

A meeting of the Environment & Regeneration Committee will be held on Thursday 13 March 2025 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 12 March 2025 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.

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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 Report by Chief Financial Officer and Director, Environment & Regeneration	p
3. Environment & Regeneration Capital Programme 2024/28 - Progress Report by Director, Environment & Regeneration and Chief Financial Officer	p
4. Environment and Regeneration Committee Delivery and Improvement Plan 2023/26 Performance Report Report by Director, Environment & Regeneration	p
NEW BUSINESS	
5. Draft Economic Growth Plan Report by Head of Service – Regeneration, Planning & Public Protection	p
6. Local Development Plan: Evidence Report and Scoping Report Report by Head of Service – Regeneration, Planning & Public Protection	p

7.	Roads – Proposed RAMP/Capital Programme for 2025/26 Report by Director, Environment & Regeneration and Chief Financial Officer	p
8.	National Strategy for 20mph - Update Report by Head of Physical Assets	p
ROUTINE DECISIONS AND ITEMS FOR NOTING		
9.	Local Housing Strategy Update Report by Director, Environment & Regeneration	p
10.	Property Asset Management Public Report – Request Authority to Grant a Licence to Occupy, for the Installation of a Labyrinth at Lunderston Bay, Gourrock Report by Director, Environment & Regeneration	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>		
NEW BUSINESS		
11.	Waterfront Leisure Complex – Chiller Replacement Report by Director, Environment & Regeneration providing an update on the tender return position in respect of the Waterfront Leisure Complex Chiller Replacement project.	Para 6, 8 & 9 p
ROUTINE DECISIONS AND ITEMS FOR NOTING		
12.	Property Asset Management Private Report – Request Authority to Lease Wellington Park Bowling Club Report by Director, Environment & Regeneration requesting authority to lease the Wellington Park Bowling Club.	Paras 6 & 9 p

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

Report To:	Environment & Regeneration Committee	Date:	13 March 2025
Report By:	Chief Financial Officer and Director of Environment & Regeneration	Report No:	FIN/14/25/AP/MT
Contact Officer:	Julie Ann Wilson	Contact No:	01475 712636
Subject:	2024/25 Environment & Regeneration Revenue Budget		

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 2024/25 projected position.

1.3 The revised 2024/25 Revenue Budget for the Environment and Regeneration Committee is £22,199,020, which excludes Earmarked Reserves. The latest projection is an overspend of £220,000 (0.99%) which is an increase in the overspend of £24,000 since the previous Committee. More details are provided in section 4 and the appendices.

1.4 As part of the 23 January Council Budget decisions, it was agreed to allocate £60,000 towards an Agency staff pressure plus it was noted that the £140-150,000 POPS/WUDS pressure would be funding from a £1.9 million UK Government grant of Extended Producer Responsibility for Packaging from 2025/26.

1.5 In addition to the extra budget referred to in 1.4 above the Director is undertaking a review of the use of Agency staff with a view to reducing the expenditure in this area. – see 3.1 (a).

2.0 RECOMMENDATIONS

2.1 It is recommended that the Committee notes that the Committee's Revenue Budget is currently projected to overspend in 2024/25 by £220,000.

2.2 It is recommended that the Committee note that £200,000 of the projected overspend has been addressed via additional funding from 2025/26, as agreed by the 23 January 2025 Council.

2.3 It is recommended that the Committee notes the on-going review of Agency being progressed by the Director and that where appropriate, an update 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 2024/25 PROJECTED OUT-TURN (£220,000 Overspend – 0.99%)

The revised 2024/25 budget for Environment and Regeneration, excluding earmarked reserves, is £22,199,020. This is an increase of £805,000 from the approved budget, prior to transfers to earmarked reserves., including allocation of funding for the 2024/25 pay award. Appendix 1 gives details of this budget movement.

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

- a) Projected overspend on Environmental Services agency costs of £52,000 to cover sickness, holidays, and delays in filling vacancies, partly offset by reduced overtime. The Director is undertaking a review of the use of Agency employees with a view to reducing expenditure in this area. A budget pressure of £60,000 to address this matter has been approved from 2025/26 in addition to the £50,000 virement previously identified by the service.
- b) A projected under recovery of £87,000 in planning income due to a decrease in activity which is an increase in the under recovery of £10,000 since the last report.
- c) A shortfall of £22,000 in parking income due to a delay in progressing the TRO for business parking permits, and £37,000 shortfall PCN income due to less activity.
- d) A projected net under recovery in Roads Operations Unit income of £53,000.
- e) A projected overspend in residual and non-contract waste disposal partly offset by a projected under spend/over recovery on various other waste streams, giving a net projected overspend of £114,000. Due to new legislation, waste upholstered domestic materials and mattresses must be disposed of separately from the general waste. There is currently no contract for this, but negotiations are taking place. Currently a higher price per tonne is being incurred leading to a projected overspend of £140,000-150,000. It is proposed to fund this pressure from the estimated £1.9million due to be received from the UK Government in 2025/26 arising from the Extended Producer Responsibility for Packaging obligations. A report will be presented to Committee in due course.
- f) A projected overspend of £134,000 across the Directorate on non-routine vehicle maintenance. This is due to an increase the price of materials and sub-contractors, and a high number of one-off repairs to vehicles that are due for replacement.
- g) A projected under recovery in Property fees from capital of £61,000 which partly offsets the over recovery in the turnover target noted at 3.1 (h).
- h) A projected over recovery of £365,000 against the turnover target across the Directorate, offset by the Property fees from capital noted at 3.1 (g) and the agency costs noted at 3.1 (a).

3.2 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 £1,001,000 (59.93% of projected spend).

4.0 PROPOSALS

- 4.1 Committee to note that the 25/26 budget will include increased funding for waste upholstered domestic materials, agency staff and winter gritting as agreed by the 23 January Council.

5.0 IMPLICATIONS

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	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).

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
Regeneration, Planning & Public Protection	5,718	161	6	63	5,948
Property Services	2,639	101	57		2,797
Roads	3,625	76			3,701
Environmental	9,271	336			9,607
Director	141	5			146
Totals	21,394	679	63	63	22,199

Movement Details

External Resources

£000
0

Inflation

Pay Inflation 24/25

679,570
679,570

Virements

Procurement Team funded from HSCP/Education & Workstream Saving
 AMP remaining budget reallocation to ICT
 Grounds Maintenance Seasonals
 Refuse Collection Agency

102,000
(40,000)
(50,000)
50,000
62,000

Supplementary Budgets

No-one Left Behind GRG

63,000
63,000
804,570

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	17,175	17,296	121	0.70%
Property Costs	4,521	4,481	4,570	89	1.99%
Supplies & Services	4,028	4,028	4,790	762	18.92%
Transport & Plant Costs	2,613	2,613	2,699	86	3.29%
Administration Costs	480	530	603	72	13.66%
Payments to Other Bodies	6,587	6,601	6,825	224	3.39%
Other Expenditure	1,822	1,822	1,832	10	0.55%
Income	(15,038)	(15,052)	(16,196)	(1,144)	7.60%
TOTAL NET EXPENDITURE	21,394	22,199	22,419	220	0.99%
Transfer to Earmarked Reserves *	0	0	0	0	0.00%
TOTAL NET EXPENDITURE EXCLUDING EARMARKED RESERVES	21,394	22,199	22,419	220	0.99%

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	5,948	5,750	(198)	-3.32%
Property Services	2,640	2,797	2,699	(98)	-3.50%
Roads Services	3,625	3,701	3,950	249	6.73%
Environmental Services	9,271	9,607	9,866	259	2.70%
Director	141	146	154	8	5.49%
TOTAL NET EXPENDITURE	21,394	22,199	22,419	220	0.99%
Transfer to Earmarked Reserves *	0	0	0	0	0.00%
TOTAL NET EXPENDITURE EXCLUDING EARMARKED RESERVES	21,394	22,199	22,419	220	0.99%

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>31/12/2024</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	2,402	1,632	1,555	2,291	(111)	(4.62)%
872	Planning Overall	Employee Costs	871	592	612	840	(31)	(3.56)%
446	Admin	Employee Costs	645	438	369	506	(139)	(21.55)%
							(281)	
0	RI Core	PTOB	23	5	0	0	(23)	(100.00)%
							(23)	
(509)	Planning sales, fees & charges	Income	(505)	(379)	(293)	(426)	79	(15.64)%
(583)	Comm. Ind. & Misc. Properties	Income	(596)	(521)	(454)	(563)	33	(5.54)%
							112	
	PROPERTY SERVICES							
522	Technical Services	Employee Costs	546	371	318	474	(72)	(13.19)%
441	Physical Assets	Employee Costs	554	376	312	467	(87)	(15.70)%
351	Procurement	Employee Costs	427	290	239	381	(46)	(10.77)%
							(205)	
(562)	Technical Services - Income from Capital	Income	(541)	(361)	0	(480)	61	(11.28)%
							61	
	ENVIRONMENTAL SERVICES							
1,522	Env Services - Management	Employee Costs	1,381	938	1,002	1,471	90	6.52%
							90	
58	Env Services - Pottery Street - Security	Property Costs	35	26	46	65	30	85.71%
47	Env Services - Pottery Street - Rates	Property Costs	76	57	50	51	(25)	(32.89)%
28	Env Services - RTS - Pest Extermination	Property Costs	0	0	16	20	20	
							25	
14	Env Services - Overall - External Hires	Transport	51	38	15	31	(20)	(39.22)%
							(20)	
253	Env Services - Overall non-routine maintenance	Transport	214	161	193	276	62	28.97%
							62	

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>31/12/2024</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>
199	Env Services - Overall - Agency Costs	Administration Costs	70	53	67	122	52	74.29%
							52	
494	Env Services - RTS Dry Mixed Recycling	PTOB	463	306	282	441	(22)	(4.75)%
20	Env Services - Waste Strategy - Food Waste	PTOB	57	32	12	19	(38)	(66.67)%
89	Env Services - Waste Strategy - Non Contract Waste Disposal	PTOB	68	41	90	146	78	114.71%
3,942	Env Services - Waste Strategy - Residual Waste Contact	PTOB	3,585	2,653	2,820	3,799	214	5.97%
							232	
(429)	Env Services - RTS- Scrap Metal & Tipping	Income	(446)	(335)	(393)	(573)	(127)	28.48%
0	Env Services - Grounds Maintenance	Income	0	0	(75)	(67)	(67)	
(394)	Env Services - Waste Strategy Green Waste	Income	(428)	(428)	(403)	(402)	26	(6.07)%
							(168)	
	ROADS							
774	Roads Operations	Employee Costs	732	497	436	699	(33)	(4.51)%
							(33)	
88	Roads Client - Other Property Costs	Property Costs	45	34	57	75	30	66.67%
23	Roads Client Rates	Property Costs	46	46	24	23	(23)	(50.00)%
							7	
998	Roads Operations Unit - Materials	Supplies and Services	913	533	755	935	22	2.41%
119	Roads Client - Flooding/ Drainage	Supplies and Services	56	42	63	76	20	35.71%
	Roads EV Charging	Supplies and Services	0	0	30	30	30	
							72	
77	Roads Operations - Non Routine Maintenance	Transport	24	18	70	81	57	237.50%
							57	
(97)	Roads Operations Unit -Non Client Involvement	Income	(26)	(16)	(32)	(60)	(34)	130.77%
(2,094)	Roads Operations Unit - Schedule of Rates	Income	(2,256)	(1,347)	(1,353)	(2,182)	74	(3.28)%
(205)	Roads Parking - Income (PCNS)	Income	(231)	(173)	(112)	(194)	37	(16.02)%
(73)	Roads Parking - Sales, Fees and Charges	Income	(97)	(73)	(56)	(75)	22	(22.68)%
							99	
Total Material Variances							139	

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	105	107	400	2,379	Spend in relation to Clune Park area, covering legal support, security and demolition. Contingency to fund CPO/purchase costs also. Projected spend for 24/25 will largely depend on progress on demolitions of the school, church and phase 1 tenements.
Repopulating/Promoting Inverclyde/ Group Action Plan	95	0	0	0	95	Funding a 2 year grade 7 post. External funding will be utilised in 24/25.
City Deal	492	0	0	231	261	Funding City Deal delivery and PMO costs, increased cost of borrowing has resulted in a deficit. £300k from reserves required, approved 05/12/24 full Council.
COVID - Jobs Recovery	1,429	585	150	150	1,279	Existing MA & graduate, part contribution to new MA programme and apprentice wage subsidy programme. There may be a reduction the expenditure due to the need to utilise external funding in 24/25.
Roads Assessments due to parking prohibitions.	56	56	38	56	0	Detailed assessment work progressing.
Covid - Temporary Business Development Officers	59	36	31	55	4	Staff Member in place funded up to 24/25
Covid Recovery - Business Development Interventions	567	0	61	100	467	Range of interventions agreed at March 2024 E&R Committee. £50k write back approved 23/01/25 at full Council.
Local Plan Preparation	63	0	0	0	63	Smoothing EmR for local plan preparation to be utilised when required.
SME Activities	230	0	0	0	230	Funding for SME activities. No planned activity 24/25.
Shared Prosperity Fund/Projects	613	459	613	613	0	Spent in full to fund various Communities & Place, Local Business, People & Skills & Multiply projects.
Employability Smoothing Reserve	500	0	0	0	500	Support to smooth the impact of the employability saving approved December 2022 and February 2024. External funding has supported pressure in 24/25. Pressure will occur from 25/26.
Long Term Plan for Towns	50	0	20	50	0	Capacity funding for Towns Fund. Funding consultants costs and part year Towns Fund Manager post.
Empty Property Relief	94	0	0	15	79	E&R Business Support transferred from P&R Committee. Expect grants of £15k to be approved 24/25.
Total Category C to E	7,027	1,241	1,021	1,670	5,357	

Report To:	Environment & Regeneration Committee	Date:	13 March 2025
Report By:	Director Environment & Regeneration and Chief Financial Officer	Report No:	ENV/008/25/SJ
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 £59.776m with total projected spend on budget. The Committee is projecting to spend £15.109m after net advancement of £0.520m (3.56%) being reported. Slippage of £8.485m 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 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.

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 £59.776m. The budget for 2024/25 is £14.589m, with spend to date of £10.363m equating to 71.03% of the approved budget (68.59% of the revised projection). The current projection is £59.776m which means total projected spend is on budget.

3.3 The Committee is projecting to spend £15.109m in 2024/25 with net advancement of £0.520m (3.56%) 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 £20.586m. The budget for 2024/25 is £11.392m and the current projection is £2.907m with slippage of £8.485m (74.5%) 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: The West Blackhall Street Streetscape project is substantially complete with outstanding snagging works ongoing. The Contractor is demobilising with reinstatement of the site compound area at the former Babylon site ongoing.

3.6 Comet Replica Replacement: Tender documentation being prepared with meetings held internally to determine the critical pass/fail criteria for tenderers and to agree payment mechanism for specialist nature of works. Tender issue targeted end of February.

3.7 Place Based Funding: The 2023/24 projects relating to the Customhouse Quay Clock Restoration, Customhouse Square Cobbled Road, and the Gourrock Kiosk were completed by the end of September / early October 2024 as previously reported. The reduced 2024/25 allocation of £170k will address the Customhouse Quay Square (£100k) and Parklea Link (£70k) projects which are in development.

Regeneration and Planning – Public Protection

3.8 Clune Park Regeneration: As previously reported, dangerous building notices were served on 138 properties across 15 tenement blocks of flats in the Clune Park estate on 16th July 2024. All dangerous building notices had an appeal deadline of Tuesday 6th August 2024 to appeal the Council's enforcement action to the Sherrif Court, no appeals were registered within the deadline. It was also reported that in addition to the dangerous building notices served on the flats, notices remain extant for the Former Clune Park Church and Primary School with both buildings in receipt of approval from the Planning Department, in consultation with Historic Environment Scotland, allowing for demolition of the buildings with listed building consent to demolish granted. Tenders were sought for the demolition of the flats subject to the first tranche of dangerous building notices, school and church as a single contract forming the first phase of demolition works with a contract awarded. A pre-start meeting has been held with main Contractor in early February. Utility disconnections have been completed with the final certification awaited from the various utilities prior to demolition works commencing on site.

As also previously reported a further two tranches of dangerous building notices were been served as follows: i) 149 notices were served on 20th August 24, which has generated 2 active appeals (one now dismissed), with remaining notices live and ii) 33 notices were served on 2nd September 2024, which has attracted no appeals. It is anticipated that these properties could form a second phase of demolition works and tender documentation is currently being prepared.

The Clune Park estate remains under investigation with further surveys ongoing of other potentially dangerous buildings. The estate remains under supervision with CCTV, community warden patrols and security fencing erected to deter entry by members of the public.

Environmental Services

- 3.9 Vehicle Replacement Programme (VRP): Budget £1.181m, currently £425k of assets have been delivered. £730k of assets have been ordered and will be delivered within 2024/25. Of the £1.155m of assets ordered or delivered, £129k will be reallocated to Net Zero – Fleet Decarbonisation budget as noted at 3.25 below. VRP spend will therefore be £1.026m for 2024/25.
- 3.10 Play Area Strategy: The replacement for the play ship at Battery Park has been installed on schedule. The installation date for the new play area at Smithston/Cumberland Road has slipped with discussions underway with the contractor to agree the revised completion date.
- 3.11 Nature Restoration Fund: Projects for 2024/25 were cancelled due to the withdrawal and redirection of Scottish Government funding. Additional funding of £157K has been made available for 2025/26, Officers will revert to the projects initially identified for 2024/25 within the report to the August 2024 Committee (Cornalees Nature Trail Improvements / Wemyss Bay Woods Survey & Path Upgrades / Coves Reservoir Invasive Species Control / Auchmountain Glen Nature Trail Improvements / Kelburn Park Arboretum Study & Tree Works) as a priority.
- 3.12 Parks, Cemeteries and Open Spaces Asset Management Programme: Nitrous Oxide (NOx) and Mercury abatement equipment has now been ordered for Greenock Crematorium. Open space and parks maintenance works including path and rails improvement have been progressed in the current financial year.
- 3.13 Former St Ninian's School Site: Tender documentation has been issued to potential contractors with the works projected to start on site in March 2025 subject to tender evaluation and award.

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 progressing the specification and documentation for procurement of the necessary consultants.
- 3.15 Greenock Municipal Buildings - Greenock Town Hall Re-roofing: Works complete with scaffolding and all contractor's accommodation removed off site. Minor damage caused during Storm Eowyn will be addressed by the original contractor who will return to address repairs to slate, leadwork, a wind catcher and replacement of glass within a skylight.

- 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 25 years old and requiring replacement.

Chiller Replacement: Tenders returned above estimated tender value. Tender evaluation complete including updated cost benefit analysis which estimates the payback period/return on investment remains within an acceptable range subject to approval to proceed which is being sought through the separate report on the agenda for this Committee.

- 3.17 Watt Institute DDA Works: Building Warrant received and specialist lift manufacturer manufacturing lift as required. Lead in time confirmed as 24 weeks for lift manufacture and installation period confirmed as 12 weeks on site. Site programme to be confirmed in conjunction with the Client Service.
- 3.18 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. James Watt Building works are now complete with exception of the access control works and signage. Furniture will be on site before the end February with staff relocation planned for weekend of 1st/2nd March and provisional "open to the Public" date of 3rd March. Alteration works to the 2nd Floor of the Finance wing are being planned related to the relocation of Finance staff currently within Banking Hall which will facilitate the remaining HSCP staff in Hector McNeil House to relocate to the Banking Hall.
- 3.19 Craigmuschat Quarry Recycling Centre: The welfare unit was delivered and fixed on structural pads as required prior to the Christmas holiday period. A soakaway as required by SEPA has required alternative design solutions to be considered with an effluent tank option now being progressed. Water connections have been approved and installation of pipework is ongoing.
- 3.20 Greenock Municipal Buildings Dalrymple Tower Fabric Works: Steeplejack, rot specialist, window manufacturer and structural engineers reports now received with design progressing towards billing stage. Technical Services targeting the progression to procurement to allow the proposed external remedial works to be undertaken in summer 2025.
- 3.21 Pottery Street Depot Salt Barn: Technical Services continue to liaise with specialist contractors to develop the design and specification for a replacement dome. Inspection of the existing concrete base being arranged.

Property – Net Zero Action Plan

- 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). Works are substantially complete with final site at Ravenscraig Stadium partially complete awaiting delivery of final fittings which have been delayed due to supply issues.
- 3.23 Energy Use in Buildings – Solar Photovoltaic Installations: Design work is progressing across 6 properties (4 primary schools, one leisure asset and one depot building) based on the previous completed feasibility studies. The progression will be subject to further structural engineering support and determining the most cost-effective procurement strategy which will also be informed by overall budget availability.

- 3.24 Energy Use in Buildings – Low Emission Heating Installations: Design work is progressing across 3 properties (1 education asset, one leisure asset and one office building) based on the previous completed feasibility studies. Progression will consider the most cost-effective procurement strategy informed by overall budget availability.
- 3.25 Transport – Fleet Decarbonisation: The June 2023 Committee approved the replacement of the light commercial vehicles with ULEV and this workstream commenced in 2023/24 with four vehicles. A further fourteen vehicles have been delivered in 2024/25, representing £129K spend in 2024/25. The installation of charge points at the three children’s homes linked to the planned replacement of fleet vehicles has also now been completed.
- 3.26 Offsetting – Peatland Restoration: Funding support secured £769k from Peatland Action Fund for restoration of 790ha of peatland at Hardridge Farm (Duchal Moor) and £104k for restoration of 154ha of peatland at Dowries Farm. Works commenced in January 2024 with the Dowries project completed by the end of March 24 and the first phase of the Hardridge Farm (Duchal Moor) project also completed in the same timescale. The Hardridge Farm (Duchal Moor) project is a larger project programmed to be completed over three seasons/phases with final completion projected by the end of March 26. Phase two works commenced in October and are nearing completion.

Property – Minor Works

- 3.27 Greenock Waterfront Sea Wall Priority Works – The scope of works has been informed through Marine Engineer survey and report. Works have been partially completed with the final elements programmed to complete in March.
- 3.28 Greenock Sports Centre – Works have been progressed to replace failed heating equipment and associated plant/controls. Inverclyde Leisure funded works are being undertaken in conjunction with this work to address partial redecoration of the main hall and upgrade of showers including associated pumps and equipment.

Roads Service – Core Programme

- 3.29 Active Travel (formerly CWSR):

The feasibility studies, drawings and tender packages are now complete for the various schemes below and will be circulated to all members as previously confirmed. The feasibility and/or detail design only of the schemes below is being funded from the internal Active Travel allocation with progression subject to external funding availability and successful bids. The ability to progress schemes also relies on funding support being indicated as early as possible in the financial year to allow sufficient time to address any land purchase requirements and the necessary procurement processes. The projects below currently await confirmation of funding support:

- Tarbet Street to Battery Park (detail design);
- A8 Douglas Rae Rd to Bogston (detail design);
- Port Glasgow train station to Coronation Park (feasibility);
- A78 to Lynedoch Street (feasibility);
- Branchton to Greenock town centre (feasibility);
- Inverkip to Branchton (feasibility);
- Gourock A770 Albert Road (feasibility);
- N75 cycle route through Kingston Dock along Anderston Street and along Glasgow Road (detail design).

West Blackhall Street – an allocation of Active Travel towards the improvements to cycling, walking and wheeling portion of the project will be made as previously approved.

Schools - Improvements to dropped kerbs and minor improvements around schools are complete.

3.30 Sustrans:

- Phase 2 of the feasibility study to create an active travel link from Inverkip to Largs is awaiting funding support and is still on hold;
- Lunderston Bay to Inverkip Marina Phase1: complete;
- Patrick Street Traffic Light Cycle Phase: Changes to improve traffic flow through the lights and introduction of a cycling phase is progressing well on site and is due to be completed March 2025;
- N75 widening and resurfacing of the existing cycle route from Millport Road to Whitelea Crescent is progressing on site and projected to completed in February 2025;
- Additional funding has been secured for the following projects and all the works will be completed before the end of the financial year:
 - Minor improvements to the cycle route at the Esplanade and Campbell Street;
 - Feasibility study of the cycle route at Devol Glen. Design work by Sustrans and site survey and vegetation clearance by Inverclyde Council;
 - Detailed design of route from Lady Octavia to A8.

As noted in 3.31 above, the progression of the various schemes which have had designs funded through Active Travel is dependent on external funding support through Sustrans and the Active Travel Transformation Fund. Officers will continue to engage to establish funding support possibilities for 2025/26.

3.31 Active Travel Infrastructure Fund: This fund was awarded in January 2025 to widen the existing coastal path between Kingston Dock and Ardgowan Street in front of Tesco's in Port Glasgow. The works will widen the existing path to 4m wide to create a dedicated cycle and walking route.

3.32 SPT: As previously reported, there is no capital funding for 2024/25 and no indication to date of any funding for 2025/26.

3.33 Road Safety Improvement Fund: Following the allocation of funding for 2024/25, the installation of Vehicle Activate Signs was completed along Albert Road and Cloch Road in Gourrock. Officers have put the previously identified junction improvements on Union St and Newark on hold until the proposed traffic calming in this area has been agreed. The revised proposal is to improve the visibility of the junctions along Campbell Street, starting at the junction with Ardgowan Street with a further project to introduce an informal pedestrian crossing improvement on Cloch Road at Ashburn Gardens, these works have now commenced.

3.34 Kirn Drive Passing Places: The informal consultation is complete with over 55 responses. These responses will be reported back to committee in May.

3.35 Dunrod Road: The revised site investigation and optioneering is complete and the site investigations have been tendered. The progression of ground investigation works on-site has been delayed pending an ecological study of the area.

3.36 Flooding: As previously reported, the recruitment of a Flooding Officer continues to be challenging, officers will continue to investigate other options including training existing employees and the use of external consultants. The proposed works at the corner of Kilmacolm Road and Glenbrae Road have been tendered and will be programmed for the next financial year.

Roads Service – Roads Asset Management Plan (RAMP)

- 3.37 Carriageways: Fourteen of fifteen carriageway resurfacing schemes are now complete. One scheme will be deferred until next financial year to allow external funded ATIF work to be completed in the current financial year. Sixteen of eighteen large patching schemes are complete with one programmed to be complete by end of March and one deferred until next financial year.
- 3.38 Footways: Eight of twelve footway resurfacing schemes are complete with remainder programmed to be complete by the end of March. Two large patching schemes are also complete.
- 3.39 Structures: Minor bridge repair work and principal inspections are on-going.
- 3.40 Street Lighting: The street lighting column replacement contract for 2024/25 is complete with designs and planning being carried out prior to commencing the 2025/26 programme.

Externally Funded

- 3.41 Inverkip: The works will create a new access to the former power station site and will install two signalised junctions at Harbourside and Main Street Inverkip. The junction improvement works are programmed to start on site on the 10 March 2025.
- 3.42 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.
- 3.43 Greenock Town Centre Levelling Up Fund: Balfour Beatty have submitted a price for the works which requires clarification and some value engineering. A report will be presented to the Committee in due course. Work to remove the canopy at Oak Mall took place in November 2024, which has enacted Planning consent 19/0285/IC. A Planning application for demolition of part of the shopping centre and installation of the new façade was approved at Planning Board in February 2025; with a building warrant now also submitted. In addition to the above, further site investigation work has taken place to inform the detailed design of the project.
- 3.44 Greenock Towns Fund: Government commitment to the long-term plan for Towns was continued with the November budget, a new prospectus is being developed and will be issued in Spring 2025, however they have not yet set a date for submission of the investment plan. Survey consultation took place at the end of November with an online survey or in-person surveys at key location throughout the town. The fifth Town Board has taken place in December. Officers are awaiting guidance from UK Government to be published imminently setting out procedures for submission of investment plans.
- 3.45 Officers are currently liaising with PMO colleagues to identify opportunities to deliver residual funding within the City Deal Programme that is being reprofiled from underspend or project activity that has been halted elsewhere in the region. City region Cabinet has approved the principle of a regional commercial space bid, which would see each member authority receive a share of funds to develop commercial space; and to explore further project activity at Inchgreen. These projects are at an early stage of development (strategic business case development) and a further report is to be presented to the February City Region Cabinet, which would allow projects to advance. Following any requisite approval, Committee will be updated on process for project development.

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

Sustrans: As previously reported, the grant funding offers and conditions of the various grants from Sustrans continue to be offered with the 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. The mitigation measures continue to be as previously outlined through early draw down and re-prioritisation of internal funds if required.

