| | | | |
|-------------------------|---|--------------------|-----------------------|
| Report To: | Environment & Regeneration Committee | Date: | 29 August 2024 |
| Report By: | Head of Legal, Democratic, Digital & Customer Services | Report No: | LS/58/24 |
| Contact Officer: | Emma Peacock | Contact No: | 01475 712115 |
| Subject: | Management Rules for Parks in Inverclyde | | |

1.0 PURPOSE AND SUMMARY

- 1.1 For Decision For Information/Noting
- 1.2 As local authority, the Council has power to make management rules regulating the (i) use of and (ii) conduct of persons while on or in, any land or premises owned, occupied, managed or controlled by the Council to which the public have access. This is in terms of Section 112 of the Civic Government (Scotland) Act 1982 (the Act).
- 1.3 Prior to making management rules, the Council is required to conduct a statutory consultation on the proposed management rules. The Committee approved draft Parks Management Rules on 14 March 2024 and authorised officers to conduct the necessary statutory consultation in this connection.
- 1.4 The purpose of this report is to advise the Committee that no objections or representations were received in respect of the proposed management rules during the statutory consultation period, although minor amendments have been proposed by Officers, and to request the Committee approve the Parks Management Rules 2024-2034, as appended to this report as Appendix 2 and remit them to the next meeting of the Inverclyde Council.

2.0 RECOMMENDATIONS

- 2.1 It is recommended that the Committee approve the Parks Management Rules as appended to this report as Appendix 2, and refer them to the next meeting of the Inverclyde Council recommending that it formally approve the said Management Rules and authorise Officers to formally make the rules in accordance with the statutory procedure.

Lynsey Brown
Head of Legal, Democratic, Digital & Customer Services

3.0 BACKGROUND AND CONTEXT

- 3.1 The current Management Rules for Parks in Inverclyde came into force on 24 October 2014. However, management rules expire after a period of 10 years.
- 3.2 A local authority may, but is not required to, set management rules to regulate (i) the use of and (ii) the conduct of persons while on or in, any land or premises which is owned, occupied or managed by the authority or is otherwise under their control and to which the public have access, whether on payment or not.
- 3.3 Prior to making any management rules, the Council must conduct a statutory public consultation in terms of which the Council is required to:
- Advertise that it intends to make such rules;
 - Make copies of the proposed rules available for public inspection throughout that period;
 - Allow a period of at least one month from the date of first advertisement for objections to be lodged; and
 - Before the management rules are made, take into account any objection received and give any objector the opportunity to be heard by the Council.
- 3.4 At least one month before making management rules, the Council is required to give notice (by advertising in a newspaper or newspapers circulating in the Council's area) of –
- their intention to do so;
 - the general purpose of the proposed rules;
 - the place where a copy of the proposed rules may be inspected;
 - the fact that and time within which objections may be made; and
 - the address to which objections may be sent.
- 3.5 The Council also must make copies of the proposed rules available for public inspection without payment at their offices and so far as the authority considers practicable at the land or premises to which the rules are to apply. Any person may, within one month after notice has first been advertised by the Council, notify in writing their objection and the ground of their objection to the Council. Before making management rules, the Council is required to take into consideration any objections timeously received by them and give any objector an opportunity to be heard by them.
- 3.6 The Committee approved the said draft Management Rules for Parks 2024-2034 at its meeting of 14 March 2024 and authorised officers to carry out the statutory consultation. A copy of the draft proposed Management Rules for Parks 2024-2034 which were approved by this Committee on 14 March 2024 are attached to this report as Appendix 1. The statutory consultation took place from 15 April 2024 to 15 May 2024. No objections or representations were received during the statutory consultation period. However, Officers have proposed some additional minor amendments following the consultation period. Such amendments are shown as tracked changes on the said draft Management Rules for Parks 2024-2034 as attached to this report as Appendix 2.
- 3.7 Officers now therefore recommend approval of the said Management Rules by this Committee and that this matter be remitted to the next meeting of the Inverclyde Council for approval in order for the said Management Rules to be formally made.
- 3.8 Management Rules made by the Council must, together with a notice stating where copies of the rules may be obtained, be displayed at the entrance to the land or premises to which they apply or elsewhere so that they may be seen by members of the public intending to have access to the land or premises.

3.9 Copies of Management Rules shall be open to public inspection without payment and a copy of them shall on application be furnished to any person on payment of such reasonable charge as the local authority may determine.

4.0 PROPOSALS

4.1 The Committee is asked to note that no objections or representations have been received following the end of the statutory consultation period although minor amendments have been proposed by Officers. The Committee is asked to approve the Management Rules attached to this report as Appendix 2 and to refer same to the next meeting of the Inverclyde Council recommending that it formally approve the said Management Rules and authorise Officers to formally make the rules in accordance with the statutory procedure.

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 |
| Data Protection | | X |

5.2 Finance

One off Costs

There will be minor costs associated with the publication of notices and signage which will be contained within existing budgets.

| 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

The legal implications are summarised in this report. The making of new Management Rules will help mitigate the risk of inappropriate behaviour at the Council's parks, and support the use and enjoyment of them by the public.

5.4 Human Resources

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

5.5 Strategic

N/A

5.6 Equalities, Fairer Scotland Duty & Children/Young People's Rights & Wellbeing

(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 has been carried out and can be accessed via the following link . https://www.inverclyde.gov.uk/council-and-government/equality-impact-assessments/equality-impact-assessments-2024 |
| | NO |

(b) Fairer Scotland Duty

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

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

| | |
|---|--|
| | YES – 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. |

6.0 CONSULTATION

6.1 A statutory public consultation has been carried out.

7.0 BACKGROUND PAPERS

7.1 N/A

Parks Management Rules

Civic Government (Scotland) Act 1982: Management Rules for Public Parks

These Management Rules (referred to herein as “the Rules”) have been made by Inverclyde Council and are to control the way people use Public Parks and the behaviour of people while in Public Parks, with a view to ensuring that our Public Parks are able to be enjoyed peaceably by the citizens of Inverclyde and visitors to the area.

The Rules **only apply to Public Parks** which are:-

- a) **owned** or **managed** by the Council (or managed on behalf of the Council); and
- b) to which the **public have access** (regardless of whether any fee or other charge is made on entry).

The Rules do **not** apply to any Public Parks which have their own specific Management Rules, nor to Country Parks, or informal open spaces.

The Rules are made by Inverclyde Council in exercise of the powers conferred on it by Section 112 of the Civic Government (Scotland) Act 1982.

The Rules

1. Meanings of words and phrases

In the Rules certain words and phrases are used and they have the following meanings:

"the Act" means the Civic Government (Scotland) Act 1982 (as amended);

"the Code" means the Scottish Outdoor Access Code published under the Land Reform Act and any guidance or regulations extending or amending the same, including any Supplementary Guidance endorsed by the National Access Forum;

"Corporate Director" means the relevant Corporate Director of the Council responsible for the enforcement of these Rules, or any person whom he has authorised from time to time to determine applications for consent, authorisation or exemption in terms of the Rules;

"the Council" means Inverclyde Council, constituted under the Local Government etc. (Scotland) Act 1994;

"the Land Reform Act" means the Land Reform (Scotland) Act 2003 and any Acts or regulations extending or amending the same, and any related guidance;

"Officer" means any Officer of the Council employed in connection with the management or operation of any Public Park or any person authorised by the Council to deal with the management or operation of any Public Park;

"Public Park" means those parks owned, leased or managed by or on behalf of the Council specified in the Schedule annexed to the Rules, or any part thereof and includes any buildings in the Public Parks;

"Sign" means any sign or notice or notice board or plate, and includes, where the context so requires, any pole, mounting or other means of affixing the sign in place; and

"Vehicle" means any vehicle regardless of whether it has its own engine or is manually propelled and includes any trailers or caravans attached to or pulled by a vehicle or animal.

2. Consequences of Breaking the Rules

- 2.1 The Land Reform Act gives the public the right of responsible access to Public Parks and people should comply with their responsibilities under the Land Reform Act and the Code.

The Council reserves the right to refuse admission to any person, group, body or organisation to any Public Park and its decision to do so shall be final.

- 2.2 Any person who has broken or is about to break any of the Rules may be expelled from the Public Park.
- 2.3 Any person who is about to break one or more of the Rules may be refused entry to a Public Park.
- 2.4 If the Council believes that a person who has persistently broken or attempted to break the Rules is likely to do so again, they may make an Exclusion Order in terms of Section 117 of the Act forbidding that person from entering any Public Park mentioned in the Exclusion Order. The person may be excluded for up to one year.
- 2.5 Any person who:-
 - a) refuses to leave when requested to do so by an Officer;
 - b) enters or attempts to enter a Public Park despite being informed by an Officer that he/she is being refused entry; or
 - c) enters or attempts to enter a Public Park when not allowed to do so because of an Exclusion Order is **guilty** of a criminal offence and may be liable to a **fine**. Currently, the maximum fine which may be imposed is £200. This maximum level may be increased by Parliament.

3. Access to Public Parks

- 3.1 The Council may temporarily close a Public Park for such time as is considered necessary. The Council, in doing so, will post notices at the entrance to the Public Park specifying the times of closure.
- 3.2 No person may enter a Public Park that is closed. Any person who is within a Public Park after it has been closed:-
 - a) either at the end of any opening hours fixed by the Council; or
 - b) temporarily within those hoursmust leave the Public Park when requested to do so.
- 3.3 Under Section 11 of the Land Reform Act, the Council may, by Order, for a particular purpose specified in the Order, exempt any Public Park from the access rights which would otherwise be exercisable during such times as may be specified by the Order. Such exemptions may be made to allow a charge to be levied for admission to a particular event, in the interests of safety and security, or for ensuring the protection of privacy.
- 3.4 Children under the age of 5 should be supervised at all times within a Public Park.

4. General Behaviour

The Code gives a general overview of activities which are prohibited by statute and by common law. In addition to those prohibited activities and restrictions:-

Annoyance to Other People

- 4.1 Nobody is to do any of the following:
 - fight or cause a disturbance or use violent, abusive or obscene language whilst in a Public Park;
 - cause a breach of the peace;
 - bring any weapons of any sort into a Public Park;
 - act in any way that risks causing harm, annoyance or concern to any other person using the Public Park; and
 - act in a way that hinders or obstructs an Officer in the performance of his/her duties.

Damaging Council Property

- 4.3 Nobody is to damage in any way any Public Park or its contents. This includes damaging, defacing or removing any of the following:-
 - any part of any building;

- any fences, gates, walls, fire barriers or railings;
- fountains;
- statues or monuments;
- seats;
- notice boards, signs or plates including any poles;
- trees, shrubs and plants, including grassed areas;
- play equipment or other apparatus;
- any paths, steps, access controls or access information; and
- dog waste bins or litter bins.

Putting Up Signs and Notices

4. Nobody is to put up any sign in any Public Park without first obtaining the written consent of the Corporate Director.

Protection of Animals, Birds and their Habitats and Nests

- 4.5.1 Nobody is to move, disturb or destroy any wild birds' nests or eggs or harm, remove or kill any wild bird or animal unless allowed to do so in terms of the Wildlife and Countryside Act 1981, as amended. Prior to doing so, the person must obtain a special licence in terms of the 1981 Act, any other statutory consent required, and the written consent of the Corporate Director.
- 4.5.2 Nobody is to set or use any snare or other means for taking, harming or killing any wild bird or animal unless allowed to do so in terms of the Wildlife and Countryside Act 1981, as amended. Prior to doing so, the person must obtain a special licence in terms of the 1981 Act, any other statutory consent required, and the consent in writing of the Corporate Director.

Litter

- 4.6 Nobody is to drop litter of any sort in a Public Park other than in a bin provided.

Selling Goods

- 4.7 Nobody is to offer to sell, or to sell, or let or hire any goods or provide any services in a Public Park without prior written consent of the Corporate Director.

Music and Noise

- 4.8 Nobody is to do any of the following in a manner which causes annoyance or disturbance to other users of the Public Park:-
- play any musical instrument;
 - sing;
 - perform;
 - use any amplifier, megaphone or similar apparatus;
 - Use any other device which plays music or makes a noise.

Alcohol and Drugs

- 4.9 Nobody is allowed to drink alcoholic liquor (except as follows and except in premises, or in an area in a Public Park, licensed for the sale of alcoholic liquor). Please refer to the Inverclyde Council Prohibition of Consumption of Alcoholic Liquor in Designated Places Byelaws. Nobody is permitted to take unlawful drugs in a Public Park.

Fires etc.

- 4.10.1 Without the prior written consent of the Corporate Director, nobody is to:
- fire any firearm, airgun or other weapon;
 - light any fireworks or fires (including bonfires) or release Chinese Lanterns;
 - light any gas cookers or stoves;

- Hold a barbecue (except in any barbecue sites provided by the Council).

4.10.2 The Corporate Director may exempt appropriate official organisations from this Rule.

4.10.3 All applications for exemption or authorisation must be made in writing to the Corporate Director, prior to the events taking place.

4.10.4 All exemptions and authorisations may be subject to such conditions as the Corporate Director considers appropriate.

4.10.5 Nothing in this Rule applies to Officers in relation to the performance of their duties connected with the maintenance of a Public Park.

5. Animals

Control of Animals

5.1 It is permissible to bring an animal (except a dangerous wild animal as defined under the Dangerous Wild Animals Act 1976) into any Public Park, unless a sign is posted by the Council at the entrance to, or elsewhere in, any Public Park indicating that animals are not permitted in any Public Park always provided that the owner or person in charge of such animal shall keep it under close control or on a short lead.

5.2 Any person with any animal in any Public Park must comply with the responsibilities in the Code.

Annoyance to Others

5.3 All animals brought in to a Public Park must not be permitted to:-

- worry any animals or birds;
- damage or destroy any flowers, plants, trees, grass or shrubs in a Public Park;
- enter any sports pitch or play area;
- annoy other users of a Public Park.

Racing

5.4 Nobody is to train or race any dogs in a Public Park in such a way that it causes annoyance or concern to other users of a Public Park.

Dog Fouling

5.5 When a dog fouls in a Public Park the person in control of the dog must place the waste into either a Dog Fouling bin, or if there is no Dog Fouling bin provided, they must either place the waste in any other waste bin, or remove it from the Public Park.

Dogs

5.6 Anyone with a dog must comply with the Control of Dogs (Scotland) Act 2010

6. Vehicles

Speed Limit etc.

6.1.1 Nobody is to drive any vehicle in a Public Park except on roadways created by the Council for that purpose. This Rule does not apply to any vehicles operated by the Council in connection with the maintenance of Public Parks. This Rule does not apply to the use of:

- perambulators;
- wheelchairs (including motorised wheelchairs and other vehicles being used by disabled persons); or
- similar vehicles drawn or propelled by hand for use by a child or disabled person, where the surface and terrain of the Public Park in question is suited to such use.

6.1.2 Nobody is to drive a vehicle in a Public Park at a speed exceeding 10 miles per hour. The driver of a vehicle or bicycle rider must always give way to pedestrian users.

- 6.1.3 While in a Public Park, the driver of any vehicle, the rider of any bicycle or horse or other animal must observe any statutes, rules and regulations in force regulating driving or riding on public streets or roads and for the exhibition of lights on vehicles.

Car Parking

- 6.2.1 Nobody is to park a vehicle anywhere in a Public Park except in an area designated by the Council as a car park.
- 6.2.2 Designated car parking facilities are for the use only of persons using the Public Park.
- 6.2.3 Nobody is to park a vehicle overnight except with the prior written consent of the Corporate Director.
- 6.2.4 Only drivers of vehicles with registered disabled markers may use designated disabled parking spaces.

Emergency Vehicles Excepted

- 6.3 The preceding Rules 6.1.1 to 6.2.4 do not apply to ambulances, fire engines or police cars or other vehicles with the prior written consent of the Corporate Director.

Bicycles, etc.

- 6.4 Any person riding a bicycle, scooter, skateboard, roller skates, roller blades or similar equipment in a Public Park must do so in a responsible manner in terms of the Land Reform Act and the Code, and must keep to walkways and areas designated for such use. Those subject to this Rule must not travel at a speed or in a manner or place which injures, disturbs, obstructs, interrupts or annoys any other person.

Caravans

- 6.5 Nobody is to park, stop or site any caravan, mobile home or similar vehicle in a Public Park unless permitted to do so by an Officer.

7. Use of Public Park

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Use

- 7.2.1 Nobody is to play or take part in any game, exercise, ball game or other activity in a Public Park in any area where there is a sign prohibiting these activities.
- 7.2.2 Those taking part in activities in terms of the Rules should ensure that they do not disturb, annoy or interfere with or cause injury to other persons in the proper use and enjoyment of the Public Park.
- 7.2.3 Nobody is to deliberately interfere with or obstruct any person playing or taking part in any permitted game, exercise, ball game or other activity in a Public Park.

