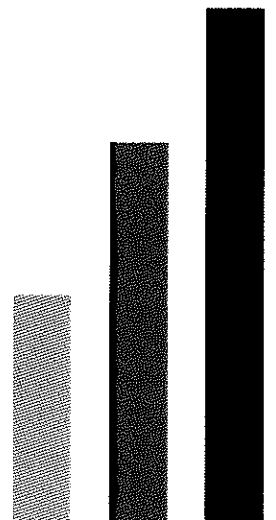


## Agenda 2014

# Environment & Regeneration Committee

For meeting on:

4	September	2014
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**A meeting of the Environment & Regeneration Committee will be held on Thursday 4 September 2014 at 3pm within the Municipal Buildings, Greenock.**

GERARD MALONE  
Head of Legal & Property Services

## **BUSINESS**

1. **Apologies, Substitutions and Declarations of Interest**

## **PERFORMANCE MANAGEMENT**

2. **Environment & Regeneration Revenue Budget 2014/15 – Period 3**  
Report by Acting Corporate Director Environment, Regeneration & Resources and Head of Finance
3. **Environment & Regeneration Capital Programme 2014/15 to 2015/16 - Progress**  
Report by Acting Corporate Director Environment, Regeneration & Resources and Head of Finance

## **NEW BUSINESS**

4. **Start Up Finance Scotland**  
Report by Corporate Director Environment, Regeneration & Resources
5. **Provision of Street Name: Argylls' Parade, Port Glasgow**  
Report by Corporate Director Environment, Regeneration & Resources
6. **Provision of Street Name: Lower Kempock Street, Gourock**  
Report by Corporate Director Environment, Regeneration & Resources
7. **Roads Defects Performance to End of July 2014**  
Report by Acting Corporate Director Environment, Regeneration & Resources
8. **Flooding Update**  
Report by Acting Corporate Director Environment, Regeneration & Resources
9. **Waste Strategy Update**  
Report by Acting Corporate Director Environment, Regeneration & Resources

10. **Social Transport – Workstream Review**  
Report by Acting Corporate Director Environment, Regeneration & Resources
11. **Proposed Statutory Quality Partnership Scheme – Update 2**  
Report by Acting Corporate Director Environment, Regeneration & Resources
12. **Provision of New Bus Shelters under the SPT Bus Shelter Upgrading Programme 2014/15**  
Report by Acting Corporate Director Environment, Regeneration & Resources
13. **Electric Vehicle Charging Infrastructure Project**  
Report by Acting Corporate Director Environment, Regeneration & Resources
14. **Proposed Traffic Regulation Order – Union Street, Greenock (7.5 Tonne Weight Restriction) Order 2014**  
Report by Acting Corporate Director Environment, Regeneration & Resources
15. **Proposed Traffic Regulation Order – The Inverclyde Council (Off Street Parking Places) (Variation No. 1) Order 2014**  
Report by Acting Corporate Director Environment, Regeneration & Resources
16. **Proposed Traffic Regulation Order – Disabled Persons’ Parking Places (On Street) Order No. 2 2014**  
Report by Acting Corporate Director Environment, Regeneration & Resources
17. **Proposed Traffic Regulation Order – The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) (Variation No. 1) Order 2014**  
Report by Acting Corporate Director Environment, Regeneration & Resources
18. **Proposed Traffic Regulation Order – The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) (Variation No. 1) Order 2014**  
Report by Acting Corporate Director Environment, Regeneration & Resources
19. **Review of Outstanding Remits**  
Report by Corporate Director Environment, Regeneration & Resources and Acting Corporate Director Environment, Regeneration & Resources

**The documentation relative to the following item 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 paragraphs 2, 6 and 9 of Part I of Schedule 7(A) of the Act.**

20. **Property Assets Management Report**  
Report by Acting Corporate Director Environment, Regeneration & Resources on activities and proposals for the management of the Council's property assets

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

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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>4 September 2014</b>
<b>Report By:</b>	<b>Acting Corporate Director Environment, Regeneration and Resources and Head of Finance</b>	<b>Report No:</b>	<b>FIN/35/14/MMCC/JB</b>
<b>Contact Officer:</b>	<b>Mary McCabe</b>	<b>Contact No:</b>	<b>01475 712222</b>
<b>Subject:</b>	<b>Environment and Regeneration 2014/15 Revenue Budget – Period 3 to 30 June 2014</b>		

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## 1.0 PURPOSE

- 1.1 To advise Committee of the 2013/14 out-turn and the 2014/15 Revenue Budget position at period 3 to 30 June 2014.

## 2.0 SUMMARY

- 2.1 In 2013/14, excluding the carry forward of Earmarked Reserves, there was an underspend of £269,000 within the Environment and Regeneration Committee. This was a further reduction in expenditure of £54,000 from the Period 11 position reported to Committee in May 2014.
- 2.2 The major variances making up this underspend were as follows:
- i. Excess Turnover Savings of £269,000.
  - ii. An underspend on the Roads Client Lighting Maintenance contract of £108,000.
  - iii. Overspends on Vehicle and Plant costs of £83,000 due to the age of the current fleet and the point in the vehicle replacement cycle.
- 2.3 The revised 2014/15 budget for Environment and Regeneration is £21,555,480 which excludes Earmarked Reserves. The latest projection, excluding Earmarked Reserves, is an underspend of £131,000.
- 2.4 The major variances projected at Period 3 are:
- i. Employee Cost underspends across the Committee of £218,000; £205,000 of savings being due to the early achievement of future year's savings.
  - ii. Overspends on subcontractors and materials within Vehicle Maintenance of £68,000. This is a result of increased non routine maintenance mainly due to vehicles outwith their warranty period requiring specialist maintenance.
  - iii. An underspend in purchase of fuel within Vehicle Maintenance of £79,000 resulting from efficiencies due to the tracking system, lower than anticipated fuel prices and a decrease in usage.
  - iv. An underrecovery in Special Catering income of £50,000 in line with previous year's outturn.

### **3.0 RECOMMENDATIONS**

- 3.1 The Committee note the out-turn for 2013/14 and the current projected underspend for 2014/15 of £131,000 as at 30 June 2014.
- 3.2 The Committee note virement which was processed during the 2014/15 budget finalisation to realign budgets, as detailed in Section 8 and Appendix 4.
- 3.3 The Committee note that in line with the Financial Regulations, £74,000 windfall saving in 2014/15, due to the early release of the Head of Property Services, has been transferred to Policy and Resources Committee.

Jan Buchanan  
Head of Finance

Alan Puckrin  
Acting Corporate Director  
Environment, Regeneration & Resources

## 4.0 BACKGROUND

- 4.1 The purpose of this report is to advise Committee of the current position of the 2014/15 budget as well as the 2013/14 out-turn and to highlight the main issues contributing to the underspend in 2013/14 and the projected underspend in 2014/15.
- 4.2 The revised 2014/15 budget reflects a decrease from the approved budget of £81,760, due to:
- Net reduction in Building Services income of £21,760 due to previously approved changes in terms and conditions.
  - Reduction due to the transfer of a windfall saving, relating to the early release of the Head of Property Services, to Contingency (£74,000).
  - Increase due to allocation from the Inflation Contingency for the residual waste contract and tyres of £112,000 and £22,000, respectively.

## 5.0 2013/14 OUT-TURN

- 5.1 The main variations from budget and movements from Period 11 Projection in 2013/14 were as follows:

	Revised Budget 2013/14	Out-turn 2013/14	Variance to Budget	Percentage Variance to Budget	Movement since P11 Projection
	£000	£000	£000	%	£000
Regeneration & Planning	4,942	4,834	(108)	-2.18%	(5)
Property Assets & Facilities Management	3,824	3,879	55	1.43%	94
Environmental & Commercial Services	14,389	14,166	(223)	-1.56%	(152)
Corporate Director	164	171	7	4.45%	9
<b>TOTAL NET EXPENDITURE</b>	<b>23,319</b>	<b>23,050</b>	<b>(269)</b>	<b>-1.16%</b>	<b>(54)</b>
Earmarked Reserves	(2,755)	(2,755)	0	0.00%	0
<b>TOTAL NET EXPENDITURE EXCLUDING EARMARKED RESERVES</b>	<b>20,564</b>	<b>20,295</b>	<b>(269)</b>	<b>-1.16%</b>	<b>(54)</b>

- 5.2 The actual out-turn, excluding Earmarked Reserves was £20,295,000, which represents an underspend of £269,000. This is a reduction in spend of £54,000 from the position reported to Committee on 1st May 2014. The material variances are outlined in 5.3 to 5.6:

### 5.3 Committee-wide Variances

Turnover Savings across all Services of £269,000, a further reduction in spend of £22,000 from the Period 11 projection.

### 5.4 Regeneration and Planning Variances

There were no material variances within Regeneration & Planning.

## 5.5 Property Assets & Facilities Management Variances

- a) There was an overspend on Surplus Property NDR for empty properties of £42,000, a further increase in spend of £18,000 since Period 11.
- b) There was an underrecovery of Physical Assets income of £66,000 which is a further reduction in income of £8,000 since Period 11. This underrecovery was mainly due to reduced rental income, reduced charges for lease transactions and reduced fees as a result of minimal disposal of property assets.

## 5.6 Environmental & Commercial Services Variances

- a) There was an underspend on the Roads Client Lighting Maintenance contract of £108,000 an increase in spend of £10,000 from Period 11. This underspend was due to the new contractor focussing on unplanned maintenance which had not been completed by the previous contractor at the expense of planned maintenance, with a reduced requirement on the Scottish power costs.
- b) There was an underspend on Waste Strategy bins and plastic sacks of £59,000, a further reduction in spend of £12,000 since last Committee. This underspend is mainly due to the use of external grant prior to spending core budget.
- c) Across Environmental Services there were overspends in Vehicle and Plant costs of £83,000, mainly due to increased non routine maintenance. This was an increase in spend of £18,000 since the last Committee.
- d) Within Roads Client there was an underrecovery in construction consent income of £64,000, which had been previously reported.
- e) There was an overrecovery of Vehicle Maintenance Drivers' income of £70,000, an increase in income of £28,000 from Period 11.

## 6.0 2014/15 CURRENT POSITION

6.1 The current projection for 2014/15 is an underspend of £131,000.

### 6.2 Regeneration & Planning - £24,000 Underspend

The current projected out-turn for Regeneration & Planning is an underspend of £24,000.

The main issues relating to the current projected underspend for Regeneration & Planning are detailed below and in Appendix 2:

#### (a) Employee Costs

There is a projected underspend of £37,000, mainly due to the early achievement of a saving, not due to be made until 2015/16.

#### (b) Income

There is a projected underrecovery of Skills Development Scotland contract income of £12,000 following notification of the annual contract award.

### 6.3 Property Services - £33,000 Overspend

The current projected out-turn for Property Services is an overspend of £33,000.

The main issues contributing to the current projected overspend for Property Services are detailed below and in Appendix 2:

(a) Employee Costs

There is a projected overspend of £29,000, mainly due to the costs of a new one-year architectural assistant post funded by additional fee income, per 6.3(b) below.

(b) Income

Income is projected to be £4,000 underrecovered, due to:

- i. A projected overrecovery of Technical Services fee income of £26,000 due to the projected workload which has necessitated the creation of a one-year post, see 6.3(a) above.
- ii. An underrecovery in Physical Assets income of £30,000, in line with previous years.

**6.4 Environmental & Commercial Services - £140,000 Underspend**

The current projected out-turn for Environmental & Commercial Services is an underspend of £140,000.

The main issues contributing to the current projected underspend for Environmental & Commercial Services are detailed below and in Appendix 2:

(a) Employee Costs

There is a projected underspend of £210,000 within employee costs, mainly due to:

- i. A projected underspend in Ground Maintenance of £38,000 due to non-filling of vacant posts. This budget will be reduced by £25,000 as part of the 2015/16 savings exercise.
- ii. A projected underspend in Street Cleaning of £54,000 due to non-filling of vacant posts and reduced overtime. The full underspend will be removed when the budget is reduced as part of the 2015/16 savings exercise.
- iii. Projected turnover savings within Environmental management of £38,000; £29,000 of which relates to the early achievement of a 2014/15.
- iv. Projected underspends in Facilities Management of £47,000; £20,000 of which is within Janitors and is offset by a reduction in recharge income.
- v. Projected turnover savings within Building Services of £67,000; £57,000 of which relates to the early achievement of a future saving.
- vi. A projected overspend in the Roads Operational Account of £24,000, which reflects the current workload. This overspend is offset by additional income.

(b) Property Costs

There is a projected overspend of £35,000 within Property Costs, mainly due to the following:

- i. Projected overspend within Public Conveniences repairs & maintenance of £12,000, in line with the previous year's spend.
- ii. Projected overspend on Catering cleaning materials of £10,000, in line with previous year's spend.
- iii. The residual waste disposal contract is projecting to outturn £11,000 higher than budget based on current tonnages.

(c) Supplies & Services

There is a projected overspend of £1,198,000 within Supplies & Services, mainly due to the following:



- i. A projected overspend in Vehicle Maintenance subcontractors and materials of £16,000 and £52,000, respectively. This is mainly due to the fact that some vehicles are no longer under warranty and require specialist maintenance. A virement to partially offset this overspend will be presented to the next Committee.
- ii. A projected overspend in the Roads Operational Account subcontractors and materials of £1,130,000. This overspend is offset by additional income and is a result of the current work programme, in particular increased capital works.

(d) Transportation & Plant

There is a projected overspend of £205,000, mainly due to:

- i. A projected underspend in fuel of £79,000 based on the current usage. This underspend is earmarked to offset budget pressures elsewhere. A virement request will be presented to the next Committee.
- ii. A projected overspend in Roads Operational Account External Hires of £275,000, mainly due to additional capital works. This is offset by additional income.

(e) Income

There is a projected overrecovery in income of £1,382,000, mainly due to:

- i. A projected overrecovery of Clothing Bank income of £15,000 due to improved rates following the award of a new contract.
- ii. A projected underrecovery of Special Catering income of £50,000 in line with previous year's outturn. Officers are reviewing other income streams with a view to offsetting this variance. Any associated virement will be reported to the next Committee.
- iii. A projected underrecovery in Janitors income of £20,000, in line with reduced employee costs, per 6.4(a)(v) above.
- iv. A projected overrecovery of Roads Trading income of £1,448,000 due to additional income; mainly from capital. This additional income is offset by additional costs, see 6.4(a)(vi), 6.4(c)(ii) and 6.4(d)(ii).

## 6.5 Corporate Director - £nil Variance

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

## 7.0 EARMARKED RESERVES

- 7.1 There is a planned contribution of £1,548,000 to Earmarked Reserves in the current financial year. Appendix 3 gives an update on the operational Earmarked Reserves, ie excluding strategic funding models such as RI funding, AMP and Vehicle Replacement Programme. Spend to date on these operational Earmarked Reserves is 33% of the phased budget (£397,000 less spend than anticipated). Whilst this is early in the Financial Year, Officers are reviewing projected spend in detail to minimise any underspend in 2014/15.

## 8.0 VIREMENTS

- 8.1 Committee is asked to note virement attached as Appendix 4. These budget adjustments were processed during the 2014/15 budget estimate process in order to better align budgets with historical spend patterns.

## 9.0 IMPLICATIONS

### Finance

9.1 All finance implications are discussed in detail within the report above.

#### Financial Implications:

One off Costs

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

Annually Recurring Costs/ (Savings)

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

### Legal

9.2 There are no specific legal implications arising from this report.

### Human Resources

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

### Equalities

9.4 There are no equality issues arising from this report.

### Repopulation

9.5 There are no repopulation issues within this report.

## 10.0 CONSULTATIONS

10.1 The report has been jointly prepared by the Acting Corporate Director Environment, Regeneration & Resources and the Head of Finance, in consultation with the Corporate Director Environment, Regeneration & Resources.

## 11.0 CONCLUSIONS

11.1 The Committee is currently reporting an underspend of £131,000.

## 12.0 LIST OF BACKGROUND PAPERS

12.1 There are no background papers relating to this report.

**ENVIRONMENT AND REGENERATION COMMITTEE****REVENUE BUDGET MONITORING REPORT****PERIOD 3: 1st April 2014 - 30th June 2014**

Subjective Heading	Approved Budget 2014/15 £000	Revised Budget 2014/15 £000	Projected Out-turn 2014/15 £000	Projected Over/(Under) Spend	Percentage Variance %
Employee Costs	18,101	18,004	17,786	(218)	(1.21)%
Property Costs	8,066	8,180	8,215	35	0.43%
Supplies & Services	5,395	5,393	6,591	1,198	22.21%
Transport Costs	2,221	2,243	2,448	205	9.16%
Administration Costs	506	520	535	15	2.87%
Payments to Other Bodies	7,206	7,329	7,329	0	0.00%
Income	(18,473)	(18,566)	(19,932)	(1,366)	(7.36)%
<b>TOTAL NET EXPENDITURE</b>	<b>23,022</b>	<b>23,103</b>	<b>22,972</b>	<b>(131)</b>	<b>(0.57)%</b>
Transfer to Earmarked Reserves *	0	(1,548)	(1,548)	0	0.00%
<b>TOTAL NET EXPENDITURE EXCLUDING EARMARKED RESERVES</b>	<b>23,022</b>	<b>21,555</b>	<b>21,424</b>	<b>(131)</b>	<b>(0.61)%</b>

Objective Heading	Approved Budget 2014/15 £000	Revised Budget 2014/15 £000	Projected Out-turn 2014/15 £000	Projected Over/(Under) Spend	Percentage Variance %
Regeneration & Planning	4,840	4,840	4,816	(24)	(0.51)%
Property Services	3,777	3,604	3,637	33	0.92%
Environmental & Commercial Services	14,247	14,501	14,361	(140)	(0.97)%
Corporate Director	158	158	158	0	0.00%
<b>TOTAL NET EXPENDITURE</b>	<b>23,022</b>	<b>23,103</b>	<b>22,972</b>	<b>(131)</b>	<b>(0.56)%</b>
Transfer to Earmarked Reserves *	0	(1,548)	(1,548)	0	0.00%
<b>TOTAL NET EXPENDITURE EXCLUDING EARMARKED RESERVES</b>	<b>23,022</b>	<b>21,555</b>	<b>21,424</b>	<b>(131)</b>	<b>(0.61)%</b>