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	Est Total Cost	Actual to 31/3/24	Approved Budget 2024/25	Revised Est 2024/25	Actual to 31/01/2025	Est 2025/26	Est 2026/27	Est 2027/29	Future Years
	£000	£000	£000	£000	£000	£000	£000	£000	£000
Environmental, Regeneration & Planning									
Core Regeneration:									
Port Glasgow Town Centre Regeneration	1,960	1,435	125	25	8	200	300	0	0
Central Gourrock	150	130	20	20	0	0	0	0	0
T&VC - West Blackhall Street	6,263	2,494	2,391	3,400	2,362	19	350	0	0
T&VC - Other	1,202	75	627	27	5	100	1,000	0	0
T&VC - Complete on site	39	-	39	39	0	0	0	0	0
Comet Replacement	541	18	23	23	0	300	200	0	0
Place Based Funding	627		627	457	239	170	0	0	0
Core Regeneration Total	10,782	4,152	3,852	3,991	2,614	789	1,850	0	0
Public Protection:									
Scheme of Assistance	3,284	-	816	848	848	774	856	806	0
Clune Park Regeneration	2,000	1,286	0	245	245	403	66	0	0
Public Protection Total	5,284	1,286	816	1,093	1,093	1,177	922	806	0
Regeneration Services Total	16,066	5,438	4,668	5,084	3,707	1,966	2,772	806	0
Environmental Services									
Zero Waste Fund	324	-	189	100	26	134	45	45	0
Vehicles Replacement Programme	5,518	-	1,181	1,026	425	1,434	1,529	1,529	0
Play Area Strategy	555	-	191	197	196	358	0	0	0
Nature Restoration Fund	157	-	0	0	-	157	0	0	0
Park, Cemeteries & Open Spaces AMP	590	-	45	96	80	94	200	200	0
Former St Ninians School Site	195	38	157	57	41	100	0	0	0
Environmental Services Total	7,339	38	1,763	1,476	768	2,277	1,774	1,774	0
Environmental, Regeneration & Planning Total	23,405	5,476	6,431	6,560	4,475	4,243	4,546	2,580	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 31/01/2025	Est 2025/26	Est 2026/27	Est 2027/29	Future Years
	£000	£000	£000	£000	£000	£000	£000	£000	£000
Physical Assets									
Core Property Assets:									
General Provision	7,570	-	224	0	0	1,770	3,400	2,400	0
Additional Covid pressure allowance - General	72	-	29	29	0	0	43	0	0
Feasibility Studies	270	203	17	40	37	6	21	0	0
Waterfront Leisure Centre Lifecycle Works	391	-	268	30	20	361	0	0	0
Various Garages/Stores Replacement	11	11	9	0	0	0	0	0	0
Sea Walls/Retaining Walls	100	70	15	15	1	15	0	0	0
Coastal Change Adaptions	202	-	100	10	0	50	142	0	0
Watt Institute - Risk/DDA Works	252	40	156	6	0	190	16	0	0
Watt Institute - LED Lighting	47	7	0	40	40	0	0	0	0
New Ways of Working	200	172	0	28	28	0	0	0	0
Depot Demolitions - Balance	56	-	16	0	0	50	6	0	0
Kirn Drive Civic Amenity Site	407	173	0	80	9	0	154	0	0
Greenock Town Hall Roofing, Ventilation & Windows	2,175	379	1,289	1,541	1,367	30	225	0	0
Estate Condition Surveys	200	-	200	50	2	150	0	0	0
Net Zero	3,413	608	380	480	404	1,000	1,325	0	0
Vehicle Replacement Programme - Ultra Low Emission Vehicles	373	32	192	129	0	112	100	0	0
Climate Emergency	487	-	0	0	0	487	0	0	0
Minor Works	700	-	0	700	678	0	0	0	0
Statutory Duty Works	460	-	0	260	186	200	0	0	0
Capital Works on Former Tied Houses	600	269	6	6	1	0	200	0	125
Complete on Site Allocation	820	-	346	346	225	0	474	0	0
Core Property Assets Total	18,806	1,964	3,247	3,790	2,998	4,421	6,106	2,400	125
Roads:									
Core Programme									
Cycling, Walking & Safer Routes (CWSR)	879	-	345	538	51	341	0	0	0
Active Travel Infrastructure Fund (ATIF)	296	-	296	296	-	0	0	0	0
Sustrans	1,175	-	1,175	1,175	508	0	0	0	0
SPT	29	-	0	29	2	0	0	0	0
Road Safety Improvement Fund	114	-	114	114	-	0	0	0	0
Flooding Strategy - Future Schemes	1,432	1,036	146	40	35	60	296	0	0
Kirn Drive Passing Places	200	8	35	15	-	77	100	0	0
Roads & Footways (Participatory Budgeting)	250	205	45	0	-	45	0	0	0
Feasibility Studies	90	49	41	41	54	0	0	0	0
Complete on Site	8	-	8	8	-	0	0	0	0
Inverkip - City Deal Council Contribution	300	-	0	0	-	200	100	0	0
Community Bus Fund	25	-	25	0	-	25	0	0	0
Dunrod Road	1,500	-	500	150	119	550	800	0	0
Roads - Core Total	6,298	1,298	2,730	2,406	769	1,298	1,296	0	0
Roads Asset Management Plan									
Carriageways	9,087	-	1,509	1,475	1345	1,737	3,015	2,860	0
Footways	415	-	115	115	91	210	90	0	0
Structures	384	-	109	109	78	175	100	0	0
Lighting	399	-	174	174	138	175	50	0	0
Other Assets	322	-	0	150	145	100	72	0	0
Staff Costs	660	-	274	330	324	330	0	0	0
Roads Asset Management Plan Total	11,267	0	2,181	2,353	2,121	2,727	3,327	2,860	0
Roads Total	17,565	1,298	4,911	4,759	2,890	4,025	4,623	2,860	0
Physical Assets Total	36,371	3,262	8,158	8,549	5,888	8,446	10,729	5,260	125

COMMITTEE: ENVIRONMENT & REGENERATION

<u>Project Name</u>	<u>Est Total Cost</u>	<u>Actual to 31/3/24</u>	<u>Approved Budget 2024/25</u>	<u>Revised Est 2024/25</u>	<u>Actual to 31/01/2025</u>	<u>Est 2025/26</u>	<u>Est 2026/27</u>	<u>Est 2027/29</u>	<u>Future Years</u>
	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>
Externally Funded Projects									
City Deal									
Inverkip	3,800	145	3,105	680	387	75	2,900	0	0
City Deal complete on site	35	-	35	35	7	0	0	0	0
City Deal Total	3,835	145	3,140	715	394	2,975	0	0	0
Levelling Up Fund									
Levelling up Fund Contribution	19,390	173	7,852	1,802	886	13,415	4,000	0	0
Inverclyde Council	1,196	623	400	390	0	183	0	0	0
Greenock Town Centre	20,586	796	8,252	2,192	886	13,598	4,000	0	0
Levelling Up Fund Total	20,586	796	8,252	2,192	886	13,598	4,000	0	0
Externally Funded Projects Total	24,421	941	11,392	2,907	1,280	16,573	4,000	0	0

Report To:	Environment and Regeneration Committee	Date:	13 March 2025
Report By:	Director, Environment & Regeneration	Report No:	ENV006/25/MR/KM
Contact Officer:	Stuart Jamieson	Contact No:	01475 712146
Subject:	Environment and Regeneration Committee Delivery and Improvement Plan 2023/26 Performance Report		

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 progress made in the delivery of the Environment and Regeneration Committee Delivery and Improvement Plan 2023/26.

1.3 This is the second performance report on year two of the refreshed Plan to be presented to the Committee. It includes details of the progress that has been made in the delivery of the Action Plan and the latest quarterly performance data for KPIs, where this is available.

2.0 RECOMMENDATIONS

2.1 It is recommended that the Committee consider the progress made in the delivery of the Environment and Regeneration Committee Delivery and Improvement Plan 2023/26.

2.2 The Committee is asked to note that a refreshed Committee Delivery and Improvement Plan, for reporting year 2025/26, will be presented to the next meeting.

Stuart Jamieson
Director,
Environment and Regeneration

3.0 BACKGROUND AND CONTEXT

3.1 Committee Delivery and Improvement Plans 2023/26 are a key component of the Council's refreshed strategic planning and performance management framework. The Committee Plan enables scrutiny of:

- Strategic activity within the Committee remit; and
- How the Committee is supporting the delivery of the Council Plan outcomes.

3.2 The Environment and Regeneration Committee Delivery and Improvement Plan 2023/26 was approved on 4 May 2023, with the annual refresh of the Plan approved on 16 May 2024. Elected Members were invited to a dedicated briefing on the refreshed Committee Plan, held on 26 June 2024 and again on 15 August 2024.

3.3 Committee Delivery and Improvement Plans have also been approved by the Education and Communities Committee and the Policy and Resources Committee.

3.4 PERFORMANCE OVERVIEW

3.5 This is the second performance report on year two of the Committee Plan and covers the reporting period September 2024 – January 2025. It includes an update on the status of the action plan and quarterly KPI performance. A summary of performance is provided below with the full performance report provided in the Appendix.

3.6 Delivery and Improvement Action Plan 2023/26

The following actions / sub-actions are complete:

- The review of the Economic Strategy 2021/25, which included a review of the existing economic climate and stakeholder engagement, is complete. The new draft Economic Growth Plan will be presented to this Committee on 13 March 2025.
- The Inverkip Outline Business Case and Final Business Case have both received the approval of this Committee and work will be on site in March 2025.
- A Towns Fund Board has been established to progress the Towns Fund project and investment profiles are being developed.
- The first Annual Report on the Local Housing Strategy 2023/28 was considered by this Committee on 31 October 2024.
- A Development Plan Scheme, which includes a timetable of the key milestones in the production of the LDP, has been approved along with a Participation Statement.
- Following a procurement exercise, a consultant has been appointed to develop the Port Glasgow Housing Regeneration Strategy.
- The Roads Asset Management Annual Delivery Plans 2024/25 have been implemented.
- A Workforce Development Plan has been developed to help address the skills gap within the Directorate.

There has been slippage in the delivery of the following actions / sub-actions:

- The review of the Socio-Economic Taskforce remains ongoing, with a report due to be presented to a future meeting of the Inverclyde Council.
- The Local Development Plan draft Evidence Report is at an advanced stage. Whilst there has been slight slippage from the original delivery date of December 2024, the submission of the Evidence Report to Scottish Ministers by end March 2025 remains on target.

- Proposals relating to the implementation of the pavement parking regulations are currently being finalised and it is anticipated that this will be discussed with Members in March 2025.
- Although work in relation to the Roads Asset Management Strategy (RAMS) is well advanced, the original completion target has not been achieved. Once finalised, the RAMS will be presented to the CMT, prior to submission to this Committee.

3.7 KPI Performance

3.8 Quarterly performance data is also provided in Appendix 2 for a number of KPIs related to service delivery.

Performance in the previous quarter was on target (green status) for the following measures:

- The percentage of category 1 pothole repairs achieved within target.
- The percentage of category 2 pothole repairs achieved within target.
- The percentage of street lighting repairs carried out within 7 days.
- The percentage of building warrants assessed within 20 working days.
- The percentage of household applications decided in under 2 months.
- The percentage of all planning applications decided in under 2 months.
- The number of unemployed people that have progressed to employment from participation in council funded /operated employability activities.

The quarterly target was not achieved for one measure:

- The number of clients gaining a full or partial qualification supported by the Employability Service.

3.9 Managing Key Risks

The effective management of risk is key in helping the Council successfully deliver its objectives and as such, the Committee Plan includes a Risk Register which details the strategic risks. The Environment and Regeneration Risk Register will be reviewed as part of the wider Committee Plan annual refresh and presented to the next meeting of this Committee.

4.0 PROPOSALS

4.1 The Committee is asked to note the progress that has been achieved in delivering the Environment and Regeneration Committee Delivery and Improvement Plan 2023/26.

4.2 The Committee is also asked to note that the annual refresh of the Committee Plan will be presented to next meeting of this Committee on 15th May 2025, along with a year-end summary report on performance in 2024/25.

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					

5.3 Legal/Risk

There are no legal implications associated with this report, whilst the key Committee risks are highlighted within the full Committee Plan 2023/26.

5.4 Human Resources

There are no human resources implications associated with this report.

5.5 Strategic

The Environment and Regeneration Committee Delivery and Improvement Plan 2023/26 directly supports the delivery of the Council Plan 2023/28, with the action plan aligned to the delivery of the Council Plan outcomes.

6.0 CONSULTATION

6.1 None.





7.0 BACKGROUND PAPERS

7.1 None.

Appendix 1








Classification : Official

Strategic Theme: People

Code & Title	Action	Sub-action	Due Date	Current Status	Progress Commentary
CMTE/ EVR 001 Economic Growth Strategy	Refresh the Economic Strategy 2021/25 and develop the Economic Development Strategy 2025/28.	Carry out a review of the current Economic Development Strategy.	31-Aug-2024	 Complete	The review of the current strategy is complete and remains fit for purpose.
		Set Economic Growth Strategy Development Plan <ul style="list-style-type: none"> Review of existing economic climate Engagement with key stakeholders e.g. businesses and local groups Identify priority themes 	31-Aug-2024	 Complete	This has been carried out and used to inform the action plan development.
		Development of an action plan for the Economic Growth Strategy 2025/28 with partners.	31-Mar-2025	 On track	The draft Economic Growth Plan is due mid-February 2025 and will be presented to the Environment & Regeneration Committee on 13 March 2025.
CMTE/ EVR 002 Taskforce	Agree the next steps for the Inverclyde Socio-Economic Taskforce.	Carry out a review of the future remit of the Taskforce.	30-Sep-2024	 Slippage	The review of the Taskforce is ongoing. A report will be presented to a future meeting of the full Council.







Appendix 1

Classification : Official

Strategic Theme: Place					
Code & Title	Action	Sub-action	Due Date	Current Status	Progress Commentary
CMTE/EVR 003 Place- making Projects	Support regeneration and economic growth via the delivery of key placemaking projects.	Submission and approval of Inverkip Outline Business Case and final Business Case following Committee approval.	30-Jun-2024	 Complete	The Final Business Case was approved by the Environment & Regeneration Committee on 29 August 2024. A Change Control Request was approved by the City Deal Cabinet at its meeting on 5 th November 2024 and will be on-site in March 2025.
		Implementation of the Levelling Up Project.	31-Mar-2026	 On track	An initial contractor price has been received, and a value engineering exercise is underway. A report, which will identify costs and delivery timescales, will be presented to a special meeting of this Committee in due course.
		Establishment of a Towns Fund Board.	30-Jun-2024	 Complete	The Towns Fund Board has been established, and a number of meetings have taken place. Investment profiles are being developed.
CMTE/ EVR 004 Local Housing Strategy 2023/28	Implementation of the Local Housing Strategy 2023/28.	Annual Review of the LHS 2023/28 and report to the Committee in the October / November cycle 2024.	30-Sep-2024	 Complete	The first annual report on the Local Housing Strategy was considered by this Committee at its meeting 31 st October 2024.
		Maintain and monitor the progress of the LHS Outcome Delivery Groups in delivering the 4 Strategy outcomes.	31-Mar-2026	 On track	A partnership LHS Steering Group has been established and meets three times a year. Progress is monitored via Pentana performance reports presented at the LHS Steering Group meetings.
CMTE/ EVR 005 Pavement Parking Prohibitions	Development of an implementation plan reflecting the implications of Pavement Parking Prohibitions, introduced by the Transport Scotland Act 2019.	Development of proposals.	30-Sep-2024	 Slippage	A report on this issue has been considered by CMT. Proposals will be developed further, with a view to presenting to Members at an all-Member briefing in March 2025.
		Implementation of the Pavement Parking Regulations.	31-Mar-2025	 Not yet started	This will be subject to the Committee report and decisions taken regarding the next steps.







Appendix 1

Classification : Official

Code & Title	Action	Sub-action	Due Date	Current Status	Progress Commentary
CMTE/ EVR 006 Biodiversity and carbon sequestration	Increase the levels of biodiversity and improve carbon sequestration capture.	Identification of suitable grounds for tree and naturalised planting.	31-Mar-2026	 On track	Tree planting is commencing across a number of funded areas. Naturalised and meadow development is planned for spring 2025.
		Implement the remainder of the Peatland Restoration Plan in partnership with GCV Green Network.	31-Mar-2026	 On track	The second phase is ongoing and nearing completion.
		Additional bids to SG Restoration Fund will be developed and submitted. Implementation will be dependent on level of funding attained.	31-Mar-2026	 On track	As previously reported, this was placed on hold following a Scottish Government announcement that the 2024/25 allocation would be used to fund wage settlements in local authorities. Funding for 2025/26 has however now been confirmed.
CMTE/EVR 007 Local Development Plan	Development of a new Local Development Plan (LDP) that sets out the Council's spatial planning policy.	A Development Plan Scheme is prepared outlining the timetable for the plan along with a Participation Statement. Issue an invitation to communities to prepare Local Place Plans.	31-Mar-2024	 Complete	A Development Plan Scheme (DPS) and Participation Statement setting out how the next Local Development Plan will be prepared and a timeline for the delivery of the plan, including details of how the public and consultees can get involved in the Planning process, was approved by the Environment & Regeneration Committee on 18th January 2024.
		Preparation of draft Evidence Report including engagement and consultation. Scoping of Strategic Environmental Assessment undertaken.	31-Dec-2024	 Slippage	The LDP is progressing, the scoping exercise is complete, and the Evidence Report is at an advanced stage, expected in March 2025. The submission date to Scottish Ministers remains unaffected.
		Submission of Evidence Report to Scottish Ministers for assessment of its sufficiency with a report on the outcome issued to the Council.	31-Mar-2025	 Not yet started	This will follow on from the above.



Appendix 1

Classification : Official

Code & Title	Action	Sub-action	Due Date	Current Status	Progress Commentary
		Preparation of the Proposed Plan, together with a proposed Delivery Programme, Environmental Report and other required assessments. Submission of Proposed Plan following statutory consultation.	31-Dec-2025	 Not yet started	As above.
		Required modifications are made and Plan adopted. Publication of Delivery Programme within 3 months of Plan adoption.	31-Mar-2026	 Not yet started	As above.
CMTE/EVR 008 Housing led regeneration	Establish a programme of housing led regeneration in central Greenock and Port Glasgow.	Approval of brief for central Port Glasgow Housing Regeneration Strategy.	30-Nov-2024	 Complete	The evaluation is complete and a consultant, Collective Architecture Limited, has been appointed and is expected to report back in June 2025.
CMTE/EVR 009 Clune Park Regeneration	Progress with the physical regeneration of the Clune Park area.	Planning consent (in principle) for the Clune Park development.	30-Apr-2025	 Slippage	This will follow once a partner RSL has been appointed. This is expected to be ongoing to April 2026.
		Continuation of partner dialogue with RSL provider.	01-Apr-2024	 Complete	Fresh dialogue with potential partners and external legal advice means that this will now go through a formal procurement process.
		Legal issues fully investigated.	01-May-2025	 Slippage	Significant work has been carried out on legal issues and is ongoing. Additional advice regarding procurement of delivery partner also sought. Investigation of legal issues will be ongoing into the compulsory purchase process, which will continue beyond May 2025.







Appendix 1

Classification : Official

Code & Title	Action	Sub-action	Due Date	Current Status	Progress Commentary
CMTE/ EVR010 Net Zero	Progress workstreams to support the achievement of the Net Zero target by 2045.	Ongoing implementation of the Net Zero Strategy and Action Plan 2022/27 focusing on a wide range of workstreams that will deliver energy efficiency improvements and carbon emission reductions.	31-Mar-2026	 On track	The Net Zero Action Plan Annual Progress report was presented to the Environment and Regeneration Committee on 16th May 2024. In addition, the Environment and Regeneration Committee receives updates on matters within the net zero action plan that relate to Property as part of a capital programme report at every meeting.
		Develop Fleet EV charging infrastructure in depots and other council buildings.	31-Mar-2026	 On track	The inter-authority agreement is in place and consultants have been procured for the preparation of tender documents.






Appendix 1

Classification : Official

Theme: Performance					
Code & Title	Action	Sub-action	Due Date	Current Status	Progress Commentary
CMTE/ EVR011 Roads Asset Mgt Strategy	Development of a Roads Asset Management Strategy (RAMS) that will shape the Roads Asset Management Plan.	Development of a new Strategy that will shape the Roads Asset Management Plan (RAMP).	30-Sep-2024	 Slippage	Final RAMS to be agreed by the CMT before being presented to this Committee and will be considered as part of the 2026/27 budget setting process.
		Report to the Committee to consider recommendations made in Strategy in relation to investment required in the road network.	30-Sep-2024	 Slippage	Final report to be agreed by the CMT before being presented to this Committee.
		Implementation of Annual Delivery Plans.	30-Sep-2024	 Complete	The annual delivery programme / plan was approved by this Committee at its meeting in March 2024.
CMTE/ EVR012 Workforce / Succession Planning	Improve workforce / succession planning processes and address the skills gap arising from an ageing workforce.	Identify the future skills gap within the Services, in key areas.	31-May-2024	 Complete	An Environment & Regeneration Workforce Development Plan 2024 was developed in May 2024. The Plan identifies the key challenges and themes for the Directorate and includes a new Service Workforce Plan, implemented from May 2024.
		Develop a training action plan for apprentices and graduates.	31-May-2024	 Complete	Consideration of apprenticeships/ graduates has been built into the above Workforce Development Plan.
CMTE/ EVR013 Asset mgs Strategies	The usage and management of Council assets will be optimised and support increased efficiency and effectiveness.	The Asset Management Strategies will be reviewed and refreshed to reflect current requirements.	31-May-2026	 On track	The procurement of Condition Surveys is ongoing for property assets whilst, work is progressing in other areas.

Appendix 1

Classification : Official













Action Status	
	On hold
	Not started
	Slippage
	On track
	Complete




ENVIRONMENT AND REGENERATION KPI SCORECARD

The refreshed Committee Plan KPI scorecard provided information on 2023/24 performance for the majority of Committee Plan KPIs, however data for a small number of measures that are published annually was not available at that time.

Local Government Benchmarking Framework

























The latest Local Government Benchmarking Framework data presented below was considered by the Committee within a previous Committee Plan performance report, it is included here with information on where the Council's performance ranks relative to all 32 Scottish Councils, as shown in the LGBF ranking column in the table below.







Title	2021/22	2022/23	2023/24	Target 2023/24	Status	Short Trend	Long Trend	LGBF ranking	Latest Note (n.b performance data remains unchanged from that previously reported)
	Value	Value	Value						
Proportion of operational buildings that are suitable for their current use % (LGBF)	92.4%	94.07%	94%	93%				8	Family group performance = 89.8% National average = 85.5%. Our benchmarking performance ranks in the top quartile of all Councils.
Proportion of internal floor area of operational buildings in satisfactory condition % (LGBF)	92.6%	93.3%	93.4%	92.2%				10	Our family group performance = 91.5% National average = 89.8%. Our benchmarking performance ranks in the second top quartile of all Councils.
CO2 emissions within the scope of influence of the LA (tonnes per capita) (LGBF)	2021 4.15t	2022 3.7t	Due July 2025	2022 4t				7	Data subject to a time lag- 2022 data was published July 2024. Data, including historical data, is revised annually due to ongoing changes in methodology. Family group performance = 3.7t Scottish average = 4.27t. Our benchmarking performance ranks in the top quartile of all Councils.
Rate of Business Gateway start-ups (Per 10,000 population (LGBF))	28.8	24.9	19.8	To meet or exceed Family Group				11	Family group performance = 15.6 (per 10,000 pop) National average = 13.6 (per 10,000 pop) Our benchmarking performance rankings in the second top quartile of all Councils. The Improvement Service has recalculated the historical












Title	2021/22	2022/23	2023/24	Target 2023/24	Status	Short Trend	Long Trend	LGBF ranking	Latest Note (n.b performance data remains unchanged from that previously reported)
	Value	Value	Value						
									data for this measure based on the new, revised mid-year population estimates, published in 2024.
The percentage of household waste that is recycled (LGBF)	48.5%	46.8%	47%	45%				14	Family group performance = 49% National average = 43.5% Our benchmarking performance ranks in the second top quartile of all Councils.

Service Performance Indicators

The following service performance measures are reported quarterly to the Committee.

Title	Q4 2022/23 Value	Q1 2023/24 Value	Q2 2023/24 Value	Q3 2023/24 Value	Q3 Target	Q3 Status	Short Trend	Long Trend	Latest Note
Category 1 pothole repairs	100%	100%	100%	100%	92%				The target for the year is 92%.
Category 2 pothole repairs	100%	100%	100%	100%	90%				The target for the year is 90%
% of street lighting repairs within 7 days	70.54%	92.59%	97.96%	96.52%	92%				The target for the year is 92%.
% of building warrants assessed within 20 working days	98.8%	96.6%	100%	98.9%	95%				The target for the year is 95%.
% of household applications decided in under 2 months	74.55%	83.93%	72.31%	83.64%	76%				The target for the year is 76%.
% of all planning applications decided in under 2 months	77.78%	87.32%	75.95%	85.3%	72%				The target for the year is 92%.
Number of clients supported by the Employability Service that gained a full/partial qualification	46	97	114	95	100				The overall target for the year is 400.
Number of unemployed people that have progressed to employment from	94	88	82	113	105				The overall target for the year is 420.

Title	Q4 2022/23 Value	Q1 2023/24 Value	Q2 2023/24 Value	Q3 2023/24 Value	Q3 Target	Q3 Status	Short Trend	Long Trend	Latest Note
participation in council funded /operated employability activities									
Landfill waste (tonnes)	6,518	6,714	6,528.6	6,315.3	6,250				The total annual target is 25,000 tonnes or less.
Number of trees planted	11,513	138	7	10	Year end 500				Annual target is 500 trees. Quarterly RAG status not provided due to the seasonal nature of the project which can result in significant fluctuations in each quarter.

PI Status		Long Term Trends		Short Term Trends	
	Alert		Improving		Improving
	Warning		No Change		No Change
	OK		Getting Worse		Getting Worse
	Unknown				
	Data Only				

Report To:	Environment and Regeneration Committee	Date:	13 March 2025
Report By:	Head of Service – Regeneration, Planning and Public Protection	Report No:	ENV010/25/SJ/NM
Contact Officer:	Neale McIlvanney	Contact No:	01475 712402
Subject:	Draft Economic Growth Plan		

1.0 PURPOSE AND SUMMARY

1.1 For Decision For Information/Noting

- 1.2 The purpose of this report is provide members with sight of a draft of the emerging Economic Growth Plan for Inverclyde Council. The Draft Plan has been produced to supplement the Economic Regeneration Strategy and set out an action plan for growth for Inverclyde.
- 1.3 The Draft Plan has been produced following socio- economic analysis of Inverclyde and stakeholder engagement in the form of business surveys and workshops to identify areas of focus to support economic growth.
- 1.4 The Draft Plan includes a draft action plan setting out a range of actions, including capturing those identified in the Taskforce priorities and covering known investment programmes. Further engagement with potential delivery partners for the action plan is intended to be undertaken following which the Economic Growth Plan and its associated actions can be finalised and brought back to Environment & Regeneration Committee for final approval

2.0 RECOMMENDATIONS

- 2.1 It is recommended that Committee considers the content of the Draft Economic Growth Plan and agrees to further engagement to finalising a draft for referral to a future committee.

Stuart Jamieson
Director
Environment & Regeneration

4.0 BACKGROUND AND CONTEXT

- 4.1 The Draft Economic Growth Plan seeks to coordinate a range of current and planned actions to use our economic strengths to deliver sustained benefit for our communities, residents and businesses to make Inverclyde an even better place to live, work, do business, and visit.
- 4.2 The Plan recognises the profound economic challenges facing Inverclyde and will work alongside a suite of plans, policies and strategies including (but not exclusively) the Council Plan, Alliance Plan, Local Development Plan, Local Housing Strategy, Inverclyde Taskforce, local and regional economic strategies and its intent is to focus on action required to grow the Inverclyde economy. The Economic Growth Plan therefore does not seek to duplicate policy content or extensively set out narrative on context; the primary focus of the Growth Plan is to identify a suite of actions that are specific, measurable, achievable, related to the outcomes we seek and have been set against estimated timescales for delivery (short, medium and long term) to allow progress to be made and measured.
- 4.3 The actions within the Draft Economic Growth Plan are grouped under a series of Missions. These are intended to define the key areas of focus for action. The Missions are set out as follows:
- Mission 1: To Stimulate Growth in our Business Base and our Maritime Economy
 - Mission 2: To Ensure Inverclyde is a Thriving Place with Vibrant Towns and Villages and a Cohesive tourism Offer
 - Mission 3: To Reverse Population Decline and Provide Affordable and Quality Housing for our Communities
 - Mission 4: To Provide Skills Development Opportunities and Support Pathways to Sustainable Employment
- 4.4 The missions are based on engagement across businesses and key stakeholders within our business community that represent a range of sectors and scale of businesses. This helped to identify strengths, weaknesses and opportunities to help identify areas of focus. This engagement was aligned to analysis of data, and matched with understanding of planned, future and potential investment opportunities to create the content of the Plan, and analysis of policy priorities (as referenced above) to identify the areas of focus for economic growth, and, in turn, actions related to those themes.
- 4.5 The Plan embeds the principles of a Community Wealth Building approach, and seeks to maximise the principles:
1. Spending
 2. Inclusive ownership
 3. Fair work
 4. Finance
 5. Land and property
- 4.6 As outlined in this report following consultation further engagement will take place to ensure the actions are co-delivered with stakeholders, and the delivery model will include proposals for a Community Wealth Building Panel to oversee progress on deliver of actions. Further details of the proposals will be included with the final draft Economic Growth Plan.
- 4.7 While a broad base of engagement has taken place to develop the Plan to the current draft stage, with draft actions, as with the Taskforce priorities, many of the actions will require buy-in from delivery partners to succeed. It is therefore intended that the Draft Economic Plan and its actions will be used to facilitate a final round of engagement to finalise and refine the content of the Plan and its actions. It is intended that this is carried out through March and April and upon finalisation a final draft will be brought to Environment & Regeneration Committee.

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

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 EqlA is required. Provide any other relevant reasons why an EqlA 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.

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.

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.

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.

NO – Assessed as not relevant as this report does not involve data processing which may result in a high risk to the rights and freedoms of individuals.

6.0 CONSULTATION

6.1 The Economic Growth Plan was developed through engaging with local businesses and organisations. A topic guide for engaging with consultees was agreed to explore the advantages and disadvantages of being based in Inverclyde.

The consultations also addressed key assets and investments, future plans, barriers and challenges to growth, how business support could be improved, and the priorities to grow Inverclyde's economy.

Initially 28 businesses and organisations were identified covering a range of industry sectors and representative of large, medium and small employers. The consultations also engaged a range of employers with different business models and ownership structures. Consultations were undertaken with 17 business and organisations including those from the tourism sector (including hotels & food service), marine sector, education, manufacturing, transport, financial services, the creative sector, construction and the care sector.

An additional four consultations were undertaken with senior staff from Inverclyde Council (21 consultations in total). A number of workshops and site visits were also undertaken to help inform the plan.