Meetings

- 7.3 Nobody is to hold any public meeting, procession, demonstration, exhibition, military event, religious ceremony, service, political rally or lecture in a Public Park without the prior written consent of the Corporate Director. This includes the distribution of leaflets or setting up stalls to publicise or support particular political or religious events or points of view.

Ornamental Flower Beds etc.

- 7.4.1 Subject to Rule 7.4.2 nobody is to pick, cut, destroy, remove or damage any flower, flowerbed, soil, tree, shrubs or plants and fungi in a Public Park, without the prior written consent of the Corporate Director.

- 7.4.2 The picking of wild flowers or plants protected by the Wildlife and Countryside Act 1981 as amended is forbidden, unless the person has first obtained a licence granted in terms of that Act and the prior written consent of the Corporate Director.

Radio Controlled Equipment

- 7.5 Nobody is to use any radio controlled equipment in a Public Park in such a way that it annoys or frightens any other users of the Public Park or any animals in the Public Park.

Metal Detectors

- 7.6 Nobody is to use a metal detector in a Public Park without the prior written permission of the Corporate Director.

Tents etc.

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Camping

- 7.8 Nobody is to camp, or sleep overnight in any Public Park except where authorised by the Corporate Director.

Photography

- 7.9 Nobody is to take photographs or film in a Public Park in such a manner as may interfere with the use and enjoyment of the Public Park by other park users.

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Supervision

- 8.1.1 Every person in a Public Park must follow the instructions of any signs erected by the Council.
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Fees and Conditions

- 8.2.1 Nobody is to use any part of a Public Park or any equipment in the Public Park without paying any fee fixed by the Council for such use.
- 8.2.2 Nobody is to use any part of a Public Park or equipment in a Public Park in any way which breaks any conditions fixed by the Council in connection with the use of that part of the Public Park or equipment.
- 8.2.3 In accordance with the Council's Policy, the Corporate Director may waive any fees.
- 8.2.4 The Council may levy a charge or charges for the use of any Public Park or any building thereon or for any facilities or services provided in any Public Park or building thereon all in accordance with the Council's Policy on charging of fees. The Corporate Director may alter such charges without notice.
- 8.2.5 The Council may make Orders under Section 11 of the Land Reform Act exempting any Public Park or part of a Public Park from access rights under the Act, and when an Order is in effect the Corporate Director may impose a charge for entry to the Public Park.

Classification : Official

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Schedule to the Parks Management Rules 2024

The following Parks will be subject to the Rules:-

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Port Glasgow: Parklea Playing Fields; Kelburn Park; Newark Park; Birkmyre Park; Coronation Park

Greenock: Lady Octavia Park; Lauriston Park; Wellpark; Whinhill Golf Course; Broomhill Park; Murdieston Park; Lady Alice Park; Lyle Park; Rankin Park; Ravenscraig Stadium; Battery Park; Clyde Muirshiel Regional Parks – Greenock Cut Visitors Centre.

Gourock: Gourock Park; Darroch Park; Tower Hill Park; Divert Glen; Kirn Drive Playing Fields; Lunderston Bay.

Wemyss Bay: Wemyss Bay Woods

A copy of these rules can be viewed or downloaded at www.inverclyde.gov.uk/parkrules (scan the QR Code below using a smartphone to visit this web page).

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Corporate Director (Environment Regeneration & Resources)
Municipal Buildings, Clyde Square, Greenock. Tel: (01475) 712764



Parks Management Rules

Civic Government (Scotland) Act 1982: Management Rules for Public Parks

These Management Rules (referred to herein as “the Rules”) have been made by Inverclyde Council and are to control the way people use Public Parks and the behaviour of people while in Public Parks, with a view to ensuring that our Public Parks are able to be enjoyed peaceably by the citizens of Inverclyde and visitors to the area.

The Rules **only apply to Public Parks** which are:-

- a) **owned** or **managed** by the Council (or managed on behalf of the Council); and
- b) to which the **public have access** (regardless of whether any fee or other charge is made on entry).

The Rules do **not** apply to any Public Parks which have their own specific Management Rules, nor to Country Parks, or informal open spaces.

The Rules are made by Inverclyde Council in exercise of the powers conferred on it by Section 112 of the Civic Government (Scotland) Act 1982.

The Rules

1. Meanings of words and phrases

In the Rules certain words and phrases are used and they have the following meanings:

"the Act" means the Civic Government (Scotland) Act 1982 (as amended);

"the Code" means the Scottish Outdoor Access Code published under the Land Reform Act and any guidance or regulations extending or amending the same, including any Supplementary Guidance endorsed by the National Access Forum;

"Corporate Director" means the relevant Corporate Director of the Council responsible for the enforcement of these Rules, or any person whom he has authorised from time to time to determine applications for consent, authorisation or exemption in terms of the Rules;

"the Council" means Inverclyde Council, constituted under the Local Government etc. (Scotland) Act 1994;

"the Land Reform Act" means the Land Reform (Scotland) Act 2003 and any Acts or regulations extending or amending the same, and any related guidance;

"Officer" means any Officer of the Council employed in connection with the management or operation of any Public Park or any person authorised by the Council to deal with the management or operation of any Public Park;

"Public Park" means those parks owned, leased or managed by or on behalf of the Council specified in the Schedule annexed to the Rules, or any part thereof and includes any buildings in the Public Parks;

"Sign" means any sign or notice or notice board or plate, and includes, where the context so requires, any pole, mounting or other means of affixing the sign in place; and

"Vehicle" means any vehicle regardless of whether it has its own engine or is manually propelled and includes any trailers or caravans attached to or pulled by a vehicle or animal.

2. Consequences of Breaking the Rules

- 2.1 The Land Reform Act gives the public the right of responsible access to Public Parks and people should comply with their responsibilities under the Land Reform Act and the Code.

The Council reserves the right to refuse admission to any person, group, body or organisation to any Public Park and its decision to do so shall be final.

- 2.2 Any person who has broken or is about to break any of the Rules may be expelled from the Public Park.
- 2.3 Any person who is about to break one or more of the Rules may be refused entry to a Public Park.
- 2.4 If the Council believes that a person who has persistently broken or attempted to break the Rules is likely to do so again, they may make an Exclusion Order in terms of Section 117 of the Act forbidding that person from entering any Public Park mentioned in the Exclusion Order. The person may be excluded for up to one year.
- 2.5 Any person who:-
 - a) refuses to leave when requested to do so by an Officer;
 - b) enters or attempts to enter a Public Park despite being informed by an Officer that he/she is being refused entry; or
 - c) enters or attempts to enter a Public Park when not allowed to do so because of an Exclusion Order is **guilty** of a criminal offence and may be liable to a **fine**. Currently, the maximum fine which may be imposed is £200. This maximum level may be increased by Parliament.

3. Access to Public Parks

- 3.1 The Council may temporarily close a Public Park for such time as is considered necessary. The Council, in doing so, will post notices at the entrance to the Public Park specifying the times of closure.
- 3.2 No person may enter a Public Park that is closed. Any person who is within a Public Park after it has been closed:-
 - a) either at the end of any opening hours fixed by the Council; or
 - b) temporarily within those hoursmust leave the Public Park when requested to do so.
- 3.3 Under Section 11 of the Land Reform Act, the Council may, by Order, for a particular purpose specified in the Order, exempt any Public Park from the access rights which would otherwise be exercisable during such times as may be specified by the Order. Such exemptions may be made to allow a charge to be levied for admission to a particular event, in the interests of safety and security, or for ensuring the protection of privacy.
- 3.4 Children under the age of 5 should be supervised at all times within a Public Park.

4. General Behaviour

The Code gives a general overview of activities which are prohibited by statute and by common law. ~~In addition to those prohibited activities and restrictions:-~~

Annoyance to Other People

- 4.1 Nobody is to do any of the following:
 - fight or cause a disturbance or use violent, abusive or obscene language whilst in a Public Park;
 - cause a breach of the peace;
 - bring any weapons of any sort into a Public Park;
 - act in any way that risks causing harm, annoyance or concern to any other person using the Public Park; and
 - act in a way that hinders or obstructs an Officer in the performance of his/her duties.

Damaging Council Property

- 4.23 Nobody is to damage in any way any Public Park or its contents. This includes damaging, defacing or removing any of the following:-
 - any part of any building;

- any fences, gates, walls, fire barriers or railings;
- fountains;
- statues or monuments;
- seats;
- notice boards, signs or plates including any poles;
- trees, shrubs and plants, including grassed areas;
- play equipment or other apparatus;
- any paths, steps, access controls or access information; and
- dog waste bins or litter bins.

Putting Up Signs and Notices

4.34 Nobody is to put up any sign in any Public Park without first obtaining the written consent of the Corporate Director.

Protection of Animals, Birds and their Habitats and Nests

4.45.1 Nobody is to move, disturb or destroy any wild birds' nests or eggs or harm, remove or kill any wild bird or animal unless allowed to do so in terms of the Wildlife and Countryside Act 1981, as amended. Prior to doing so, the person must obtain a special licence in terms of the 1981 Act, any other statutory consent required, and the written consent of the Corporate Director.

4.45.2 Nobody is to set or use any snare or other means for taking, harming or killing any wild bird or animal unless allowed to do so in terms of the Wildlife and Countryside Act 1981, as amended. Prior to doing so, the person must obtain a special licence in terms of the 1981 Act, any other statutory consent required, and the consent in writing of the Corporate Director.

Litter

4.6 Nobody is to drop litter of any sort in a Public Park other than in a bin provided.

Selling Goods

4.7 Nobody is to offer to sell, or to sell, or let or hire any goods or provide any services in a Public Park without prior written consent of the Corporate Director.

Music and Noise

4.58 Nobody is to do any of the following in a manner which causes annoyance or disturbance to other users of the Public Park:-

- play any musical instrument;
- sing;
- perform;
- use any amplifier, megaphone or similar apparatus;
- Use any other device which plays music or makes a noise.

Alcohol and Drugs

4.69 Nobody is allowed to drink alcoholic liquor (except as follows and except in premises, or in an area in a Public Park, licensed for the sale of alcoholic liquor). Please refer to the Inverclyde Council Prohibition of Consumption of Alcoholic Liquor in Designated Places Byelaws. Nobody is permitted to take unlawful drugs in a Public Park.

Fires etc.

4.710.1 Without the prior written consent of the Corporate Director, nobody is to:

- fire any firearm, airgun or other weapon;
- light any fireworks or fires (including bonfires) or release Chinese Lanterns;
- light any gas cookers or stoves;

- Hold a barbecue (except in any barbecue sites provided by the Council).

4.710.2 The Corporate Director may exempt appropriate official organisations from this Rule.

4.710.3 All applications for exemption or authorisation must be made in writing to the Corporate Director, prior to the events taking place.

4.710.4 All exemptions and authorisations may be subject to such conditions as the Corporate Director considers appropriate.

4.710.5 Nothing in this Rule applies to Officers in relation to the performance of their duties connected with the maintenance of a Public Park.

5. Animals

Control of Animals

5.1 It is permissible to bring an animal (except a dangerous wild animal as defined under the Dangerous Wild Animals Act 1976) into any Public Park, unless a sign is posted by the Council at the entrance to, or elsewhere in, any Public Park indicating that animals are not permitted in any Public Park always provided that the owner or person in charge of such animal shall keep it under close control or on a short lead.

5.2 Any person with any animal in any Public Park must comply with the responsibilities in the Code.

Annoyance to Others

5.3 All animals brought in to a Public Park must not be permitted to:-

- worry any animals or birds;
- damage or destroy any flowers, plants, trees, grass or shrubs in a Public Park;
- enter any sports pitch or play area;
- annoy other users of a Public Park.

Racing

5.4 Nobody is to train or race any dogs in a Public Park in such a way that it causes annoyance or concern to other users of a Public Park.

Dog Fouling

5.5 When a dog fouls in a Public Park the person in control of the dog must place the waste into either a Dog Fouling bin, or if there is no Dog Fouling bin provided, they must either place the waste in any other waste bin, or remove it from the Public Park.

Dogs

5.6 Anyone with a dog must comply with the Control of Dogs (Scotland) Act 2010 and other relevant legislation.

6. Vehicles

Speed Limit etc.

6.1.1 Nobody is to drive any vehicle in a Public Park except on roadways created by the Council for that purpose. This Rule does not apply to any vehicles operated by the Council in connection with the maintenance of Public Parks. This Rule does not apply to the use of:

- prams/buggies/ambulances;
- wheelchairs (including motorised wheelchairs and other vehicles being used by disabled persons); or
- similar vehicles drawn or propelled by hand for use by a child or disabled person, where the surface and terrain of the Public Park in question is suited to such use.

6.1.2 Nobody is to drive a vehicle in a Public Park at a speed exceeding 10 miles per hour. The driver of a vehicle or bicycle rider must always give way to pedestrian users.

- 6.1.3 While in a Public Park, the driver of any vehicle, the rider of any bicycle or horse or other animal must observe any statutes, rules and regulations in force regulating driving or riding on public streets or roads and for the exhibition of lights on vehicles.

Car Parking

- 6.2.1 Nobody is to park a vehicle anywhere in a Public Park except in an area designated by the Council as a car park.
- 6.2.2 Designated car parking facilities are for the use only of persons using the Public Park.
- 6.2.3 Nobody is to park a vehicle overnight except with the prior written consent of the Corporate Director.
- 6.2.4 Only ~~drivers of vehicles with registered disabled markers may use designated disabled parking spaces~~ displaying a Blue Badge may park in Disabled Persons Parking Places.

Emergency Vehicles Excepted

- 6.3 The preceding Rules 6.1.1 to 6.2.4 do not apply to ambulances, fire engines or police cars or other vehicles with the prior written consent of the Corporate Director.

Bicycles, etc.

- 6.4 Any person riding a bicycle, scooter, skateboard, roller skates, roller blades or similar equipment in a Public Park must do so in a responsible manner in terms of the Land Reform Act and the Code, and must keep to walkways and areas designated for such use. Those subject to this Rule must not travel at a speed or in a manner or place which injures, disturbs, obstructs, interrupts or annoys any other person.

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- 6.5 Nobody is to park, stop or site any caravan, mobile home or similar vehicle in a Public Park unless permitted to do so by an Officer.

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No Access for Public

- 7.1 Nobody is to go into areas marked "Private" or "Staff Only" or "Authorised Personnel Only" or with similar signs unless authorised so to do by the Corporate Director or an Officer.

Use

- 7.2.1 Nobody is to play or take part in any game, exercise, ball game or other activity in a Public Park in any area where there is a sign prohibiting these activities.
- 7.2.2 Those taking part in activities in terms of the Rules should ensure that they do not disturb, annoy or interfere with or cause injury to other persons in the proper use and enjoyment of the Public Park.
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- 7.3 Nobody is to hold any public meeting, procession, demonstration, exhibition, military event, religious ceremony, service, political rally or lecture in a Public Park without the prior written consent of the Corporate Director. This includes the distribution of leaflets or setting up stalls to publicise or support particular political or religious events or points of view.

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Schedule to the Parks Management Rules 2024

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Corporate Director (Environment Regeneration & Resources)
Municipal Buildings, Clyde Square, Greenock. Tel: (01475) 712764



| | | | |
|-------------------------|--|--------------------|--------------------------|
| Report To: | Environment & Regeneration Committee | Date: | 29 August 2024 |
| Report By: | Head of Physical Assets | Report No: | ENVO/051/24/SJ/EM |
| Contact Officer: | Eddie Montgomery | Contact No: | 01475 714800 |
| Subject: | Strathclyde Partnership for Transport Annual Report 2023/24 | | |

1.0 PURPOSE AND SUMMARY

1.1 For Decision For Information/Noting

1.2 The purpose of this report is for committee to note the Strathclyde Partnership for Transport (SPT) annual report whilst highlighting some of the associated funding streams and work undertaken across Inverclyde.

2.0 RECOMMENDATIONS

2.1 It is recommended that the Committee:

- note the SPT Annual Report for 2023/24;
- note the capital investment from SPT across Inverclyde in 2023/24.