\* Per Appendix 3: New funding transferred to earmarked reserves during 2014/15

## ENVIRONMENT AND REGENERATION COMMITTEE

## REVENUE BUDGET MONITORING REPORT

## MATERIAL VARIANCES

PERIOD 3: 1st April 2014 - 30th June 2014

<u>Out Turn</u> <u>2013/14</u> <u>£000</u>	<u>Budget</u> <u>Heading</u>	<u>Subjective Head</u>	<u>Budget</u> <u>2014/15</u> <u>£000</u>	<u>Proportion</u> <u>of Budget</u>	<u>Actual to</u> <u>30-Jun-14</u> <u>£000</u>	<u>Projection</u> <u>2014/15</u> <u>£000</u>	<u>(Under)/Over</u> <u>Budget</u> <u>£000</u>	<u>Percentage</u> <u>Variance</u> <u>%</u>
90	<b>REGENERATION &amp; PLANNING</b> Cleaner, Greener	Employee Costs	91	23	19	52	(39)	(42.86)%
(98)	Getting Ready for Work Contract Income	Income	(108)	(27)	(28)	(96)	12	(11.11)%
1,757	<b>PROPERTY SERVICES</b> Technical Services	Employee Costs	1,534	409	404	1,563	29	1.89%
(1,106)	Technical Services Recharge Income	Income	(1,100)	(275)	0	(1,126)	(26)	0.00%
(94)	Physical Assets Income	Income	(177)	(44)	(64)	(147)	30	
1,530	<b>ENVIRONMENTAL &amp; COMMERCIAL SERVICES</b> Ground Maintenance	Employee Costs	1,562	415	406	1,524	(38)	(2.43)%
947	Street Sweeping	Employee Costs	1,043	266	248	989	(54)	(5.18)%
2,561	Management	Employee Costs	2,563	653	630	2,525	(38)	(1.48)%
775	Road Trading Account	Employee Costs	788	200	216	812	24	3.05%
1,658	Cleaning	Employee Costs	1,632	416	378	1,612	(20)	(1.23)%
1,021	Janitors	Employee Costs	1,063	271	257	1,043	(20)	(1.88)%
863	Building Services Unit	Employee Costs	919	235	216	852	(67)	(7.29)%
2,306	Transfer Station Waste Disposal	Property Costs	2,392	414	417	2,403	11	0.46%
19	Public Conveniences Repairs & Maintenance	Property Costs	9	2	3	21	12	133.33%
58	Catering Cleaning Materials	Property Costs	45	11	19	55	10	22.22%
148	VMTA Sub-Contractors	Supplies & Services	69	17	21	85	16	23.19%
192	VMTA Materials	Supplies & Services	118	29	41	170	52	44.07%
244	Roads Trading Account Sub-contractors	Supplies & Services	119	15	45	237	118	99.16%
1,876	Roads Trading Account Materials	Supplies & Services	810	44	360	1,818	1,008	124.44%
578	VMTA Fuel	Transport & Plant	634	158	128	555	(79)	(12.46)%
381	Roads Trading Account External Hires	Transport & Plant	94	12	58	369	275	292.55%
(29)	Waste Strategy Clothing Banks	Income	(34)	(9)	(9)	(49)	(15)	44.12%
(3,004)	Roads Trading Account Capital	Income	(1,666)	(212)	(607)	(3,061)	(1,395)	83.73%
(133)	Roads Trading Account Non Client Involvement	Income	0	0	(3)	(50)	(50)	0.00%
(38)	Catering Special Catering Income	Income	(90)	(22)	(3)	(40)	50	(55.56)%
(1,143)	Janitors Recharge Income	Income	(1,180)	(295)	(260)	(1,160)	20	(1.69)%
<b>Total Material Variances</b>							<b>(174)</b>	

EARMARKED RESERVES POSITION STATEMENT

Appendix 3

COMMITTEE: Regeneration & Environment

<u>Project</u>	<u>Lead Officer</u>	<u>Total Funding 2014/15</u>	<u>Phased Budget To Period 3 2014/15</u>	<u>Actual To Period 3 2014/15</u>	<u>Projected Spend 2014/15</u>	<u>Amount to be Earmarked for 2015/16 &amp; Beyond</u>	<u>Lead Officer Update</u>
		<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	
Youth Employment	SJ	702	174	45	612	90	Continuing to Support the Employability programme including MA's
Business Support Initiative	SJ	219	54	9	214	5	Some slippage on external graduate programme however steps have been taken to address this.
Birkmyre Park, Port Glasgow	IM	181	0	0	181	0	In progress - contract completion due October 2014.
Investment Fund for Council Owned Bowling Clubs	GM	77	25	0	0	77	Work completed for Wellington, Hillend, Gourrock Park and Parklea. Rankin Park out to tender with return date 02.08.14 and update on project and funding awaited until then. Lady Alice scheme is not viable in terms of budget as present figure is £60k and culvert structure is too expensive a solution - complete restructure of these two projects needed in light of costs against available resources.
Whinhill Golf Club	IM	145	0	0	145	0	Contract awarded to construct 2 new buildings. Pre-start meeting took place Wed 21/05/14 - 8 week contract. Original 4 week lead-in period for manufacture of buildings has not been met by the manufacturer. Revised start date is now during w/c 21/07/14.
Lower Clyde River Valley Projects	SJ	15	0	0	15	0	Project briefs developed
Flooding Strategy	IM	44	0	0	0	44	The funding is for Legal costs associated with the Eastern line of Falls and is unlikely to be spent before period 12 2014/15.
Local Environment Improvement Fund	IM	40	25	4	40	0	Kelburn Park main resurfacing works complete, but still to be charged - £17k. Painting of structures in parks and open spaces still in progress and will be complete by the end of summer.
Greenock Town Centre Parking Strategy	IM	84	50	0	84	0	Funding is for implementation of the Greenock Town Centre Parking Strategy and Decriminalised Parking Enforcement. It is estimated that the Reporter's costs and incidentals for the hearing venue will be approximately £20k and spend is now likely to be in Period 4. The remaining spend will be achieved before 6 Oct 2014 on P&D machines, PA equipment and training.
Roads - Additional revenue investment	IM	55	0	0	55	0	£43k of carry over funding is for pot hole repairs and patching works to commence w/c 4 August 2014; £12k of carry forward is for further work in developing the RAMP survey and evaluation report.
Greenock Town Centre - Extra Police	AP	36	0	0	36	0	Update reported to both E&R plus E&C Committees. Agreed that future updates would go to the Education & Communities Committee. Annual invoice now received.

EARMARKED RESERVES POSITION STATEMENT

Appendix 3

COMMITTEE: Regeneration & Environment

<u>Project</u>	<u>Lead Officer</u>	<u>Total Funding 2014/15</u>	<u>Phased Budget To Period 3 2014/15</u>	<u>Actual To Period 3 2014/15</u>	<u>Projected Spend 2014/15</u>	<u>Amount to be Earmarked for 2015/16 &amp; Beyond</u>	<u>Lead Officer Update</u>
		£000	£000	£000	£000	£000	
Repopulating/Promoting Inverclyde	AP	886	90	9	360	526	Two major exhibitions in Glasgow attended in May to promote the area. Self Build update to E&R Committee in June and agreed that ri will take on management of the sale of plots. Relocation Officer resigned and options being considered by Service. 3 year SLA developed with ri for Tourism Business development. 2014/15 spend under review.
Increased Officer Capacity - External Funding Officer	SJ	99	11	11	41	58	On programme, salary costs.
Employability Initiatives	SJ	533	27	7	533	0	Detailed spend being agreed.
Greenock Municipal Buildings Tourism Initiative	GM	150	0	0	0	150	Design commenced for Victoria Tower however will be delayed due to decision to combine with refurbishment of the District Court and apply for Heritage Lottery Fund funding. Rot survey for District Court being arranged and design to be taken to stage C to allow for grant application to be made but there will then be a delay until funding application considered.
Shopfront Improvements Grants	SJ	50	0	0	50	0	Planning applications submitted.
Commonwealth Flotilla Event	AF	250	50	50	250	0	Approved funding towards a major sailing event to showcase Inverclyde, its sailing opportunities, its maritime history and to celebrate the Commonwealth games. Spend expected from June 2014 onwards.
Roads Defects and Drainage works	IM	500	0	0	250	250	Spend proposals being assessed and developed; external contracts for pothole patching being procured; main site works to commence w/c 4 August 2014.
Street Lighting Surveys	IM	28	25	0	28	0	Surveys are now complete and invoice being processed.
Coastal Communities	SJ	40	40	39	40	0	EMR to cover Employee costs of Modern Apprentices taken on under Coastal Communities scheme. When budget is spent costs will be covered by Employability initiative EMR above.
Miscellaneous Planning & Economic	SJ	21	21	21	21	0	Reserve made up of Heritage Development Officer, Employability Review and Local Plan Preparation. Full spend achieved.
<b>Total</b>		<b>4,155</b>	<b>592</b>	<b>195</b>	<b>2,955</b>	<b>1,200</b>	

AF	Aubrey Fawcett
AP	Alan Puckrin
SJ	Stuart Jamieson
IM	Ian Moffat
GM	Gerard Malone

**ENVIRONMENT AND REGENERATION COMMITTEE****REVENUE BUDGET MONITORING REPORT****Virements processed in 2014/15 Budget Process to square off underlying budget issues**

<b>Budget Heading</b>	<b>Subjective Heading</b>	<b>Increase Budget</b>	<b>(Decrease) Budget</b>
		£	£
<u>Environmental &amp; Commercial Services</u>			
Ground Maintenance Waste Disposal Charges	Property Charges	33,000	
Refuse Transfer Station Waste Disposal Internal Income	Income		(33,000)
Waste Strategy Other Expenditure	Other Expenditure		(20,000)
Refuse Transfer Station Scrap Metal Income	Income	29,500	
Waste Strategy Clothing Bank Income	Income		(12,500)
Waste Strategy Promotions and Publicity	Administration		(5,000)
Civic Amenities/Refuse Transfer Station Overtime	Employee Costs	8,000	
Roads Client Security	Property Costs	40,000	
Roads Client Winter Maintenance	Supplies & Services		(20,000)
Roads Client Emergency Works/Miscellaneous	Supplies & Services		(15,000)
Roads Client Roads Assessment/Feasibilities	Supplies & Services		(5,000)
<u>Legal &amp; Property Services</u>			
Physical Assets Office Equipment Purchase	Supplies & Services		(9,750)
Physical Assets Sales, Fees & Charges	Income		(760)
Physical Assets Feu Duties/Way Leaves	Income	17,070	
Physical Assets Charges for Lease Transactions	Income	8,920	
Property Resources Landscape Architect	Other Expenditure		(16,000)
Property Resources Sales, Fees & Charges	Income	4,460	
Central Repairs Health & Safety	Property Costs		(3,940)
<b>Total</b>		<b>140,950</b>	<b>(140,950)</b>

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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>4 September 2014</b>
<b>Report By:</b>	<b>Acting Corporate Director Environment, Regeneration &amp; Resources and Head of Finance</b>	<b>Report No:</b>	<b>FIN/39/14/AP/JMcC</b>
<b>Contact Officer:</b>	<b>John McConnell</b>	<b>Contact No:</b>	<b>01475 712264</b>
<b>Subject:</b>	<b>Environment &amp; Regeneration Capital Programme 2014/15 to 2015/16 - Progress</b>		

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## 1.0 PURPOSE

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

## 2.0 SUMMARY

- 2.1 This report advises Committee in respect of the progress and financial status of the projects within the Environment & Regeneration Capital Programme. The Environmental and Regeneration elements of the Committee's Capital Programme are presented in separate Appendices.
- 2.2 It can be seen from the table in 7.5 that the projected spend is £83.186m, which means that the total projected spend is on budget.
- 2.3 Expenditure at 31<sup>st</sup> July is 22.81% of 2014/15 projected spend, net slippage of £1.728m (9.57%) is being reported. The slippage relates mainly to the Office and Depot AMP projects and the Acting Corporate Director is working with Heads of Service to identify opportunities to improve this position.
- 2.4 The Hector McNeil House offices and Pottery Street Civic Amenity have recently been completed within budget and the continued delivery of major projects within budget provides context when considering the slippage reported elsewhere.
- 2.5 Slippage in 2013/14 outturned at 32.3%. The Council position was 14.45% across total capital programme and an outturn report has been presented to Policy & Resources Committee detailing material slippage on individual capital projects. The detail relating to the Environment & Regeneration Committee is presented in Appendix 3.

## 3.0 RECOMMENDATIONS

- 3.1 That Committee note current position of the 2014/16 Capital Programme and the progress on the specific projects detailed in Appendices 1 & 2.
- 3.2 It is recommended that Committee note the issue of tenders for the Pottery Street Vehicle Maintenance Building and associated works, and grant delegated authority to the Head of Legal & Property Services to accept the lowest acceptable tender provided the cost is within the



budget allocation for the project.

- 3.3 That the Committee note the level of slippage in 2013/14 and the action being taken to improve matters in future years.
- 3.4 That the Committee approve the Coastal/Sea Wall protection works at Coronation Park and note that proposals will be brought back re the remaining £60,000.

Alan Puckrin  
Acting Corporate Director  
Environment, Regeneration & Resources

Jan Buchanan  
Head of Finance

## **4.0 BACKGROUND**

- 4.1 In February 2013 the Council agreed the 2013/16 Capital Programme. Significant additional funding was identified to increase the Roads Asset Management Plan and a number of further Projects were identified, funded from Revenue Reserves. This report also reflects decisions agreed by Council in February 2014.
- 4.2 Subsequent to the approval of the budget in February 2014 further Capital Grant funding for flooding works of £1.743m has been approved by the Scottish Government in 2015/16. The Flooding budget has been increased accordingly.

## **5.0 PROGRESS (Environmental & Commercial Services Major Projects)**

- 5.1 For Roads, the revised total allocation for 2014/15 is £6.580m - this comprises £1.173m from Core Capital funding and £5.407m from the Roads Asset Management Plan. Design and site works for carriageways, footways and structures are progressing to programme. Site works to street lighting are progressing. A survey of street lighting column condition is completed and the draft outline business case for future direction on expenditure on street lighting, reductions in carbon consumption, and associated reductions in revenue expenditure arising from electrical power consumption is being evaluated.
- 5.2 Draft designs of the automatic trash screens have been submitted by Edwards Engineering and approved. Manufacture of a prototype, to be monitored while in service, is progressing with a proposed installation and commissioning date of 20 August. The research project with Heriot Watt university has visited the site to identify its requirements for monitoring equipment which will be installed at the same time.
- 5.3 The legal agreement with Ardgowan Estates which had been delaying the SPT funded works to the N753 Cycle Route between Lunderston Bay and Kip Marina has been signed. The construction works tender has been awarded to WA&I Gilbert and work on the 6 week contract is due to start on 18 August. As the result of a competitive tender price for this work further procurement opportunities will now be identified by Officers for the unallocated remainder of the grant funding.
- 5.4 The feasibility design route of the N753 between Inverkip and Wemyss Bay has been reviewed and locally revised due to some difficult topography and land ownership issues which would have delayed construction of this section of the cycle route planned for next year. The revised routing will result in the overall design costs being reduced and as such the grant funding for the design is likely to be in excess of requirements.
- 5.5 The Greenock Parking Strategy/Decriminalised Parking Enforcement project's public hearing took place on 8 April. The Reporter's recommendations were accepted in full by Council and the traffic orders have been made with the required amendments. The traffic orders will become effective on the DPE start date of 6 October. The tender for the PCN processing operation was awarded to ICES at £81,550 with a meeting at ICES offices on 4 August. Tender returns for the supply of Pay and Display machines are being evaluated and tenders have been accepted for the supply of signs and lines in Greenock town centre and Council car parks in accordance with the made traffic orders and work commenced mid-August.
- 5.6 The construction contract for Nittingshill Bridge in Quarriers Village was awarded to Raynesway Construction Ltd. The work is provisionally programmed to start in October and to complete in December. However, SEPA have yet to agree the contractor's method statements to protect the watercourse from contamination by the works. SEPA may suspend works from October to June 2015 to protect spawning fish. Scottish Power's service diversion works are complete. British Telecom's are programmed for September.
- 5.7 A bid for funding for flood prevention works in the Central Greenock area was approved by the Scottish Government on 30 June. A grant of £1,743,466 has been awarded which represents 79% of the estimated project total of £2,200,000. The balance of the project total of £456,534

will come from the £1,000,000 Flood Action Plan funding previously approved by Committee. Following a tendering exercise, a contract has been awarded to Grontmij consultants for £34,502 to complete the detailed design and construction contract preparation. The costs for the detailed design are included within the overall project total. The remaining £543,000 of the Flood Action Plan budget will be targeted at flood prevention works at other locations across the area and is the subject of a report elsewhere on the agenda.

- 5.8 Spend on the vehicle replacement programme is in line with projections and tenders for a number of vehicles have been returned and are currently being evaluated.
- 5.9 The aluminium can sorting equipment is currently out to tender in respect of the Waste Strategy capital allocation.
- 5.10 It was reported to the Committee on 1 May that £250,000 had been approved for works within Coronation Park and that damaged coastal defences would require to be repaired prior to consideration of any other works. An assessment has been carried out by consulting engineers and an associated options report drafted, the report recommends that works to the value of £190,000 be carried out as soon as possible to repair damaged coastal defences. It is recommended that this aspect of the work be progressed and the remaining balance of £60,000 be the subject of further consideration by the Committee.
- 5.11 The play area investment programme is ongoing with works either in progress or planned for later this financial year or next. Projects to be completed this financial year are: Jacobs Drive; Braeside; Barr's Brae; Battery Park Skatepark; Birkmyre PG and Wellpark. The new MUGA and play area works at Fox Street will be started this year, but not completed until early next financial year. Next year Battery Park, Ashton and Gibshill play areas are due to be completed. The proposed play area at Sir Michael Street, to be installed using a combination of Big Lottery and Inverclyde Council funding, still has outstanding legal issues to be resolved and will be the subject of an update to the next Committee.
- 5.12 Committee will recall that the developer for the Langhouse Road housing development went into liquidation. Officers have recently reached a financial settlement with the project underwriters to allow the outstanding roadworks to be completed and for the road lighting to be brought up to an adoptable standard. Although expenditure in shown in 2015/16 of Appendix 1, it is proposed that the outstanding work is commenced as soon as resources permit.
- 5.13 Please refer to the status reports for each project contained in Appendix 1.

## **6.0 PROGRESS (Regeneration Major Projects)**

- 6.1 Core Regeneration: A report on the Gourock Pier and Railhead Development was submitted to the May Committee with a full update. Riverside Inverclyde continue to progress the negotiations and consultations with various parties to allow the contract to be let. It is anticipated that a site start will be possible by October 2014. A report was submitted to the June Committee requesting approval to advance capital spend from the 2015/16 Property Services core allocation to address the works required to the Kempock Street car park sea wall. Following this decision the likely programme for the works was explored in more detail which indicated that works would likely not be able to be progressed until Spring 2015 due to winter working and necessary statutory approvals. However, due to the condition of the sea wall further discussions have taken place with Marine Scotland and with Riverside Inverclyde who are currently establishing the feasibility of incorporating the works within the main Gourock Development contract. If this is feasible then it is possible that the works could commence in Autumn 2014 but this has yet to be confirmed.
- 6.2 The proposals for the regeneration of the Broomhill area are currently being developed with River Clyde Homes having the largest proposed spend in the area. A meeting took place in June including Riverside Inverclyde, River Clyde Homes and representatives from the Council's Roads and Property services to establish priorities. A regular schedule of meetings has been agreed to monitor proposals as they are developed. Riverside Inverclyde took forward a

Charrette via designers and economic regeneration specialists to allow the preparation of an integrated strategy and masterplan for Port Glasgow Town Centre earlier in the year, further meetings will be scheduled to prioritise the list of proposed projects.