7.0 BACKGROUND PAPERS

7.1 None.

INVERCLYDE COUNCIL ECONOMIC GROWTH PLAN



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Foreword/Introduction

Inverclyde's natural assets are unrivalled and unbuildable. Our coastline and rivers are a key part of the economy, coupling these with world-class industrial assets will grow the maritime economy and support local industries.

However, Inverclyde suffers some profound socio-economic challenges, and while we work with our businesses and community partners to reverse these challenges, we look for Government and agency support to deliver more for Inverclyde.

Within Inverclyde, over the last decade, we have seen our population decline by around 5%; our levels of new build housing across tenures has dropped to almost nil over the last year; and Inverclyde is home to the most deprived data zone in Scotland in Greenock central.

Our Economic Growth Plan will coordinate a range of current and planned actions to use our economic strengths to deliver sustained benefit for our communities, residents and businesses to make Inverclyde an even better place to live, work, do business, and visit.

We have engaged with a cross section of our business community to cover all sectors and scales of businesses to inform the output for this Plan.

We will look to the Inverclyde Economic Taskforce to take ownership of actions within the Economic Growth Plan and ensure that working collaboratively, we are working to offset the economic challenges faced by Inverclyde and providing the funding to support delivery.

Our Growth Plan has 4 key missions, which capture a range of actions that will ensure Inverclyde plays to its strengths and place-based assets to provide growth for the benefit of our residents. The Missions are explored in detail throughout the Growth Plan, with a delivery plan setting out actions, stakeholders and timescales for delivery.

ECONOMIC GROWTH PLAN: MISSIONS

Mission 1: To Stimulate Growth in our Business Base and our Maritime Economy

Mission 2: To Ensure Inverclyde is a Thriving Place with Vibrant Towns and Villages and a Cohesive Tourism Offer

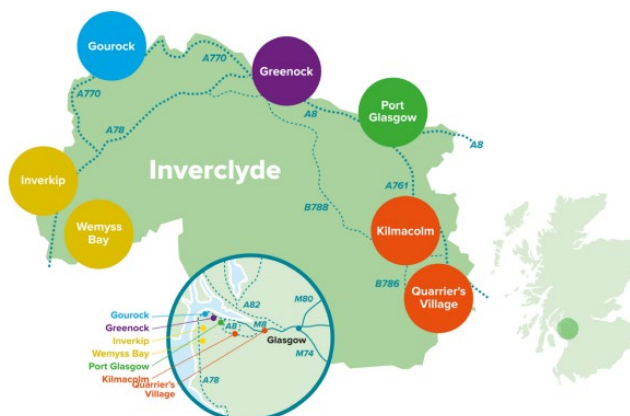
Mission 3: To Reverse Population Decline and Provide Affordable and Quality Housing for our Communities

Mission 4: To Provide Skills Development Opportunities and Support Pathways to Sustainable Employment

Inverclyde Profile

Inverclyde lies to the west of the Central Belt in Scotland. It is the smallest member authority of the Glasgow Metropolitan City Region.

Inverclyde exhibits disparity in the life circumstances and quality of life of residents, with some areas of Inverclyde ranking amongst the most deprived in Scotland, whilst other areas lie at the opposite end of this scale. Inverclyde suffers some profound socio-economic challenges, and while we work with our businesses and community partners to reverse these challenges, we look for Government and agency support to deliver more for Inverclyde.



The following statistics paint a picture of the challenges facing Inverclyde. The Economic Growth Plan takes an end-to-end approach to utilising our place-based strengths to create sustainable growth of our economy to benefit all, including our most deprived citizens and communities.

The estimated population of Inverclyde as at 30 June 2023 was 78,330, which is an estimated decrease of 20 from mid-2022, accounting for 1.4% of the total population of Scotland. The percentage of working age population is projected to fall by -6%, compared to a +3.3% growth in Scotland.

The number of households in Inverclyde on Census Day 2022 was slightly lower than at the time of the Census 2011. In 2022, there were 37,405 households compared to 37,434 in 2011.

Total employment in all industries in 2023 was estimated to be 24,000. Total employment change between 2015 and 2023 is estimated at -17%, compared to +4% in Scotland.

Almost 73% of Inverclyde's population aged 16-64 years old was classed as economically active - lower than both Scottish and British average. 4.2% of the economically active population in Inverclyde was unemployed compared to 3.5% in Scotland.

54 (47%) of Inverclyde's 114 data zones fall into the 20% most employment deprived in Scotland.

According to the End Child Poverty Campaign, in 2022/23 26.1% of children in Inverclyde are living in poverty in Inverclyde

Mission 1: Stimulating Growth in our Business Base and our Maritime Economy

Inverclyde's maritime economy is much more than shipbuilding and we are exploring how to better harness our marine and coastal assets to create improved investment opportunities across Inverclyde. We are working with the Glasgow City Region as it drives the Clyde Mission forward, and business stakeholders to create high value, sustainable jobs, utilising key assets along the coastline of Inverclyde.

In recent years, Inverclyde has lost significant job numbers, including to the city region following relocation of major employers, such as Amazon, IBM and EE relocating out with Inverclyde. However, despite these loses, Inverclyde's manufacturing sector has grown over the last decade while contracting across Scotland. **Excluding electronics, Inverclyde has added jobs more quickly than any other part of Scotland over the last ten years.**

Table 1

Manufacturing job growth (excluding electronics)

Area	Growth
Inverclyde	5.2%
Perth & Kinross	3.7%
City of Edinburgh	2.8%
Glasgow City	1.4%
Dundee City	-4.4%
Aberdeen City	-5.2%
Scotland	-0.3%

Source: Business Register & Employment Survey

The creation of business facilities and premises and economic support to businesses is at the heart of our approach to ensure businesses in Inverclyde can thrive and are anchored to place to avoid the shock associated with loss of major employers. Our workforce has a legacy of industrial and manufacturing jobs related to marine sectors, and we will modernise our focus on the marine and business sectors to attract investment and create opportunities for Inverclyde residents. We will work with employers to allow a network approach to key sectors to support supply-chain opportunities.

We are taking a broader outlook to maximise value from commercial space. We are working to secure new, high quality, flexible space to meet market needs, working with Glasgow City Region partners and having modern, flexible sustainable business premises is critical to success.

Our growth in manufacturing jobs underlines the need to have business space that is modern, sustainable and meets the needs of our business demands.

Inchgreen Marine Park



Image 1 Inchgreen Marine Park

Through the Glasgow Region City Deal, we have worked with partners to develop the Inchgreen Marine Park where over £11 million has been invested in a major upgrade of facilities including new utility connections and roadways. This investment, co-located with the largest dry dock in the UK, means the site offers: -

- Available, serviced development land
- Serviced commercial space
- Excellent transport links and proximity to labour and markets
- Largest UK dry dock
- Heavy-lift quayside access
- Deep water vessel access

We continue to promote the Inchgreen Marine Park assets, and we are exploring the creation of an Innovation Zone at Inchgreen Marine Park to attract further investment and business incentives to harness the assets at Inchgreen, which has capacity to have impact at UK and international level.

Commercial Space Growth Strategy

As part of the Inverclyde Taskforce, all partners committed to growing our business space by 55,000sqft, and regenerating obsolete stock. While funding to advance the Taskforce priorities hasn't been forthcoming to date, we are progressing with plans for a commercial space growth plan, which will see:

- **55,000sqft space created at Kelburn Business Park,**
- **additional commercial and training space in the Inchgreen Marine Park, supported by Peel and with academic sector engagement**
- **investment in business workshop units and commercial space at Crescent Street (13,000sqft) and Ingleston (21,000sqft) – Greenock.**

We are working with Riverside Inverclyde to maximise the commercial offer within Inverclyde to capture economic opportunities to our business and inward investment.

We will continue to push for the delivery of the Inverclyde Economic Taskforce to help us secure funds to regenerate obsolete stock for productive reuse, provide improvements to the strategic transport network, and through innovative approaches to business support



Image 2 Kelburn Business Park Phase 1. Project preparation has commenced for Phase 2.



Image 3 Concept Drawings for Future Flexible Commercial Space Provision

Next Steps

1. We will work with public, private and academic sectors to pursue Inchgreen Marine Park being designated as an Innovation Zone.
2. We will develop and implement a commercial space growth strategy to provide around 85,000sqft of modern, flexible, sustainable business space.
3. We will pursue funding to regenerate obsolete industrial stock.
4. Our business development team will have a renewed focus to support key growth sectors, build sectoral networks and have a streamlined approach to inward investment.
5. Our Place Based strategies will support high value investment along our coastal corridor to promote an Inverclyde 'Coastal Investment Zone'.
6. We will pursue opportunities to improve transport links and identify flexible fiscal policies to support investment.
7. We will encourage our businesses to be part of the regional real living wage programme in key sectors and our foundational economy.

Mission 2: To Ensure Inverclyde is a Thriving Place with Vibrant Towns and Villages and a Cohesive Tourism Offer

Developing our Tourism Offer

Inverclyde has a significant tourism offer, but we need to harness the impact of a broad range of coast and marine leisure offerings and our food and drink product, together with regeneration of our town centres, to ensure Inverclyde is a destination for domestic as well as international markets.

Our key assets include the new £20 million Greenock Ocean Terminal Visitor Centre opened in August 2023, which has a food and drink and cultural offering within the terminal building. The centre includes a museum, art gallery and restaurant and will serve as a gateway for over 100,000 cruise ship passengers visiting Inverclyde each year.



Image 4 Greenock Ocean Terminal

In addition, Inverclyde offers the Beacon Arts Centre, Newark Castle Gourock Outdoor Swimming Pool, excellent marina facilities at Greenock and Inverkip, with the Greenock Cut Centre and nature trails just inland. All these assets are along the coastal stretch, which offers active travel and joins up our main town centres and are served by quality local-run food and drink provision

We are currently investing £40m in Greenock to improve the transport and connectivity of the town centre and open the town to the coastal areas, creating more green space and promoting enterprise - so that our town centre businesses thrive and benefit from an improved destination experience. In addition to this investment, we have recently co-produced town centre action plans with input from our communities, which create a platform to work with communities and funders to improve our town centres.

There is evidence that there is significant untapped potential in Inverclyde's tourism markets and that the value produced by Inverclyde's tourism workers is on par with Scotland's big cities with significant growth potential. For example, accommodation businesses in Inverclyde are high value but currently limited in number and size. We will focus on growing the sector by investing in place, packaging our product, enhancing tourism support services such as food and drink and accommodation, creative industries and focusing on related skills requirements.

**Food & drink
accounts for one in
four manufacturing
jobs added in
Inverclyde over the
last decade**

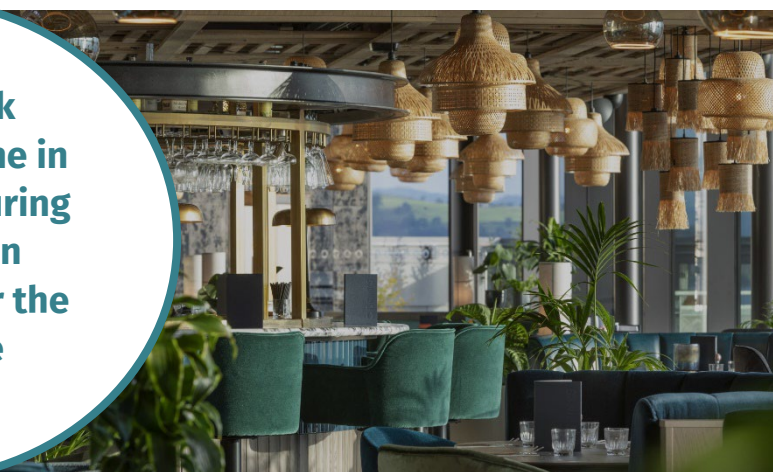


Image 5 Scott's Restaurant within Greenock Ocean Terminal

Table 2

Restaurants, cafes & pubs

Area	Businesses	Jobs	Gross Value Added per worker
Edinburgh	2,065	25,000	£26,000
Inverclyde	175	1,600	£24,800
Aberdeen	809	11,100	£24,600
Glasgow	2,297	26,800	£21,600
Scotland	14,609	152,700	£19,800

Source: Scottish Government, Annual Business Survey

Table 3

Accommodation businesses

Area	Businesses	Jobs	GVA per worker
Glasgow	174	4,700	£45,500
Inverclyde	12	300	£41,400
Edinburgh	371	6,900	£37,400
Aberdeenshire	173	2,200	£31,000
Scotland	3,464	57,900	£29,400

Source: Scottish Government, Annual Business Survey

Town Centre Investment

We have aspirations for our town centres of Port Glasgow, Greenock and Gourock, to be thriving places at the heart of our economic offer. We aspire for our town centres to be safe, welcoming, thriving places to do business, with daytime and evening economies that provide a range of opportunities for investment, links to our coast and supporting our tourism offer, and providing choice and variety of employment opportunities. We are developing significant investment programmes for infrastructure through the Greenock Central levelling up project, the Greenock Town Fund and our Town Centre Action Plans – as set out below. Our town centres will work with village and local centres to provide a network of facilities for our communities, supporting businesses and job.

Greenock Central Town Centre Regeneration

Through the UK Government Levelling Up Programme, we will invest £40m in Greenock to improve the town centre by:

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



Indicative new Oak Mall entrance & façade incorporating retained artwork



Proposed A78 road realignment

Image 6 Concept Design Images for Greenock Central Regeneration

Greenock Town Fund

In 2024 we set up a Greenock Town Board, which will oversee the implementation of a £20m programme over 10 years to prioritise the town centre, connectivity and community safety and enterprise. Investing to regeneration Greenock will have a positive lasting impact on the town centre, which at present includes the most deprived data zone in Scotland.

Town Centre Action Plans (Gourock, Port Glasgow, Greenock)

We will work with all stakeholders in delivering town centre regeneration and our Town Centre Action Plans will be a key driver for delivering on community priorities. These were developed throughout 2024, with participation from community groups, third sector partners, businesses and other stakeholders to identify a prioritisation of interventions communities are seeking to make their towns vibrant and thriving. The plans are not funded, however they set a 10-year ambition, and we will be working hard with partners to win funds to ensure our

Image 7 Town Centre Action Plans

communities' priorities can be implemented and they are empowered to deliver.

Next Steps

1. We will develop a tourism strategy to package our assets and promote Inverclyde as a domestic and international destination.
2. We will provide business support to food, drink, accommodation and creative industry sectors to support tourism sector growth requirements.
3. We will invest in our town centres, particularly through the delivery of the Greenock Central Levelling Up Project, the Greenock Town Board and our Town Centre Action Plans.
4. We will participate in the national advancement of the Cruise Ship Levy to determine the impact on Inverclyde.



Mission 3: To Reverse Population, Decline and Provide Affordable and Quality Housing for our Communities

Inverclyde has approximately 78,000 residents and 40,000 houses. Our population has fallen by 5% over the last ten years with fewer new homes being built. 19 homes were built in the year to September 2024 – down 246 from the previous year. In the latest Scottish Government Action Plan for tackling population decline, Inverclyde has the greatest predicted fall in population to 2028.

The Council and Community Partners (through the Alliance Board) are committed to tackling population decline and supporting the provision of quality, sustainable homes for our residents and to attract people to Inverclyde.

We are committed to tackling housing led regeneration and this has been reflected in the [Inverclyde Taskforce priorities](#).

We are working with Scottish Government to pilot an approach to reversing population decline. We will explore policy and direct interventions to support inward investment, business and families moving to Inverclyde.

Through our new Local development Plan, we are engaging private and public sector housing partners to remove barriers to development. This will assist to promote strategic housing opportunities including at Inverkip and Spango Valley. We are also exploring approaches to town centre and amenity living and housing led regeneration.

In March 2025, we will hold a housing summit to create a positive plan for change.

Percentage change for council areas, 2018 to 2028

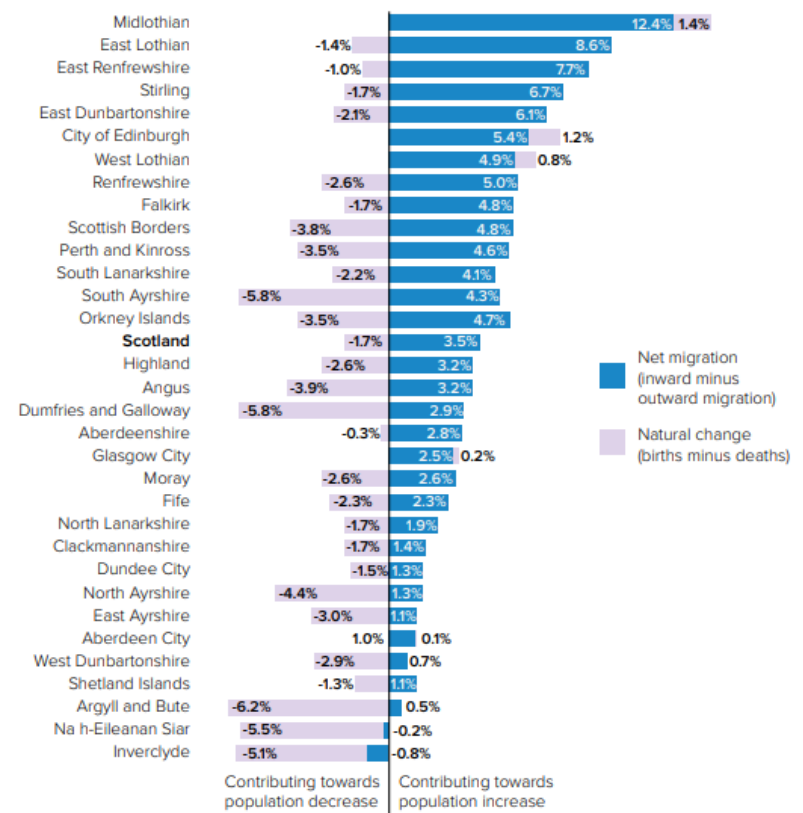


Figure 1 Population Projections - Scottish Government



Image 8 New Affordable Housing Development in Inverclyde

Next Steps

1. We will hold a Housing Summit in March 2025 to create a positive plan to deliver housing. We will work with partners to take a collegiate approach to create sustainable, affordable housing options for our communities.
2. We will deliver a pilot to reverse population decline in Inverclyde by supporting opportunities related to inward investment, business growth.
3. We will promote strategic housing through our LDP including at strategic housing sites at Inverkipp and Spango Valley.
4. We will work with private and public sector housing partners to remove barriers to development.
5. We will tackle fuel poverty.
6. We will drive housing led regeneration in town centres and amenity living.
7. We will deliver housing led regeneration at Clune Park.



Image 9 Inverkipp Strategic Housing Site - C600 Houses



Image 10 Clune Park Strategic Housing Regeneration Area

Mission 4: To Provide Skills Development Opportunities and Support Pathways to Sustainable Employment

One of our key priorities is reducing economically inactive people in Inverclyde. We aim to make employment work by supporting a range of initiatives to support entry and progression through employment opportunities. These will include:

- Promoting the real living wage
- Support skills in foundation economy and key sectors
- As well as promoting key skills, ensure our workforce has basic workplace skills
- Support a pipeline approach for succession and progression in the workplace
- Support employers to develop employment opportunities that welcome diversity in protected population characteristic groups
- Focusing on filling the childcare gap that prevents or limits employment opportunities for families
- Mainstreaming our approach to supporting good mental well-being
- Continue to provide opportunities for our third sector partners to directly deliver skills and training
- Ensure all school leavers have a positive destination

In addition, we will ensure that businesses and investors in Inverclyde have opportunities to support local community priorities through the implementation of a wish list for major contracts awarded.

One of our key priorities for skills and employment support will be development of a business sector approved skills development plan.

We will work with our Local Employability Partnership to ensure a coordinated approach to interventions.

We remain committed to delivering a pilot approach to tackling the C10,000 economically active people in Inverclyde through the above. We sought partner and funding support to deliver a pilot project to help those with most profound barriers to accessing the labour market and are keen to progress this initiative. We have been working with education and health and social care colleagues to target innovative approaches to this theme in Port Glasgow and we are keen to secure the means to scale this across Inverclyde.

Next Steps

1. We will work Local Employability Partnership to ensure coordinated action.
2. We will develop and implement a skills plan collaboratively with our businesses.
3. We will promote fair and inclusive working practices within our businesses to create high quality jobs and in-work progression.
4. We will remove barriers to work, with a focus on supporting childcare and supporting economically inactive citizens.
5. We will support employment opportunities in the growing care sector.
6. We will develop a pilot to physically engage with our cohort of 10,000 economically inactive and attempt bring them towards the labour market
7. We will provide in-work training to upskill through training options the attributes of the workforce 100 participants

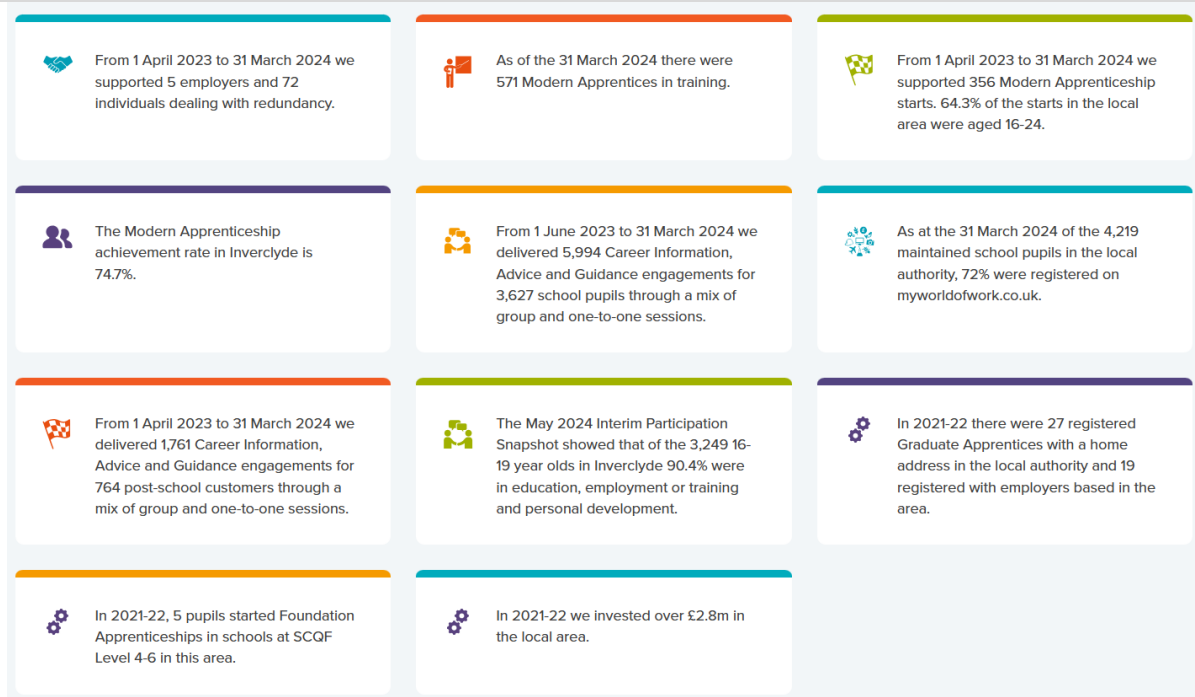


Figure 2 Skills and Employability Profile for Inverclyde - 2024 (Skills Development Scotland)

Delivery

The Economic Growth Plan will work alongside a suite of plans, policies and strategies including the following documents:



The Economic Growth Plan does not seek to duplicate these, rather it seeks to coordinate action across these documents to provide a clear plan of action for growing our economy.

The Delivery Plan that follows sets out the actions included in this document. They are specific, measurable, achievable, related to the outcomes we seek and have been set against estimated timescales for delivery (short, medium and long term).

The Plan embeds the principles of a Community Wealth Building approach, and seeks to maximise the principles:

1. **Spending:** Maximising community benefits through procurement and commissioning.
2. **Inclusive ownership:** Promoting plural ownership of the economy.
3. **Fair work:** Ensuring fair employment and just labour markets.
4. **Finance:** Making financial power work for local places.
5. **Land and property:** Focusing on socially just and productive use of land, property, and assets.

To monitor progress on the Economic Growth Plan, a **Community Wealth Building Panel** will be established, meeting twice a year to review progress. This will be comprised of a cross section of stakeholders involved in the delivery of the Growth Plan and report annually to the Environment and Regeneration Committee. Progress will also be embedded into Committee Delivery Plans and Service plans.

Inverclyde Economic Growth Plan: Delivery Plan DRAFT

Mission	What will we do?	Who will be involved?	When will we deliver?
Business Growth and Supporting our Marine Economy	1. We will work with public, private and academic sectors to pursue Inchgreen Marine Park being designated as an Innovation Zone.	<ul style="list-style-type: none"> • Inverclyde Council • Clyde Port • Clyde Mission/Glasgow City Region • Skills & Enterprise Agencies 	Short-term (0-2 years)
	2. We will develop and implement a commercial space growth strategy to provide around 85,000sqft of modern, flexible, sustainable business space.	<ul style="list-style-type: none"> • Inverclyde Council • Riverside Inverclyde • City Deal • UK/Scottish Governments 	Short/Medium term (0-5 years)
	3. We will pursue funding to regenerate obsolete industrial stock.	<ul style="list-style-type: none"> • Inverclyde Council • UK/Scottish Governments • Task force Partners • Enterprise Agencies 	Short/Medium term (0-5 years)
	4. Our business development team will have a renewed focus to support key growth sectors, build sectoral networks and have a streamlined approach to inward investment.	<ul style="list-style-type: none"> • Inverclyde Council • Business Gateway • Skills & Enterprise Agencies 	Short-term (0-2 years)
	5. We will pursue opportunities to improve transport links and identify flexible fiscal policies to support investment.	<ul style="list-style-type: none"> • Inverclyde Council • Transport Scotland • Clyde Metro 	Short/Medium term (0-5 years)
	6. We will encourage our businesses to be part of the regional real living wage programme in key sectors and our foundational economy.	<ul style="list-style-type: none"> • Inverclyde Council • City Region • Business Community • Public sector partners 	Short-term (0-2 years)
Tourism, Town Centres, Placemaking	7. We will develop a tourism strategy to package our assets and promote Inverclyde as a domestic and international destination.	<ul style="list-style-type: none"> • Inverclyde Council • Tourism Sector Stakeholders 	Short-term (0-2 years)
	8. We will provide business support to food and drink and accommodation sectors to support growth.	<ul style="list-style-type: none"> • Inverclyde Council • Business Gateway 	Short/Medium term (0-5 years)
	9. We will invest in our town centres, particularly through the delivery of the Greenock Central Levelling Up Project, the Greenock Town Board and our Town Centre Action Plans.	<ul style="list-style-type: none"> • Inverclyde Council • UK Government (LUF, Town Board Funders) • Greenock Town Board • Communities and Town Centre Regeneration Forums 	Short/Medium term (0-5 years)

	10. We will participate in the national advancement of the Cruise Ship Levy to determine the impact on Inverclyde.	<ul style="list-style-type: none"> Inverclyde Council Cruise Ship Sector Scottish Government 	Short/Medium term (0-5 years)
Housing & Depopulation	11. We will hold a Housing Summit in March 2025 to create a positive plan to deliver housing.	<ul style="list-style-type: none"> Inverclyde Council 	Short-term (0-2 years)
	12. We will deliver a pilot to reverse population decline in Inverclyde by supporting opportunities related to inward investment, business growth.	<ul style="list-style-type: none"> Inverclyde Council Scottish Government 	Short-term (0-2 years)
	13. We will promote strategic housing through our LDP including at strategic housing sites at Inverkip and Spango Valley.	<ul style="list-style-type: none"> Inverclyde Council Homes for Scotland Housing Private Sector 	Short/Medium term (0-5 years)
	14. We will work with private and public sector housing partners to remove barriers to development.	<ul style="list-style-type: none"> Inverclyde Council Homes for Scotland Housing Private Sector 	Short/Medium term (0-5 years)
	15. We will tackle fuel poverty.	<ul style="list-style-type: none"> Inverclyde Council Scottish Government Registered Social Landlords 	Short/Medium term (0-5 years)
	16. We will drive housing led regeneration in town centres and amenity living.	<ul style="list-style-type: none"> Inverclyde Council Scottish Government Scotland's Towns Partnership Scottish Futures Trust 	Short/Medium term (0-5 years)
	17. We will deliver housing led regeneration at Clune Park.	<ul style="list-style-type: none"> Inverclyde Council Registered Social Landlord (procured) Private Sector 	Short/Medium term (0-5 years)
Employability & Skills	18. We will work Local Employability Partnership to ensure coordinated action.	<ul style="list-style-type: none"> Local Employability Partnership 	Short/Medium term (0-5 years)
	19. We will develop and implement a skills plan collaboratively with our businesses.	<ul style="list-style-type: none"> Inverclyde Council Local Employability Partnership Skills & Enterprise Agencies 	Short-term (0-2 years)
	20. We will promote fair and inclusive working practices within our businesses to create high quality jobs and in-work progression.	<ul style="list-style-type: none"> Inverclyde Council Inverclyde Alliance 	Short/Medium term (0-5 years)
	21. We will remove barriers to work, with a focus on supporting childcare and supporting economically inactive citizens.	<ul style="list-style-type: none"> Inverclyde Council HSCP 	Short/Medium term (0-5 years)
	22. We will support employment opportunities in the growing care sector.	<ul style="list-style-type: none"> Inverclyde Council Local Employability Partnership Skills & Enterprise Agencies West of Scotland College 	Short/Medium term (0-5 years)

	23. We will develop a pilot to physically engage with our cohort of 10,000 economically inactive and attempt bring them towards the labour market	<ul style="list-style-type: none"> • Inverclyde Council • UK/Scottish Government • Inverclyde Taskforce 	Short/Medium term (0-5 years)
	24. We will provide in-work training to upskill through training options the attributes of the workforce 100 participants	<ul style="list-style-type: none"> • Inverclyde Council • UK/Scottish Government • Inverclyde Taskforce 	Short/Medium term (0-5 years)

Appendix 1: Inverclyde Taskforce Priorities

Business Premises

Project 1 - Kelburn Industrial Estate is an industrial/commercial development in the east of the Local Authority area which is adjacent to the A8. Originally developed by urban regeneration company Riverside Inverclyde, we are seeking to expand these facilities as the current provision is full. RI can borrow £5 million, however require a further £3 million additional funding to deliver a 55,000ft² solution.