Eddie Montgomery
Head of Physical Assets

3.0 BACKGROUND AND CONTEXT

- 3.1 The SPT report reflects over the past year (2023/24) and highlights significant investment across the region (refer Appendix 1).
- 3.2 The report highlights examples of investment across Inverclyde from SPT as outlined below:
- Additional on-street Real Time Information (RTPI) signs on Nicolson Street, Greenock;
 - Ardgowan Hospice - £30,000 to support the car volunteer car scheme;
 - Inverclyde Voluntary Council for Social Services - £25,000 to support schools transport for pupils with additional support needs;
 - Port Glasgow Transport Group - £12,000 providing accessible transport for socially or economically disadvantaged groups;
 - Inverclyde Council - £30,000 to undertake a feasibility study of active travel routes between Wemyss Bay and Largs.
- 3.3 The report does not highlight the full extent of further significant capital investment across Inverclyde in 2023/24. The following projects have also been completed and/or are on-going:
- Bus Infrastructure improvements - £84,665: Improvements to shelters and bus stop across Inverclyde;
 - Speed Reduction Measures - £44,188: Implementation of 20mph speed limits in village and town centres. Kilmacolm, Port Glasgow and Gourrock;
 - Port Glasgow Station - £155,000: Contribution to the new footbridge and lifts creating another accessible train station in Inverclyde;
 - Extension of Highholm Park and Ride Car Park - £10,000: Completion of design for car park extension;
 - West Blackhall Street - £400,000: Contribution towards the regeneration and active travel improvement works on West Blackhall Street.
- 3.4 It should be noted that there is no capital funding available from SPT for 2024/25. Capital funding bids will continue to be submitted should funding become available for the programme of works to continue in future years.
- 3.5 The report includes an update on the progress of the delivery of Clyde Metro (<https://www.spt.co.uk/about-us/what-we-are-doing/clyde-metro/>) and it should be noted that a senior officer group has recently been formed with representation from each Local Authority across the City Region to allow effective communication, co-operation and co-ordination of the project activities.

4.0 PROPOSALS

- 4.1 The Committee is requested to note Strathclyde Partnership for Transport (SPT) annual report and the various completed and on-going associated projects throughout Inverclyde.

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 |
| Data Protection | | X |

5.2 Finance

One off Costs

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

Annually Recurring Costs/ (Savings)

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

5.3 Legal/Risk

None.

5.4 Human Resources

There are no human resources issues arising from this report.

5.5 Strategic

The projects outlined within this report align with the Council Plan and priorities.

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:

| | |
|--|--|
| | YES – Assessed as relevant and an EqIA is required and will be made available on the Inverclyde Council website: https://www.inverclyde.gov.uk/council-and-government/equality-impact-assessments |
|--|--|

| |
|---|
| 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.

(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?

The project has been designed to facilitate independent walking, cycling and wheeling for everyone, including an unaccompanied 12-year-old.

| |
|--|
| |
|--|

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

The projects outlined within this report contribute towards the promotion of sustainable and active travel.

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?

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

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

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.



Annual Report 2023/2024

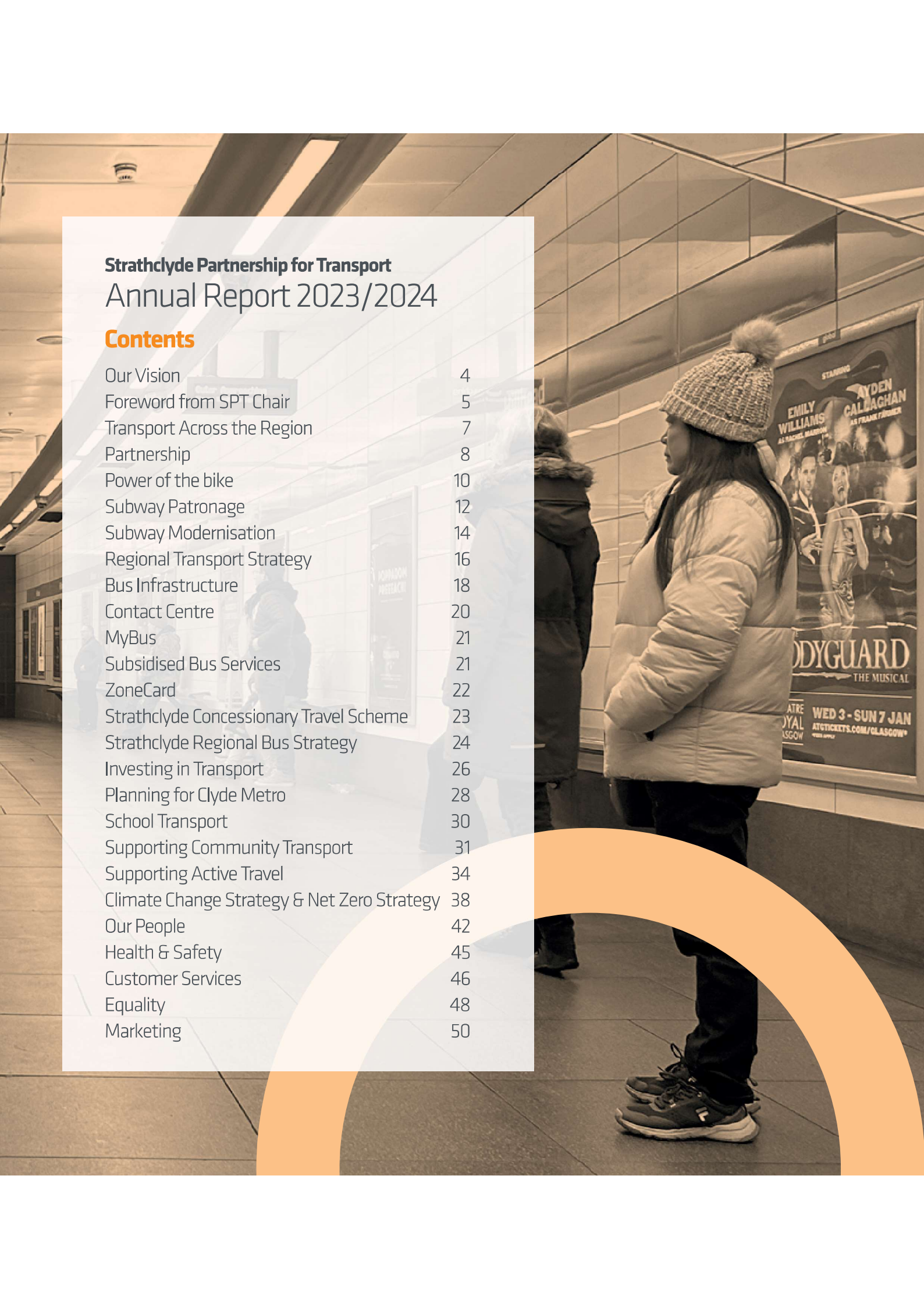




Strathclyde Partnership for Transport Annual Report 2023/2024

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Our vision

The west of Scotland will be an attractive, resilient and well-connected place with active, liveable communities and accessible, vibrant centres facilitated by high quality, sustainable and low carbon transport shaped by the needs of all.



Foreword from SPT Chair Stephen Dornan



I am delighted to present SPT annual report this year. As we reflect over the past year, it is with great pride that we highlight the significant milestones and achievements that have shaped our journey this year.

Our new Regional Transport Strategy (RTS) was approved by the transport minister in August 2023, this important document sets out our long-term vision for the transport network in our region for the next 15 to 20 years. It sets out the transport projects, actions, services, and other activities to be taken forward in line with strategic priorities within the document.

The final RTS marks the culmination of a rigorous development process by SPT and partners over a number of years. That work now continues with the development of the Strathclyde Regional Bus Strategy (SRBS). An ambitious plan to revolutionise the bus network, highlighting yet again our dedication to meeting the evolving needs of our communities and improving connectivity.

SPT was also announced as the lead to develop the Case for Investment for Clyde Metro, a long-term project which is essential to the future of public transport in our region. SPT will work with partners to make the west of Scotland a well-connected place with active, liveable communities and accessible, vibrant centres facilitated by high quality, sustainable and low carbon transport shaped by the needs of all.

This year we saw the introduction of the first new trains into our Subway system in more than 43 years. The long-awaited new trains have been well received and warmly welcomed by passengers and all the staff are delighted to see them in service. This has been the culmination of a lot of hard work from all the teams at Subway as well as those from departments across SPT. Well done to everyone involved!

Once again, none of these milestones would have been achieved without the hard work and dedication of our staff from those on the frontline everyday to those behind the scenes, their unwavering commitment to excellence is key to all SPT achievements. I thank each, and every one, of them.

Thank you as well to our partnership for their hard work and support throughout the year. Your continuing dedication and commitment to SPT as well as to our wider objectives for public transport in our region is invaluable.

Stephen Dornan

Stephen Dornan
Chair, Strathclyde Partnership for Transport



Responding to the wider policy environment

Transport and wider public policy at a local, regional and national level have direct and indirect impacts on the transport network and travel behaviour as well as SPT's roles and responsibilities as a public body.

As part of our commitment to promoting sustainable travel we respond to a range of consultations, to promote alignment with SPT's Regional Transport Strategy and support our role as a Scottish public body and Local Transport Authority.

The SPT/Councils' Liaison Group provides a forum for information, best practice and knowledge sharing and an opportunity to collaborate with transport colleagues from our constituent councils on policy matters and consultations.

SPT has submitted responses to forty consultations in the past year, contributing to and influencing debates on transport, wider public policy and development planning. These range from national policy and regulatory responses to the Scottish Government and others, to engagement with our constituent councils on emerging local policy and practice.

In particular, SPT has responded to key transport and wider policy consultations including consultations undertaken by Transport Scotland on the Islands Connectivity Plan Needs Assessment and by the Department for Transport on Public Service Vehicle Accessibility Regulations. Other significant responses included those to the Scottish Government's Wellbeing and Sustainable Development Bill and Transform Scotland's consultation on Decarbonising Scotland's Transport Network.

At a local level, we were engaged in the development of the Glasgow City Council's Local Transport Strategy Spatial Development Framework and have responded to South Lanarkshire Council's consultation on the issues & opportunities informing the development of their Local Transport Strategy. Responses were also provided to consultations by a number of partner Councils on school transport eligibility.

The relationship between transport and land use policy and planning is well established and engagement in development management and development planning is a key area of focus. This includes engagement on Local Development Plans, associated Planning Guidance and strategic planning applications such as proposals for the new Monklands Hospital. As our constituent authorities begin development of their new Local Development Plans, SPT has been engaging with Development Planning teams and other key agencies to support the process in line with national planning policy and regulation and to support the delivery of SPT's Regional Transport Strategy.

Supporting our councils

In addition, SPT responds to and provides advice and support to our constituent authorities in the preparation of their Local Development Plans including both East Dunbartonshire and East Renfrewshire Council's Development Plan Schemes and consultations by a number of partner Councils on School transport eligibility.

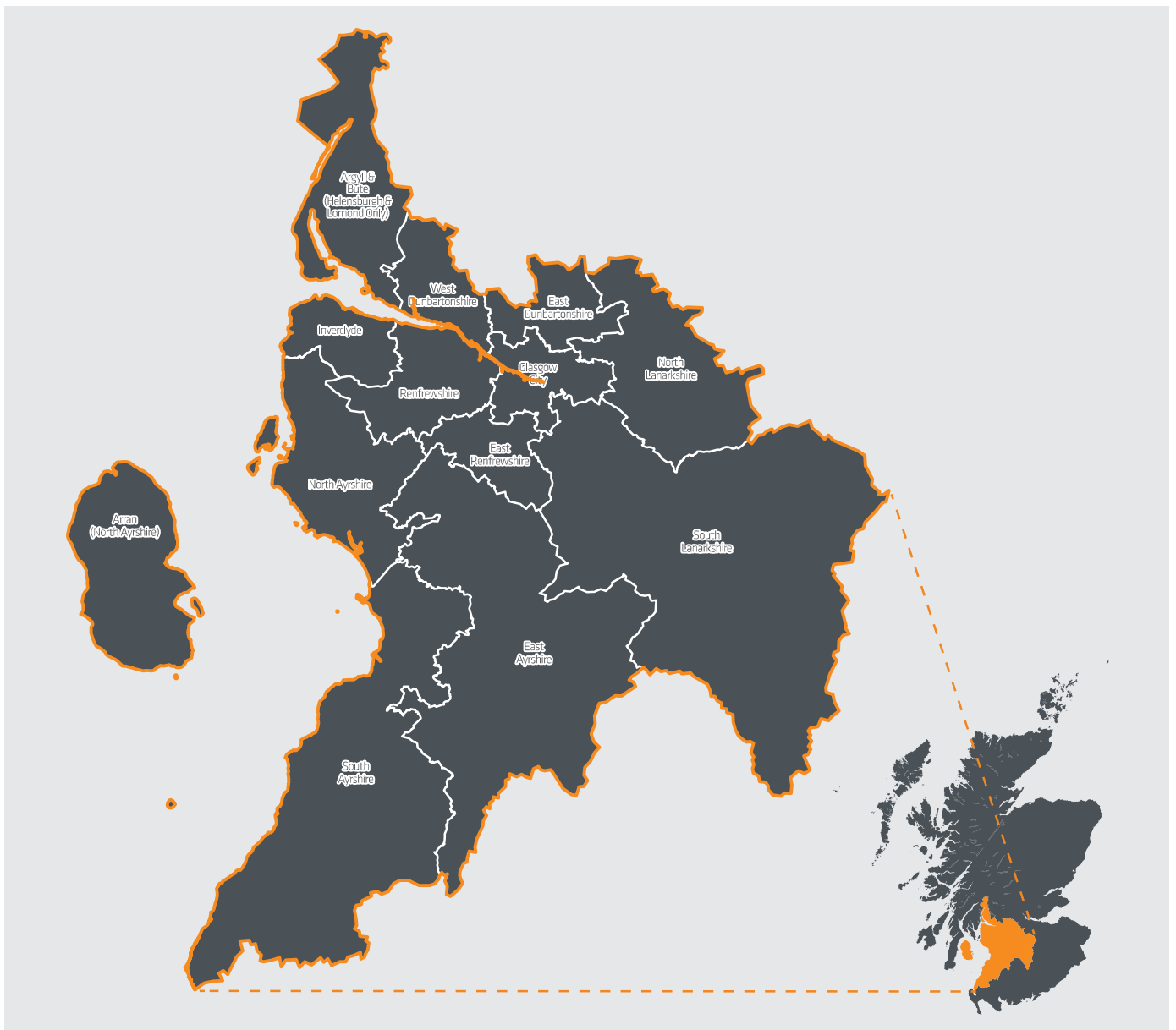
SPT has responded to forty consultations in the past year, contributing to and influencing debates on transport, wider public policy and development planning.



Transport Across the Region

SPT plans and delivers transport solutions for all modes of transport across the region. We operate the Glasgow Subway, the world's third oldest underground railway, serving around 13 million passengers every year. We also subsidise local bus services

in areas not served by commercial bus operators, ensuring some of our most rural towns and villages remain connected, operate bus stations across the region, and administer ZoneCard and other tickets to help people connect their journeys.



Partnership (as at 31 March 2024)

The SPT Partnership met four times in 2023/2024.

More information at: spt.co.uk/spt-across-the-region/about-spt/minutes-agendas/partnership

The Strategy and Programmes Committee met four times in 2023/2024.

More information at: spt.co.uk/spt-across-the-region/about-spt/minutes-agendas/strategy-programmes-committee/

The Operations Committee met four times in 2023/2024.

More information at: spt.co.uk/spt-across-the-region/about-spt/minutes-agendas/operations-committee/

The Audit and Standards Committee met four times in 2023/2024.

More information at: spt.co.uk/spt-across-the-region/about-spt/minutes-agendas/audit-standards-committee/

The Personnel Committee met three times in 2023/2024.