- 6.3 **Leisure Strategy:** The majority of projects within the programme have now been progressed with projects at Ravenscraig Stadium, Parklea, Nelson Street Sports Centre, Gourrock Pool, South West Library, Broomhill & George Road Pitches, Battery Park Pitch and Birkmyre Park Kilmacolm previously reported as complete. The Waterfront Refrigeration Plant project is now complete with plant commissioned and operational. The final phase of works at Parklea to install additional drainage is currently on site to complete in October. The Rankin Park Grass Pitch and Pavilion project experienced delay in connection with underground services as previously reported. The contractor will complete landscaping around the pavilion and car park over the next month or so and will prepare the pitch area to allow turf to be laid during September. The contractor will then ensure that the pitch is irrigated to allow full establishment of the surface ready for use in summer 2015.
- 6.4 **Core Property Services:** Property Services are looking at projects which could be advanced from future years to assist with mitigating potential slippage/underspend. Currently proposals are being taken forward to address the replacement of windows and essential rot repair work to the Gamble Halls and investigation of a project to upgrade emergency lighting within the Waterfront building. Further projects will be identified based on the condition survey information and in consultation with the relevant Services to fully allocate the 2014/15 core allocation and advance a proportion of the 2015/16 allocation to assist in mitigating potential slippage/underspend outlined above. These proposals will be reported to the next meeting of the Committee.
- 6.5 **Asset Management Plan – Offices:** A number of major projects have been completed including the Customer Contact Centre at Greenock Municipal Buildings, the Banking Hall, landscaping works to Clyde Square and the provision of the Port Glasgow Hub. The conversion of the Central Library has also recently achieved practical completion with a saving in project costs looking likely. Staff will be relocating from Kirn House and Dalrymple House over the next few weeks. The refurbishment of Wallace Place, as previously reported, experienced delay in connection with the condition of the structure. The project is expected to complete by the end of October with staff relocation taking place in early November. The May Committee approved the progression of the District Court Offices Redevelopment and design work is on-going with a site start programmed for summer 2015. Design work is also progressing in respect of reinstatement of the former shop unit in the Business Store with a view to completion by March 2015. The May Committee also approved the progression of the demolition of Dalrymple House and formation of a new car park. As soon as the building is vacated survey works will commence with a view to progressing the demolition early in the new year, subject to the necessary utility disconnections/diversions.
- 6.6 **Asset Management Plan – Depots:** The Salt Barn at Pottery Street and the demolition of the Nissen huts are complete. The Civic Amenity Site is due for completion in August. The phasing of the remaining projects has been revisited to address co-ordination of new utilities connections that will serve the Vehicle Maintenance Buildings and the roads associated with the incoming routes resulting in a larger project for this phase which has impacted on the dates previously indicated. The design work is on-going with a site start anticipated in January 2015. The estimated cost of this phase is £5.842m which is contained in the overall cost for the project. Permission for delegated authority to accept the lowest acceptable tender is requested. The progression of the fleet parking and existing roads building refurbishment phases has also been revisited. Both of these phases are also at design stage with a view to the Roads Service and Building Services Unit carrying out the works by the end of the financial year.
- 6.7 The costs for the planned Kirn Drive Depot/Civic Amenity site project are considerably in excess of the budget allowance and officers are developing options for consideration. This has however resulted in slippage against the original programme.
- 6.8 Options for providing a canopy for the Comet in Port Glasgow have been reviewed with a view to providing a more cost effective solution.

6.9 Please refer to the status reports for each project contained in Appendix 2.

## 7.0 FINANCIAL IMPLICATIONS

### Finance

7.1 The figures below detail the position at 31<sup>th</sup> July 2014. Expenditure to date is £3.725m (22.81% of the 2014/15 projected spend).

7.2 The current budget is £83.186m. The current projection is £83.186m which means the total projected spend is on budget.

7.3 The approved budget for 2014/15 is £18.060m. The Committee is projecting to spend £16.332m with net slippage into future years of £1.728m (9.57%) mainly due to the AMP – Central Library Conversion (£0.664m), Kirn Drive Civic Amenity Site (£0.264), Coronation Park (£0.200m), the AMP – Business Store (£0.136m), Flooding Strategy (£0.134), the SV Comet (£0.120m), the AMP – District Court Offices (£0.108m) and the Zero Waste Fund (£0.092m).

7.4 Slippage in 2013/14 outturned at 32.3%, an analysis of material slippage on individual capital projects relating to the Environment & Regeneration Committee is presented in Appendix 3.

7.5 One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
Capital	Environmental Capital	2014/16	£35,455	n/a	
	Regeneration Capital	2014/16	£47,731	n/a	
	Total	2014/16	£83,186	n/a	

Annually Recurring Costs/ (Savings)

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

## 8.0 CONSULTATION

### 8.1 Legal

There are no legal issues arising from the content of this report and as such the Head of Legal and Property Services has not been consulted.

### 8.2 Human Resources

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

### **8.3 Equalities**

There are no equalities implications in this report.

### **8.4 Repopulation**

There are no repopulation implications in this report.

## **9.0 LIST OF BACKGROUND PAPERS**

9.1 None

**APPENDIX 1**

**COMMITTEE: ENVIRONMENT & REGENERATION**

Project Name	1	2	3	4	5	6	7	8
	<u>Est Total Cost</u>	<u>Actual to 31/3/14</u>	<u>Approved Budget 2014/15</u>	<u>Revised Est 2014/15</u>	<u>Actual to 31/07/14</u>	<u>Est 2015/16</u>	<u>Est 2016/17</u>	<u>Future Years</u>
	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>
<b><u>Environmental Services - Roads</u></b>								
<u>Core Programme</u>								
Bridge Strengthening	31	4	27	27	10	0	0	0
Lighting, Lit signs & Bollards	10	7	3	3	0	0	0	0
Traffic Measures	285	61	124	124	0	100	0	0
Parking Strategy	511	73	206	206	1	232	0	0
Cycling, Walking & Safer Streets	246	0	125	125	24	121	0	0
SPT	167	0	167	167	0	0	0	0
Sustrans	331	0	77	81	0	250	0	0
Flooding Strategy - Greenock Central	2,200	0	423	289	0	1,911	0	0
Flooding Strategy - Future Schemes	776	0	0	0	0	0	776	0
Additional Flooding Works, Castle Road and Others	40	24	16	16	0	0	0	0
Langhouse Road Development	115	0	0	0	0	115	0	0
Complete on Site	5	0	5	5	0	0	0	0
<b><u>Roads - Core Total</u></b>	<b>4,717</b>	<b>169</b>	<b>1,173</b>	<b>1,043</b>	<b>35</b>	<b>2,729</b>	<b>776</b>	<b>0</b>
<u>Roads Asset Management Plan</u>								
Carriageways	10,778	4,217	3,323	4,152	1,075	2,409	0	0
Footways	1,101	401	350	350	0	350	0	0
Structures	700	3	697	417	60	280	0	0
Lighting	3,170	113	557	177	24	2,880	0	0
Staff Costs	1,229	269	480	480	195	480	0	0
<b><u>Roads Asset Management Plan Total</u></b>	<b>16,978</b>	<b>5,003</b>	<b>5,407</b>	<b>5,576</b>	<b>1,354</b>	<b>6,399</b>	<b>0</b>	<b>0</b>
<b><u>Environmental Services - Roads Total</u></b>	<b>21,695</b>	<b>5,172</b>	<b>6,580</b>	<b>6,619</b>	<b>1,389</b>	<b>9,128</b>	<b>776</b>	<b>0</b>

**APPENDIX 1**

**COMMITTEE: ENVIRONMENT & REGENERATION**

Project Name	1	2	3	4	5	6	7	8
	<u>Est Total Cost</u>	<u>Actual to 31/3/14</u>	<u>Approved Budget 2014/15</u>	<u>Revised Est 2014/15</u>	<u>Actual to 31/07/14</u>	<u>Est 2015/16</u>	<u>Est 2016/17</u>	<u>Future Years</u>
	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>
<b><u>Environmental Services - Non Roads</u></b>								
Knocknairshill Cemetry Ph5c	485	445	15	15	0	25	0	0
Cremator Repairs	25	0	0	25	0	0	0	0
Kerbside Glass Collection	380	80	340	300	0	0	0	0
Zero Waste Fund	247	29	138	46	6	172	0	0
Vehicles Replacement Programme	11,171	7,099	1,036	1,102	6	2,970	0	0
Electric Vehicle Charging Infrastructure	73	0	73	33	0	40	0	0
Fox Street Play Area	180	0	90	90	0	90	0	0
Skatepark Play Area	174	9	165	165	0	0	0	0
Battery Park Wheelchair Play Area	95	0	0	0	0	95	0	0
Sir Michael Street Play Area	73	0	0	0	0	73	0	0
General Repairs to Play Areas	71	0	32	32	0	39	0	0
Jacobs Drive Play Area	74	5	69	69	63	0	0	0
Braeside Play Area	67	0	67	67	1	0	0	0
Barrs Brae Play Area	67	0	67	67	1	0	0	0
Wellpark Play Area	69	2	67	67	2	0	0	0
Various Other Play Areas	115	0	35	35		80	0	0
Gourock Walled Garden, Toilet Provision	40	0	40	40	0	0	0	0
Coronation Park Port Glasgow	250	0	250	50	0	200	0	0
PG Health Centre Car Park	40	0	40	40	0	0	0	0
<b><u>Environmental Services - Non Roads total</u></b>	<b>13,696</b>	<b>7,669</b>	<b>2,524</b>	<b>2,243</b>	<b>79</b>	<b>3,784</b>	<b>0</b>	<b>0</b>
<b><u>Planning Services</u></b>								
Former SNH Grant	64	51	13	13	0	0	0	0
<b>PLANNING SERVICES TOTAL</b>	<b>64</b>	<b>51</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ENVIRONMENT AND PLANNING TOTAL</b>	<b>35,455</b>	<b>12,892</b>	<b>9,117</b>	<b>8,875</b>	<b>1,468</b>	<b>12,912</b>	<b>776</b>	<b>0</b>



COMMITTEE: ENVIRONMENT & REGENERATION

APPENDIX 2

<u>Project Name</u>	1	2	3	4	5	6	7	8
	<u>Est Total Cost</u>	<u>Actual to 31/3/14</u>	<u>Approved Budget 2014/15</u>	<u>Revised Est 2014/15</u>	<u>Actual to 31/07/14</u>	<u>Est 2015/16</u>	<u>Est 2016/17</u>	<u>Future Years</u>
	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>
<b>Regeneration and Planning</b>								
<u>Core Regeneration:</u>								
Gourock Pier & Railhead Development Area	5,200	572	1,378	1,128	17	3,000	500	0
Broomhill Regeneration	360	15	145	145	0	200	0	0
Port Glasgow Town Centre Regeneration	960	704	106	106	0	150	0	0
Lower Port Glasgow Regeneration	500	0	0	0	0	250	250	0
East Central Greenock Regeneration	500	0	0	0	0	250	250	0
Central Gourock	150	0	0	0	0	150	0	0
SV Comet	258	112	141	21	0	125	0	0
<u>Core Regeneration Total</u>	<u>7,928</u>	<u>1,403</u>	<u>1,770</u>	<u>1,400</u>	<u>17</u>	<u>4,125</u>	<u>1,000</u>	<u>0</u>
<u>Leisure Strategy</u>								
Parklea Pavilion and Juniors Facility	4,721	4,656	65	65	0	0	0	0
Rankin Park Grass Pitch and Pavilion	1,400	1,157	243	175	0	68	0	0
Leisure & Pitches Contingency	93	0	27	0	0	93	0	0
Leisure & Pitches Complete on site	7,870	7,764	106	106	0	0	0	0
<u>Leisure Strategy Total</u>	<u>14,084</u>	<u>13,577</u>	<u>441</u>	<u>346</u>	<u>0</u>	<u>161</u>	<u>0</u>	<u>0</u>
<b><u>Regeneration Services Total</u></b>	<b><u>22,012</u></b>	<b><u>14,980</u></b>	<b><u>2,211</u></b>	<b><u>1,746</u></b>	<b><u>17</u></b>	<b><u>4,286</u></b>	<b><u>1,000</u></b>	<b><u>0</u></b>

COMMITTEE: ENVIRONMENT & REGENERATION

APPENDIX 2

<u>Project Name</u>	1	2	3	4	5	6	7	8
	<u>Est Total Cost</u>	<u>Actual to 31/3/14</u>	<u>Approved Budget 2014/15</u>	<u>Revised Est 2014/15</u>	<u>Actual to 31/07/14</u>	<u>Est 2015/16</u>	<u>Est 2016/17</u>	<u>Future Years</u>
	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>
<b><u>Property Assets and Facilities Management</u></b>								
<u>Core Property Assets and Facilities Management</u>								
DDA Works	169	148	21	21	0	0	0	0
Demolitions	36	32	4	4	3	0	0	0
Port Glasgow Town Hall Windows Phase 1	50	1	49	49	0	0	0	0
Health and Safety Works	95	65	30	30	3	0	0	0
Battery Park Sea Defences	186	26	160	153	93	7	0	0
Inverclyde Leisure Essential Upgrades	49	7	42	37	23	5	0	0
Fire Safety Works	46	30	16	16	0	0	0	0
Various Rewiring Projects	104	24	80	62	62	18	0	0
Minor Works	191	123	68	68	5	0	0	0
General Provision	537	0	0	0	0	537	0	0
Greenock Municipal Buildings Window Replacement	150	0	150	150	0	0	0	0
Fyfeshore Depot Demolition	50	0	50	50	9	0	0	0
Minor Works - General/Demolition/Farms/IL/Condition/Reservoirs	530	0	235	420	0	110	0	0
Statutory Duty Works	245	0	127	192	0	53	0	0
Port Glasgow Town Hall Refresh	250	156	94	60	3	34	0	0
Capital Works on Former Tied Houses	600	0	0	60	0	60	60	420
Complete on Site Allocation	136		136	136	0	0	0	0
<b>Core Property Assets and Facilities Management Total</b>	<b>3,424</b>	<b>612</b>	<b>1,262</b>	<b>1,508</b>	<b>201</b>	<b>824</b>	<b>60</b>	<b>420</b>

COMMITTEE: ENVIRONMENT & REGENERATION

APPENDIX 2

Project Name	1	2	3	4	5	6	7	8
	Est Total Cost	Actual to 31/3/14	Approved Budget 2014/15	Revised Est 2014/15	Actual to 31/07/14	Est 2015/16	Est 2016/17	Future Years
	£000	£000	£000	£000	£000	£000	£000	£000
<u>Asset Management Plan:</u>								
<u>Offices</u>								
Greenock Municipal Buildings - District Court Offices	2,305	0	304	196	20	1,765	272	72
Gourock Municipal Buildings	300	0	0	0	0	300	0	0
Wallace Place - Library Fit Out	100	0	100	100	12	0	0	0
Port Glasgow Hub - Fit Out	55	0	0	55	8	0	0	0
Business Store	400	170	181	45	0	185	0	0
Central Library Conversion	3,576	2,070	1,860	1,222	1,222	284	0	0
William St	1,800	0	50	50	0	442	1,247	61
West Stewart Street	50	11	0	0	0	39	0	0
Lease Expiry	500	0	200	0	0	500	0	0
Dalrymple House Demolition and Formation of Car Park	270	0	0	20	0	250	0	0
AMP Office Balance	379	0	35	39	0	340	0	0
AMP Offices Complete on site	79	0	79	79	0	0	0	0
<u>Depots</u>								
Phase 2 - Civic Amenity	1,523	236	1,238	1,238	738	49	0	0
Phase 3 - Vehicle Maintenance Shed and Road Infrastructure	5,842	286	900	377	2	4,993	186	0
Phase 4 - Fleet Secured Parking	796	18	47	467	0	311	0	0
Phase 5 - Pottery Street Facility and Fuel Tanks	1,871	0	0	0	0	664	1,148	59
Phase 6 - Building Services Depot Upgrade	149	0	12	115	37	34	0	0
Kirn Drive Civic Amenity Site	700	67	464	200	0	433	0	0
Materials Recycling Facility	1,600	855	0	0	0	745	0	0
<b>Asset Management Plan Total</b>	<b>22,295</b>	<b>3,713</b>	<b>5,470</b>	<b>4,203</b>	<b>2,039</b>	<b>11,334</b>	<b>2,853</b>	<b>192</b>
<b>Property Assets and Facilities Management Total</b>								
	<b>25,719</b>	<b>4,325</b>	<b>6,732</b>	<b>5,711</b>	<b>2,240</b>	<b>12,158</b>	<b>2,913</b>	<b>612</b>
<b>Regeneration Total</b>								
	<b>47,731</b>	<b>19,305</b>	<b>8,943</b>	<b>7,457</b>	<b>2,257</b>	<b>16,444</b>	<b>3,913</b>	<b>612</b>

**Capital Slippage Summary 2013-2014**

**Appendix 3**

	<u>Approved Budget 2013/14 £000's</u>	<u>2013/14 Final Position £000's</u>	<u>Slippage from Approved Budget £000's</u>	<u>Slippage from Approved Budget %age</u>	<u>Variation Category</u>	<u>Comments</u>
<b>Environment &amp; Regeneration</b>						
<b>Environmental Services - Roads</b>						
SPT	481	230	(251)	(52.2)%	1 Project Cost Reduced	Delays in getting agreement with land owner on cycle track (N743). Actual projects costs (including design) coming in well below projected estimates and funding was returned to SPT at their request. New funding in line with current estimates approved by SPT for FY14/15.
Various Projects	519	381	(138)	(26.6)%	5 Minor Slippage	
<b>Roads Asset Management Plan</b>						
Carriageways	2,817	2,997	180	6.4%	4 Accelerated Projects	Spend was accelerated although essential drainage work requirements on the B788 has postponed the bringing forward £140k from 14/15 programme for resurfacing works on this road.
Structures	150	3	(147)	(98.0)%	2 Internal Slippage	Temporary reduction in staffing due to technical transferring to Roads Network due to recruitment process timescales. Inspector post still remains unfilled as a result of previous inspector taking up vacated post of Technician. Hold put on Resident Engineers post from RAMP funding. Review required on Nittingshill bridge design calculations (2005) to ensure that it meets current structural standards.
Lighting	460	113	(347)	(75.4)%	2 Internal Slippage	Shared service strategy and move to column survey works, with deferral of main programme pending survey and business case outcome. Increased resource required on maintenance contract following non-performance of contractor and claims situation.
Capitalised Staff Costs	330	269	(61)	(18.5)%	2 Internal Slippage	See recruitment/turnover above.
Various Projects	230	248	18	7.8%	5 Minor Slippage	
<b>Environmental Services</b>						
Knocknairshill Cemetery Ph5c	65	0	(65)	(100.0)%	2 Internal Slippage	Budget slipped into 14/15 & 15/16 for cemetery feasibility studies.
Zero Waste Fund	87	29	(58)	(66.7)%	2 Internal Slippage	
Vehicles	380	542	162	42.6%	4 Accelerated Projects	
Play Areas	363	71	(292)	(80.4)%	3 Delay involving 3rd Party	The slippage relates to Skatepark + Sir Michael St + Jacobs Drive (on-site at present) Delay has been with consultations with skatepark design and St Michael St, land use agreement between play area group and network rail.
Various Projects	100	80	(20)	(20.0)%	5 Minor Slippage	

<b>Regeneration and Planning</b>						
Gourock Pier & Railhead Development Area	722	94	(628)	(87.0)%	3 Delay involving 3rd Party	Delay in issuing tenders due to scheme redesign & discussions with 3rd parties.
Broomhill Regeneration	96	1	(95)	(99.0)%	3 Delay involving 3rd Party	Slippage in 3rd Party spend.
Parklea Pavilion and Juniors Facility	17	128	111	652.9%	4 Accelerated Projects	
Leisure & Pitches Complete on site	99	4	(95)	(96.0)%	1 Project Cost Reduced	Contingency not used
SV Comet	134	18	(116)	(86.6)%	2 Internal Slippage	Delay in tendering & final design.
Regeneration of Port Glasgow Town Centre	184	88	(96)	(52.2)%	3 Delay involving 3rd Party	Slippage in project being progressed via ri
Various Projects	1,361	1,271	(90)	(6.6)%	5 Minor Slippage	
<b>Property Assets and Facilities Management</b>						
Battery Park Sea Defences	170	26	(144)	(84.7)%	2 Internal Slippage	Delay in commencing due to debate about detail of scheme
Various Rewiring Projects	175	24	(151)	(86.3)%	2 Internal Slippage	Fewer projects progressed than planned, only £100k committed. These projects were on site in March but spend delayed due to on site problems.
DDA Works	60	0	(60)	(100.0)%	1 Project Cost Reduced	Budget reallocated
Complete on Site Allocation	98	31	(67)	(68.4)%	1 Project Cost Reduced	Final accounts not settled
Greenock Municipal Buildings Customer Service Centre	71	4	(67)	(94.4)%	2 Internal Slippage	Final account not yet settled.
Greenock Municipal Buildings Balance	133	54	(79)	(59.4)%	2 Internal Slippage	Delay in commencing District Court detail design
Wellington Academy/Highholm Primary Demolition	54	4	(50)	(92.6)%	1 Project Cost Reduced	
Central Library Conversion	1,731	1,671	(60)	(3.5)%	2 Internal Slippage	slight slippage against original programme.
Lease Expiry	100	0	(100)	(100.0)%	3 Delay involving 3rd Party	Allowance unused due to negotiation of favourable lease termination conditions.
Replacement Depot	1,709	312	(1,397)	(81.7)%	2 Internal Slippage	Delay in commencing civic amenity site - had to be retendered which worsened position allied with unrealistic initial estimate
Kirn Drive Civic Amenity Site	145	1	(144)	(99.3)%	2 Internal Slippage	Delay in progressing design - debate about layout plus redesign of building due to reduced staff numbers.
Various Projects	1,109	888	(221)	(19.9)%	5 Minor Slippage	
<b>TOTAL Environment &amp; Regeneration</b>	<b>14,150</b>	<b>9,582</b>	<b>(4,568)</b>	<b>(32.28)%</b>		

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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>4 September 2014</b>
<b>Report By:</b>	<b>Corporate Director – Environment, Regeneration &amp; Resources</b>	<b>Report No:</b>	<b>E&amp;R/14/09/01/SJ/JH</b>
<b>Contact Officer:</b>	<b>Stuart Jamieson</b>	<b>Contact No:</b>	<b>01475 712402</b>
<b>Subject:</b>	<b>Start Up Finance Scotland</b>		

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## 1.0 PURPOSE

- 1.1 The purpose of this report is both to apprise Committee of the UK Government's Start Up Finance Scotland loan programme and to seek delegated authority to sign the Memorandum of Understanding between Inverclyde Council and West of Scotland Loan Fund Management Services to allow Inverclyde Council to participate in the loan programme.