Project 2 - Port Glasgow Industrial Estate suffers from legacy buildings from the 1960–70s era. Their redundant nature makes them attractive for anti-social uses. We are seeking to demolish the central core of the area and provide alternative modern purpose facilities to make Port Glasgow an attractive proposition. We are seeking investment to the value of £22 million.

Business

Project 1 - To ensure that the east/west displacement is not further exacerbated. Providing fiscal policy to afford Inverclyde business rate tax reduction in line with the GCR Investment Zone applicable to our industrial estates.

Project 2 - To expedite efficient traffic movement within the Inverclyde area we would seek to support Transport Scotland in the installation of a MOVA type traffic light solution for the main A8 trunk road, the cost of this is estimated at £500,000-£750,000.

Housing

Project 1 - The Council has aspired to address the standard of housing within Clune Park for considerable time. The Council is seeking the allocation of funds to afford a successful development which will include the construction of 80-100 mid-market rent homes. The anticipated cost on top of the acquisition costs is estimated to be £16m.

Project 2 - Port Glasgow Lower Quarter. A potential levelling up partnership approach to regenerate a section of Port Glasgow Town Centre. Following acquisition of redundant premises, the project seeks to regenerate the area through investment in civic, housing and business premises creation - £25 million.

Skills

Project 1 - The economically inactive count for Inverclyde remains stubbornly around 10,500 people. This pilot project would seek to physically engage with this cohort and attempt bring them towards the labour market - £1 million.

Project 2 - In work training to upskill through training options the attributes of the workforce 100 participants £500,000.

Appendix 2 – Business Engagement

The plan was developed through engaging with local businesses and organisations. A topic guide for engaging with consultees was agreed to explore the advantages and disadvantages of being based in Inverclyde.

The consultations also addressed key assets and investments, future plans, barriers and challenges to growth, how business support could be improved, and the priorities to grow Inverclyde's economy.

Initially 28 businesses and organisations were identified covering a range of industry sectors and representative of large, medium and small employers. The consultations also engaged a range of employers with different business models and ownership structures.

Consultations were undertaken with 17 business and organisations including those from the tourism sector (including hotels & food service), marine sector, education, manufacturing, transport, financial services, the creative sector, construction and the care sector.

An additional four consultations were undertaken with senior staff from Inverclyde Council (21 consultations in total). A number of workshops and site visits were also undertaken to help inform the plan.

1. Peel Ports Group
2. A&I Geotechnical
3. Build Depot Smiths
4. Trade Right International
5. McGills
6. Riverclyde Homes
7. Tontine Hotel
8. McMillan Motors (Greenock)
9. Pearson Motors (Wemyss Bay)
10. McCaskies Butcher and Café
11. Safer Scotland
12. McLaren Packaging
13. James Walker Devol Engineering
14. Diodes International
15. CIGNA Insurance
16. Renfrewshire Electronics Ltd
17. Dales Marine
18. Kirkwoods
19. PG Paper
20. Whyte & Christie
21. Glasgow City Region/Clyde Mission

Report To:	Environment & Regeneration Committee	Date:	13 March 2025
Report By:	Head of Service - Regeneration, Planning and Public Protection	Report No:	ENV011/25/SJ/NM
Contact Officer:	Neale McIlvanney	Contact No:	01475 712402
Subject:	Local Development Plan: Evidence Report and Scoping Report		

1.0 PURPOSE AND SUMMARY

- 1.1 For Decision For Information/Noting
- 1.2 To seek approval for the Local Development Plan 'Evidence Report' and 'Scoping Report', in order that both documents can be submitted to Scottish Government for Gate Check review.
- 1.3 The Evidence Report is the first key stage in the production of a development plan and its purpose is to set out a range of evidence gathered to inform what the content of the emerging Plan should be, whilst providing a reflection on initial consultation. The emerging Inverclyde LDP is being produced under new Scottish regulations on development planning, and this is the first Evidence Report produced by Inverclyde Council for a Local Development Plan.

2.0 RECOMMENDATIONS

- 2.1 That Committee approves the draft Local Development Plan Evidence Report and the Local Development Plan Scoping Report for submission to Government Gatecheck, subject to final amendments required for editorial purposes.

Neale McIlvanney
Head of Service
Regeneration, Planning & Public Protection

3.0 BACKGROUND AND CONTEXT

- 3.1 The emerging LDP is being prepared under revised regulations from that of previous iterations of Inverclyde Local Development Plans. Development Plan regulations are set by Scottish Government and under the current system, the initial key stage of any LDP in Scotland is to present evidence gathered across a range of topic areas as set out in National Planning Framework 4, and that will form part of the development plan, and present this in a form that sets out anticipated requirements for the emerging Local Development Plan. This stage also includes an element of engagement across relevant stakeholders. Following production of an evidence report, Scottish Government undertake a Gatecheck to determine whether the authority has sufficient information and evidence to allow it to progress to preparation of a Local Development Plan. The Evidence Report should also be accompanied with a Scoping Report to commence the process of preparation of a Strategic Environmental Assessment for the plan.
- 3.2 Evidence gathered across the range of topics related to Local Development Plans is extensive due to the nature of development plans covering a wide range of land uses and development types, and stakeholders with interests across those topics. The Evidence report sets this out in a format, which: identifies relevant topics, includes analysis of the relationship of current LDP policies to NPF4, contains links and summaries of a wide range of evidence sources, identifies gaps in evidence that should be addressed through LDP production, summarises next steps and consultation outcomes (i.e. where stakeholders agree or disagree with evidence gathered).
- 3.3 Delegated authority is sought to submit the Evidence Report and Scoping Report to Scottish Government for Gatecheck, subject to final changes required for editorial purposes. It is intended submit the documents to Government by end March 2025. The LDP Development Plan Scheme [DPS], which sets out a timetable for progressing the Plan indicates submission within quarter 1 of 2025, so this remains on target in accordance with the DPS. Notwithstanding, as the Gatecheck process is a new component of the system, it is unknown whether the Gatecheck will complete within the DPS timescales. So far, a small number of authorities in Scotland have progressed to Evidence Report stage, with a mixed outcome of around half being authorised to proceed to LDP preparation, while the remainder have been notified of further work required to develop the evidence base. Officers will look to advance other components of the LDP during the Gatecheck process, where feasible to ensure progress remains as close to the DPS as possible, however further reports on the LDP process to Committee will identify whether the LDP timescale remains on track.
- 3.4 In terms of substantive content of the LDP Evidence Report, the topics are grouped into 3 areas of evidence gathered: Sustainable Place, Liveable Place and Productive Place, which contain the topics as shown in the following table.

LDP EVIDENCE REPORT TOPIC SCHEDULE		
Sustainable Place	Liveable Place	Productive Place
Tackling Climate Change, Nature Crisis and Climate Change Mitigation and Adaptation Biodiversity Natural places Soils Forestry and woodland Historic assets and places Greenbelts Brownfield, Vacant and Derelict Land, and Empty Buildings	Design, Quality, Place and Local Living and 20-Minute Neighbourhoods Quality Homes Rural Homes and Rural Development Heat and Cooling Blue and Green Infrastructure and Play, Recreation and Sport Flood Risk and Water Management Health and Safety	Community Wealth Building Business and Industry City, Town, Commercial and Local Centres and Retail Tourism, Culture and Creativity

Coastal Development Energy Zero Waste Sustainable Transport and Infrastructure First	Digital Infrastructure	
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3.5 The LDP Evidence report sets out conclusion and implications for next steps in each topic area, and also summarises at the end of the document. However, the following highlights are noted below for consideration:

- The LDP system is new and National Planning Framework 4 is formally incorporated as part of development plans nationally. This means that for Inverclyde the development plan will be formed of the NPF4 (or superseded version) and the most up-to-date LDP. In this context, many of the areas for update in the LDP are unlikely to change the strategic direction of policy from current adopted and proposed LDPs for Inverclyde, given there is not any substantial conflict between the two
- As a further consequence of the development plan being formed, in part, of NPF4, there may be opportunity to remove policy content from the LDP if it would be a simple reiteration of national policies. Areas where local variance applies are still likely to have bespoke LDP policies – for example, this could include rural housing development.
- There is an identification that a number of regeneration initiatives have been delivered, are in works or in development stages. These are likely to be formed as a strategic regeneration/priority places component of the LDP, and there is likely to be strong links between economic strategy documents and LDP content in this area.
- The planning for housing system has changed since previous LDPs as a result of NPF4. Notably, this has removed the ‘sustainable development principle’ that previously existed, whereby if there was deemed to be a lack of effective deliverable land supply, there would be a presumption to support non-allocated housing land for housing development at planning application stage. Additionally, the formulation of land strategy for delivering new houses is not formed in the same way. The Evidence Report content strongly links with the Local Housing Strategy components identified housing need and demand, however the expectation is now that Government wish LDPs to establish a ‘minimum all tenure housing land requirement’ and plan to deliver in excess of that target. The Evidence Report sets out scenarios for planning on this basis, and recommends a preferred growth strategy. It should be noted that existing land availability (per housing land audit) exceeds this target, although the LDP will have to develop a strategy to support new house building given that although there is known land availability, completions for new build units (both private and RSL) have fallen significantly, which is likely to indicate a disconnect between land availability and development. This will require collaborative working with industry to identify and remove barriers to development in Inverclyde and reviewing land allocations and policy to this end. At the time of writing the LDP Evidence Report, positive engagement has been taking place with industry, which will be an ongoing aspect of the LDP (and LHS), and the current status of these discussions are reflected in the Evidence Report ‘housing schedule’. These issues will be further explored in the forthcoming intended Housing Summit.

4.0 PROPOSALS

4.1 That Committee approves the draft Local Development Plan Evidence Report and the Local Development Plan Scoping Report for submission to Government, subject to final amendments required for editorial purposes.

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

None

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

Annually Recurring Costs/ (Savings)

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

5.3 Legal/Risk

There is a legal duty on the Council to produce a Local Development Plan and to keep this under review. Without an up-to-date development plan, decisions on planning applications are more susceptible to successful appeals.

5.4 Human Resources

N/A

5.5 Strategic

The Local Development Plan is the representation of the Council's strategic priorities and works in tandem with the Local Housing Strategy to provide a comprehensive spatial strategy for housing.

5.6 Equalities, Fairer Scotland Duty & Children/Young People

N/A

(a) Equalities

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

	YES – Assessed as relevant and an EqIA is required.
X	NO – an equalities impact assessment will be produced in tandem with the production of the Local Development Plan, however the Evidence Report is not in itself a policy document.

(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 – The Evidence Report is not a policy document in itself, however in production of the Local Development Plan, all relevant associated assessments will be undertaken to inform the Plan.

(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 – The Evidence Report is not a policy document in itself, however in production of the Local Development Plan, all relevant associated assessments will be undertaken to inform the Plan.

5.7 Environmental/Sustainability

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

None

Has a Strategic Environmental Assessment been carried out?

X	YES – assessed as relevant and a Strategic Environmental Assessment is required and in this respect a Scoping Report is produced for approval of Committee in fulfilment of SEA requirements.
	NO – This report does not propose or seek approval for a plan, policy, programme, strategy or document which is like to have significant environmental effects, if implemented.

5.8 Data Protection

Has a Data Protection Impact Assessment been carried out?

	YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.
X	NO – Assessed as not relevant as this report does not involve data processing which may result in a high risk to the rights and freedoms of individuals.

6.0 CONSULTATION

6.1 The Evidence Report has been the subject of broad consultation across the topic areas. Summary of consultation outcomes and notification of where consultation responses indicate agreement or conflict with the evidence gathered is set out against each topic area and summarised in the Evidence Report. Further consultation will be undertaken as a regulatory requirement of future stages of the LDP.

7.0 BACKGROUND PAPERS

7.1 N/A

Report To:	Environment & Regeneration Committee	Date:	13 March 2025
Report By:	Director Environment & Regeneration and Chief Financial Officer	Report No:	ENV012/25/SJ
Contact Officer:	Stuart Jamieson	Contact No:	01475 712764
Subject:	Roads – Proposed RAMP/Capital Programme for 2025/26		

1.0 PURPOSE AND SUMMARY

1.1 For Decision For Information/Noting

1.2 The purpose of this report is to seek Committee approval in relation to a proposed programme of projects to be undertaken in 2025/26 using RAMP/Capital Funding and funding for Active Travel infrastructure projects.

1.3 This report is to advise the Committee of the proposed RAMP/Capital expenditure and core projects for 2025/26 (excluding Active Travel) within the available budget of £2.86m and the 2025/26 Active Travel projects within the available budget of £341k.

2.0 RECOMMENDATIONS

2.1 That the Committee approve the list detailed in Appendix 1 for the 2025/26 RAMP/Capital and Active Travel related projects.

2.2 That the Committee grant delegated authority to the Head of Physical Assets to achieve full spend of the RAMP/Capital budget and Active Travel allocation through the substitution of projects from a reserve list when necessary.

Stuart Jamieson
Director Environment & Regeneration

3.0 BACKGROUND AND CONTEXT

- 3.1 The RAMP/Capital expenditure and core projects for 2025/26 (excluding Active Travel) will be progressed within the allocated budget of £2.86m.
- 3.2 The 2025/26 Active Travel projects are being progressed within the available budget of £341k. Funding for this is made available through the Tier 1 Active Travel Infrastructure Fund which is a non-ringfenced element of the General Capital block grant and which has replaced the former Cycling, Walking and Safer Routes (CWSR) fund.
- 3.3 The proposed projects, where appropriate, apply only to carriageways, footways, lighting and bridges etc. on public roads for which the Roads Service has specific responsibilities in terms of the Roads (Scotland) Act 1984.
- 3.4 The costs of the projects as specified have been compiled on the basis of assessed unit costs and not on priced bill of quantities which will be prepared when the programme has been approved. Should the cost of any individual project exceed the preliminary estimate, appropriate variances will be applied to the remaining programme.
- 3.5 Delivery of the 2025/26 programme will depend on a number of factors including changing priorities due to ongoing changes within the condition of the network, weather, market prices and the work programmes of public utility companies who also require access to the road network.
- 3.6 The Teir 1 Active Travel funding is an element of the tiered delivery model for active travel infrastructure introduced by Transport Scotland in 2024/25 designed to support the delivery of an integrated programme of active travel infrastructure design and construction projects, with embedded behaviour change interventions to enable greater adoption of walking, wheeling and cycling. The fund objectives include delivery of active travel interventions that will enhance the safety and accessibility of existing infrastructure or introduce new provision to travel safely and more conveniently.
- 3.7 The programme of expenditure for the £3.201m funding is summarised in the table below:

Outline Programme	2025/26 £000
<i>RAMP Funding</i>	
Carriageways	1,805
Footways	190
Structures	170
Lighting	170
Other Assets	165
Feasibility	30
Fees & Staffing	330
Sub-Total	2,860
<i>Other Funding</i>	
Active Travel	341
Total	3,201

Carriageways

- 3.8 The priority investment programme for carriageways has been determined through analysis of available information comprising: road hierarchy, results from the Scottish Road Maintenance Condition Survey (SRMCS), local route knowledge with regard to defective lengths of carriageway, evidence of defects, number of complaints, accidents statistics, liability claims, and public, Councillor, and other requests. Particular emphasis is given to the road hierarchy, SRMCS and local route knowledge of Council Officers. Future determination is based on the Roads Asset Management Policy. Schemes in Appendix 1 are listed in order of assessed priority.

Footways

- 3.9 The priority investment programme for footways/footpaths has been determined through analysis of available information comprising: route classification (amenity, use), local route knowledge with regard to defective lengths of footway/footpath, evidence of defects, number of complaints, accidents statistics, liability claims, and public, Councillor, and other requests. Particular emphasis is given to the route classification, and local route knowledge of Council Technical staff. Future determination is based on the Roads Asset Management Policy. Schemes in Appendix 1 are listed in order of assessed priority.

Structures

- 3.10 The proposed programme of works for structures addresses the requirement to replace and/or replenish specific structural elements which in general have become dilapidated due to their age or which have been rendered unfit for purpose due to changes in legislation. The proposed priority investment is noted in the table within Appendix 1.

Lighting

- 3.11 The delivery of the RAMP street lighting programme continues on from the works carried out in previous years, and concerns column replacement on a priority basis. The proposed priority investment is noted in the table within Appendix 1.

Other Assets

- 3.12 The proposed programme of works for other assets which includes drainage, signs & road markings, vehicle barriers, addresses the requirement to replace and/or replenish specific asset elements which in general have become dilapidated due to their age or which have been rendered unfit for purpose due to changes in legislation. Traffic Measures allows for traffic improvements such as traffic calming measures. The proposed priority investment is noted in the table within Appendix 1.

Feasibility

- 3.13 The delivery of the feasibility studies and investigations associated with current/future RAMP/Capital Programme.

Active Travel

- 3.14 The proposed programme of works for the Active Travel allocation align with the objectives of the fund which will enable residents to move more safely between settlements and key amenities by walking, wheeling or cycling. The proposed priority investment is noted in the table within Appendix 1.

4.0 PROPOSALS

- 4.1 The proposed programme of expenditure for the £3.201m funding is as detailed in Appendix 1 including list of reserve schemes.
- 4.2 The delivery of the programme can be influenced by a number of factors as outlined in 3.5 above. In view of this, it is proposed that delegated authority be given to the Head of Physical Assets to achieve full spend of the capital budget through the substitution of projects from a reserve list when necessary. Reserve carriageway, footway and structures projects are identified within Appendix 1.

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
Capital	RAMP	2024/25	2,860		RAMP
Capital	Roads Core	2024/25	341		Active Travel
			3,201		

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 Roads Asset Management Strategy/Plan forms part of the Council's Corporate Asset Management Strategy that will preserve and/or continue to improve the condition of the roads assets within Inverclyde depending on levels of investment.

6.0 CONSULTATION

6.1 This report has been prepared in consultation with Finance Services.

7.0 BACKGROUND PAPERS

7.1 None.

RAMP CARRIAGEWAY PROGRAMME**i. Named Carriageway Resurfacing/ Reconstruction Schemes Carried Over from 2024/25 (£64k)**

<i>Road</i>	<i>Town</i>	<i>Extent</i>
Lemon Street	Greenock	Cornhaddock Street to Murdieston Street
West Stewart Street / Houston Street	Greenock	Jamaica Street to Patrick Street

ii. Named Carriageway Resurfacing/ Reconstruction Schemes (£626k)

<i>Road</i>	<i>Town</i>	<i>Extent</i>
Old Largs Road	Greenock	Papermill Road to Golf Course cattle grid
Brown Street	Port Glasgow	Between A8 and William Street
Lomond Road	Wemyss Bay	Full length
Union Street	Greenock	Selected lengths
Cullen Crescent	Inverkip	Full length
Wateryetts Drive/Yett Avenue	Kilmacolm	Port Glasgow Road to Quarry Drive
Birkmyre Avenue	Port Glasgow	Full length
Findhorn Road	Inverkip	Spey Road to 1 st entrance Cullen Place
Banff Road	Greenock	No 73 to No 75
Manor Crescent	Gourock	Larkfield Road to Rodney Road junction
Divert Road	Gourock	Full length
South Street & Carmichael Street	Greenock	Forsyth Street to Fox Street

iii. Carriageway Large Patching/Patching - Various Locations (£438k)

<i>Road</i>	<i>Town</i>	<i>Extent</i>
Cumberland Road	Greenock	No 90 to No 116
Roxburgh Street	Greenock	Junction of Sir Michael to Duncan Street junction
Berwick Road	Greenock	No 25 to No 39
Castle Road	Greenock	Full length
Waverly Street	Greenock	Under bridge
Earnhill Road	Greenock	Various locations
Old Greenock Road	Port Glasgow	Finlaystone Road to boundary
Overton Road	Greenock	Papermill Road to end
Royal Street	Gourock	John Street to turning point
Cedar Crescent	Greenock	Full length
Sharpe Street	Gourock	Full length
Peile Street	Greenock	Full length except for No 15 to 19 (private)

Fir Street	Greenock	Full length
Luss Avenue	Greenock	Full length
Nicolson Street	Greenock	Roundabout at the Range
Dunvegan Avenue	Gourock	Tantallon Avenue to end
Springwood Drive	Kilmacolm	Full length
Oronsay Avenue	Port Glasgow	Selected sections
Dunlop Street	Greenock	Selected sections
Cornhaddock Street	Greenock	Selected sections
Drumfrochar Road	Greenock	Selected sections
Ingleston Street	Greenock	Selected sections
Belville Street	Greenock	Selected sections
Roxburgh Street	Greenock	Selected sections

iv. Carriageway Minor Patching - Various Locations (£445k)

v. Kirn Drive, Gourock – One Way System (£44k)

vi. Levelling Up Fund – Diversion Route Works – Additional Traffic Arrangements (£50k)

vii. A78 Inverkip Junction Improvements Works - Inverclyde Council Contribution (£100k)

viii. Named Carriageway Resurfacing/ Reconstruction Schemes (Reserve)

<i>Road</i>	<i>Town</i>	<i>Extent</i>
Glasgow Road	Port Glasgow	Kelburn Terrace to Heggies Avenue
Rodney Road	Gourock	Full length
Clydeview Road	Greenock	Full length
Grieve Road	Greenock	Auchneaghfarm Road to Lyle Road
Finnart Street	Greenock	Madeira Street to Mariners Home
Moss Road	Port Glasgow	Full length
Tasker Street	Greenock	Full length
Brisbane Street	Greenock	Patrick Street to Forsyth Street
Irwin Street	Greenock	Full length

RAMP FOOTWAY PROGRAMME**i. Named Footway/ Footpath Resurfacing/ Reconstruction Schemes (£170k)**

<i>Road</i>	<i>Town</i>	<i>Extent</i>
Regent Street	Greenock	Dellingburn Street to Lyndoch Street (both sides)
Banff Road	Greenock	Banff Place to Caithness Road
Woodrow Avenue	Kilmacolm	Full length
Finch Road	Greenock	Kestrel Crescent to Auchneaghfarm Road
Orchard Street	Greenock	Full length
Lomond Road	Wemyss Bay	Selected sections
Rose Street	Greenock	Grieve Road to Buchanan Street
Brisbane Street	Greenock	Robertson Street to Forsyth Street (south side)
Banff Road	Greenock	No 98 to 122

ii. Footway/Footpath Large Patching at Various Locations (£20k)**iii. Named Footway/ Footpath Resurfacing/ Reconstruction Schemes (Reserve)**

<i>Road</i>	<i>Town</i>	<i>Extent</i>
Ayr Terrace	Greenock	Full length
Newton Street	Greenock	Fox Street to Madeira Street
Clynder Road	Greenock	Full length
Court Road	Port Glasgow	Bay Street to end (both sides)
Berwick Road	Greenock	No 63 to No 107 south footway
Toward Road	Wemyss Bay	Full length
Inellan Road	Wemyss Bay	Full length
South Street	Greenock	Fox Street to Newton Street

RAMP LIGHTING PROGRAMME**i. Column Replacement (£170k)**

<i>Road</i>	<i>Town</i>	<i>Project Extent</i>
Column Replacement	All	Works to replace life expired columns, including replacement of ad-hoc damaged columns via Lighting Maintenance Contract

RAMP STRUCTURES PROGRAMME**i. Structures Schemes (£170k)**

<i>Road/ Bridge</i>	<i>Town</i>	<i>Project Extent</i>
Finneston Street	Greenock	Kerb Upgrade
West Stewart Street	Greenock	Parapet Upgrade
Principal Inspections	Various	Principal Inspection of Structures
Minor Retaining Wall Repairs	Various	Inspection, design and construction
Minor Bridge Repairs	Various	Inspection, design and construction

ii. Structures Schemes (Reserve)

<i>Road/ Bridge</i>	<i>Town</i>	<i>Project Extent</i>
Lochwinnoch Road Footbridge	Kilmacolm	Resurface Deck of Footbridge, and Replace the Bridge Bearings
Lochwinnoch Road Rail	Kilmacolm	Replace Damaged Stonework and Pointing of Bridge

RAMP OTHER ASSETS PROGRAMME**i. Other Asset Schemes (£165k)**

<i>Road/ Asset</i>	<i>Town</i>	<i>Project Extent</i>
Drainage	Various	Various Improvements
Minor Safety Measures	Various	Various Improvements
Signs & Road Markings	Various	Various Improvements
Traffic Calming Priority List	Various	Traffic Calming Measures
Vehicle Restraint Systems & Other Barriers	Various	Various Improvements
Road Trees	Various	Specified Significant Maintenance/Improvement

RAMP FEASIBILITY PROGRAMME**i. Feasibility (£30k)**

<i>Road</i>	<i>Town</i>	<i>Project Extent</i>
Feasibility	Various	Studies Associated with Current/Future RAMP/Capital Programme

OTHER FUNDING – ACTIVE TRAVEL**i. Active Travel (£341k)**

<i>Road</i>	<i>Town</i>	<i>Project Extent</i>
LUF - Diversion Route Works – additional traffic arrangements	Greenock	Pedestrian Crossing Improvements
A78 Junction Improvements	Inverkip	Pedestrian Link Improvements
Dropped Kerbs	Various	Improvements to Pedestrian Accessibility
School Working Group Requests	Various	Minor Safety Measures Around Schools
Cycle Storage & Parking	Various	Cycle Storage and Parking Installation Across Inverclyde

ii. Active Travel (Reserve)

<i>Road</i>	<i>Town</i>	<i>Project Extent</i>
N75 Cycle Track	Greenock	Lady Octavia to Greenock
Regional Route	Inverkip/ Greenock	A78 Route from Inverkip to Greenock

Report To:	Environment & Regeneration Committee	Date:	13 March 2025
Report By:	Head of Physical Assets	Report No:	ENV009/25/SJ/EM
Contact Officer:	Eddie Montgomery	Contact No:	01475 712472
Subject:	National Strategy for 20mph - Update		

1.0 PURPOSE AND SUMMARY

1.1 For Decision For Information/Noting

1.2 The purpose of this report is to inform the Committee of the ongoing engagement with Transport Scotland on the commitment from the Scottish Government to implement the National Strategy for 20mph speed limits in all appropriate roads in built up areas by 2025.

1.3 The report also outlines the background to the strategy and summarises the guidance published by Transport Scotland to date whilst highlighting the time, resource, and estimated cost implications of implementing 20mph speed limits in suitable areas across Inverclyde.

2.0 RECOMMENDATIONS

2.1 It is recommended that the Committee:

- note the position and the limited funding received from Transport Scotland in 2024/25 to support an initial assessment and further detailed design of the associated TTROs, signs, lines and other measures which is currently on-going through external consultants and planned to be completed by the end of March 2025;
- note and agree on the principles of 20mph speed limits and the roads identified during the March 2023 assessment (and subsequent amendments) which indicate that 1,054 roads are suitable for a speed limit reduction based on the Road Assessment Guidance issued by Transport Scotland;
- note Transport Scotland's proposed route to implementation by promotion of a number of Temporary Traffic Regulation Orders (TTRO), followed by consultation to assess the success of the schemes to identify any changes and with final implementation through formal consultation and promotion of permanent Speed Limit Orders (SLOs);
- note the estimated cost to implement outlined in 3.13 and that Officers will continue dialogue with Transport Scotland regarding the position on funding for implementation and report to a future meeting of the Environment & Regeneration Committee;
- note the Scottish Government indicated timescales for implementation and the challenges associated with meeting those linked to the current inability of Transport Scotland to confirm funding support for implementation and any timing of announcement of funding support from Transport Scotland including the finite officer resource within the Inverclyde Services that would be required to support the implementation;

- note the Transport Scotland position and the limitations on what would be covered by funding for implementation outlined in 3.12 and the risks passed to the Council associated with any further soft measures and (where deemed necessary) any physical speed management measures, for roads not reaching a desired level of speed compliance with the likely scenario being that these roads would require to be revert to the original speed limit in the absence of available funding to support further speed management measures.

Eddie Montgomery
Head of Physical Assets

3.0 BACKGROUND AND CONTEXT

- 3.1 In September 2018 Mark Ruskell MSP brought a bill before the Scottish Parliament to reduce the default speed limit on restricted roads in Scotland from 30mph to 20mph. The objective of the bill was to change attitudes of drivers and encourage improved road safety. The bill was debated and voted on in Parliament on 13 June 2019 where it received 26 votes For the bill, 83 votes Against and 4 Abstentions. As a result the bill failed to progress to the next stages and be made law.
- 3.2 The Programme for Government for 2022/23 introduced the National Strategy for 20mph. The Bute House Agreement included a pledge that “all appropriate roads in built up areas will have a safer speed of 20mph by 2025.” It also stated that a task group would be formed to plan the most effective route for implementation.
- 3.3 Following this, in September 2023, COSLA’s Environment & Economy Board discussed the options available to implement 20mph speed limits. They were:
- a) Local authorities applying for Traffic Regulation Orders (TROs) to change roads to become 20mph; or
 - b) A legislative route which makes 20mph the default speed limit, meaning that local authorities would need to apply for TROs to exempt roads as 30mph.
- 3.4 COSLA was generally supportive of the reasoning behind reducing default speed limits from 30mph to 20mph however it noted that councils would require appropriate resource and support to ensure its effective rollout. Discussions between COSLA and Transport Scotland highlighted that it would not be possible to introduce a default speed limit within the Parliamentary term, and definitely not by the deadline of 2025, therefore the TRO and ETRO route was the favoured option. They believed that this offered greater flexibility to local authorities and does not impose any statutory duties. They also felt that this avoided costs for local authorities to make TROs to exempt certain roads from a 20mph default speed limit. However, in Inverclyde we believe we will need to prepare more SLOs to make roads 20mph than would have been required if the default speed limit was reduced and exempting roads via TRO to retain higher speed limits.
- 3.5 The Environment and Regeneration Committee on 13 January 2022 agreed the principle of 20mph speed limits in areas with significant pedestrian generators, schools and residential areas. This is in line with Transport Scotland’s desire to reduce the speed limit to 20mph on appropriate roads in built-up areas. The Council has already promoted 20mph zones in town centre and village locations across Inverclyde (Kilmacolm, Port Glasgow, Gourrock, Inverkip, Wemyss Bay and the Cathcart Street area of Greenock).