More information at: spt.co.uk/spt-across-the-region/about-spt/minutes-agendas/personnel-committee/



Stephen Dornan

Chair, Glasgow City Council –
SNP



Alan Moir

Vice Chair, East Dunbartonshire Council –
Labour



David Wilson

Vice Chair, Inverclyde Council –
Scottish Conservative and Unionist



Alex Allison

South Lanarkshire Council –
Scottish Conservative and Unionist



Ken Andrew

Glasgow City Council –
SNP



Greg Beecroft

Appointed Member



Gordon Blair

Argyll & Bute Council –
SNP



Gordon Currie

North Lanarkshire Council –
Scottish Conservative and Unionist



Maureen Devlin

South Lanarkshire Council –
Labour



Jenna Dickson
Appointed Member



Anne Follin
Appointed Member



Dr George Hazel
Appointed Member



Daniel Lennie
West Dunbartonshire Council –
Labour



William Lennox
East Ayrshire Council –
SNP



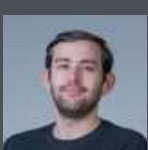
Helen Loughran
North Lanarkshire Council –
Labour



Ed McGrachan
Appointed Member



Christy Mearns
Glasgow City Council –
Green



Malcolm Mitchell
Glasgow City Council –
SNP



Owen O'Donnell
East Renfrewshire Council –
Labour



Kirsty Orr
Appointed Member



Donald Reid
North Ayrshire Council –
Labour



John Ross
South Lanarkshire Council –
SNP



Roza Salih
Glasgow City Council –
SNP



Adam Smith
North Lanarkshire Council –
SNP



Andy Steel
Renfrewshire Council –
SNP

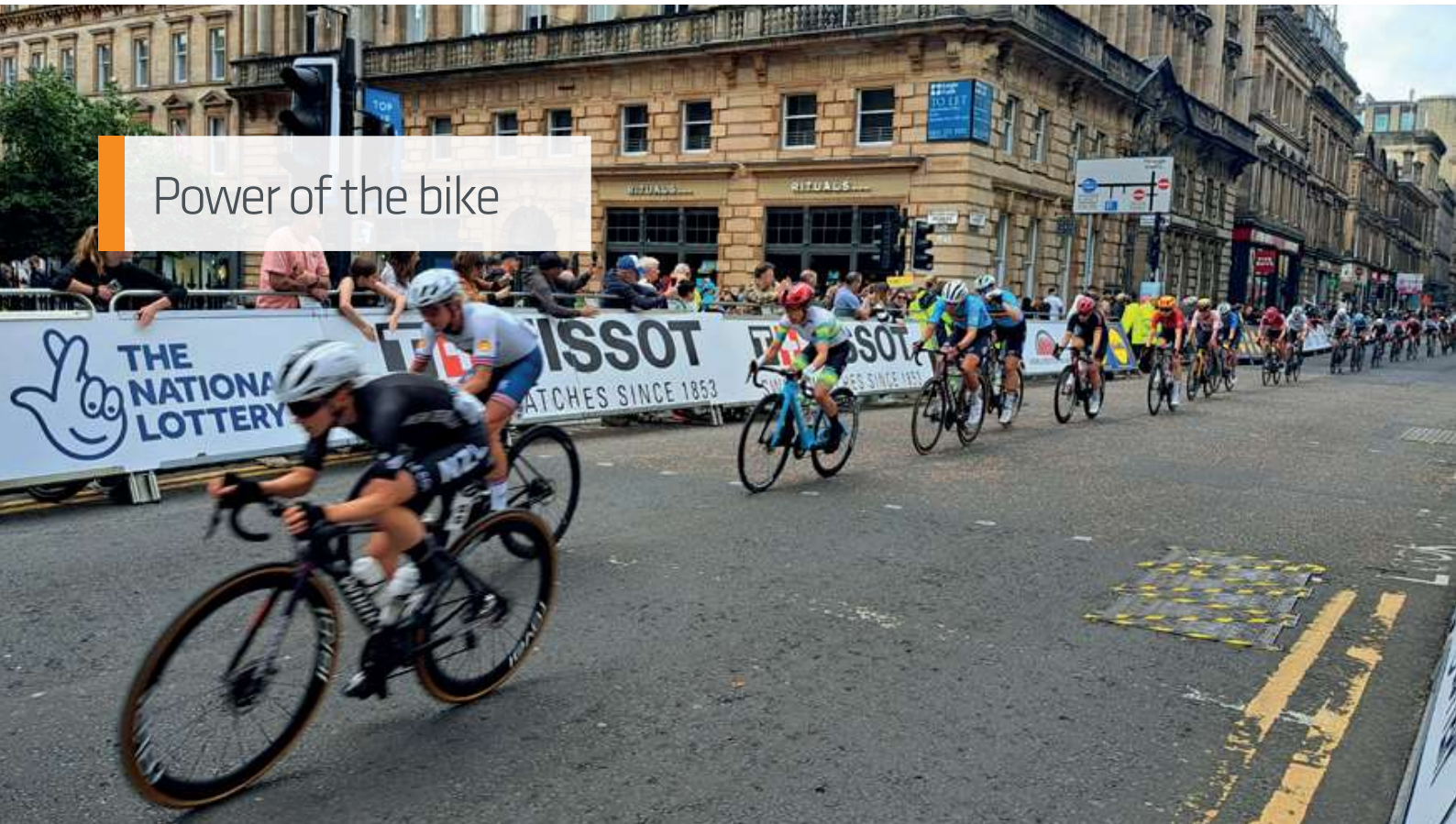


Duncan Townson
South Ayrshire Council –
Labour



Andrew Walters
Appointed Member

Power of the bike



From the 3 to 13 August 2023, Glasgow was host to the UCI Cycling World Championships, the World's Biggest Cycling event to date, welcoming more than 2000 elite cyclists from 120 different countries. The event helped showcase the power of bike and inspired people to include cycling in their daily lives. This went hand in hand with SPT's commitment to active travel, where the aim is to promote walking, wheeling and cycling for shorter, everyday journeys where possible.



13

World Championships contested across **11 days** of competition.



8000

Elite and amateur cyclists, including para-athletes.



200

UCI World Champions crowned.



1m+

in-person spectators, with the Championships broadcasted to more than **100 countries**.



SPT saw its busiest period, particularly through the Subway, with more than 755,000 journeys completed during the 11-day event. This was the Subway's busiest weekend on record since 2018, seeing 215,000 journeys from Friday 4 to Sunday 6 August. Subway opening hours were extended to ensure visitors, attendees and our regular Subway users were still able to use the service efficiently and travel around the city when the majority of main roads were closed, playing a key role in keeping Glasgow moving throughout all the events.

Additionally, SPT managed bus stations including Buchanan Bus Station, East Kilbride and Hamilton also experienced greater numbers of passengers travelling during the event dates. An extra 110,000 passengers passed through the bus stations with the opening Friday seeing 57,000 passengers alone. To ensure travel journeys were seamless and informative for visiting passengers, our front facing customer service staff played a key role in keeping passengers updated and assisting above and beyond their usual duties at this busy time.

To celebrate the significance of UCI Cycling World Championships being held in Glasgow, SPT held a free event for cyclists at Kelvinbridge Subway Station. The event was free, non-ticketed and open to all, and allowed the public to engage with a range of local cycling charities. The event involved organisations that provided access to low-cost bikes, bike maintenance, and support to families to help children to learn to ride. The successful event enabled people to feel a part of the excitement of the biggest cycling event ever and further reinforced the real positives of active travel and how to get involved.

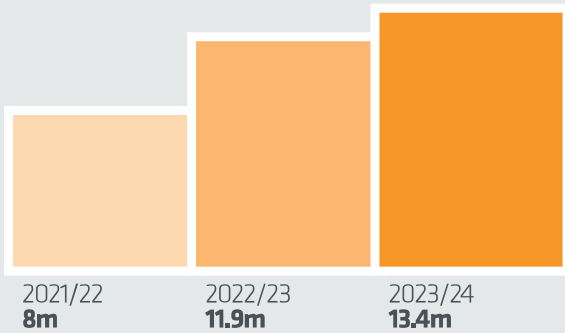
SPT Chief Executive Valerie Davidson said:

"The 2023 UCI World Championships has been a tremendous success and SPT is delighted to have been able to support this fantastic event.

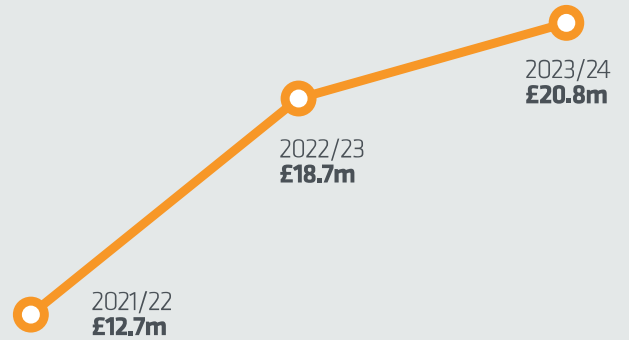
"It really has been a very busy time particularly for all those front-facing customer service staff who, as always, all stepped up to show the professional face of SPT offering help and direction to the many visitors we saw across all our sites. I would like to thank them all for their tremendous efforts and hard work during the event."

Subway Patronage

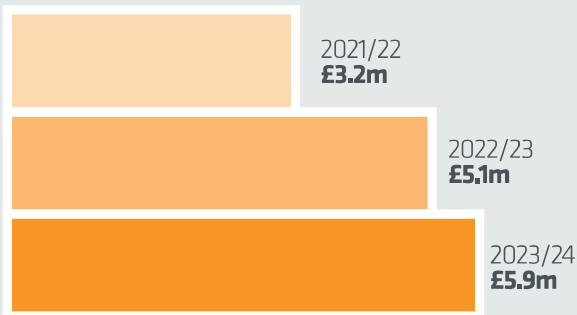
Patronage (by year)



Ticket sales revenue



PAYG loaded to Smartcards

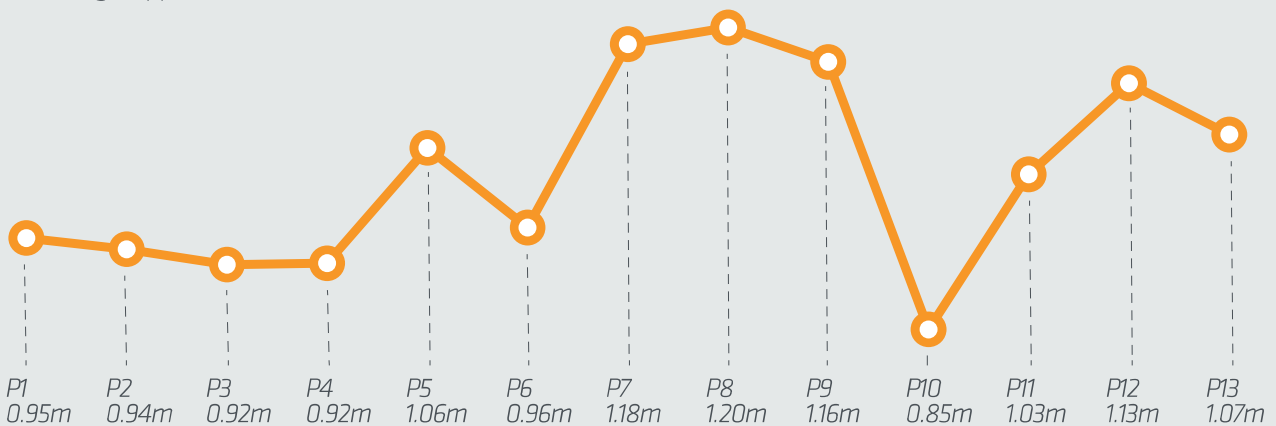


PAYG Auto Topups

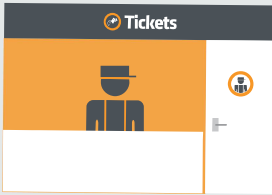


3670
Auto Topup transactions worth £45,000

Patronage (by period)

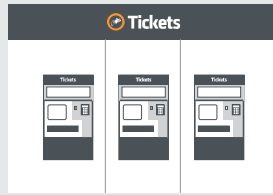


Sales (by channel)



47%

Sales at ticket office



53%

Sales at ticket machine



0.4%

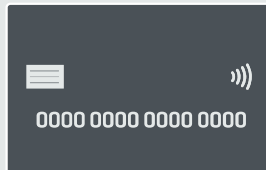
Sales online

Sales (by mode)



20%

Payments made by cash



80%

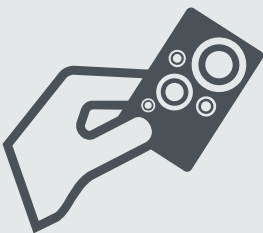
Payments made by credit/debit card



170,000

Kids Go Free journeys on Subway.
Estimated 39,000 directly generated by the KGF promotion

Ticketing facts and figures



1m+

Journeys made on third party smartcards



336k+

Smartcards issued since launch



14.7k

New registered Smartcards in 2023/24





Subway Modernisation

First new Subway trains in system for 43 years!

This year saw a major milestone in the Subway modernisation programme achieved with the first of 17-brand new, bespoke design and custom-made trains entering the 127-year-old system, ready for passenger service.

The afternoon of 11 December 2023 saw the first of two new trains travelling on the Outer Circle, entering Govan Subway Station. This was the first glimpse of the long-awaited new trains for passengers, following their extensive testing both at our dedicated testing area at the depot and their in-system testing carried out at night after the system was closed to passenger service by train manufacturer Stadler.

Bringing the new trains into passenger service was an opportunity for the modernisation project, engineering, and maintenance teams to see how the trains performed in service with passengers. Everyone was delighted to see the trains perform so well in service with passengers both surprised and happy to see them.

The old, legacy fleet had performed well beyond its life expectancy and finding parts for them was becoming more and more challenging, making maintaining them almost impossible. While the new fleet will take time to grow towards its full capability and reliability levels, getting the first of the new trains into passenger service is the start of the process.

Another two new trains entered passenger service in February 2024, followed by another three trains in March 2024 bringing the total new trains available to seven.

All the new trains are custom made due to the unique size of Glasgow Subway. The new trains are the same length and size as the legacy fleet but are now a four-car set, as opposed to the current three-car set and open gangways within the train maximise the space available.

They are currently operating with a driver under our legacy signalling system and running in joint operation with our legacy fleet.

The new trains are just the next stage in the Subway modernisation programme, with a number of challenging key milestones to be reached before we can say modernisation is complete. In this next year, we will continue to work behind the scenes to replace the Subway's signalling and communications system. We are also looking forward to the introduction of our new Operational Control Centre (OCC) which will be key to improving the availability and reliability of our passenger service.

We will also begin to introduce platform screen doors (PSDs) to station platforms. These will be 'half height' to preserve as much space and openness within the stations as possible while still maintaining passenger safety and security.

Once these key milestones have been reached, we will introduce Unattended Train Operation (UTO) or 'driverless' trains to the system. However, the system will remain a staffed system.



Regional Transport Strategy 2023-2038

Approval of Regional Transport Strategy for west of Scotland

In July 2023, 'A Call to Action: The Regional Transport Strategy for the west of Scotland 2023 – 2038' was approved by Scottish Ministers as the new Regional Transport Strategy (RTS) for the SPT area.

The new RTS sets out the policies that SPT aims to deliver in partnership to help bring about a transport system that works for everyone, prioritises low carbon and resource efficient ways of travelling, and makes it easy and convenient to choose walking, wheeling, cycling and public transport for everyday travel and more.

SPT chair Stephen Dorman said:

"The final draft RTS marks the culmination of a rigorous development process by SPT and partners over recent years. It has been developed on the back of in-depth research, review, analysis, best practice and statutory assessment. Most importantly the final document reflects feedback received from the public who we hope will benefit most from this far-reaching document."

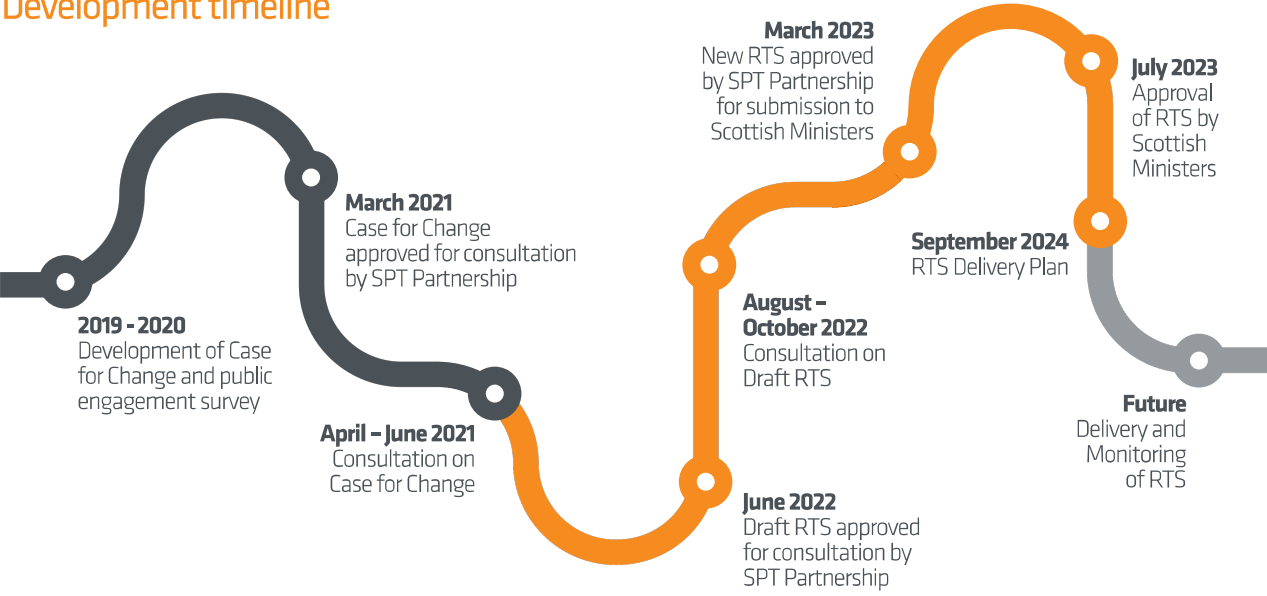
"This document reflects the ambitions, and long-term direction, for transport in the west of Scotland for the next 15 years including the potential impact of Clyde Metro."