## 2.0 SUMMARY

- 2.1 The Start Up Loans Company (SULCO) is a private company and reports directly to the Department of Business, Innovation and Skills (BIS) with a Fund value of £170 million. It was established to create at least 30,000 businesses across England and Northern Ireland initially. As of October 2013, SULCO was operating in Wales and is now looking to operate within Scotland.
- 2.2 The objectives of SULCO are to:
- Fill a funding gap;
  - Promote a strong SME sector;
  - Foster a culture of entrepreneurship;
  - Create jobs to tackle youth unemployment.
- 2.3 Loans are not provided to the business but to each individual operating the business. Where there is more than one person in the business then each of the partners or directors could apply for a loan of up to £10,000 each.
- 2.4 West of Scotland Loan Fund Management Services (WSLF MS) Ltd, the operating company of the West of Scotland Loan Fund, have registered the name Start Up Finance Scotland, and will provide the management, administration and payment of SULCO loan finance across Scotland.
- 2.5 WSLF MS and Inverclyde Council (through the Business Gateway operation) will act as partners of SULCO to provide loans and related advisory services to individuals in Inverclyde. WSLF MS will enter into an agreement with SULCO which will set out the terms on which WSLF MS and Inverclyde Council will distribute loans and provide services to SULCO. Specifically, WSLF MS will provide the loan management, loan administration and payment of the loan whilst Inverclyde Council through the Business Gateway, will provide related business advisory services.
- 2.6 A Memorandum of Understanding has been prepared which sets out the terms by which Inverclyde Council and WSLF Management Services Limited wish to deliver services in relation to funds provided by SULCO for loans to individuals in Inverclyde. The Memorandum is not

intended to be legally binding or give rise to contractual rights and obligations.

- 2.7 Following the completion of each loan (at the signing of legal documents and advance of loan), Inverclyde Council will be entitled to charge a fee for their services in relation to the SULCO loans.

### **3.0 RECOMMENDATIONS**

- 3.1 That Committee note the content of the report.
- 3.2 That Committee grant delegated authority to the Corporate Director, Environment, Regeneration and Resources to sign the Memorandum of Understanding to allow Inverclyde Council's participation in Start Up Finance Scotland loan programme.

**Aubrey Fawcett**  
**Corporate Director – Environment, Regeneration & Resources**

## **4.0 BACKGROUND**

4.1 SULCO was established in 2012 following the report by Lord Young on Making Business Your Business, Supporting the Start Up and Development of Small Business and WSLF MS Ltd are one of the delivery partners in Scotland.

4.2 WSLF MS will undertake the following activities and have the following responsibilities in relation to the provision of SULCO loans and subsequent advisory services:

- Credit and money laundering checks on proposed loanee;
- Final decision on whether to loan to loanee and approval of loans up to £10,000 (any loans greater than £10,000 must be referred to SULCO for approval);
- Issue and finalise legal documentation;
- Disbursal of loan;
- Repayment, collection, arrears, debt management;
- Cash management;
- General management; and
- Reporting to SULCO on loans and progress.

WSLF MS through the Company Secretary, will engage with SULCO and alone have the power to approve loans and enter into formal legal documentation relation to the loans.

4.3 Inverclyde Council (through their Business Gateway service) will undertake the following activities and have the following responsibilities in relation to the provision of SULCO loans and subsequent advisory services:

- Marketing and outreach;
- Meet loan applicants and provide information on SULCO;
- Pre-business support (business plan, cash flows and survival budget);
- Recommend individual applicants for approval by WSLFMS;
- Provide ongoing support, mentoring, training and a help-desk service;
- Manage any issues with WSLFMS;
- Provide information/intelligence as appropriate on those applicants in arrears/default; and
- Report to WSLF MS and SULCO where required.

4.4 Inverclyde Council will only have the power to recommend applicants for loans and will not have the right to enter into binding agreements with applicants to provide loans under the SULCO scheme. This service complements a number of business support interventions available to Inverclyde through the Economic Development section.

## **5.0 PROPOSALS**

5.1 It is proposed to enter into the Memorandum of Understanding with West of Scotland Loan Fund Management Services Ltd to support the SULCO product.



## 6.0 IMPLICATIONS

### Finance

- 6.1 Inverclyde Council will invoice WSLF MS for the amount of £400 plus VAT for each successful loan approval however at this stage it is difficult to quantify the number of loans which will be completed, and it is proposed that any income is treated as found money and allocated to the business development grant support budget.

#### Financial Implications:

##### One off Costs

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

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

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

### Legal

- 6.2 The Head of Legal and Property Services has been consulted in the preparation of this report.

### Human Resources

- 6.3 No implications.

### Equalities

- 6.4 Full consideration is given to equality and diversity processes within employability and business support programmes delivered by the Regeneration and Planning Service which are non-discriminatory on the grounds of gender, ethnicity, religion or belief, disability, age or sexual orientation.

### Repopulation

- 6.5 Participation in the Start Up Finance Scotland loan programme links closely to the Repopulation objectives. Loan funding will enable local businesses to grow and provide employment opportunities, making Inverclyde more attractive as a place not only to visit, but as a potential location in which to live.

## 7.0 CONSULTATIONS

- 7.1 Consultation with Legal Services.

## 8.0 LIST OF BACKGROUND PAPERS

- 8.1 Memorandum of Understanding.

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**Report To:** Environment and Regeneration Committee      **Date:** 4 September 2014

**Report By:** Corporate Director, Environment, Regeneration and Resources      **Report No:** E+R/14/09/02/SJ/JL

**Contact Officer:** S.Jamieson, Head of Regeneration and Planning      **Contact No:** 01475 712402

**Subject:** Provision of Street Name: Argylls' Parade, Port Glasgow

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## **1.0 PURPOSE**

- 1.1 The Committee are requested to assign a name to the footpath that links Shore Street, Port Glasgow to the Tesco store.

## **2.0 SUMMARY**

- 2.1 The Argyll and Sutherland Highlanders Battalion has strong links with Inverclyde, and there is the opportunity to recognise this association by naming this much used footpath in its honour.
- 2.2 The local Community Council and ward councillors have been consulted and there were no objections to the proposal.

## **3.0 RECOMMENDATION**

- 3.1 That the name "Argylls' Parade" be approved.

**Stuart W. Jamieson**  
**Head of Service – Regeneration and Planning**

## 4.0 BACKGROUND

- 4.1 A number of requests have been received that the Council acknowledge the strong links that The Argyll and Sutherland Highlanders, now the Fifth Battalion of the Royal Regiment of Scotland (5 SCOTS), has with the town of Port Glasgow by the naming of a footpath in its honour. The requests propose that the footpath that links Shore Street, Port Glasgow to the Tesco store. The Strategic Leadership Forum and Corporate Management Team are supportive of this proposal
- 4.2 The Battalion, in recognition of Inverclyde as part of its traditional recruiting grounds, marched through Port Glasgow in June 2013. The Inverclyde Branch of its Regimental Family also meets in Port Glasgow.
- 4.3 As with all street naming proposals, the local Community Council and ward councillors have been consulted. There are no objections to the proposal.

## 5.0 PROPOSAL

- 5.1 That the name “Argylls’ Parade” be approved.

## 6.0 IMPLICATIONS

### Finance

- 6.1 No implications.

### Financial Implications:

#### One off Costs

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

#### Annually Recurring Costs/ (Savings)

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

### Legal

- 6.2 No implications.

### Human Resources

- 6.3 No implications.

### Equalities

- 6.4 No implications.

### Repopulation

- 6.5 No implications.

## **7.0 CONSULTATIONS**

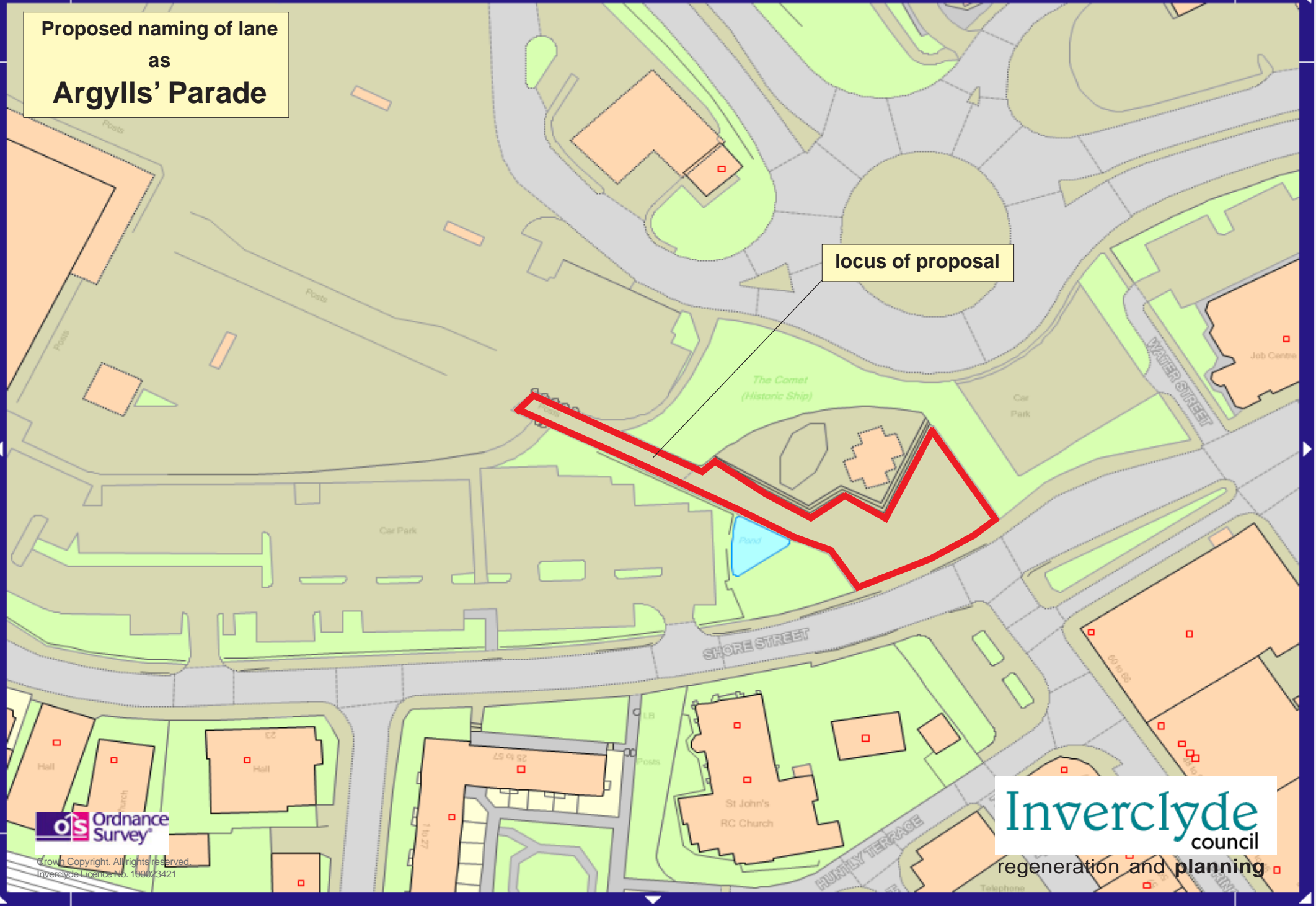
7.1 The local Community Council and ward councillors have been consulted and there were no objections to the proposal.

## **8.0 LIST OF BACKGROUND PAPERS**

8.1 None.

Proposed naming of lane  
as  
**Argylls' Parade**

locus of proposal



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<b>Report To:</b>	<b>Environment and Regeneration Committee</b>	<b>Date:</b>	<b>4 September 2014</b>
<b>Report By:</b>	<b>Corporate Director, Environment, Regeneration and Resources</b>	<b>Report No:</b>	<b>E+R/14/09/03/SJ/JL</b>
<b>Contact Officer:</b>	<b>S.Jamieson, Head of Regeneration and Planning</b>	<b>Contact No:</b>	<b>01475 712401</b>
<b>Subject:</b>	<b>Provision of Street Name: Lower Kempock Street, Gourock</b>		

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## **1.0 PURPOSE**

- 1.1 The Committee is requested to assign a name to the proposed new road between Kempock Street and the shore at Gourock.

## **2.0 SUMMARY**

- 2.1 As part of the Gourock regeneration scheme a new one way road is to be constructed between Kempock Street and the shore. Sited parallel to and closer to the shore than Kempock Street, the proposed street name accurately describes its location and utilises a traditional and well recognised Gourock name.
- 2.2 The local Community Council and ward councillors have been consulted and there were no objections to the proposal.

## **3.0 RECOMMENDATION**

- 3.1 That the Committee agree to name the new road within the Gourock regeneration scheme "Lower Kempock Street" be approved.

**Stuart W. Jamieson**  
**Head of Service – Regeneration and Planning**

## 4.0 BACKGROUND

- 4.1 As part of the Gourcock regeneration scheme a new one way road is to be constructed between Kempock Street and the shore.
- 4.2 The name Kempock is strongly associated with Gourcock, with the Kempock Stone, popularly known as Granny Kempock, sited on a cliff behind Kempock Street. As the proposed road is sited parallel to and closer to the shore than Kempock Street, the proposed street name accurately describes its location and utilises a traditional and well recognised Gourcock name.
- 4.3 As with all street naming proposals, the local Community Council and ward councillors have been consulted.

## 5.0 PROPOSAL

- 5.1 That the name "Lower Kempock Street" be approved.

## 6.0 IMPLICATIONS

### Finance

- 6.1 No implications.

#### Financial Implications:

#### One off Costs

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

#### Annually Recurring Costs/ (Savings)

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

### Legal

- 6.2 No implications.

### Human Resources

- 6.3 No implications.

### Equalities

- 6.4 No implications.

### Repopulation

- 6.5 No implications.

## **7.0 CONSULTATIONS**

7.1 The local Community Council and ward councillors have been consulted and, although not considered to imaginative, there are no objections to the proposal.

## **8.0 LIST OF BACKGROUND PAPERS**

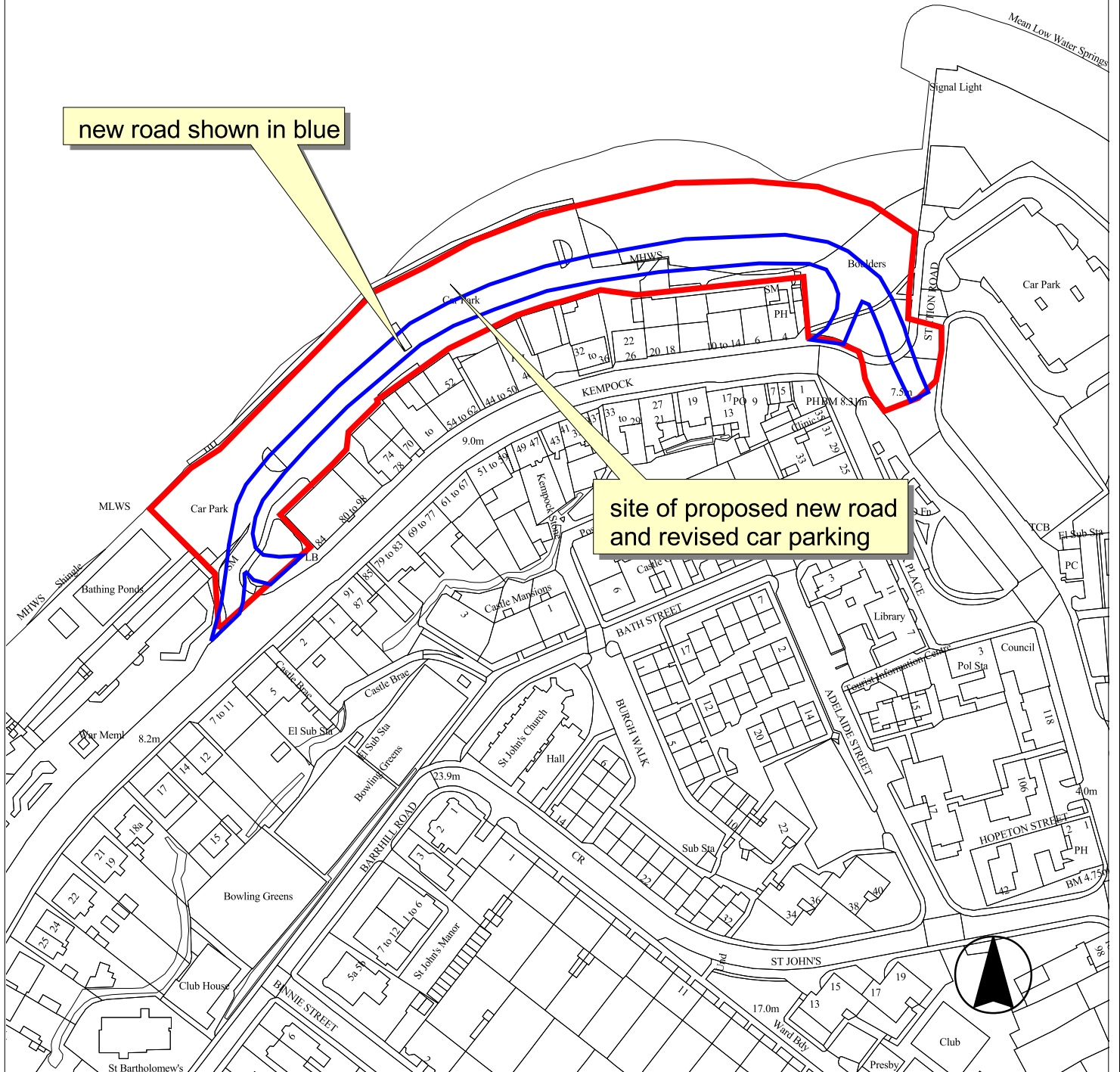
8.1 None.