Transport Scotland Road Assessment Guidance and Technical Considerations

- 3.6 In July 2022 Transport Scotland wrote to all local authorities to ask them to carry out an assessment of all roads in their area in accordance with criteria they set (Refer to Appendix 1). The Place Criteria outlined in this indicates:

“Identifying any of the following place criteria will help to indicate the 30mph roads which are considered appropriate for potential alteration to 20mph. The roads which remain at 30mph will typically be on A and B Class roads with little frontage activity and where people walking, wheeling and cycling do not need to share space with motor traffic.

A minimum road length for the speed limit is suggested between 400-600m. The length adopted will depend on the conditions at or beyond the end points.

- a) Is the road within 100m walk of any educational setting (e.g. primary, secondary, further & higher education);*

b) Does the number of residential and/or retail premises fronting the road (on one or both sides) exceed 20 over a continuous road length of between 400 - 600m. Other key buildings should also be considered such as a church, shop or school;

c) Is the road within 100m walk of any community centre, church, place of worship, sports facility, any hospital, GP or health centre;

d) Does the composition of road users imply a lower speed of 20 mph which will improve the conditions and facilities for vulnerable road users and other mode shift. (reflect on future plans such as active and sustainable travel, places for people, consider existing and potential levels of vulnerable road users);

e) Will the road environment, surrounding environment, community and quality of life impact (e.g. severance, noise, or air quality) be improved by implementing 20mph speed limits.”.

3.7 Inverclyde Council submitted the results of their initial assessment as requested in March 2023 and this position was subject to further review. A summary of the currently assessed position is outlined in the table below:

Total Number of Existing	Total Number
Section A - 20mph roads remaining at 20mph	34
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	41
Section D - 30mph roads changing to 20mph	1,054

3.8 As part of the regular engagement with Transport Scotland they have indicated they are currently considering which of their roads they propose to introduce a 20mph speed limit on. The proposals put to Inverclyde Council were all on the A78, namely:

- Buccleugh Street to just west of South Street roundabout;
- East of 119 Inverkip Road to west of Neil Street; and
- North of the access to Wemyss Bay Rail Station to south of 82 Shore Street, Skelmorlie.

As part of these discussions Inverclyde Council’s Roads Service suggested the route should be extended to cover the following lengths as follows:

- Greenock – Bullring to Inverclyde Academy; and
- Wemyss Bay – Co-op shop to St Joseph’s & St Patrick’s Church.

3.9 As part of the ongoing engagement with Transport Scotland, Officers of Inverclyde Council advised that the approach taken by Transport Scotland means there will be a lot of sign clutter due to repeater 20mph signs, however, Transport Scotland advised that the update to the Traffic Signs Manual meant that repeater signs are no longer required. Officers reviewed the Traffic Signs Manual Chapter 3 to check this approach, and it states in Section 8.3.1 that “*Whilst there is no specific requirement to provide repeater signs, it is for the traffic authority to determine how many are required and where they are placed. However, to ensure that drivers are fully aware of the speed limit in force it is recommended that repeater signs are provided at the intervals shown in Table 8-4*”. Table 8-4 of the Traffic Signs Manual states that for a 20mph speed limit there should be a maximum spacing of 200m between signs. Section 8.3.4 of Chapter 3 of the Traffic Signs Manual indicates that a speed limit roundel road marking may be used as a repeater sign. Officers believe that some form of repeater sign, whether by signs or road markings, will be required to aid compliance with the reduced speed limit where a sign only approach is proposed, and these signs have been included in the implementation cost estimates submitted to Transport Scotland.

Transport Scotland Implementation Recommendations / Timescales / Funding

- 3.10 Transport Scotland recommendations are that the implementation of 20mph speed limits using ETRO/TTROs followed by permanent SLOs would be the best option within the timescales being targeted. This approach has been taken by other Councils such as Scottish Borders Council and Highland Council, who used TTROs in 2020 followed with permanent SLOs in effect in early 2024. The permanent SLOs contained slight variations to the TTROs due to the experiences over the 2-3 year period that the trial was in effect. During the engagement with Transport Scotland Officers noted that a deadline of the end of 2025 is not achievable for the introduction of 20mph speed limits throughout the Inverclyde area due to the requirement for a significant amount of work in preparing and promoting the SLOs as well as the detailed design and installation of associated signs and road markings.
- 3.11 Using the initial June 2022 assessment criteria, the majority of roads require 20mph signage only, however, 15 roads were identified for speed reduction measures with a further 97 roads which may require speed reduction measures. The most recent Transport Scotland Guidance (31st October 2024) states that Local Authorities should consider the introduction of 20mph speed limits indicated **by speed limit signs only, with no supporting speed reduction features and with monitoring and evaluation post implementation** to identify any not reaching a desired level of speed compliance through the following criteria:
- 0-25 mph - No speed management required;
 - 26-30 mph – Softer measures required, signs and lines;
 - Above 30 mph – speed management measures are required to achieve better compliance. These should again be signs and lines. This should be monitored again prior to implementing any physical measures. All these should be exhausted before consideration is given to return a road to 30mph.

It should be noted that Transport Scotland have indicated that any funding that may be made available for implementation will not include physical speed management measures. It should also be noted that during the engagement with Transport Scotland to date, earlier estimates for implementation have included costs for traffic calming consultation and installation for the 15 identified and 97 potential roads totalling circa £2.36m. The position adopted by Transport Scotland has been clarified in the further implementation guidance issued at the end of October 2024, the risks associated with this are outlined in 5.3 below.

- 3.12 Transport Scotland have made limited funding available in 2024/25 to support Local Authorities in identifying the potential scope of work associated with the implementation of the strategy. Transport Scotland have provided £60K to allow the progression of the detailed design of the roads across Inverclyde identified as being appropriate for alteration to 20mph based on the assessment criteria issued by them. It should be noted that in the regular engagement with Transport Scotland they have advised that they are not able to confirm funding for implementation for the financial year 2025/26 at this time.
- 3.13 Based on the information currently available to Officers, the estimated costs and indicative timescales (subject to TS funding and timing of announcement of same in 2025) of introducing 20mph speed limits, including detailed design, promotion of TTROs, promotion of SLOs, Independent Reporter, etc. are as outlined in the table below:

Item / Action	Estimated Timescales	Estimated Costs £000
Detailed Design of TTROs, signs and lines	Nov 24-Mar 25	60
Promotion of TTROs	Sept 25	36
Effective date of TTROs	Sept 25	-
Signs & Lines	May-Nov 25	442

Public Feedback	Dec-Feb 26	5
Amendments to extent of 20mph speed limits (if any following consultation and officer observations)	March-May 26	10
Promotion of SLOs	March-Aug 26	25
Independent Reporter	Sept-Dec 26	22.5
Effective date of SLOs	Feb 27	-
Monitoring and Evaluation	Feb-July 27	51
Total Cost		651.5

The timescales above are based on receiving confirmation of funding support from TS in April 25 to allow further report to Committee in May 25 and direction on implementation.

4.0 PROPOSALS

- 4.1 The Committee is requested to note the position and the limited funding received from Transport Scotland to date to allow the initial assessment and further detailed design of the necessary TTROs, signs, lines and other measures which is currently on-going supported through external consultants.
- 4.2 That the Committee note and agree on the principles of 20mph speed limits on the number of roads identified based on the assessment criteria which indicate that 1,054 roads are considered appropriate for a speed limit reduction.
- 4.3 That the Committee note Transport Scotland's proposed route to implementation by promotion of a number of Temporary Traffic Regulation Orders (TTROs), followed by consultation to assess the success of the schemes to identify any changes and with final implementation through formal consultation and promotion of permanent Speed Limit Orders (SLOs). It should also be noted that the progression of the orders is likely to be in phases prioritising areas with the highest number of accidents and number of trip generators.
- 4.4 That the Committee note that Officers will continue to engage with Transport Scotland to seek confirmation of funding for implementation beyond the current enabling funding for the detailed design work to allow a further report to be brought to the Environment & Regeneration Committee.
- 4.5 That the Committee note that whilst Officers recognise the benefits of reducing the speed limit (reduce accident severity) on the majority of urban roads, the Transport Scotland target timescales of end of 2025 are undeliverable in terms of the full process as outlined within the table in 3.13 above. It should also be noted that any decision to support the implementation of this strategy requires to consider the constraints of internal Officer resource and the potential work associated with parking prohibitions in accordance with the Transport (Scotland) Act 2019.
- 4.6 That the Committee note that Transport Scotland have confirmed that any funding that may be made available for implementation will not cover any costs associated with engineered speed reduction measures. There is a risk that this could lead to Police Scotland not supporting 20mph on certain roads. There are further risks associated with the post implementation process outlined in 3.11 above which at the present time will result in the cost of any further soft measures and/or physical speed management measures, falling to the Council to fund with the expectation being that these are considered ahead of any decision to return a road to 30mph.

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
Roads	20MPH	2024/25	54		Detailed design of TTROs, signs, lines and other measures
Roads /Legal	20MPH	2024/25	6		Staff Costs for Roads and Legal Services.
			60		Funding from Transport Scotland (awarded)

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Proposed Spend this Report £000	Virement From (If Applicable)	Other Comments
N/A	-	-	-	-	-

5.3 Legal/Risk

As outlined in 3.11 and 4.6 above, Transport Scotland implementation guidance is that Local Authorities should consider the introduction of 20mph speed limits indicated by speed limit signs only, with no supporting speed reduction features and with no funding being provided for speed reduction measures. There is a significant risk associated with any monitoring and evaluation post implementation identifying roads that have not reached a desired level of speed compliance where either soft measures or physical speed reduction measures may require to be considered with the funding risk of these falling to the Council. There are associated reputational risks linked to the inability of the Council to fund any further measures ahead of decisions to return roads to 30mph.

It will be necessary to promote a number of Temporary Traffic Regulation Orders at the implementation stage followed by permanent Speed Limiting Orders. There are inherent risks of objections to these orders which could lead to delays and which may have implications for increased costs.

5.4 Human Resources

The work involved for the Roads Service and the Legal Service will require the existing workload/waiting list for TRO's and other orders to be analysed and decisions made as to prioritisation.

5.5 Strategic

The implementation of the National Strategy for 20mph speed limits in all appropriate roads in built up areas in Inverclyde by 2025 aligns with the Council Plan vision and priorities to ensure 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.
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

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.
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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 Legal Services have been consulted.

7.0 BACKGROUND PAPERS

7.1 None.

National Strategy for 20mph

Road Assessment Guidance (June 2022)

Appendix 1

1. Background

The National Strategy for 20mph (the Strategy) aims to expand 20mph speed limits across Scotland and will ensure all appropriate roads in built-up areas have a safer speed limit of 20mph by 2025. The strategy seeks to introduce a consistency for 20mph speed limits across the country, simplifying speed limits for drivers. It seeks to reduce perceptions of road danger, encourage people to walk, wheel and cycle, and create more pleasant streets and neighbourhoods by providing a more equitable balance between different road users and will contribute to the implementation of the safe system.

2. Purpose

To shape the direction of the strategy and gain agreement on the most appropriate route to implement 20mph speed limits, an assessment of the existing road network is required. The outcome of road assessment will assist in the decision making process and will be used to inform policy, guidance and Ministerial updates.

This guidance has been developed and approved through the National 20mph Sub Group, whose membership includes SCOTS (nine Scottish Local Authorities), Police Scotland, Sustrans and Transport Scotland) It sets out the place criteria (section 4) and the assessment process (section 5) to assist road authorities in the collection of the required information (section 12). Until the roads are assessed, it is not possible to determine the specific number of roads affected or the financial implications.

3. Definition of appropriate roads

Consideration was given to the term appropriate roads which is used in the 2021 Programme for Government commitment of “We will ensure **all appropriate roads** in built-up areas have a safer speed limit of 20mph by 2025, forming a task group to plan the most effective route for implementation”.

For clarity and in the context of the national strategy for 20mph speed limits, an appropriate road is considered to be *all 30mph roads* unless after the road assessment a valid reason is provided as to why they should remain at a speed limit of 30mph.

4. Place Criteria

Identifying any of the following place criteria will help to indicate the 30mph roads which are considered appropriate for potential alteration to 20mph. The roads which remain at 30mph will typically be on A and B Class roads with little frontage activity and where people walking, wheeling and cycling do not need to share space with motor traffic.

A minimum road length for the speed limit is suggested between 400-600m. The length adopted will depend on the conditions at or beyond the end points.

- a) Is the road within 100m walk of any educational setting (e.g. primary, secondary, further & higher education)

- b) Does the number of residential and/or retail premises fronting the road (on one or both sides) exceed 20 over a continuous road length of between 400 - 600m. Other key buildings should also be considered such as a church, shop or school.
- c) Is the road within 100m walk of any community centre, church, place of worship, sports facility, any hospital, GP or health centre.
- d) Does the composition of road users imply a lower speed of 20 mph which will improve the conditions and facilities for vulnerable road users and other mode shift. (reflect on future plans such as active and sustainable travel, places for people, consider existing and potential levels of vulnerable road users)
- e) Will the road environment, surrounding environment, community and quality of life impact (e.g. severance, noise, or air quality) be improved by implementing 20mph speed limits.

5. Assessment Process and Scope

To assist with the decision making a road assessment process has been set out as a flow chart which can be found at **Annex A**.

Existing 20mph Speed Limit

To apply a level of consistency for 20mph speed limits across Scotland, all roads which currently have an existing speed limit of 20mph should be assessed against the place criteria (section 4). If the road does not meet the place criteria the road authority can consider if speed reduction measures are required (section 12); or consider changing to 30mph, recording the details on the road assessment form.

Existing 30mph Speed Limit

The presumption is that most of the existing 30mph limits in towns and villages will be reduced to 20mph. However It is recognised that:

- a) not all 30mph roads which meet the place criteria are appropriate for a 20mph speed limit.
- b) there are 30mph roads which do not meet the place criteria but are suitable for 20mph.
- c) there are some 30mph roads that will remain at 30mph.

For clarity, all 30mph roads should be assessed using the place criteria and the decision/details recorded in the road assessment form. This includes identifying if the existing 30mph road is a restricted road. In addition the roads which are considered appropriate to reduce from 30mph to 20mph should also be RAG rated (section 11) with the details recorded on the road assessment form.

Other Existing Speed Limits

For the purposes of the national strategy for 20mph, roads with a speed limit of 40mph or above are out of scope, however this does not prevent the road authority from reviewing the speed limit independently. In line with current guidance” [Setting local speed limit: guidance for local authorities](#) “

6. Consideration of Wider Speed Reduction Measures

While assessing the road network road authorities should also consider requirements for speed reduction measures to support the credibility of the new speed limit and help encourage compliance so that no enforcement difficulties are created for Police Scotland to address. These should be recorded as a RAG rating (section 11), providing details and indicative cost in the road assessment form which will assist to indicate implementation costs.

Examples of speed reduction measures are: village gateways, road layout markings, repeater road markings, vehicle activated signs, raised junctions, rumble strips etc.

7. Road Adjustments for Short Sections

Short sections (400m or less) of 30mph road between two sections of 20mph roads should be assessed and adjusted to 20mph allowing for a continuous speed limit to apply depending on the road environment and characteristics.

8. Buffers Zones

It may be appropriate to consider an intermediate speed limit, in particular where there are roads with high approach speeds (50mph or above) or outlying houses beyond a village boundary.

Buffer zones should be of a sufficient length in order to allow drivers to adapt their speed in advance of the reduction to 20mph. Desirable minimum length of a buffer is 400m, depending on the road environment and characteristics, however this can be reduced at the discretion of the road authority for slower approach speeds (40mph or less).

9. Hamlets or Small Settlements

Where the characteristic of a settlement falls outside the definition of a village (20 or more properties directly fronting the road and a minimum length of 600m) and may have higher speeds running through them, road authorities are encouraged to use their discretion in deciding whether a lower speed limit is appropriate based on the road environment and characteristics.

10. Wider Road Policies

Consideration of wider road policies should be given, such as active travel infrastructure, reallocation of road space, bus partnership measures, climate change, low emission zones , 20 minute neighbourhoods and future developments (section 4). Introducing these wider policies alongside 20mph may allow for a joined up approach to planned delivery and allow resources to be combined.

11. Red-Amber-Green (RAG) Rating for Speed Reduction Measures

To give an indication on the potential wider speed management measures and the financial cost of implementation, when conducting the road assessment a RAG rating should be applied to the roads which may require changes and recorded in the road assessment form (roads which remain unchanged do not need a RAG rating) as follows :

- Green – 20mph signing only
- Amber – may require speed reduction measures after an evaluation of the sign-only setting
- Red – will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset.

In addition to the RAG rating a brief explanation should be recorded as to what the proposed speed reduction measures are and the indicative costs, as well as identifying the name/location etc of the road and indicating whether the road is a restricted road and/or met the place criteria.

12. Road Assessment Details Required

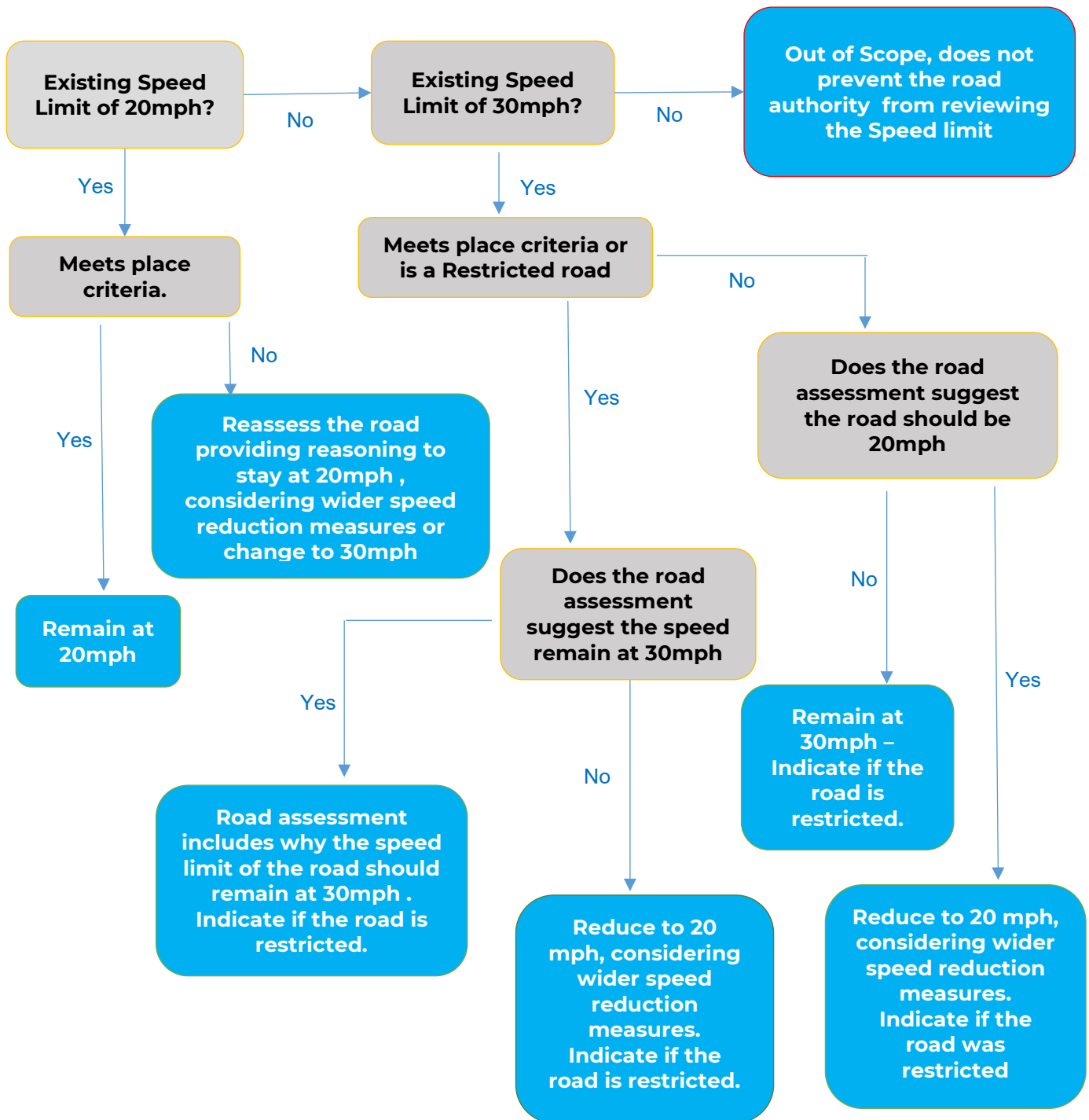
Following the terms set out in this guidance note, please identify and update the road assessment form for your area with the number of existing:

- 1) **20mph roads remaining at 20mph.** (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph. Only RAG rate and record details in the road assessment form if the 20mph road may require speed reduction measures.)
- 2) **20mph roads changing to a 30mph.** (Assess 20mph roads and provide the total number of any roads increasing to 30mph. Record the details in the road assessment form.)
- 3) **30mph roads remaining at 30mph.** (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph. Record the details of roads remaining at 30mph in the road assessment form **highlight if the road is restricted and/or met the place criteria.**)
- 4) **30mph roads changing to 20mph.** (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph. RAG rate and record the details of those roads in the road assessment form, **highlight if the 30 mph road is restricted and/or met the place criteria.**)
- 5) Provide a GIS map containing the current position for your area on existing 20 and 30mph roads
- 6) Provide a GIS map containing the proposed 20 and 30mph roads after the assessment.

13. Reporting outcomes

All road assessment information (section 12) should be returned to Transport Scotland at the following e-mail address : roadsafety@transport.gov.scot FAO Michelle Little no later than March 2023.

Annex A – Road Assessment





**TRANSPORT
SCOTLAND**
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20mph Speed Limits in Scotland.

Implementation Guide

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Introduction

The Scottish Government remains committed to making our streets safer and to the transformation of our towns and cities to ensure people are prioritised over motor vehicles. Increasing the options for people to walk, wheel or cycle when they make those everyday short journeys.

Managing the levels of vehicle speed is one of the biggest challenges faced in road safety. Many drivers do not recognise the risks involved with speeding and often, for them, the perceived advantages outweigh the perceived problems that can result from it. The speed of a vehicle directly influences the risk of a collision as well as the severity of injuries sustained, and the likelihood of death resulting from that collision.

We know, the average person, [is seven times more likely to die](#) if they are hit with a vehicle at 30 mph than they are at 20 mph. That is why the Scottish Government is committed to implementing 20 mph speed limits on those roads where it is appropriate to do so by the end of 2025.

[Scotland's Road Safety Framework to 2030 \(RSF2030\)](#) supports this commitment. It promotes a strong and strategic approach to creating a safe system, with [speed management](#) being a priority, as well as the subsequent 2022 Programme for Government commitment to “Roll out our national strategy for expanding 20 mph zones, with more roads and areas reducing their speed limits to 20 mph – making our streets feel safer and encouraging active travel”.

The strategy advocates a vision “Slower today for a safer tomorrow” and aims to reduce speed in our towns, cities, and villages by 2025, by implementing 20mph speed limits where appropriate.

Setting speed limits based on Safe System principles

In 2023, 65% of all pedestrian casualties, 61% of all pedal cyclist casualties, 31% of all motorcyclist casualties and 30% of car casualties occurred on roads with a speed limit of 30 mph. In total, there were 2,794 casualties on roads with a speed limit of 30 mph or less.

The RSF2030 adopts the highly regarded international best practice 'Safe System' approach to road safety. The safe system principles recognise that people are fragile, and they will at times make errors which can lead to collisions; however, no one should die or be seriously injured on the road as a result.

One component of the safe system ["Safe Speeds"](#) aims to establish appropriate speed limits according to the features of the road, the function it serves, and the physical tolerance of those who use it.

20 mph schemes are a fitting example of the Safe System in action, they reduce speed and the risk of collisions occurring by providing more time for a driver to react to unexpected events and if the collision does occur at 20 mph it reduces the risk of causing death or severe injury inside and outside the vehicle.

Traditional approaches for setting speed limits have prioritised vehicular traffic flow and efficiency. Speed limits have been set using mean speeds together with accident rate and are usually considered in reaction to speed-related collisions on the road network. Newer approaches are based on the safe system survivable speeds and reflect the mobility needs of vulnerable road users, such as pedestrians and cyclists, as well as their levels of safety, prioritising people.

Reducing vehicle speeds in areas where the road user mix includes a high volume of vulnerable road users, such as pedestrians and cyclists, and on non-divided rural roads, is especially important.

Even small reductions in speed lower the risk of fatal and serious collisions.

Road safety is a shared responsibility amongst everyone, including those that design, build, operate and use the roads.

The wider ambitions of lowering speed limits

Lowering speed limits to appropriate levels goes well beyond reducing collisions, saving lives, and preventing serious injuries for all types of road users; it also has a huge influence on many other objectives for societal well-being.

Environmental benefits

Intense acceleration and deceleration are known to [cause greater emissions](#), increased noise nuisance and increased passenger discomfort, particularly if it is associated with rapid acceleration and deceleration. Slower and calmer driving reduces emission rates for carbon monoxide, volatile organic compounds and oxides of nitrogen, depending on the gear engaged and the level of driver acceleration/braking. [Vehicle speed was found to be a strong contributing factor to the degree of heavy metal contamination](#), such as cadmium, lead, zinc, and nickel, in road dust.

The largest source of noise in urban areas is [traffic-induced noise, which accounts for 80% of all communal noise sources](#). The [Beuhmann and Egger, 2017 study](#) in the UK, measured traffic noise and found that 30 km/h (19 mph) road speeds reduced acoustic energy levels by about half. Environmental noise has been linked to sleep disorders, heart disease, stress and, among children, decreased school performance, including decreased learning, lower reading comprehension, and concentration deficits.

Health and Quality of Life

Lowering speed limits can also result in [broader health impacts](#). They can reduce the perception of road danger, which may encourage active mobility, namely walking and cycling for transportation which significantly enhances physical activity levels, leading to better physical health. [Using active mobility reduces the risk of more than 25 chronic diseases thus increasing longevity](#).

Social Cohesivity and Community Severance

Lower speeds can improve accessibility and reduce the disconnection caused by roads that become urban barriers. Traffic levels and traffic speeds not only discourage walking and active mobility but limit social contact between residents on opposite sides of the road. In both urban and rural areas, such severance can prevent children from safely crossing from their homes to get to school or prevent safe travel between homes and nearby workplaces.

Travel benefits

In many cases, lowering speed limits have been prevented because of fears that this measure will increase overall travel times and congestion. Research shows that any increases in travel times and congestion are negligible, [and in some cases, they can even be improved through reduced speed limits](#). It is often not understood that in many urban areas, average speeds are already significantly lower than the speed limit due to congestion. [The actual speeds in the top 25 most congested cities in the world are well below 30 km/h \(19 mph\)](#).

Emerging effects around the world

Edinburgh

Researchers from the University of Edinburgh worked with the City of Edinburgh Council in 2019 to [gauge the effectiveness of 20 mph restrictions](#). The study found that a reduction of not only speed but road traffic collisions was achieved across Edinburgh, even without extra traffic-calming measures and police patrols – making the scheme cost-effective. Similar evidence was found in the [20 mph speed limits in Bristol \(Bornoli, 2019\)](#).

Netherlands / Norway / Finland

In the Netherlands in 1993, [an analysis of 150 30 km/h zones](#) without through traffic and with sufficient speed-reduction measures found an average decrease in the number of injury crashes of 22%.

Oslo in Norway and Helsinki in Finland have both deployed 30 km/h zones effectively as a key part of the success in reducing cyclist and pedestrian deaths to zero in 2019.

Stockholm Declaration

The Stockholm declaration, 2020, was adopted by governments globally, calling to mandate a maximum road travel speed of 20 mph in areas where vulnerable road users and vehicles mix in a frequent and planned manner. Lower speeds in cities, towns and villages are internationally recognised as a key element in reducing road casualties. Speed limits affect everyone, not only motorists and their passengers but pedestrians, cyclists, and communities. As well as influencing safety and risk they can influence quality of life and the environment we live in.

Spain

In May 2021, [Spain introduced a new speed limit of 30 km/h](#) on single-lane urban roads in towns and cities. A first evaluation of crash [data for the year 2021](#) compared with 2019 shows that the number of deaths in road crashes on urban roads has decreased by around 25%, which means 97 fewer deaths. The number of fatal pedestrian crashes went down by 32%. Regarding cyclists, the reduction was equal to 48%. These first results communicated by the General Traffic Directorate of Spain are very promising, and the impact of the 30 km/h urban speed limit across the country will be further assessed over time.

The Road Assessment Criteria

From June 2022 Road authorities began assessing their 30 mph road network to ascertain roads which are appropriate for a lower speed limit of 20 mph. To apply a level of consistency when assessing their road network, the following road criteria was created and was used by all road authorities.