The first RTS, which was approved in 2008, led to and supported major transport investments in the region including Subway Modernisation, development of the Community Transport sector, upgrading of thousands of bus stops across the region, implementation of Real Time Passenger Information and over 4000 new rail-based Park and Ride spaces.

In the same way, the new RTS guides development of future transport interventions, including bus reform as part of the Strathclyde Regional Bus Strategy and Clyde Metro, and promotes ambitious policies to accelerate delivery of cycling infrastructure, allocate more road space to bus, cycling and other more sustainable modes, and development of road pricing. Key projects to be progressed over the next three years will be set out in the RTS Delivery Plan later in 2024.



Regional Transport Strategy Development timeline



Read the full Regional Transport Strategy.



Bus Infrastructure

SPT's Customer Service department provides a front-line operational service to the travelling public, through the management of SPT's bus stations and interchanges, including Buchanan Bus Station, Hamilton Bus Station, East Kilbride Bus Station, Greenock Bus Station, and both Govan and Partick Bus Interchanges.

From bus regulating to customer service enquiries, staff across our stations continue to provide key services to the travelling public.

2023/2024 witnessed a continuation of our rebranding and refurbishment of key infrastructure, driving brand recognition, enhanced public information and safety.

Highlights

- Installation of LED high mast lighting in East Kilbride bus station, this has both enhanced the facility and reduced energy consumption.
- Renewal of traffic line marking across stations and car parks to enhance health and safety measures.

RTPI across the region

Across the SPT region there are now 875 electronic signs in place providing live service departure information.

SPT Network Analysis Team has also increased the number of operators who are setup to supply Real Time Passenger Information (RTPI) from 10 in 2022/2023 to 24 in 2023/2024 with:

- 4 main local bus operators
- 18 smaller bus operators
- 2 Community Transport operators.

A further eight operators are currently at various stages of being brought on board as well.

There are a total of 533 unique registered services operating in the SPT area and 462 of these services are now supplying Realtime.

RTPI upgrades

This year, the Real Time Passenger Information signs at Govan and Kilmarnock Bus Stations have been upgraded to meet latest standards and to match those at other SPT managed bus stations.

SPT's Bus Development (Infrastructure) section continue to manage and improve on-street bus infrastructure on an agency basis on behalf of the majority of Local Authorities in the SPT area.

Utilising a combination SPT Capital expenditure and Scottish Government Community Bus Funding, 194 new shelters have been provided across the region during 2023-2024. Notable amongst these have been an additional 77 out of 115 shelters brought into the control of, and replaced by SPT in the North Lanarkshire area, replacing time expired non-advertising shelters with new.

Expansion of RTPI has continued, with 24 new on-street signs in the Argyle and Bute, East Dunbartonshire, East Renfrewshire, Glasgow, Inverclyde, North Lanarkshire, South Ayrshire and South Lanarkshire areas, upgrading five signs in East Ayrshire and six signs in Glasgow, plus installations in various NHS foyers in the Glasgow area and facilitated installation at Glasgow Airport.

Traffic Light Priority

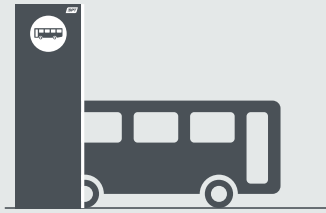
Work continues with Glasgow City Council's Traffcom team to deliver traffic light priority (TLP), with bus priority requests facilitated by the regional RTPI system.

Around 175 junctions in Glasgow are now enabled to provide TLP for bus. Similarly, historical outputs from the system have been used to highlight average bus running speeds and traffic hotspots across the city which have been utilised as part of the Glasgow City Region bid to Transport Scotland's £500m Bus Partnership Fund (BPF).

SPT has in recent years provided capital funding to enable TLP to be rolled out across other Local Authority areas. To this end, 12 junctions in North Ayrshire between Irvine and Kilwinning have been enabled for TLP, with an additional two enabled during 2023-2024.

Twelve junctions in the Renfrewshire Council area are now active, with more to follow. One junction in East Ayrshire has been enabled, and SPT officers are currently working with South Lanarkshire Council to enable a further 18 junctions in the Cambuslang, Larkhall, Uddingston, Carluke and Lanark areas.

Bus Station Departures



| Location | Buchanan | East Kilbride | Greenock | Hamilton | Silverburn | Braehead |
|-----------|----------|---------------|----------|----------|------------|----------|
| 2023/2024 | 478,873 | 191,573 | n/a | 211,184 | 127,922 | 196,502 |
| 2022/2023 | 492,849 | 106,365 | n/a | 225,512 | 179,046 | 227,042 |
| 2021/2022 | 449,389 | 203,853 | n/a | 214,961 | 139,817 | 205,351 |

Bus Infrastructure



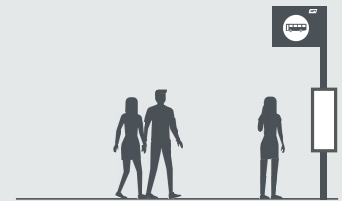
11,205

Bus stops managed



3,494

Bus shelters managed



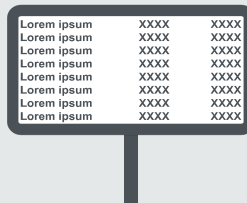
13,817

Bus stop information panels maintained



194

New bus shelters installed



875

Real Time Passenger Information screens managed



Local Authority with TLP

| | |
|-------------------|-----|
| Glasgow | 175 |
| North Ayrshire | 14 |
| East Ayrshire | 1 |
| Renfrewshire | 12 |
| South Lanarkshire | 61 |



Contact Centre

SPT's Contact Centre based at Buchanan Bus Station (BBS) deals with various enquiries by telephone, email, or by mail.

These queries vary from booking requests for the MyBus service and subsequent confirmation callbacks for successful journeys, to assistance in applying for, renewing, and replacing the over 60s and disabled National Entitlement Card (NEC).



63,500

Inbound Concessionary calls received



63,910

Inbound MyBus calls received



88,859

Outbound MyBus calls made



7,346

New Applications



15,537

Renewed Cards



33,659

Replacement Cards



MyBus

Subsidised Bus Services



150,205

MyBus Journey requests received

134,555

MyBus Journeys made

6.3m

Passengers carried a 21% rise from 2022/2023

7.6m

Miles operated by subsidised services a 15% rise from 2022/2023

MyBus journeys breakdown by area

| | | |
|-----------------------------|------------------------------|----------------------------|
| East Ayrshire 9,297 | East Dunbartonshire 3,801 | East Renfrewshire 7,574 |
| Glasgow 12,808 | Inverclyde 5,979 | North Ayrshire 11,026 |
| North Lanarkshire 18,918 | Renfrewshire 10,888 | South Ayrshire 8,923 |
| South Lanarkshire 35,745 | West Dunbartonshire 9,596 | |



150

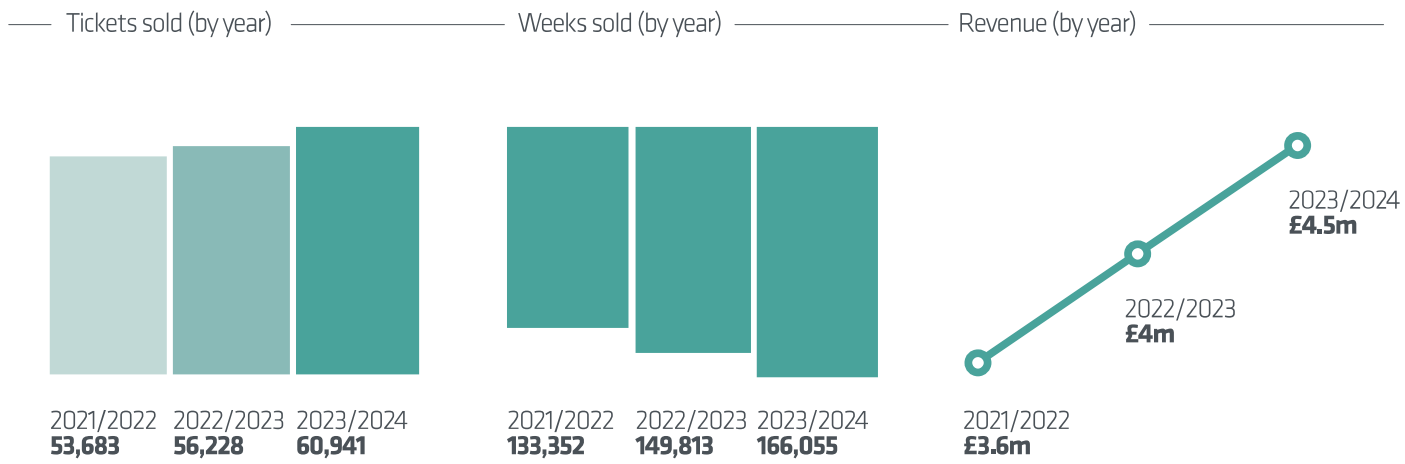
Subsidised bus contracts



215

Local subsidised bus services

ZoneCard





Strathclyde Concessionary Travel Scheme

The Strathclyde Concessionary Travel Scheme (SCTS) is administered by SPT on behalf of our 12 constituent councils and provides discounted travel on rail, Subway and some ferry routes for people with disabilities and people aged 60 or older. More than 600,000 people living in the west of Scotland have access to SCTS discounts through their National Entitlement Card.

SPT reports scheme performance and budget updates to the Joint Committee and continues to advise Members of measures to ensure that the financial sustainability of the scheme is maintained in the longer term and supports people who rely on concessionary travel by offering reduced price fares.

At the meeting of the Joint Committee in March 2024, Members approved SPT's recommendation to pause introducing a new agreed fare structure until April 2025, recognising the continuing recovery in concessionary travel demand towards pre-covid levels.

In May 2023, ferry operator CalMac officially launched their new e-booking and digital ticketing platform Ar Turas. SPT, on behalf of the Joint Committee, supported CalMac during the development of Ar Turas to integrate SCTS ticket purchasing options as part of the offer to ferry customers. SCTS customers, for the first time across all eligible ferry routes, are able to purchase advance tickets online then can simply present their 'e-ticket' to vessel staff when boarding. This ticketing enhancement is a huge step forward in helping improve the journey experience for eligible Ferry Card concession customers.

During 2023/2024, we have continued to engage with ScotRail to explore options to make SCTS tickets more accessible for rail customers, including through online sales and at platform ticket vending machines.



Development of Strathclyde Regional Bus Strategy

Our bus network is critical to the working of our economy and sustaining the social fabric of our region. Buses transport us to school and work, to friends and family, and to healthcare and other services. Buses support our town centres and provide essential access for people who cannot, or do not want to, use cars.

However, the bus network is just not working as it should for passengers and communities. In 2023/2024, the Strathclyde Regional Bus Strategy (SRBS) was initiated by SPT in response to the on-going decline of the bus network and the impact this has on communities, business and public policy outcomes. The SRBS is SPT's process to improve the bus network including looking at the ways the bus network is operated and delivered.

In March 2024, the SPT Partnership approved our recommended options for bus reform in the region including local services franchising, Bus Service Improvement Partnerships (BSIPs) and municipal bus company for consultation. SPT believes the implementation of the recommended options will help deliver reliable and quicker buses where we need them, when we need them; more affordable fares; and an accessible, safe and integrated network that is easy to use.

SPT chair Councillor Stephen Dornan said:

"This is a bold and ambitious plan from SPT which sets a strong approach to tackle a declining bus market. It gives us opportunities to build for growth, and deliver a network that is attractive, accessible, and affordable to both passengers in our communities who rely on the bus to get around and those who we need to get 'onboard' by offering an attractive alternative to the private car.

"However, any franchising option will take time and investment to establish so we need to look at doing something now to halt the declining bus market. BSIPs, which also require suitable investment, offer the best opportunity for a significant, interim improvement while we work to establish the world-class local bus franchise model the people of the west of Scotland deserve.

"In order to progress any of these options, we need investment from the Scottish Government which now has to step up with real funding and a commitment to support public transport, particularly bus which for too long has been forgotten and now requires urgent action."



Vice-chair Councillor Alan Moir said:

"The preferred options presented by SPT today have the potential to revolutionise local bus services in the west of Scotland to the clear benefit of bus passengers and local communities.

"The need to stabilise the local bus market, deliver bus reform, and fully harness the strengths of all those collectively employed in the sector is also very clear. It is only by doing so that bus can fully contribute to our wider economic, societal, and environmental objectives. Allowing the continued decline of services is simply not an option, we all need sustainable local bus services to deliver so much more."

Vice-chair Councillor David Wilson added:

"We have been presented with the best options to take forward proper bus reform for our area. The need for a long-term plan for bus is clear and comes after a full appraisal of all the options available against a range of criteria. Delivery of a competitive franchising model, as proposed, has the potential to harness the best aspects of the public and private sector collaboration in delivery of local bus services.

"To succeed – as it must do – local bus services require proper funding and investment for the medium and long term as well as support from politicians, from bus operators, and other key stakeholders, as well as and, most importantly, the public. We must also ensure that the options are integrated by improving bus priority on our roads, reducing congestion, again with adequate resources to fund a fully functioning network."

The process to develop the bus strategy will be complete in 2025.

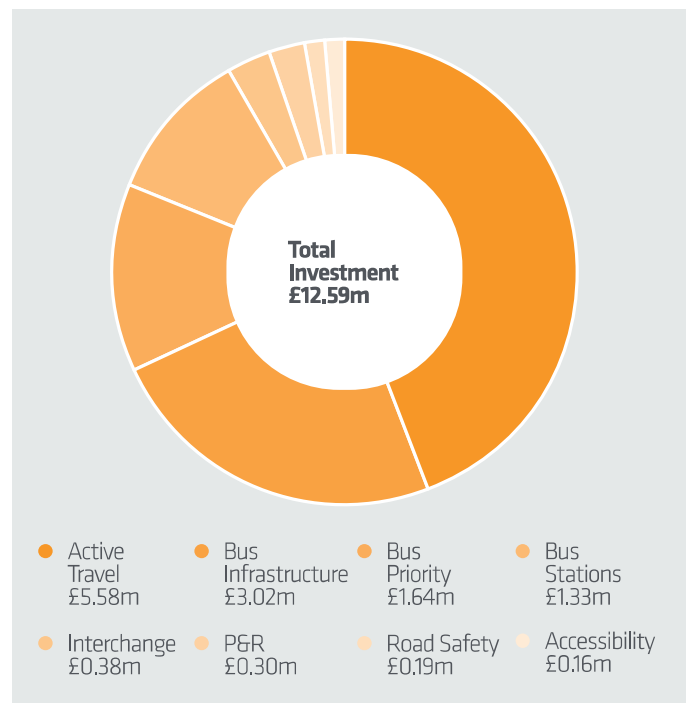
Investing in Transport



SPT has continued to play its part throughout 2023/2024 to make public transport a more attractive and sustainable mode choice for people through our investment in transport projects across the west of Scotland.

SPT's Capital Programme investment over the past year has helped our councils to deliver a range of transport infrastructure projects across our area and has supported delivery of projects including active travel; bus infrastructure; bus priority measures; improvements to key bus and rail interchanges; and park and ride as well as supported the development of projects through design stages.

Our Capital Programme helped grant award 55 local authority projects with an investment totalling £12.59 million and supported five requests for extra funding support totalling a further £570,000.





Motherwell Transport Interchange (North Lanarkshire Council)

June 2023 saw Minister for Transport, Fiona Hyslop MSP, officially open the redeveloped Motherwell station and regional transport integration hub.

This major project was a joint initiative between ScotRail, North Lanarkshire Council, SPT and Transport Scotland which resulted in delivering a fully integrated hub that seamlessly connects multi-modal transport.

The works involved Motherwell railway station undergoing redevelopment, as well as enhancements to the public realm outside the station building and has helped improve links between bus and train services.