Proposed New One-Way System  
north of  
Kempock Street  
GOUROCK

new road shown in blue

site of proposed new road  
and revised car parking



Location: New One-Way Road System

Scale: 1:2000

Drawn: JML

Date: April 2014



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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>4 September 2014</b>
<b>Report By:</b>	<b>Acting Corporate Director Environment, Regeneration &amp; Resources</b>	<b>Report No:</b>	<b>ERC/ENV/IM/14.207</b>
<b>Contact Officer:</b>	<b>Graeme Blackie</b>	<b>Contact No:</b>	<b>714816</b>
<b>Subject:</b>	<b>Roads Defects Performance to End of July 2014</b>		

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to provide Committee with information in respect of the implementation of the approved actions and latest performance relating to roads defects.

## 2.0 SUMMARY

- 2.1 As part of the 2014/16 budget, the Council agreed to allocate a one-off sum of £500,000 to be spent on roads defects, including drainage, over this period. A condition of this funding was that the service would develop an Action Plan and report to the Environment & Regeneration Committee on a six monthly basis regarding its delivery. The intention being that by the end of 2015/16 improvements would be achieved across a number of areas to tie in with the significant RAMP investment being made at the same time.
- 2.2 The Action Plan was developed on the basis of the specific actions reported to the Environment & Regeneration Committee in January 2014 and the latest position in respect of the delivery of the Action Plan is shown in Appendix 1.
- 2.3 The main areas of work over the next six month period will be the delivery of increased roads defects expenditure, and a comprehensive review of processes and practices whilst continuing to improve management information. Finally, the service will be piloting the use of handheld devices to improve communications, generate efficiencies and provide more accurate reporting.
- 2.4 The latest performance shows that the number of outstanding potholes has reduced significantly over the period April 2014 to July 2014, whilst the percentage of roads defects repaired on time has consistently improved over the same period (refer section 7.1). The report also highlights that the Scottish Road Maintenance Condition Survey (SRMCS) has reported a 3% improvement throughout Inverclyde's roads network since the previous survey carried out last year (refer section 7.2).

### **3.0 RECOMMENDATIONS**

- 3.1 It is recommended that the Committee note the progress being made in delivering the Roads Defects Action Plan and note that the next update will be presented to Committee in January 2015.
- 3.2 That the Committee welcome the improvement in the Scottish Road Maintenance Condition Survey results for the last year.

**Ian Moffat**  
**Head of Environmental & Commercial Services**

## **4.0 BACKGROUND**

- 4.1 Inverclyde published its Roads Asset Investment Strategy and in February 2013 the Council approved a three year budget which included £17m capital investment for carriageways, footways, street lighting and structures.
- 4.2 The strategy acknowledged the need for further investment in the revenue budget for routine reactive and cyclic maintenance to run in tandem with the capital programme works. It was highlighted in the RAMP that spend on reactive maintenance would only fall once the condition of the network improved substantially.
- 4.3 The previous report to Committee highlighted that the number of roads defects were increasing and until the significant RAMP investment begins to have a material effect then extra revenue funding would be required to avoid the roads network deteriorating further.
- 4.4 In February 2014 the Council approved additional funding of £300,000 (£150,000 per year) towards addressing the roads defects backlog and £200,000 (£100,000 per year) to carry out essential drainage/ditches/gully work. It was anticipated that the delivery of this extra investment would be through a combination of internal resources and external contractors.
- 4.5 In tandem with the request for extra funding officers recognised the need to formulate a strategy that would address the challenges and improve the effectiveness of defect management. This included an action to improve the quality of management information on roads defects. The actions were split over short, medium and long term.
- 4.6 The Council current procedures for road safety inspections are broken down into three categories of pothole defects with targeted response times to repair. The categories and response times listed below are based on guidance contained within the Code of Practice for Highways Maintenance Management "Well-Maintained Highways".
  - Category 1 defects: Emergency defects should be corrected or made safe at the time of inspection where this is practicable; where this is not possible such defects should be repaired, on a temporary or permanent basis, within 24 hours.
  - Category 2 defects: Repair within 5 working days.
  - Category 3 defects: Repair within 28 days.

## **5.0 CURRENT POSITION OF THE ACTION PLAN**

- 5.1 The key actions endorsed by Committee were split over short, medium and long term, covering the period of 2014 to 2016 plus. These are summarised in appendix 1 of this report and an overview of progress to date is contained within this section of the report.
- 5.2 Short to Medium Term Actions implemented (2014-2016)
  - Subject to severe weather and emergency duties over the winter months three defect teams have been operating across the area, under the control of a local area roads inspector. Performance and efficiency of these teams including the inspector's performance are being monitored. As necessary doubling up of team resource has been actioned as required.
  - Earmarked Reserves funding previously allocated to Roads has been allocated to supplement revenue allocation for defect repairs. Contracts have been awarded to third party contractors to carry out specific defect works to complement the work done by the in house teams.
  - A review of staffing arrangements within the Roads Trading Organisation with specific reference to the future utilisation of Future Trust staff and Modern Apprentices including consideration to establishing a dedicated drainage squad. In the main this

has been complete and Members will be pleased to note that two additional posts have been created. These additional posts will be utilised to carry out a variety of defect and drainage works. The service was unsuccessful in the last round of modern apprenticeships placement allocation but further discussions on alternative placement funding are being reviewed.

- Existing processes and procedures for recording defects and work have been reviewed and work has commenced on the design and the preparation of an outline business case for the implementation of a dedicated electronic roads integrated management system. This would include the use of handheld and other mobile technologies. The aim would be to improve the efficiency and effectiveness of the delivery of whole defect management from defect notification/identification through to implementation of a permanent repair. Work is ongoing and it is anticipated that a report will be submitted to Committee early in 2015 for approval for funding via the modernisation earmarked reserve fund.
- The Roads Service Management structure has been reviewed and a supervisory engineer is dedicated to defect management. With the integration of Building and FM Services into Environmental and Commercial Services an opportunity to centralise administration functions that would support roads services develop better management information systems and reporting, in particular focussing on defect management, is being developed.
- A review of the use of internal labour vs external contractors for all or part of defect repair management, with a view to determining the best value approach for Inverclyde Council has been completed. It was determined that the basic defect management be kept in house with additional defect repairs, including specialist techniques such as jet patching, being carried out by the private sector subject to funding and procurement activities.
- Increase revenue spend in line with recommendations made in the Roads Asset Management Strategy and the allocation of the first year's additional funding for both defect and drainage works. Tenders have been drafted and three external patching contracts have been awarded and works are ongoing. In house teams have carried out a number of improvements and maintenance of drainage systems. The 1<sup>st</sup> year's additional defect allocation has been fully spent over the summer months and the additional drainage funding will be fully spent in the finance period 2014/15.

### **5.3 Longer Term Actions Started:**

- Collaborative working with neighbouring authorities is ongoing. Officers from East Renfrewshire, Renfrewshire and Inverclyde have completed nine separate scoping papers for roads related activities, such as Gulley emptying/Drainage, Design and specification, Flooding, procurement. Both Renfrewshire and Inverclyde Councils have joined forces to procure street lighting column surveys and testing which will lead to a business case for the introduction LED street lighting.
- The recent publication of the Scottish Road Maintenance Condition Survey (SRMCS) for 2014 indicates positive movements across all road categories within Inverclyde. These surveys are carried out between April and June each year and are calculated on an average over 2 years for A, B and C classification roads and 4 years for unclassified roads. Although when the survey is officially published it will use average figures over a two year period. The survey conducted in 2014 shows an overall improvement throughout Inverclyde roads network of approximately 3%. Officers are targeting further improvements with the continued RAMP capital investment and additional defect funding secured for 2014/15.

## **6.0 WORK TO BE CARRIED OUT OVER THE FORTHCOMING PERIOD**

- 6.1 Key actions over the forthcoming period are as noted below, and an update on progress will be given in the next 6 month update report:

- Continue to maintain the three defect teams operating at all times across Inverclyde's road network subject to weather and other unforeseen incidents arising, and under the control of the Local Area Roads Inspectors.
- Procurement of external contractors as part of the coordinated approach to reducing the backlog of defects.
- The establishment and implementation of a programme of drainage works to target known problem areas.
- Continue to review existing processes to improve and ensure the consistency of management information and the reporting of the information to senior management, Elected Members and the public.
- Development of the business case for a Roads Integrated Management System and pilot the use of handheld devices to improve communications, generate efficiencies and provide more accurate reporting.
- Development of proposals for shared services/collaboration in terms of street lighting.

## 7.0 CURRENT PERFORMANCE

7.1 The number of outstanding potholes has reduced as indicated below; it should be noted that work is ongoing in respect of process review, to ensure the consistency and reliability of management information.

<u>Potholes Outstanding (April 2014)</u>	<u>Potholes Outstanding (July 2014)</u>
367	171

The percentage of roads defects repaired on time has increased as indicated below:

<u>Pothole Type</u>	<u>Number Recorded (Apr 14 to Date)</u>	<u>% Completed On Time (at April 2014)</u>	<u>% Completed On Time (at July 2014)</u>	<u>Target Time for Completion</u>
Category 1	16	100	100	24 hours
Category 2	498	45	79	5 days
Category 3	174	78	86	28 days
Overall	688			

7.2 The latest data from the Scottish Road Maintenance Condition Survey (SRMCS) has reported an improvement throughout Inverclyde's roads network since the previous survey; this is as indicated below:

<u>Road Class</u>	<u>% Red+Amber 2013 Survey</u>	<u>% Red+Amber 2014 Survey</u>
Overall	49.2	46.3
A	37.8	33.9
B	43.4	38.0
C	49.1	46.9
U	50.8	47.9

## 8.0 IMPLICATIONS

### Finance

#### 8.1

#### Financial Implications:

##### One off Costs

<b>Cost Centre</b>	<b>Budget Heading</b>	<b>Budget Years</b>	<b>Proposed Spend this Report £000</b>	<b>Virement From</b>	<b>Other Comments</b>
Roads	Defects/Drainage Works	2014/15-2015/16	£500	n/a	

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

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

### Legal

8.2 There are no Legal implications arising from this report.

### Human Resources

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

### Equalities

8.4 As this report does not involve a new Policy or a new Strategy, there are no equalities issues arising.

### Repopulation

8.5 The quality of the roads network is an influencing factor in the perception which people have of the area and therefore it is important that the Council optimises its limited spend on roads maintenance and as such the work generated by this report will have a positive benefit to the Council's Repopulation Strategy.

## **9.0 CONSULTATIONS**

9.1 No specific consultations are required as a result of this report.

## **10.0 LIST OF BACKGROUND PAPERS**

10.1 None.



## APPENDIX 1: DEFECTS ACTION PLAN

Action Ref	Description	Target Completion	Update	Status (RAG)
1	Three number defect teams will operate at all times (weather permitting), under the control of the Local Area Roads Inspectors	Mar-14	Three teams maintained subject to adverse weather and other urgent issues arising	<b>Complete</b>
2	A review of staffing arrangements within the Roads Trading Organisation with specific reference to the future utilisation of Future Jobs Fund staff and Modern Apprentices.	Jun-14	2 number additional roads operatives to be employed; job advert closes end July 2014, with interviews August 2014	<b>Complete</b>
3	A review of the use of internal labour vs. external contractors for all or part of defect repair management, with a view to determining the best value approach for Inverclyde Council.	Jun-14	Both Internal and external resources to be employed on defect management; in internal teams to provide core function all year with top up from private sector for defined packages on work.	<b>Complete</b>
4	2013/14 Earmarked Reserves funding previously allocated to Roads will supplement the existing revenue allocation and will be targeted to defect repairs, especially potholes, with the emphasis on meeting the specified target time for repairs. Performance will be closely monitored and reported to senior management during this period.	Aug-14	Revised target date; full spend not achieved during 2013/14 due to private sector being unable to resource external contracts in run up to end of financial year; contract now awarded and works programmed for start early August 2014	<b>Green</b>
5	Improve the quality of reporting and management information recording.	Aug-14	Revised target date; revised format being developed to ensure consistent reporting and further work required to ensure data reliability	<b>Amber</b>
6	The establishment of a Drainage / ditching squad, made up of two operatives equipped with the appropriate plant.	Oct-14	Revised target date; being reviewed in context of overall workload for internal trading account	<b>Amber</b>

7	Preparation of an outline business case for the implementation of a dedicated electronic Roads Integrated Management System; this would include the use of handheld and other mobile technologies. The aim would be to improve the efficiency and effectiveness of the delivery of whole defect management from defect notification/identification through to implementation of a permanent repair. A Roads Integrated Management System would replace the existing management database which is beyond its useful life as noted above.	Dec-14	Currently liaising with ICT re reviewing capabilities of Lagan/Uniform in terms of bringing early improvements to workflow using existing systems. For a dedicated RIMS, previous work (>5 years old) to be reviewed and updated to take account of current systems and asset management practises; to be carried out in liaison with ICT	<b>Green</b>
8	Revise customer satisfaction survey and defect reporting mechanisms.	Dec-14	Assess feasibility of putting customer satisfaction survey on website through Corporate Comms; ongoing	<b>Green</b>
9	Increase revenue spend in line with recommendations made in the Roads Asset Management Strategy. This would be allocated to dealing with pothole type defects via the use of proprietary defect repair materials and techniques, and conventional patching (£150k per annum), and for the maintenance of, and minor improvements to, existing drainage systems (£100k per annum)	Mar-15	Pothole type defects to be actioned via use of jetpatcher technique and three number external patching contracts - budget to be broadly spent by end October 2014. Currently assessing scope of additional drainage maintenance work required, and anticipate spend in late autumn/winter period	<b>Green</b>
10	A review of the roads maintenance hierarchy to determine the frequency and response times for pothole repairs	Jun-15	In accordance with CoP for Highway Maintenance Management, and other established practise; not started	<b>Green</b>
11	A review of pothole categorisation, repair type (temporary and permanent) and response times based on the above. Implement an updated Inspection Policy; implement an Inspection Manual to assist the Roads Inspectors determine how defects are to be assessed and determine appropriate response times.	Oct-15	In accordance with CoP for Highway Maintenance Management, and other established practise; policy to be updated and Inspection Manual to be prepared; also refer action refs 14 and 15; not started	<b>Green</b>
12	Conclude shared service review/Collaborative working with neighbouring authorities	Jun-16	Subject to conclusions of RTWG Group	<b>Green</b>
13	Improve Inverclyde's position in the roads condition Index	Jun-16	In accordance with current asset management practise; ongoing	<b>Green</b>
14	Improve customer satisfaction ratings	Jun-16	Subject to ongoing targeted investment and rate of deterioration of existing network; ongoing	<b>Green</b>

15	Reduce the number of roads related public liability claims	Oct-16	Subject to ongoing targeted investment and rate of deterioration of existing network; ongoing	<b>Green</b>
16	In line with the Roads Asset Management Plan review future years funding requirements for defect management	Oct-16	Not started	<b>Green</b>

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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>4 September 2014</b>
<b>Report By:</b>	<b>Acting Corporate Director Environment, Regeneration &amp; Resources</b>	<b>Report No:</b>	<b>ERC/ENV/IM/14.202</b>
<b>Contact Officer:</b>	<b>Robert Graham</b>	<b>Contact No:</b>	<b>4827</b>
<b>Subject:</b>	<b>Flooding Update</b>		

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to provide an update to Committee following the Council's successful bid for flood alleviation funds from the Scottish Government and the proposed way forward for flood protection schemes in Inverclyde.

## 2.0 SUMMARY

- 2.1 Committee will be aware that a revised bid for funding which focussed on support for flood prevention works for the Central Greenock area only was requested by the Scottish Government and funding approved on 30 June 2014.
- 2.2 A grant of £1,743,466 has been awarded which represents 79% of the estimated project total of £2,200,000. The balance of the project total of £456,534 will come from the £1,000,000 Flood Action Plan funding previously approved by Committee.
- 2.3 The Central Greenock project funding will be used to complete works at the following locations:

### Location

Lady Alice Pond, Inverkip Road, Greenock  
Rankin Park, Inverkip Road, Greenock  
West Station, Newton Street, Greenock  
Drumfrochar Road/Mearns Street, Greenock  
Crescent Street, Greenock  
Aberfoyle Road, Greenock  
Cartsburn Street, Greenock  
Brougham Street, Greenock  
Kings Glen, Greenock  
Drumfrochar Road, Greenock

- 2.4 This leaves the Council with £543,000 to invest in flooding alleviation works. A prerequisite for prioritising flood prevention schemes has been to target the remaining funding at resolving the maximum number of business and residential property flooding issues.
- 2.5 Before determining which schemes are allocated funding officers require to firm up project costs, land ownership and 3<sup>rd</sup> party contribution issues. It is proposed to bring a report back to the January meeting of the Committee recommending the projects which could use the balance of the £1 million and also to advise Committee of an estimated sum to complete the projects in paragraph 4.5.

- 2.6 The proposals outlined within this report will not resolve all of the flooding within Inverclyde as some of the on-going issues relate to responsibilities of third parties such as Transport Scotland, Scottish Water and private landowners. Officers are working with all parties where possible on an on-going basis.
- 2.7 Flooding of the trunk road has caused significant disruption to commuters and businesses in the area and officers are in discussion with Transport Scotland to determine what contribution can be made to assist with funding for priority trunk road flood alleviation schemes.
- 2.8 Officers are also considering if there is potential for an adaptation/flooding project which may be able to access external funding and specifically to assist replacement of the culvert at Market Place in Kilmacolm. Contact has been made with the Community Council to determine if there will be a willingness to proceed with an application for funding as the grant application must be through a community organisation.
- 2.9 Officers have had initial discussions with Scottish Water to consider the possibility of undertaking an Integrated Catchment Study in partnership with Inverclyde Council to review the joint impact of flooding from sewers and watercourses. It is proposed to bring a report back to a future meeting of the Committee with potential costs and recommendations for the way forward.

### **3.0 RECOMMENDATIONS**

It is recommended that the Committee:

- 3.1 Note the award of £1,743,466 from the Scottish Government for the Central Greenock area of the flood protection funding bid following extensive discussions with COSLA and Scottish Government.
- 3.2 Note that a report will be submitted to the January Committee providing more detail on the projects in 4.5 and highlighting any financial implications.
- 3.3 Note the discussions with Scottish Water to consider an Integrated Catchment Study and that a report will be submitted to a future Committee with appropriate recommendations.