Identifying any of the following place criteria on a road with a speed limit of 30 mph will give an indication that the road is appropriate for a reduced speed limit of 20 mph. Several factors should be considered when making the assessment which include - but are not restricted to the following:

- 1) Is the road within 100 m walk of any educational setting e.g. Early years, primary, secondary, further & higher education.
- 2) Does the number of residential and/or retail premises fronting the road (on one or both sides) exceed 20 over a continuous road length of between 400 – 600 m.
- 3) Other key buildings which attract members of the public should also be considered.
- 4) Is the road within 100 m walk of an area of public interest such as a community centre, place of worship, sports facility (including playparks), hospital, GP, or health centre.
- 5) Does the composition of road users imply a lower speed of 20 mph which will improve the conditions and facilities for vulnerable road users and other mode shift. (build capacity by reflecting on future delivery plans such as active and sustainable travel, consider existing and future levels of vulnerable road users)
- 6) Will the road, surrounding environment and the community be improved by a lower speed limit of 20 mph e.g. quality of life, social cohesiveness, severance, noise, or air quality, active travel)

Points to Note - The presumption is that all 30 mph roads are appropriate for a lower speed limit of 20 mph. However, there will be some anomalies, where roads meet the criteria but are not appropriate and others which do not meet the place criteria but are appropriate for a 20 mph speed limit. This is where local knowledge and community feedback is key to setting the most appropriate speed limit for the environment.

In general, a road suitable to remain at 30 mph will typically be on A and B Class roads with little frontage activity and where people walking, wheeling, and cycling do not need to share space with motor traffic.

A minimum road length for the speed limit is suggested between 400-600 m. The length adopted will depend on the conditions at or beyond the end points.

National 20 mph speed limits Implementation

As part of the initial national 20 mph speed limit implementation phase road authorities have been considering the introduction of 20 mph speed limits indicated by speed limit signs, with no supporting speed reducing features.

Research has found, implementing sign only using a city/village wide approach may be more effective than implementing limits on specific streets as it encourages a more consistent [reduction in speed across a wider area](#) . This approach has demonstrated a higher reduction in speed and may also contribute to changing travel and driving behaviour positively in the longer term.

The use of Temporary Traffic Road Orders (TTRO) to implement 20 mph speed limits, has allowed for progress to be made with implementation, gives the community time to experience the change and for the lower speed limit to be monitored and evaluated over a maximum period of 18 month. During this period, a measured and informed decision can then be made as to whether the 20 mph speed limit can be refined or modified in terms of:

- Reducing or shifting the extents of the speed limit in length.
- Considering speed management measures to aid better compliance; or used as an opportunity to implement local plans that are complemented by the lower speed limit, such as active travel measures.
- Evidencing or accepting that the road is not appropriate and reverting to a speed limit of 30 mph either partially or in full.

In addition, some road authorities have already carried out sufficient assessments and are able to implement 20 mph speed limits on a permanent basis with a Traffic Road Order (TRO).

Ultimately it will be for each road authority to determine which roads on their network should be subject to a 20 mph speed limit and to decide how best to give effect to this by way of orders made under section 84 and section 88 of the [Road Traffic Regulation Act 1984 \(legislation.gov.uk\)](#).

Communications

A comprehensive and early formal / informal consultation of all those who may be affected by the introduction of a 20 mph scheme is an essential part of the implementation process.

Taking all, who may be affected, along on a journey has been found to be effective in gaining support. This needs to include residents, all tiers of local government, the police and emergency services, public transport providers and any other relevant local groups (including for example, groups representing pedestrians, cyclists, drivers, or equestrians).

[Research was undertaken](#) by the SG (Scottish Government) Marketing and Insights Team to establish [a communication toolkit](#) which can be used to promote a behaviour change. The toolkit has been developed and shared with all road authorities alongside a [FAQ](#) to assist with public enquiries.



Figure 1 - 20 mph campaign asset for social media

Enforcement

Implementing 20 mph speed limits in a pragmatic and measured way allows for appropriate roads to be monitored and evaluated on their effectiveness and it helps to identify if the road is credible and self-enforcing which will reduce the need for police enforcement.

It is recognised that after a period of monitoring, the speed on some roads may need to be refined or modified, either in length or with additional speed management measures, to create suitable self-enforcing roads.

Any changes should continue to be monitored, and where compliance levels are not at an acceptable level, or local knowledge suggest the road is not appropriate, consideration should be given to reverting to a 30 mph speed limit, in part or full, if necessary.

The position of Police Scotland in respect of the enforcement of 20 mph aligns with the enforcement activity criteria for all published speed limits, contained within the Speeding Standard Operating Procedure which states “deployment of resources must prioritise sites which represent the greatest risk and should only be undertaken where considered necessary and in the interests of casualty reduction.”

Legislative Requirements

To manage compliance, it is important the limit is signed correctly and consistently. Road authorities must ensure speed limits meet the legislative process and the requirements of the [Traffic Sign Regulations General Directions \(TSRGD\) legislation](#).

Any new limit should also be accompanied by publicity and communications.

The TSRGD and the [Traffic Signs Manual](#) should be used by road authorities to determine the use, placing and positioning of signs.

Implementing 20 mph Speed Limits – Sign Only

20 mph speed limits do not require traffic calming. They are like other local speed limits. The full requirements for the establishment of a 20 mph limit is set out in [The Traffic Signs Regulations and General Directions 2016 \(legislation.gov.uk\)](#) and the [Traffic Signs Manual](#)

Repeaters – 20 mph Limit

The TSRGD (2016) [removes the requirement for a minimum of one repeater sign](#) to be placed within a 20 mph speed limit. It is for road authorities to determine how many repeater signs are needed and where they should be placed, taking cognisance of the [Traffic Signs Manual Chapter 3](#) ensuring there are sufficient repeater signs placed to inform road users of the speed limit in force.

Point to Note - When lit roads have a speed limit other than 30 mph, repeater signs can assist road users to understand the limit of the road and assist with compliance.

20 mph Zone into a 20 mph Speed Limit

Signs must be provided at each [entrance to the zone](#), even where the adjacent speed limit is 20 mph speed limit (without traffic calming features). The lower panel may be varied or omitted, but the speed limit roundel in the upper panel must not be varied to any other speed limit. Normally only one sign is likely to be needed, particularly where the zone commences in a side road at a junction.

Where the [adjacent speed limit is 20 mph](#) adjacent speed limit is 20 mph (without traffic calming features), the sign is replaced by a 20 mph terminal sign.

20 mph Speed Limit - Zones

20 mph zones are different from a 20 mph limit as they require traffic calming. The full requirements for the establishment of a 20 mph zone is set out in detail in the [TSRGD](#) and the [Traffic Signs Manual](#).

In Scotland, 20 mph should be the standard speed limit in the vicinity of schools. The actual route to school should also be considered for 20 mph speed limits / zones as very few pupils live on the street the school is located, broadening 20 mph zones or speed limits will enable a safer journey to and from school.

Point to note – Speed cushions / humps encourage the braking and acceleration of vehicles which can lead to an increase in noise nuisance, increased passenger discomfort and raise pollution levels, both exhaust and particulate.

The design of a 20 mph zone should ensure, as far as possible, that engineering measures take account of all road users, ensuring hazards are not created for vulnerable road users, particularly those people with a visual or mobility impairment.

Variable/Part Time Limits

Variable speed limits are those which lower the limit to 20 mph according to the time of day as specified in a speed limit order. The requirements for variable message signage are outlined in [The Traffic Signs Regulations and General Directions 2016 \(legislation.gov.uk\)](#).

Advisory 20 mph limits

SEDD Circular No. 6/2001 gave guidance on the situations in which it was appropriate to implement an advisory 20 mph maximum speed. Advisory maximum speeds were originally designed to be used in self-enclosed residential areas with little or no through traffic. Road authorities should be introducing mandatory limits or speed limit zones, as appropriate, in these areas rather than advisory ones.

Monitoring and evaluation of sign only 20 mph speed limit.

The monitoring and evaluation of any speed limit / speed management intervention is vital to determine whether it works, to adapt it if necessary, and to provide evidence for continuing support at the level of decision makers, key stakeholders, and the public.

Monitoring and evaluating will not only provide feedback on the effectiveness but will also help to determine whether a speed limit / speed management intervention is appropriate, whether there are any problems with its implementation and support, and whether there are any ongoing issues that need to be resolved before any further intervention is implemented.

It is important to plan for evaluation early in the design process to allow a baseline to be created.

For the monitoring and evaluation of the speed limit it is recommended to:

- a) Determine the aim and outcomes of the evaluation and consider other data that can be monitored such as levels of walking and cycling, air quality, decrease in traffic flow etc.
- b) Conduct a “before implementation” speed analysis to create a baseline.
- c) Run the speed analysis throughout the entire day over a seven-day period across all selected sites.
- d) Conduct at least two “post implementation” speed analysis to be collected at approximately 3 months apart, or as appropriate.
- e) Ensure consistency in measurement by monitoring the same sites to gain an equivalent comparison.
- f) Write and disseminate a monitoring and evaluation report for committee or public.
- g) Use results to plan or promote interventions or speed management measures.
- h) Monitor the speed of the newly introduced speed management intervention and repeat as above.

The suggested data to be collected:

- a) Traffic volume
- b) Traffic classification (Car/Van/HGV)
- c) 85th percentile speed
- d) mean speed.
- e) Using 3 speed bins of vehicles travelling at or below 0-25 mph, between 25–30 mph, above 30 mph

Measurement for action

0-25 mph - Average speeds at or below 25 mph will be assumed to be at a level where no speed management interventions are required – The speeds should be continued to be monitored for any deviations in future.

26-30 mph - Average speeds between 25-30 mph will indicate that softer speed management measures should initially be considered or a reduction/shift in it extents. Once implemented, monitored again and refined further is necessary.

The measures used will depending on the road environment, for instance:

- Gateway features (such as red surfacing, “dragon’s teeth,” countdown signing)
- Adding repeater signs or increasing the number of repeater signs - Carriageway roundels may be used; however, these can be difficult to remove if the 20mph limit is not made permanent.
- Additional road markings to emphasise road features or reduce carriageway widths, such as middle lane hatching, white line cycle lanes.
- Vehicle activated signs.
- Consider your wider delivery plans – do they include active travel measures which can be added to reduce width or road.
- Liaising with Police Scotland to consider if enforcement on a local level can be deployed.

Above 30 mph - Average speeds of above 30 mph will indicate that speed management measures are required to change the road environment to achieve better speed compliance. Consider using softer features initially, such as road markings or a reduction/change in the extent of the speed limit. Any change should be monitored before moving on to more physical engineering measures which will help to evidence the reason for change.

As all roads have been pre assessed as being appropriate for a speed limit of 20 mph, if not reaching a desired level of speed compliance, it is expected that feasible speed management measures should be exhausted wherever possible, or a reduction/change in the speed limit extents, before any consideration to return them, either in full or partially, to the previous speed limit of 30mph unless other evidence suggests the road is not appropriate.

Longer Term Monitoring and Evaluation

Both the collision history and speed analysis are important factors to monitor over a longer period.

For collision history, to gain an appropriate level of data, an evaluation should not be conducted until at least 1 year of post installation data is available. It is desirable to have 3 years of collision data to provide a larger sample size and a more realistic indication of outcomes.

For speed analysis, although the initial speeds will be monitored as early as possible and evaluated to give early indications on the levels of compliance, the recommended period for a speed analysis after a major engineering change (e.g. a new speed limit or road design element) is 1 year. Waiting a full year will allow motorists to get acclimatised to the new treatment and environment and will allow it to be encountered in all types of weather conditions.

Communicating results

Once an evaluation is complete, it is important to provide feedback to key stakeholders and the public, even if results were not particularly good.

While a speed management intervention may have succeeded in achieving its objectives, it is still helpful to examine and discuss what worked well and why. If the intervention has not been successful, it is important to share this with others so that weaknesses or relevant issues are considered in similar interventions, including whether to introduce such interventions in the future.

Findings should be analysed and it should be considered whether they demonstrate any tangible benefits, problems to be rectified or elements to be abandoned. Moreover, the evaluation could discover unexpected side-effects of the interventions, both positive and negative. These should be considered in the further development of interventions.

Speed Management Interventions

Following the introduction of signs, repeaters and roundels when implementing 20 mph speed limits, if the desired reduction of speed is not being reached, speed management interventions can be considered.

Depending on the geographical area, the types and mix of road users, a mixture of interventions may be required to make speed management successful. Simple and sustainable road engineering measures such as lane-narrowing, refuge islands and medians are highly effective – especially for low to moderate speed environments in cities, towns, and villages. There are many interventions to reduce speeds and manage traffic as demonstrated in the City of Edinburgh [Street Design Guidance](#)

A mixture of examples are below:

Lane narrowing

Wider roads allow drivers to select higher travel speeds. This may be because the perceived margin for error is greater. [So, narrower lane widths tend to slow traffic speeds](#). Narrowing the roadway for vehicles will therefore assist speed reduction in a particular area. Even narrowing the perceived lane width can achieve slower speeds. This can be done with painted markings on the road.

Refuge islands and kerb extensions

Refuge islands and medians can provide a staged crossing point for pedestrians and simplifying decision-making. Kerb extensions can also improve pedestrian safety by reducing the crossing distance and the area and time in which pedestrians are at risk. This is particularly helpful for older or disabled pedestrians who may have difficulty choosing a safe gap in traffic at a crossing point. [These interventions also result in narrower lanes, thereby contributing to lower speeds](#)

Roundabouts

Roundabouts are effective in reducing the severity of crashes at an intersection because they require traffic to deviate from a straight path and therefore slow down to undertake the manoeuvre. The reduced speeds and direction of travel can result in reduced collision severity.

Repeater Signs

TSRGD 2016 removes the requirement for a minimum of one repeater sign to be placed within a 20 mph limit. It is for road authorities to decide how many repeater signs are needed and where they should be placed, taking cognisance of Chapter 3 of the Traffic Signs Manual ensuring there are sufficient repeater signs placed to inform road users of the speed limit in force.

Gateway treatments at entrances to towns and villages

Gateways are devices used to mark a threshold – usually to a village or higher risk location on the road – where lower speeds are required from drivers. Gateways rely on highly visible vertical treatments to capture driver/rider attention and usually include:

- large signs conveying the message that it is an entry to a location where pedestrians and other vulnerable road users are about to be encountered in greater numbers;
- pavement markings to narrow the perceived width of the carriageway, including painted central medians, for a short distance at least;
- large speed limit signs showing the lower speed limit that applies;
- other pavement markings to indicate clearly that a threshold is being crossed into a different environment;



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Report To:	Environment & Regeneration Committee	Date:	13 March 2025
Report By:	Director, Environment & Regeneration	Report No:	ENV007/25/MM
Contact Officer:	Martin McNab	Contact No:	01475 714246
Subject:	Local Housing Strategy Update		

1.0 PURPOSE AND SUMMARY

- 1.1 For Decision For Information/Noting
- 1.2 To update the Committee on progress on delivery of the Inverclyde Local Housing Strategy 2023-2028.
- 1.3 The Local Housing Strategy was approved by Committee on 2 November 2023. A revised action plan approved by the LHS Steering Group was brought to the Committee in March 2024. Subsequently the Committee received an update on the first year of the LHS in October 2024 with an undertaking that an update on the action plan would be brought back to the March Committee for approval.
- 1.4 This report updates the Committee on the Action Plan and also includes the report presented to the Steering Group on the first year of the LHS.
- 1.5 It is proposed that rather than receiving two updates a year on the Local Housing strategy that the annual update is provided each March going forward. This will bring it into line with the Steering Group review of the action plan.
- 1.6 Members should note that the Housing Strategy team are currently developing plans to hold an Inverclyde Housing Summit to be held in April 2025 to bring together senior partners with an involvement in supporting housing objectives as set out in the Local Housing Strategy. This will spotlight some of the key challenges facing Inverclyde in providing good choice, variety and quality of housing stock to enable partners to work collaboratively to respond to the challenges to deliver the LHS.

2.0 RECOMMENDATIONS

- 2.1 That Committee notes the progress on implementation of the Inverclyde Local Housing Strategy 2023-2028 and agrees to receive the next annual update in March 2026.

3.0 BACKGROUND AND CONTEXT

- 3.1 The Housing (Scotland) Act 2001 places a statutory requirement on local authorities to produce an LHS which sets out its strategy, priorities and plans for the delivery of housing and related services. The Act also states that the LHS must be supported by an assessment of housing provision and related services, that it must be submitted to Scottish Ministers, and that local authorities must keep their LHS under review. This report is to allow Committee to review progress on the 2023-2028 LHS.
- 3.2 The LHS was co-produced with partners, including the Inverclyde HSCP and local RSLs, with a Steering Group and four options appraisal groups looking at the specific action plans for each of the four outcomes. The Steering Group was reconvened to consider the LHS delivery process and the options appraisal groups have been re-established as Outcome Delivery Groups for the four outcomes.

LHS Outcome 1: People in Inverclyde live in quality homes in connected communities.

LHS Outcome 2: People in Inverclyde find it easier to access and sustain a home.

LHS Outcome 3: People in Inverclyde are supported to live independently and well at home.

LHS Outcome 4: People in Inverclyde live in good quality, carbon friendly and energy efficient homes which reduce fuel poverty.

4.0 PROGRESS ON LHS IMPLEMENTATION

- 4.1 The four Outcome Delivery Groups and the LHS Steering Group have now carried out a review of the LHS action plan following its first full year having been approved at the March 2024 Environment & Regeneration Committee. The updated action plan is attached at Appendix 1. For ease of identifying changes completed actions are in bold and italicised and changes are in bold and highlighted. Members will note that the majority of the changes are either around the responsible person or are in Outcome 4. A great deal of work has been done to simplify the actions in Outcome 4 and relate them more clearly to the LHEES actions. The action plan includes a brief table summarising the changes.
- 4.2 Appendix 2 is a report summarising the first full year of the LHS as approved by the Steering Group. It is intended that officers will bring an equivalent with each annual update in March going forward.
- 4.3 While work has progressed across the wide range of LHS actions, as part of the operation of the Outcome Delivery Groups and the LHS Steering Group, it is clear that there are a number of complex housing issues affecting Inverclyde's housing market, including need and demand, low levels of public and private sector development and profile and condition of social rented housing stock. While the Delivery Groups continue to identify that the actions in the LHS are fit for purpose, the complexity of challenges means that there is a benefit to holding a Housing Summit to bring all partner together to contemplate the unique challenges within the Inverclyde housing market, and to explore and commit to identifying solutions to tackle those complex challenges. It is also envisaged that this will provide additional scrutiny of strategic actions taken across partners in tackling these challenges. The Housing Strategy team are currently working on arrangements to hold a Housing Summit in April to this end.

5.0 PROPOSALS

- 5.1 That Committee notes the progress on implementation of the 2023-28 LHS and agrees to receive annual updates each March going forward.

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

There is a legal duty on the Council to produce a Local Housing Strategy and to keep this under review.

6.4 Human Resources

N/A

6.5 Strategic

The Local Housing Strategy is the most important element in the Council's strategic planning for housing delivery.

6.6 Equalities, Fairer Scotland Duty & Children/Young People

N/A

(a) Equalities

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

	YES – Assessed as relevant and an EqIA is required.
X	NO – This report does not introduce a new policy, function or strategy or recommend a substantive change to an existing policy, function or strategy. Therefore, assessed as not relevant and no EqIA is required. Provide any other relevant reasons why an EqIA is not necessary/screening statement.

(b) Fairer Scotland Duty

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

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

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

(c) Children and Young People

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

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

6.7 Environmental/Sustainability

Summarise any environmental / climate change impacts 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.

6.8 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.

7.0 CONSULTATION

7.1 The implementation of the Local Housing Strategy is reliant on the active participation and contribution from local partners including the local RSLs and the Inverclyde HSCP.

8.0 BACKGROUND PAPERS

8.1 Inverclyde Local Housing Strategy 2023-28, Environment & Regeneration Committee 2 November 2023 **ENV053/23/SJ/MM**

Local Housing Strategy Update, Environment & Regeneration Committee 14 March 2024 **ENV022/24/SJ/MM**

Local Housing Strategy Update, Environment & Regeneration Committee 31 October 2024 **ENV057/24/SJMM**

LHS Outcome 1: People in Inverclyde live in quality homes in connected communities
Supporting National Priorities, Plans and Targets and links to Local Improvement Plan/Locality Plans and Local Authority Plan

Outcomes: 2022 Glasgow City Region HNDA, Planning Advice Note (PAN) 2/2010: Affordable Housing and Land Audits, Inverclyde Local Development Plan 2021, Scottish Planning Policy (SPP), 'A Place to Stay, A Place to Call Home: a Strategy for the Private Rented Sector in Scotland', Public Health Priority, Scotland's National Performance Network, Creating Places –A Policy Statement on Architecture and Place for Scotland, Designing Streets, Green Infrastructure: Design and Placemaking, Planning Advice Note 77: Designing Safer Places, Community Empowerment Act 2015, Place Standard, Town Centre First Principle

Action No.	Action(s) and Commitments for Outcome Delivery	Baseline	Indicator or Measure	Milestone	Target/End Point	Action Lead /Coordinator
1.1	Identify Priority Place Areas (PPA) to focus on housing led regeneration and bring partners together to develop and implement regeneration interventions.	Existing Priority Place Area Masterplans in place with approved costed and funded delivery programmes	Regeneration outcome measures within PPA masterplans	<ul style="list-style-type: none"> Identify Priority Place Areas (PPA) to focus on housing led regeneration. Masterplan briefs for Priority Place Areas (PPAs) developed across Housing, Planning and Economic Development partners. Masterplan briefs commissioned and informed by community engagement. Housing-led masterplans for Priority Place Areas finalised. Project management and governance arrangements approved across partners. Implementation plans established and monitored. 	2024 2025 2026 2027 2028 2028	Housing Strategy/ RSLs/ Public, Private, Third Sector
1.2	Ensure housing regeneration is at the centre of the Inverclyde Alliance population strategy by aligning	Existing housing outcomes within LOIP Framework	Housing-led regeneration outcome measures within LOIP Delivery Framework	<ul style="list-style-type: none"> Integration of LHS Delivery Group and LOIP Board. Review LHS objectives and other Corporate Strategies and Plans for alignment. 	2024 2024 2028	Chair Housing Strategy Housing Strategy/Plann ing Policy

	housing investment, economic development, placemaking and active transport priorities.			<ul style="list-style-type: none"> Update LOIP and economic development strategy to align with regeneration masterplan vision. Engage community planning and economic development partners in producing a housing led marketing strategy. Housing led marketing strategy launched. 	2025	Housing Strategy/ Planning Policy
					2026	Housing Strategy/ Planning Policy
1.3	Work with RSLs on asset management and regeneration proposals including the sale of land assets which could attract private investment and support repopulation	Status of stock transfer agreement outcomes RSL led housing regeneration proposals	Number of RSL led regeneration proposals approved for delivery. Increase in mixed development funding to support housing investment	<ul style="list-style-type: none"> Define/map extent and nature of low demand housing assets in partnership across RSLs. Define/map available regeneration sites in Inverclyde. Assess low demand asset performance and prioritise 'at risk' assets for inclusion with Priority Place Area masterplans. Review options available under the Inverclyde Stock Transfer Agreement, including audit of available land. Draft protocol on development of RSL led regeneration proposals for approval by Inverclyde Council. Develop governance arrangements to approve regeneration proposals. 	2025	Housing Strategy/RSLs
					2025	Housing Strategy RSLs
					2026	RSLs/Housing Strategy
					2027	Housing Strategy/RCH
					2027	RSLs/ Housing Strategy
					2028	LHS Steering Group
					2028	Developing RSLs

Appendix 1

				<ul style="list-style-type: none"> Design costed mixed development regeneration proposals aligned to PPA masterplans. 		(RCH, Cloch, Oak Tree, Sanctuary, LINK)
1.4	Engage with private developers on the obstacles to commercial household building in Inverclyde and coproduce solutions to encourage commercial development	<p>Number of private sector completions</p> <p>Private sector planning applications</p> <p>Effective land supply for housing development</p>	<p>PD engagement outcomes</p> <p>LDP planning policy framework.</p> <p>Incentive framework and land assembly proposals developed</p>	<ul style="list-style-type: none"> Design private developer engagement programme in partnership with Homes for Scotland Review research and engagement feedback on main barriers. Scope and test the feasibility of development incentives in partnership with private developers. Develop appropriate local development planning policies. 	<p>2024</p> <p>2024</p> <p>2025</p> <p>2025/2026</p>	<p>Planning Policy/ Housing Strategy/ Homes for Scotland/RSLs</p> <p>Planning Policy/Housing Strategy</p> <p>Planning Policy</p> <p>Planning Policy</p>
1.5	Facilitate the regeneration of Clune Park, Port Glasgow	Adopted Local Development Plan	Regeneration of Clune Park, Port Glasgow	<ul style="list-style-type: none"> Develop Clune Park Design Brief. Publication of updated Clune Park masterplan. Appointment of a RSL development partner. Deliver acquisition programme for remaining homes in private ownership. 	<p>2023</p> <p>2023</p> <p>2024</p> <p>2023</p>	<p>Housing Strategy</p> <p>Housing Strategy.</p> <p>Housing Strategy.</p> <p>Housing Strategy/ Legal</p>

					- 2028	
1.6	Engage the Scottish Government in a review of the SHIP aligned to RSL regeneration priorities and proposals, with a view to increasing funding for investment in existing stock which is no longer fit for purpose	2024-29 SHIP delivery framework	AHSP funding directed towards demolition and housing renewal activity	<ul style="list-style-type: none"> Annual SHIP delivery plan reviewed. More Homes Division Liaison Meetings on AHSP funding criteria Regular RSL meetings to develop housing led regeneration proposals. Maximise partnership opportunities to access housing regeneration funding streams. Interim progress report Define solutions to address low demand housing stock aligned SHIP funded housing renewal strategy. 	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>2025/26</p> <p>2028</p>	Housing Strategy
1.7	Proactively pursue placemaking approaches where communities codesign housing and place solutions in partnership with landowners, developers, funders and businesses	Existing community planning structures Current community development partnership projects	Collaborative approaches to placemaking and neighbourhood investment developed. Joint projects identified and progressed	<ul style="list-style-type: none"> Develop and implement community capacity building opportunities to support master planning, delegated decision making and budget management. Develop clear definitions for lifetime 20-minute neighbourhoods that enable partners, stakeholders and investors to target investment in physical, social and digital infrastructure. Pursue a community led master planning and land assembly approach engaging landowners, developers, infrastructure providers, funders, planning and communities 	2026-2028	<p>Planning Policy/ Community Planning</p> <p>Planning Policy</p> <p>Planning Policy</p>

1.8	Work with national government and public bodies to explore funding mechanisms to support mixed tenure regeneration and investment projects in Inverclyde	Current housing completions by tenure. Effective Land Supply. Baseline – Yet to be confirmed.	Annual number of housing completions by tenure	<ul style="list-style-type: none"> • Consider Homes for Scotland information on future housing need and establish updated baseline. • Research procurement, funding, and partnership models. • Carry out feasibility study to determine viability of wider range of affordable housing options. • Proactive community engagement to test affordability of and demand for intermediate housing options • Explore AHSP as delivery mechanism for mixed tenure funding proposals. • Develop and support funding models that enhance opportunities and innovation 	2024 2026-2028	Housing Strategy/ Planning Policy
1.9	Work with partners to identify procurement and partnership mechanisms which enhance access to development finance and pursue innovative land and delivery models	Existing procurement arrangements	Improved access to development finance Participation in innovative housing construction projects Number of procurement partnerships developed and implemented	<ul style="list-style-type: none"> • Research procurement partnership models and carry out feasibility study on options available. • Develop and implement procurement models that enhance opportunities and innovation. • Consider feasibility of local procurement frameworks 	2027 - 2028	Housing Strategy/ Procurement/ RSLs
1.10	Extend the RSL Acquisition	Existing acquisition	Annual number of mainstream properties	<ul style="list-style-type: none"> • Review of Housing Acquisition Scheme operation and criteria 	2023	Housing Strategy/ RSLs