A new expanded station concourse and enhanced forecourt has been created that includes improved ticket retailing facilities and enhanced retail environment with food and drink offering, while customer waiting facilities at platform level have also been refurbished. Works also included the installation of 140 glass roof panels which has helped to create a brighter and more modern looking station.

North Lanarkshire Council was responsible for delivering the public realm outside the station building, creating a new transport hub with support from the Glasgow City Region City Deal. This includes an expanded bus facility, new station access road, car drop-off area and blue-badge parking, as well as new facilities for taxis and pedestrian and cycle access, which has improved links between bus and train services which will contribute positively towards helping reduce congestion in the town centre.



The station works were funded by Transport Scotland, SPT, and ScotRail, with North Lanarkshire Council and Glasgow City Region City Deal funding delivering the improvements on Muir Street. SPT's overall investment in the project, including design and construction contributions, totalled £3.1 million.

The project client delivery team for the station and interchange project has been shortlisted in the Transport Team / Partnership of the Year category for the 2024 Scottish Transport Awards.

Lanark Park and Ride (South Lanarkshire Council)

SPT funding of £260,000 helped expand park and ride facilities within Lanark. An additional 33 spaces have been provided, taking the total number of spaces to 64, along with two electric vehicle charging bays. Works also included the addition of train station disabled parking on Bannatyne Street, which provided an additional eight disabled parking spaces including two electric vehicle charging bays. The works were completed in order to facilitate and support future plans to upgrade the bus station area adjacent to the town's rail station to create a modern high quality interchange environment.

Planning for Clyde Metro

This year saw a major step forward in the delivery of the Clyde Metro, when it was announced in November 2023 by Glasgow City Council Leader Susan Aitken, that SPT will lead the development of the Clyde Metro Case for Investment (CFI) for the project.

Delivery of the CFI is being taken forward by a Project Board, comprising each of the project partners – SPT, Glasgow City Council and Transport Scotland – and is guided by a senior level Programme Steering Group.

The CFI is the next key stage in the development of Clyde Metro and will set out the Programme Level Business Case and arrangements for the initial delivery phases.

The programme of works to develop the CFI over the next ~2 years includes:

- **Stage 1a** – Case for Change & Initial Option Development
- **Stage 1b** – Client Advisory Services
- **Stage 2** – Programme Business Case.



Progress on the CFI can already be seen, when in February 2024, SPT appointed transport planning consultants Mott MacDonald to provide specialist support to the Clyde Metro project delivery team to develop the CFI Stage 1a. The appointment was made following a mini competition using SPT's Design, Technical and Professional Services (DTPS) Framework.

The Stage 1a commission is programmed to complete in July 2024 and will include a review of the Clyde Metro Network and modes that formed part of the Strategic Transport Projects Review (STPR2), published in January 2022 and which sets out the Scottish Government's transport investment priorities over the next 20 years. The CFI Stage 1a will examine potential alternative network and mode options. Outputs from this workstream will be used as key inputs to Stage 2 of the CFI.

A separate procurement tendering exercise was carried out by SPT, using the UK Government's Crown Commercial Services Procurement Framework, to provide the Client Advisory Services (CAS) support to the Project Board partners. The CAS commission will provide independent and impartial expert advice to the Project Board as part of ensuring that all CFI requirements are met and that a robust business case is prepared. An appointment to the CAS role is expected in the early part of 2024/2025.

To support delivery of the CFI, a procurement tendering exercise was carried out for the purposes of establishing a new dedicated 'Clyde Metro Consultancy Framework'. The new framework, with a total value of up to £20 million, comprises eight specialist 'lots' and has been designed to ensure that the Clyde Metro project delivery team can access the support needed to complete Stage 2 of the CFI along with any associated post CFI requirements that emerge. It is envisaged that approximately five organisations will be awarded to each lot, with the duration of the framework being three years with the option for a 12 months extension.

Clyde Metro project partners are committed to ensuring that Clyde Metro presents a long-term integrated approach to transport infrastructure and services across the region. The CFI will look at urban development regeneration as part of plans to deliver wider transformation benefits to housing, place-making, sustainability, economy, environment, health and society.

Clyde Metro Consultancy Framework Lots:

- Lot One: Transport Planning & Modelling
- Lot Two: Transport Engineering
- Lot Three: Land Use Planning & Placemaking
- Lot Four: Business Cases & Economic Assessment
- Lot Five: Environment
- Lot Six: Impact Assessments
- Lot Seven: Legal & Commercial
- Lot Eight: Marketing, Branding & Communications.

SPT Chair Councillor Stephen Dornan said:

"Clyde Metro is an opportunity to deliver a step-change in public transport in our region. As a major transport and transformational project for the area, SPT is delighted as the Regional Transport Partnership, to lead the development of the Case for Investment working alongside our project partners. Significant work is underway already, and we look forward to making good progress into 2024.

"The development of Clyde Metro is essential to the future of public transport in our region. As set out in SPT's Regional Transport Strategy, we want to work with partners to make the west of Scotland a well-connected place with active, liveable communities and accessible, vibrant centres facilitated by high quality, sustainable and low carbon transport shaped by the needs of all."

School Transport

SPT arranges and manages school transport for **11 out of 12** local authorities in our area.



11/12
Local authorities



70,000
Journeys per day



35,000 *
Pupils



1,200
Contracts



3,145
Compliance checks



2,115
School transport inspections

*A reduction of 1,000 children from 2022/2023 due to implementation of U22 travel.





Supporting Community Transport

SPT allocated more than £1.2million in 2023/2024 to support a number of key community transport projects across Strathclyde.

Community transport plays a key role in ensuring communities in many areas, where there is limited access to public transport, remain connected. It means groups who might otherwise have no way of travelling can improve their quality of life by reducing loneliness and increasing their social interaction helping to promote their own wellbeing.

Many of the projects funded ensure transport for those with special needs and kids' clubs, community bus services for older people and for those with mobility issues who find it difficult to access public transport. They also provide transport for patients to meet hospital / hospice and out-patient appointments.

Grant funding of more than £439,000 was awarded to **Community Transport Glasgow (CTG)** to support their core transport activities including special needs club transport, children's Playscheme transport, as well as transport for older people and other vulnerable groups. This includes funding of up to £61,000 to run a local community bus service (CB2) operating in Drumchapel between Antonine Road, Drumchapel Shopping Centre and Peel Glen Road filling a gap in the local bus network. It also includes £25,000 to support CTG's East Dunbartonshire Community Transport project.

Full funding for club and Playscheme transport is provided from Glasgow City Council to SPT to arrange this transport with a number of community transport operators on their behalf.

The **North Area Transport Trust (NATA)** was awarded almost £137,000 to support their core transport activities and specific services including local bus services; special needs club transport and children's Playscheme transport.

This funding includes £47,000 that will help support club transport to 19 clubs in Glasgow for those with special needs, older people and other vulnerable groups.

More than £106,000 was awarded to **South Ayrshire Community Transport (SACT)** which provides accessible, affordable transport for socially or economically disadvantaged groups, voluntary groups and third sector organisations in South Ayrshire.

SACT also operates a MyBus Rural Demand Responsive Transport (DRT) service on behalf of SPT (R700) together with an additional fourth day per week operation (CB8). More than £55,000 of the allocated funding enabled this service to continue operating during 2023/2024.

More than £157,000 was awarded to **Coalfield Community Transport (CCT)**. This included £50,000 to support their core transport activities and running costs, £32,291 for the continuation of its Cumnock – Sorn Connector DRT service, and £75,000 was provided to allow the purchase of a wheelchair accessible minibus, to allow the expansion of CCT's community transport services in other parts of Ayrshire previously not covered.

Getting Better Together (GBT) was awarded a total of £97,000 with £40,000 to support GBT's core activities to provide accessible, affordable transport for socially or economically disadvantaged groups, voluntary groups and third sector organisations in North Lanarkshire. The other £57,000 of this sum was in order to purchase two wheelchair accessible people-carriers, replacing time expired vehicles utilised on the NHS/CT Hub project. Getting Better Together CT is utilised for transporting patients, staff, medical equipment, samples and documentation pertaining to patients on behalf of NHS Lanarkshire covering all NHS acute sites in Lanarkshire and Glasgow.

South West Community Transport (SWCT) was awarded more than £90,000 for their community transport activities for 2023/2024. This included a new grant of £25,000 specifically to support their Patient Transport Service following withdrawal of funding from other sources, and therefore allowed this valuable service to continue. It also included funding to provide school holiday Playscheme transport services (funded by GCC) and for SWCT's contribution to SPT's MyBus service.



In addition:

Ardgowan Hospice received up to £30,000 to support the organisation's volunteer car scheme, which provides transport to hospitals in the NHS Greater Glasgow and Clyde area for cancer treatment and out-patient hospice attendances, for residents in the Inverclyde area. The funding was used to support vehicle running costs (fuel, insurance, maintenance etc.) and volunteer expenses.

The **Blantyre Volunteer Group (BVG)** received up to £28,000 to support the organisation's provision of safe, accessible community transport services for groups and individuals. The funding assisted with the running costs of their vehicles and volunteers so that they can continue to provide group transport to the local community of Blantyre and the surrounding area during 2023/2024.

Community Central Halls (CCH) operates transport services within the most deprived communities of northwest Glasgow. CCH was awarded £37,500 to continue to provide transport services for all ages, abilities and ethnicities in this area. Funding of £7,500 was allocated for Playscheme transport providing transport for children attending activity clubs across Glasgow, bringing the total amount awarded to £37,500.

Community Transport East Renfrewshire (CTER) received £25,000 for their group transport service and volunteer car scheme which provides transport of patients to GP, clinic and hospital appointments, principally in the East Renfrewshire Council area. The funding was used to support vehicle running costs and staff-related costs.

The **East Kilbride Community Transport (EKCT)** received up to £15,000 to support the organisation's provision of safe, accessible community transport services for groups and individuals, in East Kilbride and in other parts of South Lanarkshire.

Glenboig Development Trust (GDT) received £25,000 to provide transport services to a wide variety of groups such as nurseries, social work, children and youth groups, and for older people and disabled people. The Trust also operates shopping trips from villages in the Glenboig area of North Lanarkshire for local residents who have limited access to public transport.

Inverclyde Voluntary Council for Social Services (IVCSS) made an application for core funding, for up to £25,000, for the first time following withdrawal of funding from other sources.

IVCSS provides transport to schools for pupils with additional support needs and day centres for older people in the Inverclyde area. The service is operated entirely by volunteers and is one of the largest types of provider using this model. The grant funding allocated was used to support the running costs of the transport service.

Larkhall District Volunteer Group (LDVG) was awarded up to £59,500 to provide services to various community groups and an access to education service for the children of the traveller community. The group also supports a volunteer car scheme for those who need to access medical appointments. They are also piloting a shopping bus service for a particularly deprived area of Larkhall. Included within this sum was an allocation of £6,500 to support LDVG's input into SPT's MyBus service.

An application for funding was received from the **New Tannahill Centre (NTC)**, part of Ferguslie Park Housing Association. Partnering with Community Transport Glasgow, NTC continued their Community Transport project launched the previous year. Up to £12,000 was awarded to support the local community, by providing a community transport service for local groups including childcare and elderly groups, thereby reducing loneliness and social isolation.

Port Glasgow Voluntary Trans-Port Group (PGVTG) received up to £12,000 to support CT activities. PGVTG provides accessible, affordable transport for socially or economically disadvantaged groups, voluntary groups and third sector organisations in the Inverclyde area.

Renfrewshire Council SOOPiR Bus received up to £8,500 for the **Strengthening Opportunities for Older People in Renfrewshire (SOOPiR) bus project**. This project provides transport for older people and community groups in Renfrewshire to access activities that will improve the lives of socially isolated people who are unable to use public transport due to their limited mobility.

These consist of outings to leisure facilities or other outings that improve people's quality of life, reduce loneliness, increase social interaction, increase physical activity, and promote their wellbeing.

SPT has also awarded up to £30,000 to **West Dunbartonshire Council** in order to continue their Community Transport project. Following an early pilot project partnering with **South West Community Transport**, this project has now been taken in house and extended to all areas of West Dunbartonshire, and consists principally of a healthcare appointments transport service (HATS) to allow access to medical appointments for those who would struggle to use mainstream bus services or MyBus.



*Your Journey
Is Our Journey*



Supporting Active Travel

Regional Active Travel Strategy

Embedded in the transport industry, and responding to an ever changing and transforming world, SPT is committed to ensuring that transport in the west of Scotland serves the needs of those who use it. SPT aims to ensure that local communities are connected to the services they require in an accessible and low carbon manner, utilising the sustainable travel hierarchy and changing attitudes towards transport choices.

Throughout 2023/2024, SPT has been working on delivery of a Regional Active Travel Strategy as a means of achieving this. The strategy, which is a delivery mechanism for the Regional Transport Strategy (RTS), will work towards the overarching vision and priorities of the RTS, supporting a healthier environment, inclusive economic growth, and an improved quality of life for those living in the SPT region through facilitating modal shift away from traditional car use to more sustainable modes of transport.

Work is well underway on the project which will deliver an aspirational network of strategic, cross boundary active travel routes, with an accompanying delivery plan and programme to help guide and co-ordinate strategic and cross-boundary active travel infrastructure projects and investments in the region. This will also provide active travel delivery partners with an improved understanding of the region's level of ambition and investment requirements, priorities, and timescales for achieving a step change in active travel provision and quality. Complementary to this, the strategy will also detail non-infrastructure interventions for delivery that will contribute to behaviour change and improve access to bikes across the region.

Between October and November 2023, SPT undertook a period of public and stakeholder engagement and consultation to identify the barriers and opportunities to active travel uptake across the SPT region. The information gathered from this exercise, along with a series of engagement sessions conducted with our partner local authorities, was used to inform the strategy's Case for Change, and ongoing strategy development.



Active Travel Transformation Fund

As a means of reinforcing SPT's commitment to active and sustainable travel, following an application to Transport Scotland's Active Travel Transformation Fund (ATTF) in January 2023, SPT was informed that an award for Design Support funding of £135,000 had been successful. This was to facilitate the development of feasibility and design work for delivering high quality enhancements to active travel infrastructure and connections around SPT's Subway and bus stations with a view towards establishing a pipeline of active travel projects ready for delivery in future years.

The project aims to provide transformational change to the active travel facilities both within the footprint of the stations themselves and to link the infrastructure with current and proposed wider active travel networks to provide seamless integration and interchange at station locations, making the stations more accessible and allowing further destinations to be reached more sustainably.

A feasibility study has been conducted identifying the most suitable stations for intervention, and design work is underway to deliver outcomes which ensure there are links for walking, wheeling, and cycling into local networks. The final designs will allow SPT stations to act as active travel hubs with enhanced infrastructure provision at these locations to permit more users to utilise these transport modes for their everyday journeys as part of a seamless journey experience, as well as overall enhancements being made to public realm, creating spaces for communities, and improving user experiences.



People & Place Programme

The introduction of the Verity House Agreement saw increased funding and control move to local authorities. Over 2023/2024 Transport Scotland recognised the importance of increasing capacity and capability of local authorities to ensure conditions are right for the benefits of future active travel investment to be realised. Success is dependent on a closer relationship between active travel infrastructure delivery and behaviour change activities.

In line with SPT's ambitions to support active travel uptake across the region, Transport Scotland has altered the approach to its active travel behaviour change and access to bikes funding delivery model as of 2024/2025, with co-ordination and overall programme delivery lying with the Regional Transport Partnerships (RTPs). This programme of work, known as the People & Place Programme, has been under development through 2023/2024 with project delivery beginning 2024/2025.

Projects

To promote active travel across the region and encourage modal shift away from traditional car use to more sustainable travel choices, SPT has continued delivering active travel investment through its Capital Programme. Throughout 2023/2024, we invested £5.73 million in walking, wheeling, and cycling projects in our area.