**Ian Moffat**  
**Head of Environmental and Commercial Services**

## 4.0 BACKGROUND

- 4.1 Scottish Government has confirmed that grant funding of £1,743,466 is being awarded to Inverclyde Council to support the Central Greenock Flood Prevention Scheme. This represents 79% of the estimated project total of £2,200,000. The balance of funding towards the overall project total will be sourced from the £1,000,000 Flood Action Plan budget.
- 4.2 Scottish Government has been advised by another Council that their grant aided flood project is likely to be less than the original estimate and therefore they will not require the full grant awarded to them. Any grant not taken up will be re-allocated to the Central Greenock project to top up the grant to the full £1,760,000.
- 4.3 The works required at the following locations are summarised below:

<b>Location</b>	<b>Works</b>
Lady Alice Pond, Inverkip Road, Greenock	Installation of an automated trash screen
Rankin Park, Inverkip Road, Greenock	Installation of an automated trash screen
West Station, Newton Street, Greenock	Install high capacity linear drainage system which is sufficient to convey excess overland flow into adjacent culvert
Drumfrochar Road/Mearns Street, Greenock	Install flow control device
Crescent Street, Greenock	Improve culvert entrance hydraulics and install an automated trash screen
Aberfoyle Road, Greenock	Divert excess flows from the Western Tributary of Lady Burn to Carts Burn
Crescent Street, Greenock	Provide additional culvert capacity
Brougham Street, Greenock	Provide increased road drainage and flood relief pipe
Kings Glen, Greenock	Formalise attenuation storage
Drumfrochar Road, Greenock	Repair culvert

- 4.4 Following a tendering exercise, a contract has been awarded to Grontmij consultants for £34,502 to complete the detailed design and construction contract preparation. The costs for the detailed design are included within the overall project total.
- 4.5 This leaves the Council with £543,000 to invest in flooding alleviation works. A prerequisite for prioritising flood prevention schemes has been to target the remaining funding at resolving the maximum number of business and residential property flooding issues. Officers have identified the following schemes which meet these criteria:
1. High Street/West Stewart Street and Dalrymple Street (Oak Mall), Greenock
  2. Quarriers Village (Gotter Water)
  3. Market Place and Gowkhouse Road, Kilmacolm
  4. Lower Bouverie Street, Port Glasgow
  5. Steel Street, Gourrock
- 4.6 Before determining which schemes are allocated funding officers require to firm up project costs, land ownership and 3<sup>rd</sup> party contribution issues. It is proposed to bring a report back to the January meeting of the Committee recommending the projects which could use the balance of the £1 million and also to advise Committee of an estimated sum to complete the projects in 4.5 above.
- 4.7 Discussions have been initiated with Transport Scotland to determine what contribution can be made to support the flood protection proposals where there is an impact on the trunk road, particularly at Cartsburn Street, West Station and High Street adjacent to the Oak Mall. Other locations where flooding affects the trunk road have also been discussed with Transport

Scotland, including East Hamilton Street and Newark Roundabout, to ensure that the commitment to resolve trunk road flooding is extended outwith the Central Greenock area.

- 4.8 Discussions have also taken place with Scottish Water in relation to the flooding in the Oak Mall which may have been partially caused by a problem with under capacity within the sewer network. Scottish Water has commenced its own investigations and information is being shared between all parties.
- 4.9 Officers are considering if there is potential for an adaptation/flooding project for Kilmacolm which may comply with the guidelines of the Climate Challenge Fund. A meeting took place with the Climate Challenge Fund Manager in June to determine if this would be a viable additional funding source. The initial indications were positive, although any formal application would have to be made through the Community Council.
- 4.10 The proposals outlined within this report will not resolve all of the flooding within Inverclyde as some of the on-going issues relate to responsibilities of third parties such as Transport Scotland, Scottish Water and private landowners. Officers are working with all parties where possible on an on-going basis.
- 4.11 Officers have had initial discussions with Scottish Water to consider the possibility of undertaking an Integrated Catchment Study in partnership with Inverclyde Council to review the joint impact of flooding from sewers and watercourses. These discussions are at a very early stage and there is currently insufficient information to form an opinion on whether this would be a worthwhile investment.

## 5.0 IMPLICATIONS

### Finance

- 5.1 Financial Implications:  
One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
Flooding Strategy	Capital Grant	2015/16	(1,743)		Match funding to Scottish Government contribution of £2.2m
	Central Greenock Flood Prevention Scheme	2013/16	2,200		
	Priority Flood Alleviation Schemes	2013/16	543		Remainder for IC priority schemes

### Annually Recurring Costs / (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact £000	Virement From (if Applicable)	Other Comments
Roads	Minor Works	2015/16	(£3)		Savings to be retained in the overall budget to improve flooding maintenance work in other areas

## **5.2 Legal**

This report has no legal implications.

## **5.3 Human Resources**

This report has no implications for Human Resources.

## **5.4 Equalities**

This report has no implications for the Council's equality and diversity policies. However, any flood prevention activity will have a positive impact on the groups of people who are disproportionately affected by flooding issues. These groups include the elderly, people with disabilities, and low income families with children where there is increased reliance on public transport and local services.

## **5.5 Repopulation**

Continued flooding on the main transport routes through Inverclyde will have a negative impact on the area's attractiveness and businesses and as such will have an adverse impact on the Council's efforts to stabilise and grow the area's population.

## **6.0 CONSULTATIONS**

6.1 Financial Services have been consulted on this report.

6.2 The Head of Legal and Property Services has been consulted on the contents of this report.

## **7.0 BACKGROUND PAPERS**

7.1 None.



## Appendix A

### Estimated Timescales and Costs

Location	Description	Projected Spend 2014/15 (£,000)	Projected Spend 2015/16 (£,000)
Crescent Street, Greenock	Improve culvert entrance hydraulics and install an automated trash screen	80	
Kings Glen, Greenock	Formalise attenuation storage	188	
Aberfoyle Road, Greenock	Divert excess flows from the Western Tributary of Lady Burn to Carts Burn	21	152
Rankin Park, Inverkip Road, Greenock	Installation of an automated trash screen		80
Crescent Street, Greenock	Provide additional culvert capacity		596
Drumfrochar Road/Mearns Street, Greenock	Install flow control device		73
Lady Alice Pond, Inverkip Road, Greenock	Installation of an automated trash screen		80
West Station, Newton Street, Greenock	Install high capacity linear drainage system which is sufficient to convey excess overland flow into adjacent culvert		207
Brougham Street, Greenock	Provide increased road drainage and flood relief pipe		573
Drumfrochar Road, Greenock	Repair culvert		150
<b>Totals</b>		<b>289</b>	<b>1911</b>

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<b>Report To:</b>	<b>Environment and Regeneration Committee</b>	<b>Date:</b>	<b>4<sup>th</sup> September 2014</b>
<b>Report By:</b>	<b>Acting Corporate Director Environment, Regeneration and Resources</b>	<b>Report No:</b>	<b>ERC/ENV.IM/14.206</b>
<b>Contact Officer:</b>	<b>Kenny Lang</b>	<b>Contact No:</b>	<b>01475 715906</b>
<b>Subject:</b>	<b>Waste Strategy Update</b>		

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to advise Committee of progress made by the Inverclyde Council in achieving key objectives and targets, as set out in the Scottish Government's Zero Waste Plan and The Waste (Scotland) Regulations 2012.

## 2.0 SUMMARY

- 2.1 The Zero Waste Plan and The Waste (Scotland) Regulations 2012 set a number of performance targets and give a clear indication of how waste should be managed by Local Authorities.
- 2.2 Key areas Inverclyde Council was working towards during 2013 and will continue into 2014 include:
- Food waste collections – roll out to commercial premises.
  - Increased participation from tenement properties.
  - Work towards 2020, 60% household waste recycling target.
  - Kerbside glass collections.
  - Development of a short term contract to 2016 for the operation of the Council's MRF.
- 2.3 Through support from Zero Waste Scotland Inverclyde Council will be able to roll out a kerbside glass collection service and continue to work towards the 2020 recycling performance target of 60%.
- 2.4 Inverclyde Council was successful in exceeding the Scottish Government's 2013 target of 50% household waste recycling performance, one of only 9 councils in Scotland to achieve this. Also for the 2<sup>nd</sup> quarter of 2014, the recycling performance has been achieving the 60% target.
- 2.5 The contract for the operation of the Council's Materials Recycling Facility (MRF) at Ingleston Greenock was awarded to Greenlight Environmental Ltd.

## 3.0 RECOMMENDATIONS

- 3.1 It is recommended that the Committee note the contents of this report and the good progress being made by Environmental and Commercial Services waste strategy and waste collection teams.

Ian Moffat  
Head of Environmental & Commercial Services

## **4.0 BACKGROUND**

- 4.1 Inverclyde Council was one of only 9 councils in Scotland which exceeded the Scottish Government's household waste recycling target of 50% in 2013. This was achieved through the Council's existing recycling collection service for paper, card, cans, plastics along with the introduction of food waste collections in 2012.
- 4.2 Inverclyde Council will aim to build on this success and work towards the Scottish Government's 2020 household waste recycling target of 60%. This will be assisted by the introduction of a new kerbside collection for glass, due to be rolled out to households later in 2014.
- 4.3 Inverclyde Council has also been proactive with regard to The Waste (Scotland) Regulations 2012, which place an onus on commercial premises to collect the same 6 key materials as households, namely: paper; card; metals; plastics; glass and food waste. Inverclyde already provides an established commercial collection for 5 of the 6 key waste streams, food being the exception. The Council has however established commercial food waste collections and now all of Inverclyde Council's educational establishments receive a full complement of recycling and residual waste collection services.

## **5.0 COMMERCIAL FOOD WASTE COLLECTION SERVICE**

- 5.1 Inverclyde Council has an obligation through The Waste (Scotland) Regulations 2012 to offer a food waste collection service to its existing commercial customers. Through route optimisation of the domestic food waste collection routes a dedicated commercial food waste collection route has been established. A survey conducted in April 2013 showed that 80% of respondents (household only) said they currently used the food waste collection service. Participation was highest in Inverkip and Wemyss Bay. The figures provided have a 4% margin of error.
- 5.2 As a result all of Inverclyde Council's educational establishments, from nursery to tertiary education, have a food waste collection service. The service is being further rolled out to other companies who produce greater than 50kgs per week in line with The Waste (Scotland) Regulations 2012.
- 5.3 Assistance with the establishment of this service was provided by Zero Waste Scotland Business Support Department. Zero Waste Scotland, working with Inverclyde Council, produced leaflets and business cards to provide information to businesses around the new legislation and also offer support in relation to meeting their obligations outlined in the new legislation.
- 5.4 Commercial Food Waste Collections only started in April 2014, however it is predicted this service will remove around 50 tonnes per annum from the Council's residual waste stream.

## **6.0 KERBSIDE GLASS COLLECTION**

- 6.1 Inverclyde Council submitted a bid to Zero Waste Scotland for funding to assist with the development of a new kerbside glass collection service. Zero Waste Scotland awarded Inverclyde Council £250,000 split over two financial years. The Council agreed an extra £140,000 annual budget to fund the on going costs of this service.
- 6.2 Inverclyde Council will roll out a kerbside box service for the collection of glass. The glass will be collected mixed in the box, however it will be colour sorted at the kerbside into 3 separate stillages on a specialist collection vehicle. The service will be offered to approximately 28,000 households and will be collected every two weeks.
- 6.3 The service is due to be rolled out later in 2014 and should increase our recycling performance by 3% per annum.

6.4 Funding for the purchase of the boxes and contribution towards the purchase of the vehicles was provided by Zero Waste Scotland over two financial years 2013/14 for the boxes and 2014/15 for the vehicles. The kerbside boxes were procured in 2013/14 through the Scotland Excel Waste Containers Framework. Under the terms of the funding the boxes had to be produced to allow the funding to be released to the Council. An agreement was arranged with the successful tenderer for the storage of the boxes until such time when Inverclyde Council were in a position to call these off; the successful tenderer will also be responsible for the doorstep delivery of the boxes. The procurement of the vehicles was delayed slightly due to the Scotland Excel Framework; however this has now been resolved. Anticipated delivery of the vehicles is October 2014.

## **7.0 CONTRACTS**

7.1 In 2014 Inverclyde Council renegotiated two waste management contracts – Residual Waste and the operation of the MRF for Dry Recyclables.

7.2 It was agreed to extend the residual waste contract with William Tracey for a further two years taking the contract up to June 2016

7.3 The MRF contract was re-tendered for a two year period. Greenlight Environmental Ltd was successful in retaining the contract which will see them operating the Council's MRF until June 2016. This exercise saved approximately £18,000 per annum with the saving counting towards the corporate Procurement Workstream savings target.

7.4 It is envisaged that a joint residual and dry recyclables tender will be issued when both contracts end in June 2016.

7.5 Inverclyde Council also accepted the 1 year extension period of the Food Waste contract with William Tracey. This will see William Tracey process the Council's food waste until March 2015. As a result of market conditions the reprocessing cost increased by £2.50 per tonne from £42.50 to £45 per tonne. It is proposed to retender this contract in 2015, through the Scotland Excel Organics Framework, with a view to merge with the existing waste management contracts which terminate in June 2016.

7.6 Inverclyde Council also awarded a contract for the collection of textiles from our Recycling Points and Household Waste Recycling Centres. This is a one year concession contract to test the market. Nathans Wastesavers won the contract, which provided a small income for the Council. The contract was let from December 2013 to December 2014. Inverclyde Council plan to retender for this contract through the Scotland Excel Dry Recyclables and Residual Waste Framework, lot 23 Treatment of Textiles.

## **8.0 APSE AWARD NOMINATION**

8.1 Environmental and Commercial Services, waste strategy and waste collection teams, has been shortlisted for the Best Service Team award at this year's prestigious Association for Public Sector Service Excellence (APSE) Awards. The award is open to all Local Authorities throughout Scotland, England, Wales and Northern Ireland. The Waste Strategy Team has contributed to making Inverclyde a top 5 Scottish Local Authority for waste management delivering services at the lowest cost of all councils in Scotland. The Committee is asked to note this achievement.

## **9.0 IMPLICATIONS**

### **Finance**

9.1 The fund offered by Zero Waste Scotland was issued on a first come first serve basis. Due to this additional funding is required through the capital programme for the purchase of the glass collection vehicles.

Financial Implications:

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
Capital	Grant Income	2013/14	(£80)		Capital grant from ZWS for purchase of kerbside boxes for the collection of glass.
Capital	Kerbside Glass Grant	2013/14	£80		Purchase of kerbside boxes
Capital	Income	2014/15	(£150)		Capital grant from ZWS for purchase of mini kerbsider vehicles for the collection of glass.
Capital	Kerbside Glass	2014/15	£254		Purchase of mini kerbside vehicles for the collection of glass (£104,000 funded through prudential borrowing).

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact £000	Virement From (If Applicable)	Other Comments
Waste Strategy	Textiles	14/15	(49)		Income for textiles based on average monthly weights.
Waste Strategy	Food	14/15	70		Food waste contract inclusive of rate increase from £42.50 to £45
Waste Strategy	Various	14/15 15/16	45 140		Glass collection service
Waste Strategy	Greenlight	14/15	178		MRF
Waste Transfer Station	Landfill	14/15	2,516		Residual waste to landfill

Min Ref  
ERC/ENV/IM  
13.191

**Legal**

9.2 Legal has been consulted in relation to the activities named above.

## **Human Resources**

- 9.3 There will be an implication of 6 additional staff, 3 drivers and 3 loaders, to operate the new glass collection service. It is still to be decided if these would be through redeployment or new recruitment. Due to the nature of the work, any employees would need to be physically fit.

## **Equalities**

- 9.4 This report does not impact on Equalities.

## **Repopulation**

- 9.5 Inverclyde Council will be contributing to the repopulation of Inverclyde through the creation of 6 sustainable long term jobs. Increasing recycling and reducing landfill can have a positive effect on residents and business investment.

## **10.0 LIST OF BACKGROUND PAPERS**

- 10.1 A report outlining the main impacts of the Waste (Scotland) Regulations 2012.

<http://www.zerowastescotland.org.uk/content/waste-scotland-regulations>

**Report To: Environment & Regeneration  
Committee**

**Date: 4 September 2014**

**Report By: Acting Corporate Director  
Environment, Regeneration &  
Resources**

**Report No. ERC/ENV/IM/14.205**

**Contact Officer: Jim Bradley**

**Contact No: 714757**

**Subject: Social Transport - Workstream Review**

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to seek approval from the Committee of the proposed savings as part of the savings Workstream relating to Social Transport Services operated within Inverclyde Council.

## 2.0 SUMMARY

- 2.1 Social Transport is provided by Environmental and Commercial Services, (E&CS), Education and Social Work to various clients across a number of Council services and includes both internal and external suppliers.
- 2.2 As part of the overall target Workstream savings to be achieved by 2015/16, it was agreed that a scoping exercise be undertaken on the Social Transport Services provided by the Council. Following this a target of £50,000 by 2015/16 was agreed.
- 2.3 Overall the Council's budget for the provision of these services is just under £2.7m.
- 2.4 Internal Transport Services is delivered by E&CS and includes home to school transport for students with special educational needs, inter school transport for specific subject provision, children to nursery, day care centres and adult training centres.
- 2.5 The portion of the overall budget to provide Internal Transport Services is approximately £600,000, leaving the balance on external transport provision, which includes a provision of approximately £1.3m for home to school transport contracts with SPT.
- 2.6 More work is required on the external spend, along with the wider implications of rescheduling the service provision delivered by both Education and Community Health and Care Partnership before management could recommend savings from the external budget provision of £2.7m. This will be progressed as Phase 2 of this review.
- 2.7 The focus where efficiency savings could be made have centred around:
1. Review current internal transport provision (Overtime/Shift Patterns, slack periods).
  2. Fleet utilisation (utilising the fleet tracking system).

- 2.8 Management are proposing that £51,000 efficiency savings could be delivered from the above areas with the support of the current budget holders/service providers.
- 2.9 The savings in relation to the review of current internal transport provision will be realised through employee cost savings through deleting vacant posts or filling posts with reduced hours posts. This will realise £45,000 savings. The additional £4,000 of savings will come from reduction in fleet due to more efficient fleet utilisation. A further £2,000 of savings have been identified by bringing a previously outsourced CHCP contract in-house utilising existing resources. Additional areas are being examined which may provide further savings in Phase 2 of this exercise.

### **3.0 RECOMMENDATIONS**

- 3.1 It is recommended that the Committee note the contents of this report and agree to the proposals to achieve the £51,000 saving by 2015/16 detailed in 2.9 above.
- 3.2 It is recommended that the Committee note that Officers are examining further savings opportunities as Phase 2 of this review.

**Ian Moffat**  
**Head of Environmental & Commercial Services**



## **4.0 BACKGROUND**

4.1 Social transport is provided by Environmental and Commercial Services, Education and Social Work to a number of client groups across Inverclyde.

4.2 Social transport is provided for a number of reasons:

Education services have a statutory requirement to provide transport for students who live out with a predetermined distance from their allocated school. There is a further statutory requirement for Education to provide transport for pupils with special educational needs.

Social work provides transport for some of the most vulnerable within our community.

4.3 As part of the 2013/16 budget a savings target of £50,000 was set for a review of Internal Social Transport. This report delivers on that decision.

4.4 The review was led by Environmental and Commercial Services Transport section, with support from Education, Social Work, Finance and Procurement, with input from Audit and the Trade Unions.