Appendix 1

	<p>Scheme by enhancing the budget and reshaping the criteria for stock consolidation and regeneration.</p>	<p>scheme criteria and budget</p>	<p>purchased under RSL Acquisition Scheme</p>	<ul style="list-style-type: none"> • <i>Liaison with More Homes Division to review scheme criteria.</i> • <i>Approve revised guidance and criteria.</i> • Biannual review of acquisition scheme • Implement targeted programme of property acquisitions in partnership across RSLs 	<p>2024</p> <p>2024</p> <p>2026</p> <p>Ongoing</p>	<p>Housing Strategy</p> <p>Housing Strategy/ RSLs</p> <p>Housing Strategy/ RSLs</p> <p>Housing Strategy/ RSL partners.</p>
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LHS Outcome 2: People in Inverclyde find it easier to access and sustain a home.						
Supporting National Priorities, Plans and Targets and links to Local Improvement Plan/Locality Plans and Local Authority Plan						
Outcome: Ending Homelessness Together Action Plan, Equally Safe -Scotland's Strategy for Preventing and Eradicating Violence Against Women and Girls & the Equally Safe Delivery Plan, Inverclyde Council Rapid Rehousing Transition Plan (2021), Scottish Social Housing Charter						
Action No.	Action(s) and Commitments for Outcome Delivery	Baseline	Indicator or Measure	Milestone	Target/End Point	Action Lead/Co-ordinator
2.1	Continue to engage with private landlords to provide information enforce compliance and support investment in repair, energy efficiency and health & safety improvements	Recorded LLReg compliance checks undertaken.	Number of engagement opportunities provided. Number of landlords engaged with via compliance checks. Information and advice materials developed	<ul style="list-style-type: none"> • Engage and consult with private landlords and stakeholders to establish what support is required to enhance compliance. • Review outcomes of private sector stock condition survey to target assistance on improving housing quality. • Update and further develop suite of information, advice, and support tools for private landlords (including advice on rights and responsibilities) • Complete reporting mechanism for unfit landlords • Launch awareness campaign on available support across landlord population 	2024 2025 2024 2024 2025	Public Health & Housing Public Health & Housing Public Health & Housing Public Health and Housing Public Health & Housing.
2.2.	Improve advice, assistance, and access to the PRS including the rent deposit guarantee	Current no. of tenant targeted information campaigns.	No of engagement opportunities provided to private sector tenants via awareness raising.	<ul style="list-style-type: none"> • Review of information, advice, and support materials to households in or seeking PRS housing • Improve and market information, advice, and support services to PRS tenants 	2024 2025	Public Health & Housing HSCP Advice services incl. Financial Inclusion Housing options

	scheme, financial advice and information on rights and responsibilities		Number rent deposit referrals which result in PRS tenancies			LSA
2.3	Prioritise targeted investment in the Inverclyde Empty Homes Service in areas where local housing pressure is evidenced	Number of empty homes brought back into use per annum. Number of empty homes brought back into use per annum in regeneration areas	Annual target of 12 empty homes brought back into use (60 units in Years 1-5) Number of owners provided with advice and support.	<ul style="list-style-type: none"> • Mapping exercise of empty homes in regeneration areas completed. • Empty Homes Strategy developed. • Empty Home Strategy launch and delivery • Investigate the feasibility of providing targeted financial support to empty homeowners if specific criteria met. • Develop a local lettings plan to increase the target % of lets for homeless households and assist in delivering Inverclyde's Rapid Rehousing Transition Plan responsibilities. 	2024 2024 2025 2026 2025	Housing Strategy Housing Strategy Housing Strategy Empty Homes/Housing Strategy RSLs/Housing Strategy
2.4	Transform the temporary accommodation model in Inverclyde to provide more community-based tenancies with support and	Number of community based dispersed accommodation units Number of hostel units	Inverclyde Centre decommissioned. Community based dispersed accommodation units in place	<ul style="list-style-type: none"> • Quantify demand and implement suitable temporary accommodation model to meet demand for specific groups (victims of domestic abuse, care experienced young people, refugees, MAPPA and prison leavers) • Develop decommissioning plan for Inverclyde Centre 	2026 2025	Housing Options & Homelessness Advice Service Housing Strategy Inverclyde Women's Aid/ Children and

	decommission the Inverclyde Centre.			<ul style="list-style-type: none"> Improve dispersed accommodation acquisition Plan in conjunction with RSL Partners 	2025	Families/ SOLO/ Criminal Justice/ Housing Options and Homelessness Advice Service Housing Options and Homelessness Advice Service/ Housing Strategy
2.5	Deliver 'wraparound' housing support models for households experiencing multiple and severe disadvantage	Number of households experiencing severe and multiple disadvantage supported by commissioned Housing Support Services	<p>Increase in number of households experiencing severe and multiple disadvantage receiving support by Commissioned Housing Support Services</p> <p>Number of households experiencing severe and multiple who access and</p>	<ul style="list-style-type: none"> <i>Develop rapid rehousing support team to meet the needs of households experiencing severe and multiple disadvantage.</i> Quantify demand and enhance the provision of supported accommodation for households experiencing severe and multiple disadvantage. <i>Develop personal housing plan process in partnership with HSCP Resource Group</i> 	<p>2024</p> <p>2026</p> <p>2024</p>	<p>Housing Options & Homelessness Advice Service</p> <p>Housing Options & Homelessness Advice Service/ Housing Strategy</p> <p>Housing Options & Homelessness Advice Service</p>

			sustain settled housing			
2.6	Continue to provide housing and support to asylum seekers and refugees as part of the Inverclyde Alliance repopulation strategy	Number of refugees and asylum seekers provided with accommodation and support in	<p>Review housing and support model for asylum seekers and refugees</p> <p>Inverclyde in conjunction with COSLA and the Home Office has an agreed number of 32 dispersed bed spaces for asylum seekers awaiting a HO decision.</p> <p>The number of refugees will be decided as per HO and Scottish Government schemes on an ongoing basis.</p>	<ul style="list-style-type: none"> Review LHS objectives and Inverclyde Population Strategy to improve alignment. <i>Integrate LHS Delivery Group with Refugee Integration Team</i> Ongoing engagement across RSL partners to identify opportunities to support resettlement. Review capacity and effectiveness of housing and support model aligned to resettlement proposals Improve our understanding of the housing and related support needs of ethnic minority groups and others who experience disadvantage and inequality, including asylum seekers and refugees 	2024	Housing Strategy/ Community Repopulation Officer
					2024	Service Manager Homelessness & Resettlement
					Ongoing	Service Manager Homelessness & Resettlement/ Community Repopulation Officer
					2025	Service Manager Homelessness & Resettlement
					2028	Service Manager Homelessness & Resettlement

2.7.	Develop a collaborative housing options model in Inverclyde based on consistent advice, needs assessment, referrals and case management tools for all frontline staff and services engaging with people at risk of homelessness	Number of PREVENT 1 cases who successfully avoid housing crisis Number of person led housing option interviews and interventions	Review Increase in PREVENT 1 cases which avoid housing crisis. Number of person led housing option interviews and interventions Housing Options Training Toolkit Roll-out complete Ask and Act model developed as part of new prevention duty	<ul style="list-style-type: none"> • Provide universal housing options advice and assistance model and optimise support assessment tools. • Develop multi-agency referral and consent to share framework. • Develop case management model to enable coordinated partner interventions. • Promote housing options advice and information across public sector bodies aligned to delivery of new 'Ask and Act' duty. • Multi-agency roll-out of Housing Options Training Toolkit 	2024 2025	Housing Options & Homelessness Advice Service Housing Options & Homelessness Advice Service Housing Options & Homelessness Advice Service Housing Options & Homelessness Advice Service Housing Options & Homelessness Advice Service
2.8	Develop capacity to deliver the right intensity of person-led housing support which prevents homelessness	Number of households receiving commissioned housing support services	Increase in number of households whose homelessness is prevented. Increase in households	<ul style="list-style-type: none"> • Improve awareness and access to housing support services for households at risk of homelessness. • Develop housing support planning tools and reporting frameworks. 	2024 2024	Housing Options & Homelessness Advice Service Housing Options &

	and enables tenancy sustainment	Number of housing support plan with positive outcome	receiving support in temporary accommodation. Increase in homeless households who sustain settled housing after 12 months	<ul style="list-style-type: none"> Develop multi-agency case management model which enables resettlement and housing sustainment 	2025	Homelessness Advice Service. Housing Options & Homelessness Advice Service.
2.9.	Ensure that the housing needs of individuals in prison are addressed consistently and at an early stage by fully implementing and embedding the Sustainable Housing on Release for Everyone (SHORE) standards across Inverclyde (National	Number of people moving directly to a sustainable tenancy on release from prison custody Number of people who have become homeless where the previous address was prison on liberation	This will be updated as progress towards SHORE continues due to refreshed national standards	<ul style="list-style-type: none"> Improve the reliability of data between Inverclyde Council and Registered Social Landlords with respect to the admissions of Inverclyde residents into SPS custody and liberations from SPS custody. Engage with local housing providers and SPS on current issues around SHORE implementation in Inverclyde. Support the Scottish Government in the creation of a standardised template to deliver a more collaborative and consistent approach to housing options advice and support. Consider the local implications on refreshed national SHORE standards and implications for the policy in Inverclyde. Commence the Inverclyde SHORE standards policy for Inverclyde including revised indicators and measures. 	2024 2024 2025 2025 2026	Justice Social Work/Homeless Justice Social Work/Homeless Justice Social Work/Homeless /RSL Justice Social Work/Homeless Justice Social Work/Homeless /RSL

Appendix 1

	<p>Strategy for Community Justice-Scottish Government:2022)</p>	<p>people leaving prison who have been housed by and have maintained tenancy for more than 1 year</p>		<ul style="list-style-type: none"> • Embed SHORE standards in Inverclyde. 	<p>2026/27</p>	<p>Justice Social Work/Homeless /RSL</p>
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LHS Outcome 3: People in Inverclyde are supported to live independently and well at home						
Supporting National Priorities, Plans and Targets and links to Local Improvement Plan/Locality Plans and Local Authority Plan						
Outcome: Public Health Priority, National Health and Wellbeing Outcomes, 2022 Glasgow City Region HNDA, Good Mental Health for All, Keys to Life, Age, Home and Community –The Next Phase, Scottish Strategy for Autism, Race Equality Action Plan, Site Standards - Scottish Government guidance on minimum sites standards and site tenants' core rights and responsibilities, Scottish Social Housing Charter, Improving the lives of Gypsy/Travellers 2019-21, Foundations for well-being: Reconnecting Public Health and Housing, Inverclyde HSCP Strategic Plan 2019-24, Inverclyde Housing Contribution Statement 2019-24						
Action No.	Action(s) and Commitments for Outcome Delivery	Baseline	Indicator or Measure	Milestone	Target/ End Point	Action Lead/Co-ordinator
3.1	Build on the existing success from the RCH 'Wellbeing at Home' developments and consider the feasibility of extending this model further.	Existing RCH Wellbeing at Home tenancies Baseline – how many do we have at the moment.	Increase in 'Wellbeing at Home' tenancies	<ul style="list-style-type: none"> Continue to monitor and evaluate the wellbeing at home model including customers' experience at RCH development in Port Glasgow Undertake feasibility study on extending the Wellbeing at Home service identifying the impacts, development and operational requirements, timelines and cost implications. Review funding and commissioning options across RSLs and HSCP 	2025	RCH/ RSLs/ HSCP
3.2	Review and update wheelchair accessible housing policy across all tenures.	HNDA3 Housing Estimates, LDP, SHIP, HSCP Strategic Needs Assessment	New wheelchair accessible Housing target achieved per tenure	<ul style="list-style-type: none"> Review wheelchair accessible housing evidence bases and local/ national policies. Review design guides for accessible and wheelchair housing aligned to changes in the Housing for Varying Needs and Building Standards. Review existing wheelchair accessible housing targets across all tenures and success of the policy. Undertake new data analysis of wheelchair accessible housing need and 	2028	Housing Strategy/ HSCP/ Planning Policy

				<p>project estimations of housing need in Inverclyde.</p> <ul style="list-style-type: none"> • Determine new cross-tenure wheelchair accessible housing targets. • Work in partnership with developers across all tenures to identify opportunities for wheelchair and accessible housing development for the duration of the LHS. 		
3.3	Investigate opportunities for dementia friendly design features in retrofitting existing stock and in the specification of new build	HSCP Strategic Needs Assessment	<p>Research completed and dementia friendly housing design specification in place.</p> <p>No of units with dementia friendly design features</p>	<ul style="list-style-type: none"> • Carry out research to identify opportunities for dementia friendly housing in existing and new stock in Inverclyde. • Evaluate findings and develop a action plan to inform RSL investment strategies & SHIP • Develop a dementia friendly housing design specification for retrofitting and new build • Pilot dementia friendly design specification in retrofit standards 	2027	<p>Housing Strategy</p> <p>HSCP</p> <p>Developing RSLs</p>
3.4	Project future investment requirements which arise from an aging population with growing needs for property adaptations and improve evidence for funding adaptations through enhance	<p>Existing Scheme of Assistance adaptations and spend.</p> <p>Existing Stage 3 HAG adaptations and spend.</p> <p>Scottish Household Survey</p>	<p>Projected increase in Scheme of Assistance adaptations and spend.</p> <p>Projected Stage 3 HAG adaptations and spend.</p>	<ul style="list-style-type: none"> • Carry out research evaluation of the projected future needs of Inverclyde's aging population and identify future unmet needs. • Develop and implement information sharing protocols to evidence the evaluation work. • Estimate future investment requirements and report on costed options to meet the needs for future property adaptations. 	2027	HSCP/ Housing Strategy/ RSLs

	information sharing					
3.5	Maximise the use of assistive technology including telecare, telehealth and wearable tech to enable people with particular housing needs to live independently and well at home	Existing assistive technology packages in use	More households using assistive technology to live independently at home	<ul style="list-style-type: none"> Carry out a review to improve understanding of existing assistive technology in use, its uptake and its effectiveness. Evaluate findings and develop recommendations to inform future use of assistive technology. Develop information/knowledge hub to support roll out of assistive technology. Develop and promote advice and information guide for service users and landlords Consider SMART Homes pilot and development of SMART Homes Standard for Inverclyde newbuild Achieve transition from analogue to digital across older persons housing and all adapted housing 	2027	HSCP/ RSLs
3.6	Work in partnership with legal services to develop and improve information sharing protocols on pipeline need for specialist housing to ensure early planning and commissioning	Existing joint evidence	Information sharing protocol in place. Joint evidence base developed	<ul style="list-style-type: none"> Develop and implement data sharing arrangements and GDPR protocols Analyse requirements across the partners, including information gaps Develop data sharing partnership and processes to assess current and future specialist housing requirements. Develop reporting mechanisms to ensure best use of data insights. Develop shared evidence base 	2024	Housing Strategy/ HSCP/ RSLs/ Legal Services

	across housing, health and care partners					
3.7	Continue to improve housing outcomes across a range of measures for young people, including care leavers and young adults with complex needs	Current housing outcomes for all young people.	<p>Increase in positive housing destinations achieved by looked after young people.</p> <p>Increase in number of tenancies sustained by young people for more than 12 months.</p> <p>Increase in number of young people with complex needs receiving housing support.</p> <p>Improve housing outcomes for all young people.</p>	<ul style="list-style-type: none"> • Map housing and support needs of young people, including previously looked after children, to identify gaps in insight and baseline needs assessment. • Review care pathways for care experienced young people and young adults with complex needs. • Develop processes and procedures to plan housing outcomes for young adults based on their housing need. • Ensure consistent approach to identifying and planning for housing needs of young adults across Inverclyde. • Review Young People's Housing Strategy and develop updated strategy. 	2026	HSCP Childrens Services/ Housing Strategy/ RSLs
3.8	Develop pilots for housing design and innovative housing support	Existing housing support models in place	Preferred models agreed.	<ul style="list-style-type: none"> • Identify and prioritise the client groups most in need. 	2028	HSCP

	models that meet the needs of a range of client groups and carers (e.g. autism, learning disability)		Pilots developed and evaluated	<ul style="list-style-type: none"> • Research innovation in housing design and housing support models to define pilot opportunities. • Identify and agree preferred models for Inverclyde. • Pilot and evaluate innovative models for key client group. • Evaluate and review findings across planning and commissioning partners and housing developers 		
3.9	Increase tenure choice for older people by encouraging the delivery of intermediate and market housing options.	Number of older peoples' homes completed (all tenures)	Annual increase in provision of older persons housing across all tenures	<ul style="list-style-type: none"> • Carry out research to understand current and future housing options for older people and investment requirements across tenure. • Explore delivery of Intermediate Housing and Shared Ownership opportunities through Affordable Housing Policy • Deliver older persons housing through RSL newbuild programmes. • Improve access to older person housing through development of proactive housing advice and information. 	2028	Housing Strategy/ Developing RSLs
3.10	Review and update the RSL Acquisition programme and processes for purchasing specialist housing.	Existing acquisition scheme processes	Annual number of properties acquired for use as specialist housing.	<ul style="list-style-type: none"> • Review of specialist housing acquisition processes. • Identification of specialist housing requirements in Inverclyde • Update specialist housing processes. 	2024 2024 2024	HSCP/Housing Strategy/RSLs. HSCP/Housing Strategy Housing Strategy

				<ul style="list-style-type: none"> Implement targeted programme of property acquisitions in partnership across RSLs 	2028	HSCP/Housing Strategy/RSL partners.
3.11	Review provision of site requirement and services for gypsy/ travellers in Inverclyde.	Existing draft policy and procedural guidelines on the management of unauthorised encampments by Gypsy/Travellers in Inverclyde	Annual number of unauthorised encampments in Inverclyde	<ul style="list-style-type: none"> Review existing draft Policy and Procedural Guidelines on the Management of Unauthorised Encampments by Gypsy/Travellers in Inverclyde Review existing data sources in relation to gypsy/ travellers (local, regional and national) to determine housing requirements of this group. Update and finalise draft Policy and Procedural Guidelines on the Management of Unauthorised Encampments by Gypsy/Travellers in Inverclyde. Publish findings of review, including recommendations on future requirements for the Gypsy/ Travellers community in Inverclyde. 	2028	HSCP/Public Protection
3.12	<i>Review armed forces covenant and RSL allocation policies to ensure the housing requirements of the Armed Forces Community have fully been accounted for</i>	<i>Existing RSL allocation policies.</i>	<i>Update RSL allocation policies to include the housing requirements of the Armed Forces Community if not already included.</i>	<ul style="list-style-type: none"> <i>Review armed forces covenant.</i> <i>Review RSL allocation policies.</i> <i>Update RSL allocation policies accordingly.</i> 	2025	<i>RSLs/Housing Strategy/HSCP</i>

Supporting National Priorities, Plans and Targets and links to Local Improvement Plan/Locality Plans and Local Authority Plan						
Outcome: Local Heat and Energy Efficiency Strategies (LHEES), Sustainable Housing: Fuel Poverty and Climate Change Advice Note, Scottish Government's Energy Efficient Scotland Route Map, Fuel Poverty (Targets, Definition, and Strategy) (Scotland) Act 2019, Climate Action Plan (December 2021), Scottish Housing Quality Standard, Energy Efficiency Standard for Social Housing, Scottish Social Housing Charter						
Action No.	Action(s) and Commitments for Outcome Delivery	Baseline	Indicator or Measure	Milestone	Target/End Point	Action Lead/Co-ordinator
4.1	Design and deliver an Inverclyde Local Heat and Energy Efficiency Strategy (LHEES)	Current energy improvement projects	Inverclyde LHEES developed. Implementation of the LHEES Delivery Plan	<ul style="list-style-type: none"> Build partnership network to support LHEES and associated Delivery plan. Deliver actions highlighted in delivery plan covering heat networks and energy efficiency works in area wide schemes using funding available. 	2024 2024-29	LHS Delivery Group 4
4.2	Report on heat network activity delivered in other workflows (e.g. LHEES, RSLs)	Existing affordable heat provision in Inverclyde	Progress reports from relevant partners outlining stage of study/project	<ul style="list-style-type: none"> Progress strategic study on heat networks and ownership models. Undertake district heating mentoring scheme to help develop proposals. Identification of potential studies. Reporting of the completion of studies/projects. 	Ongoing	Energy & Climate Change / RSLs
4.3	Collaborate to develop design led solutions to decarbonise homes and	Existing information/best practice prototypes on design led solutions.	No of homes achieving reduction in carbon emissions	<ul style="list-style-type: none"> Work with partners to co-ordinate funding opportunities to target net zero and placemaking approaches (in line with LHEES zones). Identify and report on ongoing projects from RSLs that test design 	2028	Housing Strategy/RSLs RSLs/Energy & Climate Change

	then cost and coordinate funding opportunities across RSL partners, Inverclyde Council, the Scottish Government, finance markets and public sector bodies	Existing funding awards from local and national funding programmes		<p>led solutions to decarbonise homes. (e.g. fancy farm)</p> <ul style="list-style-type: none"> • Develop a register of good practice and innovation with learning outcomes. • Identify costs and map funding opportunities across the housing sector. 		
4.4	For low carbon design of housing, ensure adequate community engagement throughout the process of projects being identified and delivered.	Building and develop pathways through the Community Council systems	Frequency of input and outputs from local communities on regeneration and decarbonising homes.	<ul style="list-style-type: none"> • Regeneration and decarbonising homes are discussed through the local community networks. 	Ongoing	Housing Strategy/RSLs RSLs/Energy & Climate Change
4.5	Enhance and promote referral pathways and target home energy and fuel poverty advice	Number of households in fuel poverty Existing number of households accessing	Reduction in number of households in fuel poverty Promote referral pathway/acces	<ul style="list-style-type: none"> • Review, update, and promote current advice and referral pathways for fuel poverty and energy advice with Home Energy Scotland and other relevant partners. • Identify households most at risk coordinating information across partners. 	Ongoing	Public Health & Housing

	through Home Energy Scotland (HES)	advice and assistance	s route in place. Households most at risk identified for targeted advice	<ul style="list-style-type: none"> Promote the enhanced advice pathway to targeted groups. Submission of HES annual report to LHS steering group. 		
4.6	Undertake integrated asset management reviews across all landlords to coordinate and target investment at regeneration priorities and consider selective demolition proposals to tackle failing low demand housing	Existing asset management proposals to tackle low demand housing	Collaborative asset management review complete Selective demolition and housing renewal proposals in place	<ul style="list-style-type: none"> Review existing asset management plans and insights across RSLs. Undertake integrated asset management review of social housing stock assessing financial, asset, demand and place performance. Review existing demolition programme alongside regeneration priorities and identify areas for priority investment eg via small scale rebuild programme via Affordable Housing Supply Programme. Develop fundable proposals to tackle failing or low demand 	Annual	RSLs/Housing Strategy
4.7	Use the outcome of the private sector stock condition survey to target investment, support, and enforcement activity via the Scheme of Assistance	Private Sector Stock condition profile – number of homes in serious disrepair	No of private sector houses supported through Scheme of Assistance.	<ul style="list-style-type: none"> Identify key properties and locations to be targeted via support through the Scheme of Assistance /Affordable Housing Supply programme re acquisition. Integrate private sector stock condition survey into PPA regeneration masterplans and LHEES priority proposals. 	2025	Public Health and Housing

				<ul style="list-style-type: none"> • Maximise partnership opportunities to access housing repair and maintenance funding streams 		
4.8	Review and update the Inverclyde Scheme of Assistance.	Current Inverclyde Scheme of Assistance.	New Inverclyde Scheme of Assistance produced.	<ul style="list-style-type: none"> • Review and update the Scheme of assistance as well as advice pathways for owners living in poor quality housing. • Develop a wide range of channels to promote the advice and assistance available to owners to improve housing quality. • Assist owners to improve housing quality through advice and assistance and where available financial support should that be feasible and certain key criteria are met. 	Annual update	Public Health & Housing

Summary of Delivery Group 4 Amendments

Original LHS Action Plan

4.1 Explore options for heat networks and delivery models, including public/part public ownership.

4.2 Design and deliver an Inverclyde Local Heat and Energy Efficiency Strategy (LHEES).

4.3 Work with partners to coordinate funding opportunities to target net zero and placemaking.

4.4 Collaborate to develop design-led solutions to decarbonize homes and coordinate funding across RSLs, Inverclyde Council, Scottish Government, finance markets, and public sector bodies.

4.5 Ensure community engagement throughout the process of projects being identified and delivered.

4.6 Enhance and promote referral pathways for home energy and fuel poverty advice through Home Energy Scotland (HES).

4.7 Ensure LHEES is integrated into other local strategies (LOIP, Child Poverty Action Plan, Local Employability Development Plan).

4.8 Undertake integrated asset management reviews across landlords, target investment, and consider selective demolition of low-demand housing.

4.9 Use private sector stock condition survey to target investment, support, and enforcement activity via the Scheme of Assistance.

4.10 Review and update the Inverclyde Scheme of Assistance.

Delivery Group 4 - Version 2

4.1 Removed. Integrated into **4.2** and **4.3**.

4.1 Same action but expanded milestones, clearer targets (EPC ratings).

4.3 Same action, expanded to include structured funding coordination.

4.4 Same action but with additional focus on procurement models and best practice registers.

4.5 Changed to "regeneration and decarbonising homes are discussed through the local community networks..."

4.6 Strengthened referral pathways, added targeted assistance framework.

4.7 New action ensuring formal integration of LHEES into multiple frameworks.

4.8 Same action, added **low-demand housing strategy** and **mapping of demolition programs**.

4.9 Integrated into **PPA regeneration masterplans**, aligning investment with broader strategies.

4.10 Same action, added multi-channel promotion for housing support.

Inverclyde Local Housing
Strategy 2023-2028

2024 Annual Update

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Introduction

The Housing (Scotland) Act 2001 places a statutory duty on local authorities to prepare a Local Housing Strategy supported by an assessment of housing need and demand. The Local Housing Strategy (LHS) sets out the strategic direction, policies and plans that will enable Inverclyde Council and partners to deliver high quality housing and housing services to meet the needs of local people across all housing tenures. The LHS also sets out the important contribution that housing makes to enabling economic growth and regeneration, improving health and wellbeing, creating connected and sustainable places, reducing climate change, and tackling poverty across Inverclyde.

On the 2nd November 2023, Inverclyde Council's Environment & Regeneration Committee approved the Inverclyde Local Housing Strategy (LHS) 2023-2028. Approval was also granted for an LHS implementation strategy which determined that the steering group used to oversee LHS development was retained to oversee implementation. In order to inform the steering group, it was proposed that a delivery group would be created for each of the four LHS outcomes co-chaired by senior officers from partner organisations and work towards achieving the strategy's overall vision and outcomes:

“Housing makes a strong contribution to ensuring Inverclyde is a place of choice, by delivering quality and affordable homes, a strong sense of community and a culture of wellbeing”.

LHS Outcome 1: People in Inverclyde live in quality homes in connected communities.

LHS Outcome 2: People in Inverclyde find it easier to access and sustain a home.

LHS Outcome 3: People in Inverclyde are supported to live independently and well at home.

LHS Outcome 4: People in Inverclyde live in good quality, carbon friendly and energy efficient homes which reduce fuel poverty.

As per the Scottish Government LHS guidance, the Housing (Scotland) Act 2001 places a statutory requirement on local authorities to produce a LHS and states that local authorities must keep their LHS under review. Therefore, the following update will evaluate progress made over 2024 by Inverclyde Council, HSCP and its partners on the Inverclyde LHS 2023-2028 outcomes:

Outcome 1: People in Inverclyde live in quality homes in connected communities

The following is a summary of activity which has been conducted within LHS delivery group 1. This activity has focused on years 1 and 2 (2024 and 2025) of the action plan which will feed into longer term strategic interventions outlined within the action plan

Integration of LHS Delivery Group and Alliance Board

Action 1.2 focuses on ensuring housing regeneration is at the centre of the Inverclyde Alliance repopulation strategy by aligning housing investment, economic development, placemaking and active transport priorities. Work has been undertaken by partners to deliver this integration. The Alliance Board has themed groups relating to the Partnership Plan. The LHS fits underneath the Place themed group. The intention is to not create new action plan but absorb the actions from LHS through the Place group, the LHS actions have been incorporated into the Partnership Plan's Place theme action plan.

This activity along with the LHS action plan will be reviewed in March/last quarter of financial year and presented to the Environment and Regeneration committee. A more comprehensive update for this action will form as the Alliance Board forms and Local Development Plan development progresses.

Low Demand Housing and Asset Management

Action 1.3 determines that partners will work with Inverclyde's Registered Social Landlords on Asset Management and Regeneration Proposals.

Work has commenced on an initial audit of what information is available to the Council including land, assets, empty homes. Once concluded it is the intention this information will be mapped and be presented to RSL partners to analyse and cross reference with their information on low demand assets. Housing Strategy have worked with officers within the Public Protection service to create the initial GIS layers and a map has been developed.

Regeneration of Clune Park

Action 1.5 of the Inverclyde LHS 2023 states that Inverclyde Council and partners will 'Facilitate the regeneration of Clune Park, Port Glasgow.' As part of this work, a design brief was developed to communicate Inverclyde Council's requirements for the delivery of mixed tenure housing on the Clune Park site and inform masterplanning of the regeneration area, supported by an assessment of housing need and demand. Subsequently, Hypostyle Architects were appointed to develop a masterplan for the Clune Park regeneration area based on the housing requirements outlined within the Council's design brief. The design brief and masterplan for Clune Park was completed in 2023 and the related LHS actions have been signed off as complete.

Work has progressed on the appointment of a development partner to take the project forward through in future years. Preliminary discussions have taken place between Housing Strategy and Procurement, and it is anticipated that the process of appointing a partner shall commence imminently, this action has been reported as on track.

Private Sector Housing Engagement and Planning Policy

Inverclyde Council and its partners are now developing the new LDP, replacing the 2021 version. An evidence report, including a housing land requirement assessment aligned with the Council's Housing Supply Targets, is currently in production. The new LDP is expected to be adopted by Q1 2026/2027 after passing through several stages, including gate checks, proposed plans, and examinations. The LDP and Local Housing Strategy (LHS) share common goals in regeneration and repopulation, with the Strategic Housing Investment Plan (SHIP) playing a crucial role in supporting the affordable housing offer that complements private developments. Various tenures, such as social rented, mid-market or intermediate rented, subsidized, and unsubsidized low-cost housing for sale, contribute to affordable housing provision.

Housing Strategy and Planning Policy have met with Homes for Scotland to being initial discussions on how the Council can improve engagement with private sector developers with a view to enabling regeneration and housing delivery. Productive discussions have focussed on effective site allocations and developing priority places. Homes for Scotland have been very forthcoming with market intelligence and shared with the team's North Lanarkshire Council approach towards producing an effective land audit and site allocations.

Sub action 1.8A instructs the delivery group to establish an updated baseline of need, considering Homes for Scotland information on future housing need. A key part of this task involves reviewing relevant evidence bases, including both statutory and wider policy network domains. To assist with this, the Delivery Group tasked housing strategy officers with analysing the Homes for Scotland: Existing Housing Need in Scotland report (HfS, 2024¹), published on 22 January 2024. A briefing note was prepared and fulfils the requirements of action 1.8a by examining the HfS report in the context of Inverclyde Council's approach to housing need and demand assessment, and how these methods align with strategic goals for regeneration and repopulation.

The paper recommends that given that the HfS report supports the “policy on” recommendations outlined within the LHS Housing Supply Target paper, its insights should form part of the development of the housing land requirement evidence paper, to ensure that Inverclyde Council's strategic planning can respond to the broader issues of housing need that is captured in the HfS report and are felt across the Glasgow City Region.