This key investment included:

- **Argyll and Bute Council:** Helensburgh and Lomond Cycleways (£90,000) to support completion of route designs.
 - **East Dunbartonshire Council:** Kirkintilloch Town Centre Sustainable Transport Improvements (£600,000) – creation of a more pedestrian friendly, accessible environment within the town centre area between Regents Garden, Kirkintilloch Town Hall and Peel Park.
 - **North Ayrshire Council:** B714 Active Travel Links (£260,000) – improving active travel connections within Dalry and Saltcoats, linking with the active travel route planned to run alongside the upgraded B714.
 - **North Lanarkshire Council:** Motherwell Station Active Travel Links (£190,000) –improving walking & cycling routes within the town centre and connections to Motherwell rail station and Interchange.
 - **South Ayrshire Council:** Local Cycle Network Improvements (£700,000) – supporting various active travel projects including preparatory works to enable delivery of a new off-road walking and cycling path linking Dundonald and Barassie.
- Through its Regional Active Travel Grant (RATG) fund, Transport Scotland provides funding to Regional Transport Partnerships for cross-boundary active travel infrastructure projects with each region. In 2023/2024, six active travel projects totalling £1.04 million were delivered within the SPT region following SPT's successful application on behalf of council partners. These projects were:
- **Glasgow City Council:** A77 Connections to East Renfrewshire (£45,000) - Feasibility Study and Concept Designs of an Active Travel Route from the East Renfrewshire boundary connecting into the South City Way (and emerging Connecting Battlefield project) and onwards to Glasgow City Centre to develop a strategic link of Glasgow City Council's strategic City Network.
 - **Glasgow City Council:** A80 Connections to North Lanarkshire (£40,000) - Feasibility Study and Concept Designs of an Active Travel Route from the North Lanarkshire boundary along the A80 connecting into Glasgow City Centre and developing a strategic link of Glasgow City Council's strategic City Network.
 - **Glasgow City Council:** NCN 7 Missing Link Yoker to Clydebank Towards West Dunbartonshire Council (£45,000) – Feasibility Study and Concept Designs of National Cycle Network Route of regional importance linking West Dunbartonshire Council's Bowling project, the Clydebank town centre improvements and Glasgow City Council City Network.
 - **Inverclyde Council:** National Cycle link Wemyss Bay to Skelmorlie Feasibility Study (£30,000) - Feasibility Study, design and construction of a suitable active travel route from Wemyss Bay to Skelmorlie, connecting Inverclyde and North Ayrshire plugging transport gaps in the network provision.
 - **North Lanarkshire Council:** Cross Boundary Strategic Active Travel Connections Between North Lanarkshire and South Lanarkshire (£80,000) – Development of concept designs for multiple strategic cross-boundary active travel routes connecting North Lanarkshire and South Lanarkshire.
 - **South & East Ayrshire Council (Ayrshire Roads Alliance):** Doon Valley Active Travel Route (£800,000) – Design of a new, high standard and widely accessible active travel link between Dalmellington and Ayr connecting to the Ayr Hospital and existing Alloway to Burton core path via the Corton development in addition to future aspirational schemes such Accessible Ayr, The Culzean Way and the Prestwick to Barassie Active Travel Route.



A77 Strategic Cycle Corridor (East Renfrewshire Council)

Building on SPT's previous investment supporting East Renfrewshire Council in its ambitions to deliver the A77 Strategic Cycle Corridor, 2023/2024 included a further investment totalling £0.30 million to support completion of phase 2 of the project.

Works commenced in early 2023 and run between the M77 overbridge and Malletsheugh junction. The £1.3M second phase is supported by Cycling Walking Safer Routes (CWSR), awarded as part of the Scottish Government's Active Travel Transformation Fund.

The project, which will be completed over several phases, will eventually see over 5 kilometres of high-quality segregated walking and cycling infrastructure introduced along the A77 road from Maidenhill to beyond Eastwood Toll roundabout linking to the Glasgow City boundary where the project will see continuance.

Paisley to Renfrew Active Travel Route

A capital funding contribution of £0.55 million has helped support the completion of Renfrewshire Council's Paisley to Renfrew Active Travel Route project. The route provides a safe cycling and walking route and comprises the construction of a 5km route linking the two towns running from Paisley Gilmour Street Station northwards to Renfrew Riverside via the disused railway line. The route crosses the recently reopened White Cart Footbridge at Abercorn Street, funded previously by SPT, and also connects to walking and cycling routes around the Advanced Manufacturing Innovation District Scotland (AMIDS).



Climate Change Strategy & Net-Zero Strategy

SPT's new Climate Change Strategy and Net-Zero Action Plan, approved at Partnership in March 2024, demonstrates our corporate commitment to environmental responsibility and highlights the actions we will take to achieve rapid emissions reductions across SPT. This also includes adapting our property portfolio and transport services in preparation of changing climatic conditions.

Vision and goals

In alignment with the Scottish Government's statutory 2045 targets as well as Glasgow City Council's 2030 targets, SPT is aiming to be a low carbon, resource efficient and climate resilient organisation with a robust net zero carbon pathway to 2045 across all of our operations and supply chains.

- We will have a green organisational culture and a workforce highly trained in climate change mitigation and adaptation.
- We will have a leading role in delivering a decarbonised and adapted transport network in the west of Scotland.
- We will have strong partnerships in place to maximise co-benefits of green investment and innovation and ensure a Just Transition.

Within this Strategy, SPT has set ambitious policy-based targets which are specific to our operational emissions boundary, and from which all future progress will be measured:

- **Target 1:** SPT aims to have zero carbon emissions across our Scope 1 and Scope 2 operational emission boundary by 2030.
- **Target 2:** SPT aims to have net zero carbon emissions across our full operational emission boundary by 2045.

We recognise that our targets are ambitious but are committed as a public sector body to ensuring that our targets are in alignment with Glasgow's Net-Zero target of 2030, and at the same time, to demonstrating leadership as a transport provider in the region.

Building on previous success

Addressing climate change is not new to SPT, and we have already taken significant strides toward aligning our operations with the principles of sustainability. SPT has had a Carbon Management Plan (CMP) in place since 2008/2009 which has been instrumental in delivering emissions reductions across our estate. SPT's 'corporate' carbon footprint has reduced significantly over the last 10 years, with a 57% reduction in 2019/2020 from the original 2008/2009 baseline.

This has been achieved through investment in a range of initiatives such as utilising solar power and voltage optimisation at Buchanan Bus Station, an LED lighting upgrade on the Subway, and innovative initiatives such as a ground source heat pump at Broomloan depot which provides up to 40% of the heating load of staff facilities. In addition, we have installed air source and water source heat exchangers in several of our Subway stations making use of the 12-14°C water and air temperatures prevalent in the Subway tunnels.

This Corporate Strategy builds on this work as well as our Public Bodies Climate Change Duties Reporting (PBCCDR) through the Sustainable Scotland Network (SSN) to enhance our emissions quantification methodology and data collection processes. Evidence gathered from across SPT's major departmental functions identified relevant emissions sources and gaps in reporting, highlighting key areas for optimisation. This informed the development of a Green House Gas (GHG) emissions inventory for SPT, from which progress can be measured.

Delivering Net-Zero

This corporate strategy targets areas that are most within SPT's control to directly change. This includes our supply chain, our property portfolio, our staff and business travel, our operations, and the transport services and projects administered, managed and/or funded by SPT. Evidence gathered from across SPT's major departmental functions identified relevant emissions sources highlighting key areas for optimisation. Using our baseline, we identified SPT's priority carbon hotspots and developed our Net-Zero Pathway and Action Plan to address them. Key areas to achieve Net-Zero for SPT are set out below.

Key initiatives and actions

1 Buildings and energy

Our approach to reducing SPT's direct emissions sources across our estate is twofold - we are committed to improving energy efficiency in our buildings and operations, and implementing measures that support a transition to cleaner energy sources including substituting where possible existing carbon energy use with the delivery of green and blue infrastructure (GBI).

Key actions include:

- Transition from natural gas as a heating source in SPT buildings;
- Review the potential for further energy efficiency measures in SPT's property portfolio (buildings); and
- Assess viability to connect SPT estate to regional heat networks by working with GCC to carry out a Building Assessment Report (BAR).

2 Fleet and infrastructure

SPT is committed to working with our partners to facilitate and promote an accelerated transition to ultra-low emission road transport vehicles as well as the implementation of electric vehicle charging infrastructure.

- Convert SPT's vehicle fleet to zero emission vehicles. This includes SPT's cars and vans as well as SPT owned buses leased to operators through supported service and MyBus contracts; and
- Continue to review and pursue opportunities to secure funding for electric buses (EVs).
- In alignment with the Regional Transport Strategy (RTS2) and to promote a regional and co-ordinated approach to electric vehicle network charging, SPT will work with regional partners to take forward our approach to electric vehicle charging across our estate.



3 Circular economy & resource optimisation

SPT is committed to supporting a low carbon economy, prioritising sustainable goods and services and embedding sustainability into our procurement and purchasing decisions. We plan to achieve this by:

- **Being more resource efficient** – Identifying opportunities to minimise waste and promote a circular economy (where materials are re-used, recycled, or repurposed);
- **Wider sustainability in procurement** – Driving emissions reductions in our supply chains in the long term; and
- **Following best practice principles** – Prioritising collaboration with key suppliers to drive decarbonisation efforts across our supply chains.

4 Sustainable Corporate Mobility

In Scotland, the domestic transport industry contributes over 30% of greenhouse gas emissions, with cars continuing to account for the largest contribution, 38% in 2020. Scotland's Climate Change Plan update in 2020 set out a world-leading commitment to reduce car kilometres by 20% by 2030.

In support of this, SPT is working to achieve modal shift from private car travel to more sustainable ways of travelling, including using public transport or walking, wheeling and cycling. Through our Regional Transport Strategy (RTS2), we have set a target to aim for at least 45% of journeys to be made by means other than private car as the main mode, by 2030.

Corporately, and as a significant Regional Transport Partnership: SPT will lead by example to address internal active and sustainable travel within our own staff.

SPT will continue to support staff by providing incentives to encourage the uptake of public and active travel modes in support of our wider commitments to the west of Scotland Region. Effort will be taken to identify new insights into staff travel behaviour, to support effective promotion of active and public transport across SPT for both commuting and business travel.

To address corporate emissions arising from staff commuting:

- SPT employees will be encouraged to consider the environmental and carbon impact of their chosen transportation.
- SPT will promote awareness raising of teleconferencing, active travel, public transport, journey sharing etc. (sustainable transport).

To promote sustainable business travel within SPT we will:

- Develop a staff-based forum to encourage behavioural change in business travel arrangements;
- A review of business travel arrangements will be undertaken to identify improvement mechanisms to promote more sustainable travel; and
- This will involve refreshing our travel plans and policies to align with our Net-Zero goals, and also in recognition of SPT's position as a leader in public transport in the region.

SPT's fleet renewal programme continues, replacing diesel engine vehicles with zero emission vehicles. This is in line with SPT's strategy to move towards net zero emissions for the organisation. In the past year we increased the number of zero emission vehicles by four and have installed a further six electric vehicle charging points in Buchanan Bus Station to support of this and future procurement of zero emission vehicles.



5 Climate Resilience and Adaptation

SPT recognises that adaptation is a critical component to addressing the climate emergency and aim to build resilience into our operations by adjusting our processes and practices in anticipation of current and future climate change impacts.

All climate change scenarios for the Glasgow City Region show that the region will experience increasing extreme weather, heavier rainfall in winter and drier summers, higher average temperatures, sea level rise and increased likelihood of flooding. The annual economic cost of climate change in Glasgow City Region is estimated to be £400 million each year by the 2050s. By understanding our climate vulnerabilities and taking proactive, prioritised actions, SPT can reduce adverse impacts on our staff, passengers, infrastructure, and services and be a key partner in ensuring the transport network is reliable and resilient.

To ensure continued and effective functionality of SPT's operations and safeguard our assets and infrastructure under changing climatic conditions, we will develop a corporate approach to climate risk within our organisation which supports a green recovery and promotes sustainable, nature-based solutions where possible.

Collaborative climate action

SPT continues to work closely with the Climate Ready Clyde and Sustainable Glasgow initiatives to support reduced emissions and adaptation priorities. Together with Network Rail, SPT is a joint lead of the Climate Ready Clyde Regional Transport Climate Resilience Group which works to increase co-ordination among transport partners on climate adaptation and resilience across the regional network. We also continue to engage with other local authorities, infrastructure operators and national bodies through the Public Sector Climate Adaptation Network (PSCAN) to benchmark our progress and identify and share learning on climate change adaptation.

6 Way Forward

Implementation of this Strategy will strengthen our achievements by increasing our understanding of our emissions impact as an organisation and improve the accuracy of our monitoring and reporting processes year on year. By employing effective improvement mechanisms, emissions data and carbon accounting methodology can be improved annually to increase accuracy and ensure that we develop a deeper understanding of the complex dynamics of climate change and the impacts for SPT, our staff and our passengers and customers.

Looking ahead it will be crucial to understand that our approach to delivering and implementing the Action Plan needs to be flexible. Given the fast-paced nature of change in this field, we must be ready to adjust our strategies accordingly. By staying adaptable, we can effectively respond to new policy developments, embrace innovative solutions, and maintain the relevance and effectiveness of our efforts in addressing climate change.



Our People

At 31 March 2024, SPT employed 487 people (465 FTEs).

SPT recognises the importance of continuously improving our business, reviewing processes and adopting new technologies and good practice that enable us to deliver our core services in a cost-effective and relevant way. Our people are at the heart of this strategy and the HR department continued to support the organisation to attract and retain skilled people as well as to develop their skills and competence, enabling significant organisational change.

This was demonstrated with the recruitment of 75 new staff during 2023/2024 across a range of functions in various positions including a Trainee Accountant and a Modern Procurement Apprentice. In addition, three mature apprentices completed their Apprenticeship at the end of November 2023.

SPT regularly reviews its service workloads and areas which have identified a need for temporary or permanent changes in resource levels. Our Bus Development & Contract Management and Ticketing and Data & Survey functions were restructured during 2023/2024, providing opportunities for career progression for internal staff and opportunities to recruit new staff. SPT recruitment campaigns during the year for new staff have been mostly as a result of internal promotion for staff within the organisation or staff moving on from SPT to other career opportunities.

Total staff costs for 2023/2024 were £26.429m.

A new People and Development Strategy 2023-2026 has been developed which aligns with the aims and objectives of SPT's Corporate Plan. The People Plan focuses on four main themes:

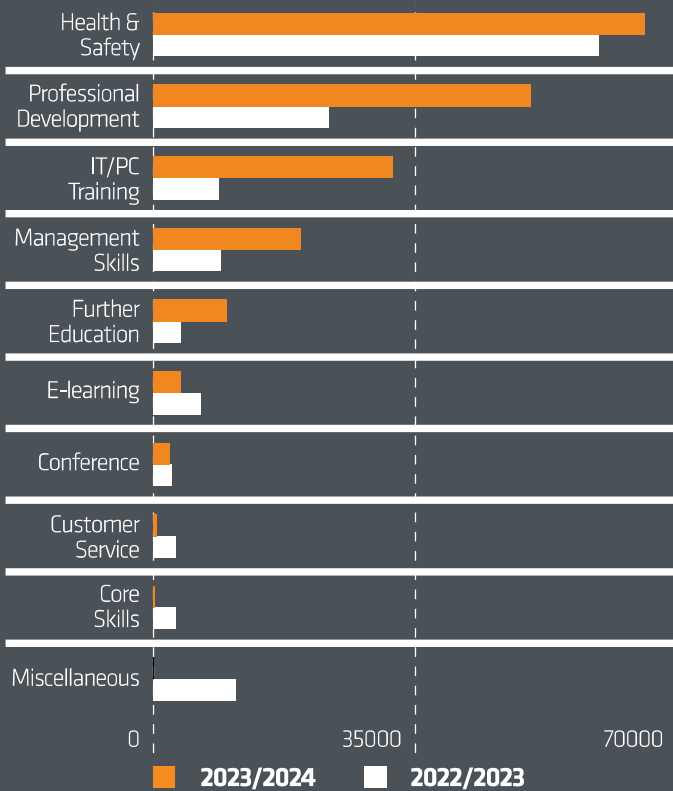
- Leadership, Management, Development and Succession,
- Workforce Training and Development,
- Equality, Diversity and Inclusivity and Health, Wellbeing and Safety.

SPT recognises that our employees are key to organisational success. SPT and representatives from Unison and Unite have therefore worked in partnership to develop a Recognition and Partnership Agreement which was finalised and signed off by all parties in March 2024. SPT is committed to working with our recognised Trade Unions to improve the working lives of staff and the services we offer to the public. SPT and our union colleagues are committed to working in partnership to bring about change, improvements, and a modernised employee relations environment.

The physical and mental health and wellbeing of our employees remains our priority. For the past few years SPT has offered on-site flu vaccinations to all staff in Autumn each year. This is a popular programme for staff and will be continued in Autumn 2024. SPT provides an externally delivered employee assistance programme through PAM Assist, which provides a 24/7 service for staff to talk in confidence with professional counsellors or specialists. During the year there was a specific focus on training and support around mental health, men's health and menopause.