4.5 The remit of the review was to consider the most cost effective and efficient method of delivering a high quality integrated transport solution for Social Transport within Inverclyde.

4.6 The review identified a number of areas where efficiencies could be made:

1. Review of current internal transport provision (Overtime/Shift Patterns, slack periods)
2. Fleet utilisation (utilising the fleet tracking system)
3. Review of scheduling of CHCP/Education requirements (including appropriateness of vehicles)
4. Balance of provision between internal & external providers
5. Opportunities to take on transport duties for other Council Services (caretakers, Libraries etc)
6. Review of relationships/arrangements with the Voluntary Sector
7. Procurement of Contracts

4.7 Savings have been identified from points 1 and 2 at 4.6. E&CS are currently working with CHCP, Education and Procurement to identify any potential further savings as part of Phase 2 of this exercise.

## **5.0 PROPOSALS**

5.1 The focus where efficiency savings could be made have centred around:

1. Review current internal transport provision (Overtime/Shift Patterns, slack periods).
2. Fleet utilisation (utilising the fleet tracking system).

5.2 Management are proposing that £51,000 efficiency savings could be delivered from the above areas with the support of the current budget holders/service providers.

5.3 The savings in relation to the review of current internal transport provision will be realised through employee cost savings through deleting vacant posts or filling posts with reduced hours posts. This will realise £45,000 savings. The additional £4,000 of savings will come from reduction in fleet due to more efficient fleet utilisation. A further £2,000 worth of savings have been identified by bringing a previously outsourced CHCP contract in-house utilising existing resources. Additional areas are being examined which may provide further savings in Phase 2 of this exercise.

## 6.0 IMPLICATIONS

### 6.1 Finance

#### One off Costs

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From (If Applicable)	Other Comments
None					

#### Annually recurring Cost/Savings:

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From (If Applicable)	Other Comments
Vehicle Maintenance	Employee Costs	Jan 2015	£(20,100)	n/a	Deletion of surplus post
	Employee Costs	May 2014	£(6,400)		Fill vacant full time post with part time/term time.
	Contractual Overtime	April 2014	£(16,700)		Staged implementation on retiral of existing employees from April 2014.
Education	Overtime	Jan 2015	£(1,800)		
	Vehicle Costs	April 2015	£(4,000)		Reduction in fleet
CHCP	External Transport	April 2014	£(2,000)		Provision of service in-house using existing resources.

## 6.2 Legal

There are no legal implications.

## 6.3 Human Resources

OD & HR have supported the service throughout this exercise.

## 6.4 Equality and Diversity

This report has no implications for the Council's equality and diversity policies.

## 6.5 Repopulation

This report has no implications for the Council's repopulation policies.

## **7.0 CONSULTATION**

7.1 This report has been discussed with the Trades Unions via the Joint Budget Group where no objections have been raised and further discussions will take place following Committee consideration of this report.

## **8.0 BACKGROUND PAPERS**

8.1 None.

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<b>Report To:</b>	<b>Environment and Regeneration Committee</b>	<b>Date:</b>	<b>4 September 2014</b>
<b>Report By:</b>	<b>Acting Corporate Director Environment, Regeneration &amp; Resources</b>	<b>Report No:</b>	<b>ERC/ENV/IM/14.200</b>
<b>Contact Officer:</b>	<b>Robert Graham</b>	<b>Contact No:</b>	<b>01475 714824</b>
<b>Subject:</b>	<b>Proposed Statutory Quality Partnership Scheme – Update 2</b>		

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to advise Committee of the latest position as regards the promotion of a Statutory Quality Partnership Scheme (sQPS) with Strathclyde Partnership for Transport (SPT) and Transport Scotland (TS).

## 2.0 SUMMARY

- 2.1 The Safe, Sustainable Communities Committee of 6 March 2012 gave approval for the promotion of a sQPS by the Council.
- 2.2 SPT drew up an initial draft Statutory Quality Partnership Scheme for Inverclyde in September 2012 for consultation.
- 2.3 Subsequent to the last Committee update on 1 May 2014, a meeting took place in June 2014 with SPT and TS. The Council indicated that they would wish an implementation date of December 2014. Subject to 2.7 below it is proposed to seek Committee's approval of the scheme on 15 January 2015 and thereafter the Inverclyde Council on 19 February 2015.
- 2.4 Also discussed at the meeting was Emission standards specified in the sQPS document for buses making journeys registered under the scheme.
- 2.5 It was agreed that the SPT lead officer would have responsibility for implementing the agreed changes and updating the scheme.
- 2.6 It was also agreed that respective Legal departments were to be consulted on the draft sQPS document.
- 2.7 The next stage will be a meeting in September 2014 with the relevant bus operators to consult with them as to the final draft sQPS proposals. Assuming agreement of the bus operators, Legal and Property Services will then draft the final version. The formal statutory consultation process can then be started. The Scottish Government sQP Best Practice Guidance (2009) recommends that the absolute minimum time allocated to formal consultation is twelve weeks.
- 2.8 Once the scheme is operational, it is a requirement of sQPS legislation to undertake annual reporting to the Scottish Ministers on the effectiveness of the scheme.

## 3.0 RECOMMENDATIONS

- 3.1 That Committee note the current position and timescale as regards the promotion of a Statutory Quality Partnership Scheme within Inverclyde.

## **4.0 BACKGROUND**

- 4.1 A Statutory Quality Partnership Scheme (sQPS) is a statutory agreement between parties to provide improved bus infrastructure and services. The Council in partnership with SPT and Transport Scotland intend to promote a sQPS covering the Port Glasgow, Greenock and Gourock route corridor and from Greenock Town Centre to its boundary along the A78. Also included would be Kilblain Street and Port Glasgow bus stations.
- 4.2 The above route corridors and bus stations match where there has been substantial public investment in bus infrastructure over several years eg raised kerbs, bus bays, new bus shelters, new bus stops and information cases.
- 4.3 Bus operators wishing to participate in a sQPS must give a written undertaking to the Traffic Commissioner that they will provide the specified standard of service when using the facilities. The specified standards may, for example, include vehicle requirements and minimum frequency of service when using the facilities. The level of fares, timetables and routes served cannot be included in a sQPS and will remain wholly controlled by the bus operators.
- 4.4 Adherence to the commitment by the bus operator then becomes a condition of continued registration. The Traffic Commissioner is empowered to act against any operator who fails to meet the condition of registration.
- 4.5 The sQPS document at present specifies that from 1 January 2015, 100% of journeys will require to be operated with low floor vehicles meeting EURO 3 engine standard buses (or with EURO 2 and CRT filter devices). Options were discussed at the meeting with SPT as regards smaller bus operators that do not meet this standard.

## **5.0 PROPOSALS**

- 5.1 The next stage will be a meeting in September 2014 with the relevant bus operators to consult with them as to the final draft sQPS proposals. It is proposed that the document is sent to them beforehand. After this meeting, assuming agreement of the bus operators, Legal Services will revise the draft final version into the final version. The formal statutory consultation process can then be started. The Scottish Government sQP Best Practice Guidance (2009) recommends that the absolute minimum time allocated to formal consultation is twelve weeks.
- 5.2 The formal statutory consultation involves the publication of a Notice that a sQPS is proposed for the area. Following publication of the Notice the organisations that should be consulted include all local bus operators likely to be affected by the scheme, neighbouring local authorities, Police Scotland and the Scottish Traffic Commissioner.
- 5.3 After the formal consultation is complete and any revisions to the scheme made, it would be then submitted to this Committee for approval and the Council thereafter. This process would also be required to be undertaken by the other parties to the agreement subject to their organisation's standing orders.
- 5.4 Once the scheme is 'made' the Council will publish a Notice of the finalised scheme within 14 days of the date on which the scheme was made. The date for commencement of operation of the scheme has to be at least 3 months after the scheme is made.
- 5.5 It is a requirement of sQPS legislation to undertake annual reporting to the Scottish Ministers on the effectiveness of the scheme.
- 5.6 SPT have advised that a Board be created for the management of the sQPS. An independent Chairperson was appointed in early March 2014 for the Glasgow City Council Scheme. It is SPT's proposal that this person should also chair Board meetings for the proposed scheme in Inverclyde.
- 5.7 The Board is an officer based group and its likely composition is representatives from bus

operators, SPT and the Council.

## 6.0 IMPLICATIONS

### Finance

- 6.1 Ongoing maintenance of bus infrastructure is the responsibility of the Council. All costs will be contained within existing budgets and/or future SPT grants.

#### Financial Implications:

##### One off Costs

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

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

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

### Legal

- 6.2 Legal and Property Services are supportive of the content of this report.

### Human Resources

- 6.3 There are no implications for Human Resources in this report.

### Equalities

- 6.4 A Statutory Quality Partnership Scheme will improve the level of bus services and buses to the benefit of the travelling public and especially among groups including the elderly, mobility impaired and parents with prams that make more use of bus services.

### Repopulation

- 6.5 Improved bus services and buses will contribute to the overall appeal of Inverclyde as a preferred place to reside.

## 7.0 CONSULTATIONS

- 7.1 a) Legal Services have been consulted on this report.  
b) Finance Services have been consulted on this report.

## 8.0 LIST OF BACKGROUND PAPERS

- 8.1 Statutory Quality Partnership (sQP) Best Practice Guidance, Executive Summary, Scottish Government, 2009.

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<b>Report To:</b>	<b>Environment and Regeneration Committee</b>	<b>Date:</b>	<b>4 September 2014</b>
<b>Report By:</b>	<b>Acting Corporate Director Environment, Regeneration &amp; Resources</b>	<b>Report No:</b>	<b>ERC/ENV/IM/14.201</b>
<b>Contact Officer:</b>	<b>Robert Graham</b>	<b>Contact No:</b>	<b>01475 714824</b>
<b>Subject:</b>	<b>Provision of new Bus Shelters under the SPT Bus Shelter Upgrading Programme 2014/15</b>		

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## **1.0 PURPOSE**

- 1.1 To seek Committee's approval for the installation of six new bus shelters funded as part of the SPT Bus Shelter Upgrading Programme for 2014/15 and to note the additional revenue maintenance costs that will be funded by the Council.

## **2.0 SUMMARY**

- 2.1 SPT (previously SPTE) has been involved in the provision, maintenance and administration of bus stop infrastructure since 1976, originally under delegated powers from Strathclyde Regional Council and as an agent to the unitary authorities since local government reorganisation in 1996.
- 2.2 Bus Stop and Bus Shelter Agency Agreements between SPT and Inverclyde Council have operated since 2003 and have been cost effective and of mutual benefit. New Agency Agreements were agreed by the Council in November 2013 for the period 1 April 2014 to 31 March 2018.
- 2.3 SPT intend to fund and order the installation of six new bus shelters this financial year. The proposed new shelters will add to the Council's assets and result in additional ongoing maintenance costs and therefore requires Committee approval.
- 2.4 The maintenance costs are funded by Inverclyde Council and are paid yearly to SPT as part of the Bus Shelter Agency Agreement. Under this agreement SPT were appointed as Agents for the provision, maintenance and administration of bus shelters owned by the Council.
- 2.5 The Council has agreed to a reduction in the Bus Stop and Bus Shelter maintenance budget from £48,000 to £38,000 in this financial year. This has removed any slack from the budget and the proposals in this report will fully commit this budget for the foreseeable future and as such it is not intended that officers will be bringing forward proposals for new shelters from 2015/16. Replacement shelters can still be funded.

## **3.0 RECOMMENDATIONS**

- 3.1 That Committee approve the provision of new shelters at the six proposed locations and note that the associated annual maintenance costs will be contained within the Bus Shelter Maintenance Budget.
- 3.2 That Committee note the position regarding new bus shelter installations from 2015/16.

**Ian Moffat**  
**Head of Environmental and Commercial Services**

## **4.0 BACKGROUND**

### **Agency Agreements**

- 4.1 SPT (previously SPTE) has been involved in the provision, maintenance and administration of bus stop infrastructure since 1976, originally under delegated powers from Strathclyde Regional Council and as an agent to the unitary authorities since local government reorganisation in 1996.
- 4.2 The current Bus Stop and Bus Shelter Agency Agreements have operated since 2003 and have been cost effective and of mutual benefit. New Agency Agreements were agreed by the Council in November 2013 for the period 1 April 2014 to 31 March 2018.
- 4.3 SPT intend, as part of its Capital Programme, to fund and order the installation of six new bus shelters this financial year at locations as detailed in 5.2 below.
- 4.4 Four of the locations chosen originated from requests from councillors on behalf of constituents or members of the public, (IN 554, IN 34, IN 653, IN 524). Another location from the Development Officer on behalf of the CHCP Older People's Sub Group (IN 302) and one as part of the A761 Quality Bus Corridor improvements (IN 15). These locations were investigated by officers of Inverclyde Council and SPT regarding site suitability.
- 4.5 As identified in the 2014/15 SPT Transport Outcomes Report (TOR), SPT and Inverclyde have been delivering significant improvements to bus infrastructure, passenger facilities and local service standards throughout the Inverclyde area. This includes delivering better bus stops and shelters, bus priority measures and undertaking regular monitoring of local services and standards.
- 4.6 In the last 5 years there has been a 27% increase in Council owned bus shelters from 130 in June 2009 to 165 in April 2014. During this period two-thirds of the shelter stock has been replaced with new glazed, domed roof shelters.

There are also 17 J C Decaux advertising bus shelters and 543 marked bus stops.

- 4.7 A third of all bus stops in Inverclyde have a bus shelter.

## **5.0 PROPOSALS**

### **Provision of Bus Shelters**

- 5.1 The proposed new shelters will add to the Council's assets and maintenance costs and hence require Committee approval.
- 5.2 The proposed locations for the new bus shelters are listed below:-

613015 (IN 15) A761, Clune Brae, Port Glasgow  
6130554 (IN 554) Montrose Avenue, Port Glasgow  
613034 (IN 34) Arran Avenue, Port Glasgow  
6130653 (IN 653) Carwood Street, Greenock  
6130524 (IN 524) Leven Road, Greenock  
613302 (IN 302) Eldon Street, Greenock

- 5.3 The approximate additional annual maintenance cost for one shelter is £163. If six new shelters are installed, the approximate total additional maintenance cost will be £1000.



## 6.0 IMPLICATIONS

### Finance

6.1

#### Financial Implications:

##### One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £	Virement From	Other Comments
Capital	Bus Shelter Infrastructure	2014/15	Approx £24,000		
	SPT Grant	2014/15	(£24,000)		

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

Cost Centre	Budget Heading	With Effect from	Annual Net Impact £	Virement From (if Applicable)	Other Comments
Roads Revenue	SPT/IC Agency Agreement	2014/15	£1000		Contained within existing maintenance budgets

### Legal

6.2 Legal and Property Services are supportive of the content of this report.

### Human Resources

6.3 There are no implications for Human Resources in this report.

### Equalities

6.4 Improvements in bus infrastructure benefits the travelling public and especially among groups including the elderly, mobility impaired and parents with prams that make more use of bus services.

### Repopulation

6.5 Improved bus infrastructure will contribute to the overall appeal of Inverclyde as a preferred place to reside.

## 7.0 CONSULTATION

- 7.1 a) Legal Services have been consulted on this report.  
b) Finance Services have been consulted on this report.

## 8.0 BACKGROUND PAPERS

8.1 None.

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<b>Report To:</b>	<b>Environment and Regeneration Committee</b>	<b>Date:</b>	<b>4 September 2014</b>
<b>Report By:</b>	<b>Acting Corporate Director Environment, Regeneration and Resources</b>	<b>Report No:</b>	<b>ERC/ENV/IM/14.</b>
<b>Contact Officer:</b>	<b>Robert Graham</b>	<b>Contact No:</b>	<b>4827</b>
<b>Subject:</b>	<b>Electric Vehicle Charging Infrastructure Project</b>		

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to provide Committee with details of the offer and acceptance of grant funding for Electric Vehicle Charging Infrastructure including the estimated costs of installing the units and the annual revenue implications.

## 2.0 SUMMARY

- 2.1 On 27 May 2014 Transport Scotland offered Inverclyde Council a grant for the supply and installation of Electric Vehicle Charging Infrastructure with connection to its associated back office facility to a total value of £78,000.
- 2.2 Inverclyde Council has been approved funding to install 5 charging points.
- 2.3 Confirmation of acceptance of the grant was required by 4 July 2014.
- 2.4 A condition of the grant is that the installation must be complete by 31 March 2015.
- 2.5 It is also a requirement that the infrastructure is maintained in a serviceable condition and is available for use for at least 3 years, from the point of installation, unless given specific permission otherwise by Transport Scotland or the Office for Low Emission Vehicles.

## 3.0 RECOMMENDATIONS

- 3.1 That Committee note the offer and acceptance of the grant and the proposals to site the Electric Vehicle Charging Infrastructure.

**Ian Moffat**  
**Head of Commercial and Environmental Services**

## **4.0 BACKGROUND**

- 4.1 On 27 May 2014 Transport Scotland offered Inverclyde Council a grant for the supply and installation of Electric Vehicle Charging Infrastructure with connection to its associated back office facility to a total value of £78,000.
- 4.2 Confirmation of acceptance of the grant was required by 4 July 2014.
- 4.3 A condition of the grant is that the installation must be complete by 31 March 2015 and that it is maintained in a serviceable condition and is available for use for at least 3 years, from the point of installation, unless given specific permission by Transport Scotland or the UK Office for Low Emission Vehicles.
- 4.4 The grant is for the installation of the infrastructure that will provide charging points for electric vehicles.  
Revenue costs will be recovered from the levy set for each electric charge used.
- 4.5 Inverclyde Council has been approved funding to install 5 charging points.  
1 No. Rapid Triple Charger (50kW). Three phase  
3 No. Fast Chargers (22kW). Three phase  
1 No. 7 kW Charger. Single phase  
  
Two of the 22kW chargers are being funded by the Office for Low Emission Vehicles (OLEV).
- 4.6 Charging units are expected to remain in a safe, operable condition for a minimum of 10 years from the time of installation.
- 4.7 The offer specifies that the 50kW charging unit should be sited in Gourrock.
- 4.8 Transport Scotland have entered into a contract with Charge Your Car Ltd to provide a single back office for the whole of Scotland to manage the EV charging infrastructure as part of the programme. It is critical for the performance of each charging unit in operation and the system overall to be able to communicate with the back office to activate the unit and record transactional data.

## **5.0 PROPOSALS**

- 5.1 An initial survey will be carried out to ensure that the back office will be able to communicate with each of the charging units by mobile telecommunications.
- 5.2 The proposed sites for the charging units are:  
  
1 No. x 50kW charging unit - Kempock Street Public Car Park, Gourrock  
1 No. x 22kW charging units - Port Glasgow Public Car Park adjacent to Health Centre  
1 No. x 22kW charging units - Cargill Centre Public Car Park, Kilmacolm  
1 No. x 22kW charging units - Cathcart Street Public Car Park, Greenock  
1 No. x 7kW charging unit - Pottery Street depot, Greenock

## **6.0 IMPLICATIONS**

### **Finance**

- 6.1 Finance Services have been consulted on this report and support the implications as detailed in 6.2 below.

## 6.2

### Financial Implications:

See appendix 1 for a breakdown of the estimated installation costs and revenue costs.

#### One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
	Grant funding	14/15	72.5		Grant funded

#### Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact £000	Virement From (if Applicable)	Other Comments
	Revenue	1 April 2015	15.3		
	Recharge	1 April 2015	(15.3)		Income generated from EV charging rates.