Acquisitions

Action 1.10 instructs the delivery group to work towards extending the RSL Acquisition Scheme by enhancing the budget and reshaping the criteria for stock consolidation and regeneration. Action 1.10a instructs a review of housing acquisition Scheme operation and criteria, this work was carried out in 2023 and includes the Scottish Government More Homes division guidance to allow RSL partners to approach homeowners where the property may not already be on the open market. The programme has been extended within the Inverclyde SHIP 2024 – 2029, allocating funding for 40 units per annum towards the acquisition of second-hand properties

¹ Homes for Scotland, Existing Housing Need in Scotland. Accessed at: <https://homesforscotland.com/download/existing-housing-need-in-scotland/?wpdmdl=4635&refresh=65acfb449d0481705835332>

over the five-year period². Below is an overview of market acquisitions in 2023/24 by our RSL partners:

Cloch Housing Association – In 2023/24 the RSL acquired 8 properties (6 x smaller, and 2 x larger family homes).

These acquisitions aligned with the strategic parameters of Inverclyde Council's acquisition strategy. The association purchased flats within a mixed tenure block to provide Cloch with a minimum of 75% ownership, consolidating the social housing offer and enabling future investment and maintenance. Cloch also purchased properties to provide alternative homes to tenants following severe flood damage to their existing home and increase the associations stock portfolio of 3- and 4-bedroom homes to meet demand. The total AHSP funding utilised by Cloch Housing Association on the acquisition programme 2023/24 was £182,500 (flats) and £146,000 (larger family homes).

Larkfield Housing Association – In 2023/24 the RSL acquired 4 properties. These acquisitions aligned with the strategic parameters of Inverclyde Council's acquisition strategy. The association purchased three- and four-bedroom properties due to limited supply of larger family homes in the area. Larkfield also purchased two properties which were then let through effective partnership working with the Housing Options and Homelessness Service to enable rapid rehousing.

Oak Tree Housing Association - Acquired no properties in 2023/2024

River Clyde Homes -In 2023/24 RCH acquired one 2-bedroom property in Greenock. RCH gained the majority share in the block by purchasing the property. It was noted that the RCH owned properties in the Bow Farm area would benefit from investment and in the coming years will be subject to works to raise the condition of the properties to the Social Housing Net Zero standard. Increasing the share of properties in this area improves the association's ability to deliver investment works, and any reactive repairs that may be required in the meantime.

Acquisition Programme 2024/2025

Cloch Housing Association have indicated that they intend on acquiring a further 8 properties in 2024/25. It is the association's intention to acquire 4 larger family homes (3 or 4 bedspaces) utilising £83,548 of AHSP funding per purchase, totalling £334,192. 4 smaller homes / flats (1 or 2 bedspaces) utilising £50,000 of AHSP funding per purchase totalling £200,000. These purchases will be to continue the RSLs efforts to consolidate stock for management and improvement purposes and to purchase larger family homes due to limited supply and limited development opportunities.

Larkfield Housing Association have indicated that they intend on acquiring a further 6 properties in 2024/25. It is the association's intention to target larger properties (in limited supply), properties suitable for specialist provision and for the consolidation of mixed tenure block.

Oak Tree Housing Association have indicated they intend on acquiring 6 properties in 2024/2025. They are seeking 3 amenity flats and 3 general needs units, to be 2 bed 4 person properties. The properties will provide accommodation to meet the needs of their current tenants and those on the housing waiting list. In addition, the association will seek to acquire properties which will tip the majority ownership in mixed tenure into the Association's favour to

² Inverclyde Council, Inverclyde Strategic Housing Investment Plan 2024/25- 2028/29

proceed with planned/cyclical maintenance activities to preserve, maintain the fabric and longevity of the building.

River Clyde Homes have indicated they do not intend on acquiring any properties in 2024/25 due to budget restrictions. The association remains committed to the acquisition programme and will seek to utilise the available funding in 2025/26 to acquire further properties.

Acquisition Programme and Strategy Review

A project initiation document setting out an intention to undertake an Acquisition Strategy and Programme Review 2025 is a project led by Inverclyde Council's Housing Strategy team to assess and improve the acquisition of second-hand properties for social housing. This work will contribute towards delivering several actions within the LHS action plan across all four outcomes which are focused on the acquisition of properties.

The review will evaluate past acquisitions, identify gaps, and analyse barriers to achieving strategic housing goals, particularly for specialist housing. The project runs from January to December 2025, with key milestones including data collection from January to April, stakeholder consultations from May to July, and the completion of a new acquisition strategy by October 2025. The final strategy will be approved in January 2026.

Outcome 2: People in Inverclyde find it easier to access and sustain a home.

The following is a summary of activity which has been conducted within LHS delivery group 2. This activity has focused on years 1 and 2 (2024 and 2025) of the action plan which will feed into longer term strategic interventions outlined within the action plan.

Landlord Engagement and Advice & Assistance to the Private Rented Sector

Action 2.1 directs the public health and housing team to continue to engage with private landlords to enforce compliance and support investment in repair, energy efficiency and health & safety improvements. The first part of this process is to develop a survey to gather information from landlords and to then analyse this and ascertain what further ongoing engagement will be required. The survey is currently in development with an aim to publish in autumn 2024 in time for the December deadline. This project is being developed with partners in delivery group 2. It was reported at the September delivery group 2 meeting that this action may turn into an ongoing project moving towards as it is established what support is required by landlords from survey feedback.

Action 2.2 instructs the Public Health and Housing team to Improve advice, assistance and access to the Private Rented Sector (PRS) including the rent deposit guarantee scheme, financial advice and information on rights and responsibilities. It was agreed within the delivery group that the team would produce an information leaflet which would publicise information on where people can go for advice and assistance and available services to assist tenants in the PRS. The Private Rented Sector officer has started this process by identifying agencies and departments that the team will contact and collate information to share within the leaflet. Production of the leaflet will commence Autumn 2024.

Empty Homes

Action 2.3 of the LHS directs Inverclyde Council's Housing Strategy team to develop an empty homes strategy which will:

'Prioritise targeted investment in the Inverclyde Empty Homes Service in areas where local housing pressure is evidenced.'

Work has commenced on developing the Inverclyde Empty Homes Strategy 2025-2030 which will outline how tackling empty homes can contribute towards the wider strategic outcomes presented within the LHS and the necessary interventions to achieve this. As part of the strategy's development, Inverclyde Council's Housing Strategy team have undertaken a mapping exercise of empty properties in Inverclyde. To obtain a greater insight into vacant and empty dwellings in Inverclyde, Inverclyde Council's Housing Strategy team requested Council Tax information to outline a useful snapshot of where potential empty property hotspots are located and areas where targeted interventions may yield significant impacts. This exercise has been completed and the next steps is to understand how our collective strategic response can be coordinated to ensure the affordable housing supply is adequately supplemented, positively contributing to our regeneration outcomes determined within the LHS. It is hoped that the acquisition programme can be utilised to this end.

Rapid Rehousing, Temporary and Supported Accommodation

Inverclyde Health and Social Care Partnership, like other Scottish authorities, developed a Rapid Rehousing Transition Plan (RRTP) for 2019-2024, funded by the Ending Homelessness Together Fund. In 2022, a two-year change program was launched to implement innovative strategies for the RRTP's four key objectives, overseen by a Programme Board and six sub-groups, with the goal of achieving significant progress by September 2024. Evaluation and planning for future service provision has been undertaken. A report with findings on how to move forward has now been passed to leadership teams for review.

Action 2.4 of the LHS states that we will 'transform the temporary accommodation model in Inverclyde to provide more community-based tenancies with support and decommission the Inverclyde Centre.' As part of this work, Housing Strategy and the Housing Options and Homelessness Advice Service have commenced discussion on how best to develop an evidence base to support the requirement for additional units to be utilised in tackling homelessness. The objective is to quantify both potential demand for additional temporary accommodation units as well as permanent solutions for service users and enable rapid rehousing. The acquisition programme provides opportunity for suitable properties to be identified and enhance a person-centred response to homelessness in Inverclyde.

Action 2.5a instructs the Housing Options and Homelessness Advice Service to develop a rapid rehousing support team to meet the needs of households experiencing severe and multiple disadvantage. The Housing Options and Homelessness Advice Service have reported that this work is on track and 2024 is not an end point to this work which will continue beyond this year. The Service is currently supporting 71 individuals and is looking to develop a review schedule and developing a step-down process for individuals towards independence. The Housing Options and Homelessness Advice Service also reported that there has been a 96% tenancy sustainment rate of individuals supported by the team of more than 12 months.

Action 2.7a instructs the Housing Options and Homelessness Advice Service to provide universal housing options advice and assistance model and optimise support assessment tools. The service has reported that service redesign in 2023 enabled them to provide universal housing options to Inverclyde residents and those at risk of homelessness to enable prevention of homelessness, not just assisting those through the homelessness pathway.

Action 2.8 focuses on developing capacity to deliver the right intensity of person-led housing support which prevents homelessness and enables tenancy sustainment. The Housing Options and Homelessness Advice Service report that the reporting software 'Homestar' has been adopted which is used to undertake support needs assessment and to plan the support required.

The software gives 10 outcomes which the service use to measure an individuals level of support against. This is reviewed with the individual after every 6 weeks. It reports an 86% progress from service users in at least 3 outcomes. The Performance team, have a licence to enable them to do useful reporting to assess what impact support team are having on these outcomes and it has been evidenced that the support team are having an impact on the individuals who are being monitored.

Use homestar software to undertake support needs assessment and use homestar to plan the support required. Use a star to see where there is improvements against 10 outcomes.

Continue to provide housing and support to asylum seekers and refugees as part of the Inverclyde Alliance repopulation strategy.

Action 2.6a instructs the delivery group to Review LHS objectives and Inverclyde Repopulation Strategy to improve alignment. In relation to this work a report has been presented to the Policy and Resources committee seeking approval for match funding (part funded by the Scottish Government) for an officer to address depopulation and work on actions to attract and retain people in Inverclyde. Discussions have commenced on what the role may be, and its focus is still to be determined. However, the role will cover some of these objectives and have a relationship with the LHS delivery process.

Furthermore, a new service manager will be recruited to cover both Housing Options & Homelessness Advice Service and the New Scots team with a focus on settlement due to the significant overlap between the two services focused on finding settled housing outcomes. This integration will start the process of integrating LHS Delivery Group 2 and the Refugee Integration Team as instructed to within action 2.6b.

RSL Partners continue to engage with Council services to identify opportunities to support resettlement as directed to in action 2.6c. Current focus is about developing processes to support family reunion where other family members may be entering the country.

Sustainable Housing on Release for Everyone (SHORE) Standards

Action 2.9a instructs members of the delivery group and the Criminal Justice Lead to improve the reliability of data between Inverclyde Council and Registered Social Landlords with respect to the admissions of Inverclyde residents into the Scottish Prison Service (SPS) custody and liberations from SPS custody.

The Council and SPS have signed off on a data sharing agreement. However, the stock transfer agreement does create added complexities on accessing housing with the Council not acting as a social landlord. There isn't a provision within the data sharing agreement to inform RSLs collectively when someone enters the prison system. Discussions within the delivery group identified further work is required to create the necessary processes to ensure there is better understanding when individuals are moving through the prison system and the impact on the requirement of housing.

Action 2.9b instructs the Criminal Justice Lead to engage with local housing providers and SPS on current issues around SHORE implementation in Inverclyde. In August 2024, a SHORE conference was hosted at River Clyde Homes office and led by the Criminal Justice team in collaboration with the Housing Options and Homelessness Advice Service. This event had various presentations on the SHORE standards and examples of good practice from Glasgow City Council. A report outlining engagement, feedback and findings from the event is to be developed.

Outcome 3: People in Inverclyde are supported to live independently and well at home.

The following is a summary of activity which has been conducted within LHS delivery group 3. This activity has focused on years 1 and 2 (2024 and 2025) of the action plan which will feed into longer term strategic interventions outlined within the action plan.

3.1 Build on the existing success from the RCH 'Wellbeing at Home' developments and consider the feasibility of extending this model further.

This action is scheduled to be completed by the end of 2025. Currently, none of the sub-actions have been started. Preliminary discussions have taken place regarding potential amendments, particularly concerning sub-action 3.1a: *"Continue to monitor and evaluate the wellbeing at home model, including customers' experience at RCH development in Port Glasgow."*

This sub-action appears to be too focused on RCH to be relevant to other RSLs. An amended version that reflects the work of all RSLs will be finalized at the first meeting of 2025, after which work on achieving the remaining objectives will begin.

3.2 Review and update wheelchair accessible housing policy across all tenures.

Action 3.2 of the LHS instructs the Council to 'Review and update wheelchair accessible housing policy across all tenures.' Although this action has been identified for delivery by 2028, it was agreed by Delivery Group 3 that it should be brought forward to align with the development of the Local Development Plan. This work is now scheduled to commence in the near future as Inverclyde Council prepares its evidence report for the development of the next Local Development Plan. The review will examine the policy's deliverability within the private sector in particular with consideration toward Inverclyde Council and its partners wider regeneration and repopulation objectives.

3.8 Continue to improve housing outcomes across a range of measures for young people, including care leavers and young adults with complex needs

Action 3.8 of the Inverclyde Local Housing Strategy (LHS) 2023-2028 states that Inverclyde Council and its partners will "continue to improve housing outcomes across a range of measures for young people, including care leavers and young adults with complex needs." To address these issues, a renewed Young People's Housing Strategy will be developed, superseding the one produced in 2017.

To this end, discussions have begun with Inverclyde HSCP Children's Services and Registered Social Landlords (RSLs) through LHS Delivery Group 3 to assess the future housing requirements of care leavers and young adults with complex needs in Inverclyde. Further work is needed to identify any shortfall in provision and to develop a robust evidence base. This will inform the support model to be advocated for in the strategy.

Regarding young people more broadly, a literature review has been drafted that explores barriers at a macro level to accessing housing across tenures. This review sets the broad parameters for conducting a localised assessment of young people's access to housing and review of whether

the current supply and housing market adequately meets their needs and identify unmet needs and barriers to tenure at the local level. Consultation with RSL partners will be necessary to determine whether these housing needs can be met using existing housing stock or if a bespoke solution is required, potentially utilising Affordable Housing Supply Programme (AHSP) funding via the Strategic Housing Investment Plan (SHIP).

3.11 Review and update the RSL Acquisition programme and processes for purchasing specialist housing.

As previously noted, a project initiation document setting out an intention to undertake an *Acquisition Strategy and Programme Review 2025* is a project led by Inverclyde Council's Housing Strategy team to assess and improve the acquisition of second-hand properties for social housing.

As well as addressing Action 3.11 which Focuses on reviewing and updating the Registered Social Landlord (RSL) acquisition programme and processes specifically for purchasing specialist housing, it also deals with Action 1.10a: Instructs LHS Delivery Group 1 to review the operation and criteria of the housing acquisition scheme.

For all these actions this involves evaluating the performance of the acquisition programme, identifying barriers, and ensuring the programme meets the objectives set within the strategy.

The review will evaluate past acquisitions, identify gaps, and analyse barriers to achieving strategic housing goals, particularly for specialist housing. The project runs from January to December 2025, with key milestones including data collection from January to April, stakeholder consultations from May to July, and the completion of a new acquisition strategy by October 2025. The final strategy will be approved in January 2026.

3.13 Review armed forces covenant and RSL allocation policies

As part of the Inverclyde Local Housing Strategy (LHS) 2023-2028, Action 3.13 tasked Delivery Group 3 with reviewing the Armed Forces Covenant and RSLs allocation policies to ensure the housing needs of the Armed Forces Community were fully addressed. This action included reviewing the covenant, RSL policies, and updating them if necessary.

A comprehensive review has been completed by Housing Strategy team, confirming that Inverclyde's RSLs, including the Inverclyde Common Housing Register (ICHR) and River Clyde Homes, adequately account for the housing needs of veterans and Armed Forces personnel. Both systems award priority to veterans, with no updates required to the existing policies as the Armed Forces Community is already well-represented within the current allocation processes.

Outcome 4: People in Inverclyde live in good quality, carbon friendly and energy efficient homes which reduce fuel poverty.

The following is a summary of the activity conducted within the LHS Delivery Group, focusing on Years 1 and 2 (2024 and 2025) of the action plan. This work contributes to the longer-term strategic interventions outlined in the plan. Several actions (LHS 04.2e, LHS 4.3), scheduled for completion in 2024 and 2025 have been identified as needing a review of their scope and timelines. As a result, these actions are excluded from the narrative below.

Inverclyde Local Heat and Energy Efficiency Strategy

Inverclyde's Local Heat and Energy Efficiency Strategy (LHEES) and accompanying Delivery Plan was approved and published, May 2024. It is a place based and locally led strategy covering the following aims:

- Improving the energy efficiency and decarbonising the heat supply of all of Inverclyde
- Reducing inequality by eliminating poor energy efficiency as a driver for fuel poverty.

These two aims are guided by the priority of a just transition to net zero in Inverclyde. This strategy will play a crucial role in helping the Council meet its 2045 Net Zero target. It addresses the changes required to Inverclyde's buildings and infrastructure, including all domestic and non-domestic buildings³.

Action 4.6– Review and Update of Fuel Poverty and Energy Advice Referral Pathways

This action aims to review and enhance referral pathways for fuel poverty and energy advice in collaboration with Home Energy Scotland (HES) and other key partners. This action is on track for completion by 30 September 2024.

In 2024, Inverclyde Council services, local RSLs, and external agencies distributed the HES summer promotion pack to increase awareness. A meeting with HES identified market gaps and explored ways to improve referral pathways. As a result, HES agreed to provide awareness presentations to frontline staff, with the first presentation scheduled for 7 November 2024, ahead of the winter promotion pack's release.

Additionally, Inverclyde Council's Managing Agent is collaborating with the procurement team to tender for a works contractor to deliver the Energy Efficiency Scotland Area Based Schemes (ABS) for 2024-25. This program, funded by the Scottish Government, will contribute to fuel poverty reduction through energy efficiency measures such as External Wall Insulation (EWI) and Photovoltaic (PV) systems.

Action 4.9 – Private Sector Stock Condition Survey and Targeted Investment

The Local Housing Strategy (LHS) includes several actions under 4.9, aimed at using the outcomes of the private sector stock condition survey to inform targeted investment, support,

³ Turner and Townsend, Inverclyde Local Heat and Energy Efficiency Strategy, 2024

and enforcement activities through the Scheme of Assistance. This action is scheduled for completion by 30 September 2025.

A stock condition survey has been commissioned, with actions to be developed based on its findings in 2025. This will guide targeted efforts such as identifying key properties and locations for support (PP/LHS04.9a), integrating survey results into regeneration and energy efficiency plans (PP/LHS04.9c), and exploring partnership opportunities to access repair and maintenance funding (PP/LHS04.9d). While these actions are not yet started, they are set to progress following analysis of the survey results by the Housing Strategy Team.

Report To:	Environment & Regeneration Committee	Date:	13 March 2025
Report By:	Director, Environment & Regeneration	Report No:	ENV013/25/SJ/AG
Contact Officer:	Audrey Galloway	Contact No:	01475 712102
Subject:	Property Asset Management Public Report – Request Authority to Grant a Licence to Occupy, for the Installation of a Labyrinth at Lunderston Bay, Gourock		

1.0 PURPOSE AND SUMMARY

1.1 For Decision For Information/Noting

1.2 The purpose of this report is to request authority to grant a Licence to Occupy land at Lunderston Bay, to install a Labyrinth.

2.0 RECOMMENDATIONS

2.1 It is recommended that Committee grant delegated authority to the Head of Physical Assets to complete a Licence to Occupy with Compassionate Inverclyde in order that the group can install a “Remembering Together Labyrinth”, at the location shown on the plan at **Appendix 1**, on the basis of the terms and conditions detailed within the body of this report and on such other terms and conditions as are recommended by the Head of Legal, Democratic, Digital and Customer Services and the Chief Financial Officer.

Stuart Jamieson
Director
Environment and Regeneration

3.0 BACKGROUND AND CONTEXT

Licence to Occupy at Lunderston Bay

- 3.1 Compassionate Inverclyde is a recently established charity and community-based organisation dedicated to fostering a compassionate society in Scotland. This award-winning social movement aims to empower individuals to make a positive impact on their communities. Through various initiatives, such as befriending services, community cafes, labyrinths and compassionate schools.
- 3.2 Compassionate Inverclyde provides opportunities for people of all ages to contribute to their community and come together. The organisation emphasises the importance of building relationships and fostering a sense of belonging. Ultimately, Compassionate Inverclyde seeks to create a society where caring for others is a shared responsibility. By empowering ordinary people to make a difference, the organisation is working towards a more compassionate and inclusive future.
- 3.3 The Chief Executive Officer of Compassionate Inverclyde recently contacted council officers to request authority to install a Labyrinth at Lunderston Bay, Gourock, close to the location of the old play area, see **Appendix 1**. They have provided the information at **Appendix 2** showing the proposed layout and design of the Labyrinth, and have confirmed there will be no building required, and that Compassionate Inverclyde volunteers will maintain it with no impact on Council maintenance budgets. The actual cost of the stones will be circa £3,500 and will be funded entirely by Compassionate Inverclyde.
- 3.4 The previous proposal for a Lunderston Bay Labyrinth, under the COVID Remembering Together memorial, did not go ahead and the site was changed to Wemyss Bay. The Labyrinth now under discussion will be led by Compassionate Inverclyde and will not be funded by any other source.
- 3.5 Compassionate Inverclyde has advised that it wishes to create a community space, which includes a labyrinth to allow local people to spend time outdoors, connect with nature, improve their personal wellbeing and reduce social isolation. They believe that this community space will provide many health and social benefits for all individuals and local groups. They suggest it will provide a space for both quiet contemplation in our busy, noisy world whilst also providing a safe, inclusive, welcoming place for people from all walks of life, cultures and of all ages to meet, spend time and connect in a fun and meaningful way. They hope the space will be used for special occasions such as wedding ceremonies and by community groups and schools, promoting creativity whilst learning and improving wellbeing and increasing pride in our area.
- 3.6 The proposed Labyrinth will be manmade, it will be very organic in nature using rocks and built by members of the Compassionate Inverclyde community. They advise that they already used the site for a very successful labyrinth awareness day in November 2023, when over 30 members of the public attended, despite it being one of the wettest days of the year. The installation will take approximately two days to complete, and Compassionate Inverclyde advise that they can start as soon as all permissions have been received.
- 3.7 The proposed site is owned by Ardgowan Estate and leased to Inverclyde Council. Compassionate Inverclyde have spoken directly to the Estate who have given landlord's approval, subject to receiving the Council's permission. This report now seeks Committee authority to enter into a Licence for Works with Compassionate Inverclyde to cover the installation period of the Labyrinth and to allow for maintenance of same going forward. As part of that process, the consent of Ardgowan Estates will be confirmed by officers. There will be no Licence fee charged for the proposed Licence.

4.0 IMPLICATIONS

4.1 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

4.2 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					

4.3 Legal/Risk

Should the recommendations in this report be approved, officers in Legal, Democratic, Digital and Customer Services will progress the necessary licence documentation to regulate the use by Compassionate Inverclyde.

4.4 Human Resources

None.

4.5 Strategic

None.

5.0 CONSULTATION

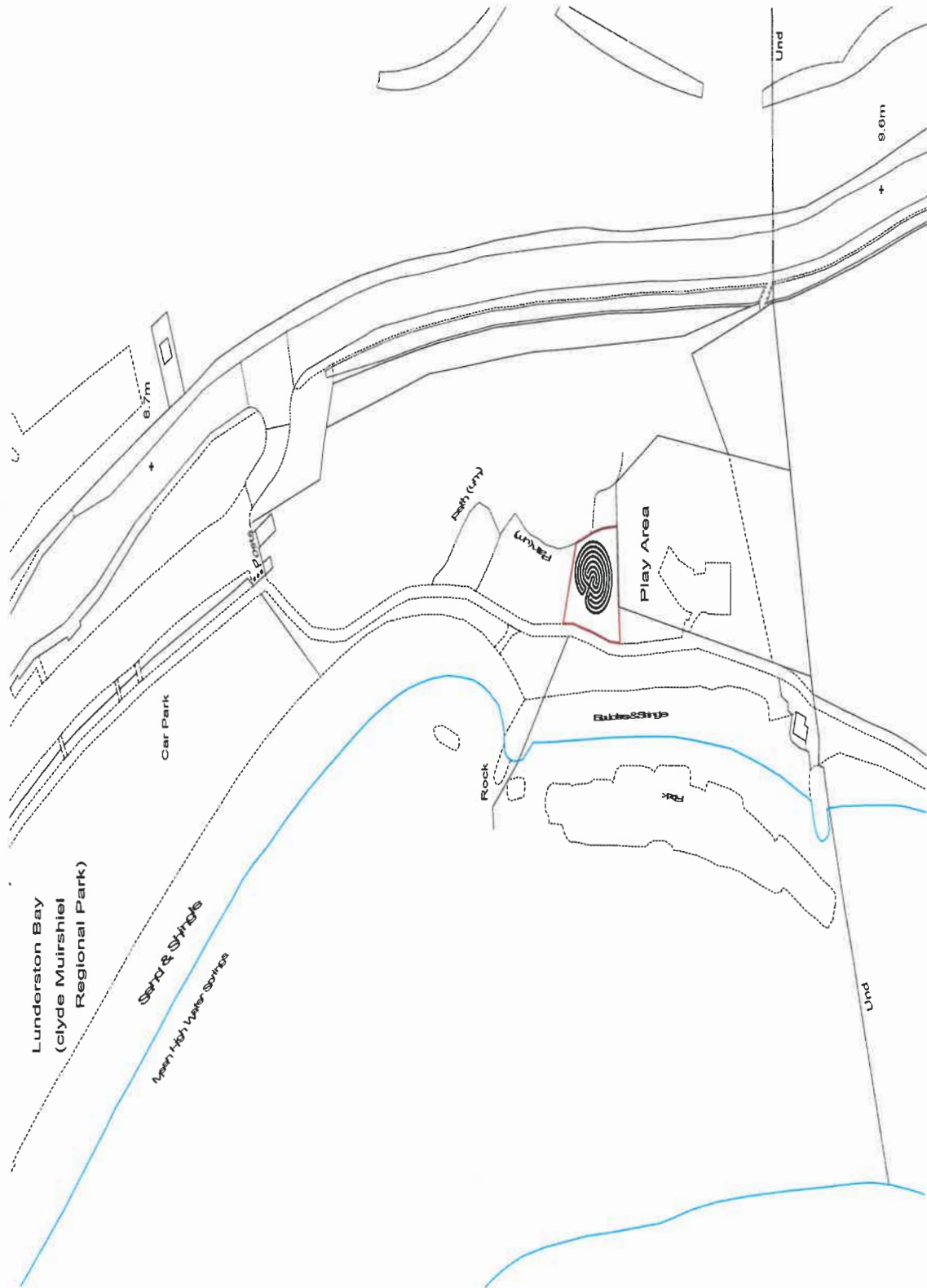
5.1 The report has been prepared following consultation with Legal, Democratic, Digital and Customer Services.

6.0 BACKGROUND PAPERS

6.1 None.

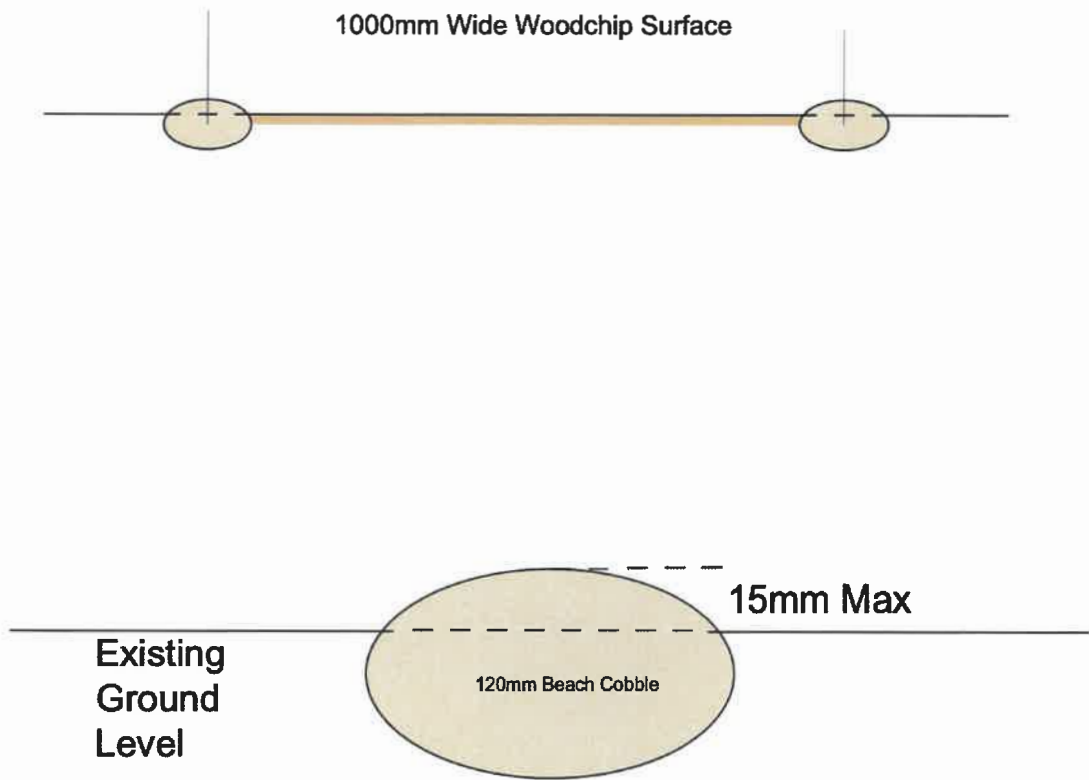
Lunderston Bay Labyrinth Health & Safety Policy & Risk Register

Appendix A Labyrinth Location



Lunderston Bay Labyrinth Health & Safety Policy & Risk Register

Appendix C Detail of path



Lunderston Bay Labyrinth Health & Safety Policy & Risk Register

Appendix B Overall Size of the Labyrinth