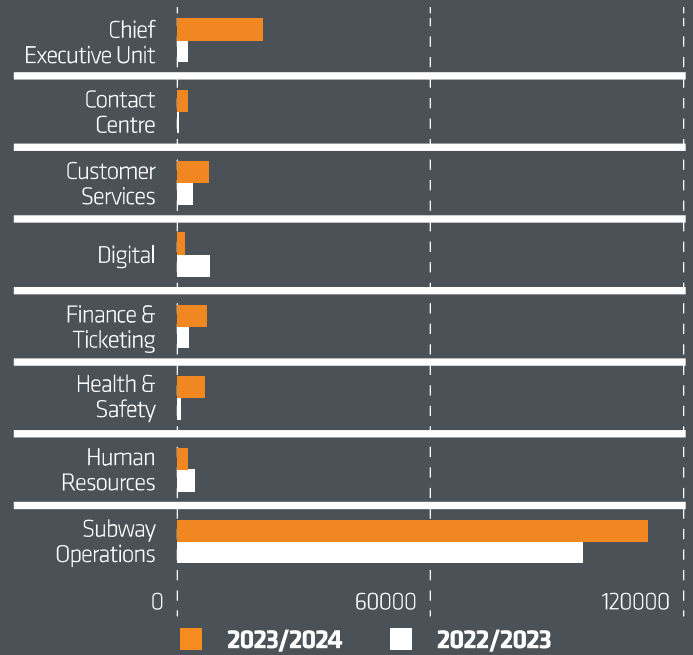
SPT invested £198.8k in staff learning and development over the course of 2023/24, an increase (30.6%) on 2022/23. We remain committed to staff development, with no change to the learning and development budget despite the financial challenges.

Spend per category

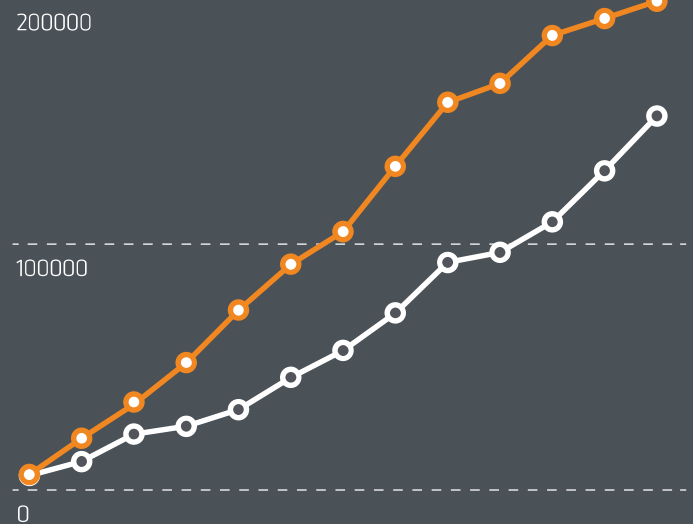


The highest category of spend captured was Health and Safety (£65.6k), with the highest percentage of budget spend on Subway Operations staff (£111.5k) who make up 56.9% of the workforce.

Spend per directorate



Cumulative spend



Maintaining and supporting the continued learning and development of our workforce remains an SPT priority. This report highlights the importance of staff development to the organisation and touches on some of the key deliverables over 2023-2024.

A programme of training has taken place during the past 12 months to ensure maintenance staff have achieved required competencies with new maintenance tasks associated with the new fleet and signalling introduction. This training included the new Automatic Train Inspection (ATI) and new carriage wash within Broomloan Depot. Further training has been conducted on the LEU (Lineside Electronic Unit) and balise (new signalling system) which ties the old signalling system into the new and allows for mixed fleet running.

All Subway train drivers completed four modules, including practical elements with mentors for the new fleet introduction. In addition, during Subway Operations training weeks, delivery of vital safety communications took place as well as the de-training procedure for the new trains.

A crisis management planning course was organised for Subway Operations and Health and Safety to assist live play emergency services exercises. These events are periodically arranged with emergency services to help co-ordinate a response should a crisis happen in the city. The training course was delivered to 11 staff members made up of management and line supervisors. The course provides tools and techniques to ensure everyone on the incident team performs in line with expectations and covers the intricacies of managing a team during times of extreme pressure.

As well as our ongoing health and safety and regulatory compliance training there has been several soft skills training courses delivered in house by external training providers; all of which identified through Personal Development Plan (PDP) discussions with staff and offered across the business to make it more cost effective. These are:

- Assertiveness
- Communication Skills
- Conflict Resolution
- Coping With Change
- Introduction to Project Management Principles
- Interview Skills
- Leading and Managing Change
- Positive Influencing Skill
- Presentation Skills
- Time Management

Recognising Heads and Managers play a key role in supporting the health and wellbeing of their staff, training on neurodiversity awareness, menopause in the workplace and having quality conversations was rolled out; the latter providing guidance on effective listening and questioning skills to overcome workplace barriers to effect communication.


A key objective for 2023-2024 was to provide staff with the opportunity to attend wellbeing sessions. As a result, delivery of menopause awareness, men's health (covering the top five preventable killers of men in the UK) and mental health awareness was offered to staff. We managed to reach 112 employees, including those on shifts. One of the most rewarding outcomes was delivering a men's health session in the evening in order to capture those on permanent nightshift.

Deafblind Scotland offered free training sessions in February 2024 to help raise awareness of deafblindness. The offer was taken up by our Contact Centre staff as part of a continued drive to improve customer service. The training session lasted two hours and was conducted online and co-facilitated by a project coordinator and a deafblind person.

SPT has also addressed our corporate responsibilities during 2023/2024 in relation to Equality, Diversity and Inclusion, Cyber Security and Data Protection, by having an all staff roll out of these online modules. These particular modules remain part of our staff induction process.

SPT continues to sponsor staff through further education programmes. This includes our Apprenticeship Programme, as well as supporting day release to achieve NC/HNC qualifications. We also have staff members studying online certified distance learning courses for continual professional development.

In order to ensure the Learning & Development (L&D) budget is invested appropriately, learning and development requests are considered against SPT's overall priorities with an on-going focus on value for money. SPT remains committed to staff development, with a continued focus on increasing our capacity to deliver internal development programmes, such as our online compliance modules, comprising of Code of Conduct, Cyber Security Awareness, Equality, Diversity and Inclusion and Social Media Best Practice as well as utilising our internal training leads to deliver targeted learning within their areas of the business.



Health & Safety

SPT's Health & Safety department, management and staff are dedicated to ensuring a safe and secure environment for everyone passing through our doors and using our services. SPT ensures a methodical process of identifying potential hazards, assessing risks, and continuously monitoring and evaluating control measures to reduce risks to the lowest reasonable level (ALARP).

The introduction of a new fleet of trains into service without experiencing any major incidents was one of SPT's great successes of 2023/2024. SPT will strive to maintain this performance as the remaining fleet is introduced and the disposal of old units takes place.

This financial year also saw the successful renewal of SPT Subway's non-mainline safety certificate and safety authorisation under the Railways and Other Guided Transport System Regulations 2006, which was completed well in advance of expiry and has been renewed until August 2028. The renewal process involved SPT's rail regulators, the Office of Rail and Road (ORR), complete an assessment of the Subway safety management system employed

by SPT to mitigate the risks to all employees, contractors, visitors, and passengers within the entirety of its workplaces and stations.

The most frequently reported incidents being faced by SPT remain incidents of antisocial behaviour and work-related verbal abuse towards staff/contractors within premises across both Subway and Bus operations. SPT has a zero-tolerance policy against all forms of abuse within its premises and is committed to supporting anyone who has been affected by these occurrences, working with Police Scotland and British Transport Police (BTP) to help promote and supply a safe and welcoming environment for both employees and passengers alike.

Monitoring performance against safety metrics is one of the fundamental aspects of managing risks and as such SPT will continue to closely track and report on all safety incidents reported within the business. Further specific analysis, statistics and commentary on SPT health and safety performance as well as key performance indicators (KPIs) will be available within the Annual Safety Performance report 2023/2024 due out later this year.

Customer Services

Inner-Boarding
Go start at 07.00U 37





SPT requires a safe, clean, and secure environment for its employees, passengers and visitors across its facilities and our Customer Services department ensures that these services are continuously delivered.



6,896

During 2023/2024, the Facilities Team completed over 6,896 jobs.

Customer Services performs facilities management at SPT bus stations, Subway stations, office buildings and our Broomloan engineering depot. Using an in-house facilities team and external contractors, we conduct both planned and reactive maintenance across the SPT estate. The Facilities Management (FM) team drives cost efficiencies through swift response times and can avoid the requirement for an external contractor to repair defects. The FM team also work to enhance SPT's infrastructure, through various improvement projects. During 2023/2024, the team completed 6,896 jobs. Some of the additional project work completed in the past year includes renovation works in retail units at Buchanan Bus Station and further installation of electrical charging points for SPT fleet vehicles at Buchanan Bus Station.

The department oversees various goods and service contracts, ensuring key deliverables are achieved, from contract mobilisation until expiration. Customer Services also manage various revenue generating contracts, one of which is the advertising contract associated with advertising in bus and subway stations.

The department provides confidence to SPT stakeholders that objectives are being met and are monitored for continuous improvement. We also help benchmark customer standards within the organisation through providing frontline and maintenance personnel with corporate work wear and PPE work wear.





Equality

SPT is committed to advancing equality of opportunity for our customers and staff. Our services and activities have a strong focus on connecting people to the places they need to go and improving the journey experience for all. This commitment is one we continue to actively manage and is at the heart of everything we do as an organisation.

In delivering transport services and supporting infrastructure, SPT strives to improve the journey experience of all our customers taking into account their individual protected characteristics and overall travel needs. Through all aspects of service planning and delivery, SPT recognises the role that public transport has in enabling people to access key services and participate in daily life and we strive to minimise the disadvantage experienced by communities and people with protected characteristics. This is considered through our bus network planning and the delivery of our MyBus Service, the information we provide at bus stops, and the steps we take to improve the quality and accessibility of bus stop infrastructure across the region and is a key consideration through our Subway Modernisation.

Actions to address issues identified through accessibility audits previously undertaken at our Subway and bus stations are ongoing and we continue to consider how we can improve the accessibility of our services. An action plan to address any issues has been identified aimed to ensure a certainty of journey experience for all our passengers. The impact of our transport plans and projects on people with protected characteristics is considered throughout our transport planning and project development activity.

The need to advance equality of opportunity for all people with protected characteristics was at the core of the development of the Regional Transport Strategy (RTS). Throughout the Strategy vision, priorities, objectives and policies, there is an emphasis on meeting the needs of all, benefiting everyone, and enabling and facilitating a range of travel choices for everyone.

SPT continues to invest in projects which enhance the accessibility of the transport network including Subway modernisation and enhancements to bus stop, shelter and information infrastructure across the region. Funding contributions from SPT have supported accessibility improvements at Port Glasgow rail station, Greenock town centre, Ardrossan Harbour interchange, Cumbrae ferry bus stops, Lanark Interchange as well as through a range of active travel projects.



Safety and security concerns are a key issue affecting people's choices and decisions around how and when they travel. To confront these concerns, we have continued to have a strong security presence in Buchanan Bus Station and strengthened liaison and information sharing with the British Transport Police (BTP) and Police Scotland along with increased promotion of The Railway Guardian app, which helps the public report crimes on the rail and Subway network to BTP. SPT continues to work with industry partners, including Transport Scotland, ScotRail, British Transport Police and Police Scotland, as part of the Safer Transport Group, to address safety and security concerns on the public transport network.

As part of our commitment to outreach and engagement work with equality groups, SPT met with Sharpen Her: the African Women's Network (SHAWN) which brings together and supports African women settling in the UK. The group works to change lives and transform communities for global impact.

The group hosted an event, as part of its programme called Sharpening New Scots, which is about giving information to peer educators about how different systems and organisations work. The aim is to inform their peer educators, who are all volunteers, about how various groups and organisations work and can support people living in Scotland, including the role of transport in helping people move about to access work, education and leisure.

As part of the engagement, SPT's Head of Bus Strategy & Delivery was invited to speak to the group about transport in Glasgow including providing information on the different modes and services available and how to access them. The idea being that, informing and educating peer educators, means they can use this knowledge to help others newly arrived in the country. To drive forward our commitment to equality and to meet the Public Sector Equality duty, SPT has five Equality Outcomes for the period 2021-2025.



These are:

- Disabled people have improved access to SPT facilities and services.
- People have improved knowledge of and access to our best value fares.
- Our passengers' differing needs are better reflected in how we plan and deliver SPT transport services.
- Younger people, older people, women, disabled people, LGBT+ people, and people from minority ethnic backgrounds feel safe when using SPT services.
- SPT's workforce demographic reflects the SPT area, helping us to better understand the needs of our communities.

SPT's Equality and Diversity Delivery Group, led by our Chief Executive, is responsible for driving forward equality and diversity across the organisation, ensuring all departments are progressing agreed action plans and implementing corporate wide equality and diversity initiatives. SPT recognise the close interrelationship between socio-economic disadvantage and the experience of people with protected characteristics and therefore the group also has the responsibility to consider the impact of SPT's actions and activities towards reducing inequalities of outcome caused by socio-economic disadvantage.

Further information on our commitment to equality, our workforce demographics and our gender pay gap can be found on our Equality web page.



Marketing

The marketing strategy for 2023/2024 saw a number of new and existing campaigns being promoted across our marketing channels. Whilst continuing with a digital first approach the team achieved their goals of raising awareness of SPT and its' associated services across the west of Scotland.

Social Media

Our social marketing platforms proved to be a key channel in supporting our messages throughout 2023/2024. We were able to support other significant campaigns such as Scottish Indoor Volleyball Championships. As their travel partner we provided free Subway travel to the competing teams which resulted in the highest percentage of attendees using active transport at this event compared to every other event in 2023 and over a third of spectators using public transport, with 12% specifically making use of the Subway.

Compared to 2022/2023 our social marketing channel performance resulted in:

- **Total audience growth of 14.2%**
- **Total Impressions increased by 78.4%**
- **Total Engagements increased by 13.1%**
- **Post Link Clicks increased by 7.3%**
- **Video views increased by 329.8%.**

Corporate social stats also increased compared to 2022/2023:

- **18.6% increase in impressions**
- **5.4% decrease in engagements**
- **1.2% decrease in link clicks.**

'Get Smart, Get Cycling' Active Travel Event

- From **24 July to 12 August** we ran our campaign to promote SPT's cycling event during UCI World Cycling Championships
- **Patronage at Kelvinbridge** station where the event was held was higher than previous years
- More than **112,000 impressions** achieved with 165 followers intrigued to find out more and visit our web page

Subway Journeys – Subway Podcast

- **Subways' first Podcast** released in May with a launch campaign and then a reminder campaign in July
- **4082 downloads** received to date
- More than **two million impressions**
 - More than **500 new followers**

'Start Here and End At Your Favourite Place' Buchanan Bus Station

- Ran over Easter, Summer and Autumn
- 2,778,067 footfall received throughout the campaign periods
 - More than 327,000 Impressions
 - More than 21,000 web page views

'My Glasgow, My Subway

- Subways' brand new brand campaign ran **four weeks in July**
 - More than **20k page views**
- Almost **1.5 million impressions** received across TV, digital audio and social
 - More than **one million radio reach.**

Subway Explorers

- Ran during **Easter, Summer, October** and **February** school breaks
- Objectives were to **encourage families to travel with Subway** and explore the city
- **'Subway Explorers' Podcast** bringing the four Explorers audio trails to life
- **46,069,609 patronage**, almost 400,000 impressions

Hello Future

- Ran from **August to October**
- Objectives were to **increase awareness of Subway** amongst new students and encourage existing ones.
- Attended Freshers Festival and hosted **SPT Transport Fayre** at BBS
- More than **three million digital Impressions** achieved; 1% increase on 2022/2023
- **36% increase** in website clicks
- **38% increase** in social link clicks
- **134% increase** in social accounts reached
- Over **60% increase** in Instagram reel views

Festive Timetable

- Ran throughout **November and December**
- More than **2.3 million digital Impressions** achieved; 64% increase on 2022/2023

'Join The Revolution'

- Subways' awareness campaign **celebrating the arrival of the new fleet**
- Ran **5 February to 3 March**
- More than **20,000 web page views**
- More than **2.2 million impressions**
- More than **1000 new followers**



Online

Follow us on Twitter at [@SPTcorporate](https://twitter.com/SPTcorporate)
or visit our website spt.co.uk

Your suggestions

If you would like to pass on your suggestions
or comments, please email us at:
suggestions@spt.co.uk

General enquiries

If you have an enquiry relating to any of our
services please send it to: enquiry@spt.co.uk

By post

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131 St. Vincent Street, Glasgow G2 5JF