### **Legal**

6.3 Legal and Property Services have confirmed that there are no implications for their Service.

### **Human Resources**

6.4 This report has no implications for Human Resources.

### **Equalities**

6.5 Siting of the charging units will ensure that spaces will comply with DPPP standards.

### **Repopulation**

6.6 This report has no impact on repopulation.

## **7.0 CONSULTATIONS**

7.1 The Head of Legal and Property Services has been consulted on this report.

7.2 The Head of Finance Services has been consulted on this report.

## **8.0 BACKGROUND PAPERS**

8.1 None.

# Appendix 1

## Electric vehicle Charging

### Cost Breakdown

	Site 1	Site 2	Site 3	Site 4	Site 5	all	Notes
Charging Equipment supply costs	£29,500.00	£2,609.00	£2,609.00	£2,609.00	£2,392.00	£0.00	
delivery charges	£500.00	£500.00	£500.00	£500.00	£500.00	£0.00	
Charging Equipment install costs	£1,000.00	£1,000.00	£1,000.00	£1,000.00	£500.00		
corporate branding							Not quoted by supplier additional cost tba
Electrical power DNO cost	£1,700.00	£1,700.00	£1700.00	£1700.00	£0.00		
Electrical Power Pillars and cables	£3,000.00	£3,000.00	£3000.00	£3000.00	£500.00		subject to site survey and detailed checks
Barriers supply and erect	£95.00	£95.00	£95.00	£95.00	£95.00		
Signs supply and erect	£160.00	£160.00	£160.00	£160.00	£160.00		
Road Markings apply	£800.00	£800.00	£800.00	£800.00	£800.00		
Temp traffic order						£500.00	
3G signal analyser						£300.00	
test and commission electrical	£100.00	£100.00	£100.00	£100.00	£100.00		
test and commission CYC back office						£0.00	included above
	£36,855.00	£9,964.00	£9,964.00	£9,964.00	£5,047.00	£800.00	
						£72,594.00	

**Estimated Annual (Revenue) Costs**

3G sim / year	£108.00	£108.00	£108.00	£108.00	£108.00		£27 / quarter 5gb data
Electrical energy	£2,737.50	£1,642.50	£1,642.50	£1,642.50	£1,095.00		1 vehicle usage per day full charge
maintenance / annual safety check	£200.00	£200.00	£200.00	£200.00	£200.00		3 year plan 48hr response
warranty plan Yr 3 onwards	£1,100.00	£100.00	£100.00	£100.00	£100.00		first 2 years are covered

Vandalism	£500.00	£500.00	£500.00	£500.00	£200.00		at engineer rates
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**Back Office Charges (all ex VAT)**

Transaction Fee (£0.30p)	£109.00	£109.00	£109.00	£109.00	£109.00		Based on 363 charges per year
Banking Fee (2.95% of cost of charging session)	£107.09	£85.67	£85.67	£85.87	£85.67		Based on site 1 charges of £10.00 per session and sites 2-5 charges of £8.00 per session
Merchant Fee (1.5% of cost of charging session)	£54.45	£43.56	£43.56	£43.56	£43.56		Based on site 1 charges of £10.00 per session and sites 2-5 charges of £8.00 per session

£4,916.04   £2,788.73   £2,788.73   £2,788.73   £1,941.23   £0.00  
 £15,223.46

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<b>Report To:</b>	<b>ENVIRONMENT AND REGENERATION COMMITTEE</b>	<b>Date:</b>	<b>4 SEPTEMBER 2014</b>
<b>Report By:</b>	<b>ACTING CORPORATE DIRECTOR ENVIRONMENT, REGENERATION AND RESOURCES</b>	<b>Report No:</b>	<b>LP/001/14</b>
<b>Contact Officer:</b>	<b>CAROLINE SHAW</b>	<b>Contact No:</b>	<b>01475 712115</b>
<b>Subject:</b>	<b>PROPOSED TRAFFIC REGULATION ORDER – UNION STREET, GREENOCK (7.5 TONNE WEIGHT RESTRICTION) ORDER 2014</b>		

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## **1.0 PURPOSE**

- 1.1 The purpose of the report is to introduce Traffic Regulation Order – Union Street, Greenock (7.5 Tonne Weight Restriction) Order 2014.

## **2.0 SUMMARY**

- 2.1 It is considered necessary to make the above Order to avoid danger to persons and other traffic using the road.

## **3.0 RECOMMENDATIONS**

- 3.1 That the Committee recommend to the Inverclyde Council the making of the Traffic Regulation Order - Union Street, Greenock (7.5 Tonne Weight Restriction) Order 2014 and remit it to the Head of Environmental and Commercial Services and Head of Legal and Property Services to arrange for its implementation.
- 3.2 The Committee is asked to note that, if approved, the Order may not be implemented until the making of the order has been advertised to allow any persons who so wish a period of six weeks to question the validity of the Order in terms of the Road Traffic Regulation Act 1984.

## **4.0 BACKGROUND**

- 4.1 Local Authorities are empowered to make Orders under the Road Traffic Regulation and Roads (Scotland) Acts 1984 and under the Council's Scheme of Administration the Environment and Regeneration Committee is responsible for the making, implementation and review of Traffic Management Orders and Traffic Regulation Orders.
- 4.2 Structure No. 27/1 carries Union Street over a disused rail line and is in the ownership of the Highways Agency Historical Railways Estate.
- 4.3 There is an existing weight restriction Traffic Regulation Order on this structure: "The Inverclyde Council Union Street, Greenock (18 Tonne Weight Restriction) Order 2012".
- 4.4 As a result of a recent structural inspection the load carrying capacity of the structure has been assessed as 7.5 tonnes.

## **5.0 IMPLICATIONS**

### **Finance**

- 5.1 There are no financial implications arising from this report.

### **Legal**

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

### **Human Resources**

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

### **Equalities**

- 5.4 There are no equalities implications arising from this report.

### **Repopulation**

- 5.5 There are no repopulation implications arising from this report.

## **6.0 CONSULTATIONS**

- 6.1 The proposals have been advertised in the Greenock Telegraph and full details of the proposals have been made available for public inspection during normal office hours at the offices of the Head of Environmental and Commercial Services, the Head of Legal and Property Services and at the Central Library. A copy of the draft Order is appended hereto for Members' information. Appendix
- 6.2 No objections to the proposals have been received and, accordingly, the Committee is requested to approve the Order.

## **7.0 LIST OF BACKGROUND PAPERS**

- 7.1 None.



**THE INVERCLYDE COUNCIL**  
**UNION STREET, GREENOCK**  
**(7.5 TONNE WEIGHT RESTRICTION) ORDER 2014**  
**TRAFFIC REGULATION ORDER**

**THE INVERCLYDE COUNCIL**

**UNION STREET, GREENOCK  
(7.5 TONNE WEIGHT RESTRICTION) ORDER 2014**

The Inverclyde Council in exercise of the powers conferred on it by Sections 1(1) and 2(1) to (3) of the Road Traffic Regulation Act 1984 (“the Act”) and of all other enabling powers and after consultation with the Chief Constable of Police Scotland in accordance with Part III of Schedule 9 of the Act hereby make the following Order:

1. This Order may be cited as “The Inverclyde Council Union Street, Greenock (7.5 Tonne Weight Restriction) Order 2014” and shall come into operation on ##
2. In this Order the following expressions have the meanings hereby assigned to them:-  
  
“Vehicle” unless the context otherwise requires, means a vehicle of any description and includes a machine or implement of any kind drawn or propelled along roads whether or not by mechanical power.
3. No person shall drive or cause or permit to be driven any vehicle exceeding 7.5 Tonnes Maximum Gross Weight (m.g.w) on the length of road specified in Schedule 2 to this Order.
4. The Weight Restriction currently in force and specified in Schedule 1 annexed to this Order is hereby revoked.

Sealed with the Common Seal of The Inverclyde Council and subscribed for them on their behalf by

## SCHEDULE 1

**THE INVERCLYDE COUNCIL**

**UNION STREET, GREENOCK**

### **REVOCATION**

Order to be revoked entirely

“The Inverclyde Council, Union Street, Greenock (18 Tonne Weight Restriction) Order 2012”

## SCHEDULE 2

**THE INVERCLYDE COUNCIL**

**UNION STREET, GREENOCK**

### **7.5 TONNE WEIGHT RESTRICTION**

Road in Inverclyde within  
the town of Greenock

Union Street  
Structure No. 27/1

Length of road to which  
restriction applies

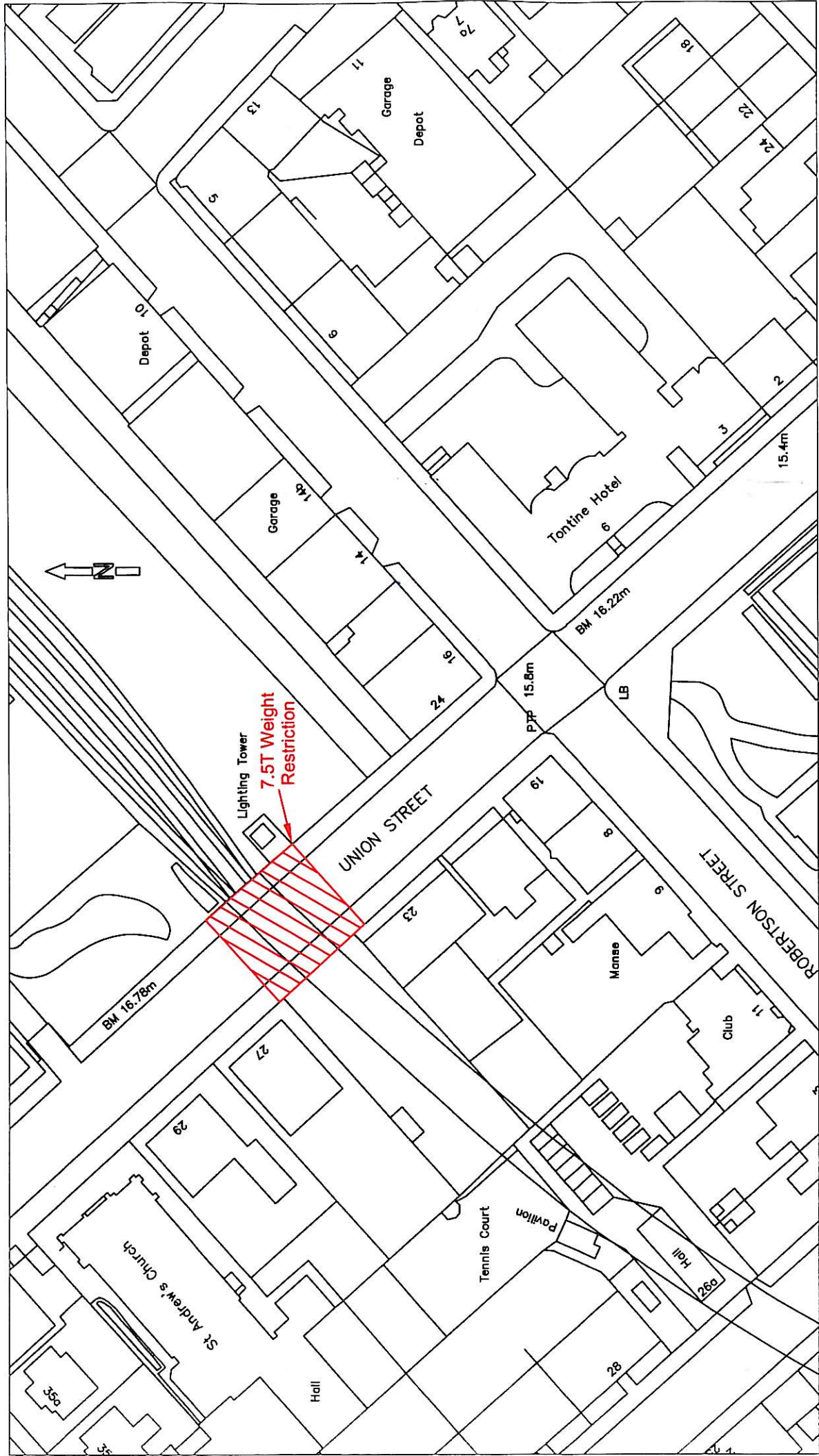
From a point 51.5 metres  
northwest of the northwest  
kerbline of Robertson Street  
northwestwards for a distance of  
22 metres or thereby.

**THE INVERCLYDE COUNCIL**  
**UNION STREET, GREENOCK**  
**(7.5 TONNE WEIGHT RESTRICTION) ORDER 2014**

**Statement of Reasons for Proposing to Make  
the Above Order**

It is considered necessary to make the above Order to avoid danger to persons and other traffic using the road.

Ian Moffat  
Head of Environmental & Commercial Services  
1 Ingleston Park  
Cartsburn Street  
GREENOCK  
PA15 4UE



<b>Consultancy Section</b> Original Drawing Size 297x210 (A1)	HEAD OF SERVICE Ian Moffat	Ordnance Survey <small>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey under license. All rights reserved. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. COPYRIGHT LICENCE No. 100032411 (2007)</small>	Scale : 1:1,000 Prepared by : R. Mackay Drawn by : R. Mackay Drawing No. : TR/TRO/128	Date : FEB 2014 Checked by : Approved by : File No. : 19/38
	TRAFFIC REGULATION ORDER C138 UNION STREET, GREENOCK 7.5 Tonne WEIGHT RESTRICTION			

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**Report To:** ENVIRONMENT AND REGENERATION COMMITTEE **Date:** 4 SEPTEMBER 2014

**Report By:** ACTING CORPORATE DIRECTOR, ENVIRONMENT, REGENERATION AND RESOURCES **Report No:** LP/030/14

**Contact Officer:** JOANNA DALGLEISH **Contact No:** 01475 712123

**Subject:** PROPOSED TRAFFIC REGULATION ORDER – THE INVERCLYDE COUNCIL (OFF-STREET PARKING PLACES) (VARIATION NO. 1) ORDER 2014

---

## 1.0 PURPOSE

- 1.1 Local Authorities are empowered to make Orders under the Road Traffic Regulation Act 1984 as amended and under the Council's Scheme of Administration the Head of Environmental and Commercial Services is responsible for the making, implementation and review of Traffic Management Orders and Traffic Regulation Orders.
- 1.2 The purpose of the Report is to introduce the Traffic Regulation Order – The Inverclyde Council (Off-Street Parking Places) (Variation No. 1) Order 2014.

## 2.0 SUMMARY

- 2.1 The introduction of the Greenock Town Centre Parking Strategy is expected to put pressure on the remaining free public parking spaces in the town centre by virtue of the parking charges proposed in Council car parks. For consistency and fairness, the Head of Environmental and Commercial Services now wishes to regulate the Waterfront car park to counter the expected effects of parking displacement.
- 2.2 It is considered necessary to make the proposed Order for the purpose of relieving or preventing congestion of traffic by allocating off-street, long stay car parking spaces for public use.
- 2.3 The proposed Traffic Regulation Variation Order will introduce a maximum stay of 3 hours from 8am to 6pm Monday to Saturday with no return within 1 hour in the Cinema car park and a £1 per calendar day pay and display charge in the Waterfront public car park during the same period.

## 3.0 RECOMMENDATION

- 3.1 That the Committee recommend to The Inverclyde Council the making of the Traffic Regulation Order – The Inverclyde Council (Off-Street Parking Places) (Variation No.1) Order 2014 and remit it to the Head of Environmental and Commercial Services and Head of Legal and Property Services to arrange for its implementation.

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

## **4.0 BACKGROUND**

- 4.1 The Waterfront car park between the Waterfront Cinema and the Leisure Centre at the Waterfront Complex in Greenock is managed by two organisations. The part between the vehicle entrance and the leisure centre is managed by Inverclyde Leisure. The part between the vehicle entrance and the cinema is managed by Inverclyde Council. As part of the Council's Greenock Town Centre Parking Strategy, it is proposed to make better use of the part of the car park managed by the Council and to split it into a section to serve the cinema and a section to serve long stay commuters.
- 4.2 Based on discussions with the General Manager of the cinema and the results of a survey of the likely maximum demand on the car park, the cinema has been allocated 43 spaces and 2 disabled spaces in close proximity to the cinema entrance. The remainder of the Council car park is proposed to be a public car park made available for long term commuter use.
- 4.3 In recognising that the provision of long term public car parks is important to the success of the Greenock Town Centre Parking Strategy, it was considered prudent by the Head of Environmental and Commercial Services in the circumstances to omit the initial discretionary consultation and to consult with the Chief Constable, Strathclyde Fire and Rescue, the Ambulance Service, Strathclyde Partnership for Transport, Road Haulage Association Ltd, Freight Transport Association Ltd, Environmental Services (Roads) and local elected Members during the statutory public consultation.
- 4.4 No objections have been received to the proposed Order.
- 4.5 The Committee is asked to note that, if approved, the Order may not be implemented until the making of the Order has been advertised to allow any persons who so wish a period of six weeks to question the validity of the Order in terms of the Road Traffic Regulation Act 1984.

## **5.0 IMPLICATIONS**

### **Finance**

- 5.1 There are no financial implications arising from this report.

### **Legal**

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

### **Human Resources**

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

### **Equalities**

- 5.4 There are no equalities implications arising from this report.

### **Repopulation**

- 5.5 There are no repopulation implications arising from this report.

## **6.0 CONSULTATIONS**

- 6.1 The proposals have been advertised in the Greenock Telegraph and full details of the Appendix 1

proposals have been made available for public inspection during normal office hours at the offices of the Head of Environmental and Commercial Services, the Inverclyde Council Customer Service Centre and at Central Library. A copy of the draft Order is appended hereto for Members' information.

## **7.0 LIST OF BACKGROUND PAPERS**

7.1 None



**THE INVERCLYDE COUNCIL**  
**(OFF-STREET PARKING PLACES)**  
**(VARIATION NO. 1) ORDER 2014**  
**TRAFFIC REGULATION ORDER**

**THE INVERCLYDE COUNCIL  
(OFF-STREET PARKING PLACES) (VARIATION NO. 1) ORDER 2014**

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

**1.0 Commencement and citation**

- 1.1 This Order shall come into operation on the \*\* day of \*\*, Two thousand and \*\* and may be cited as "The Inverclyde Council (Off-Street Parking Places) (Variation No. 1) Order 2014".

**2.0 Interpretation**

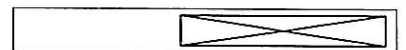
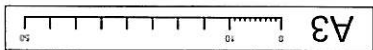
- 2.1 Except where otherwise stated, any reference in this Order to a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order.
- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, modified, re-enacted, replaced or supplemented by any subsequent enactment.
- 2.3 The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any regulation made or having effect as if made under the Act or by or under any other enactment provided that where a prohibition or restriction which is imposed, varied or revoked by this Order is in conflict with a prohibition or restriction imposed by a previous Order, then the provision of this Order shall prevail.
- 2.4 The Off-Street Plan forming Schedule 1 to this Order and titled "The Inverclyde Council (Off-Street Parking Places) (Variation No. 1) Order 2014 Off-Street Plan" is hereby incorporated into The Inverclyde Council (Off-Street Parking Places) Order 2013 and recorded in "The Inverclyde Council (Off-Street Parking Places) Order 2013 Plan Index".
- 2.5 The Plan Index forms Schedule 2.
- 2.6 Schedule 3 to this Order titled "Parking Place, Number and Name, Charging Hours, Days and Hours of Parking Place Operation, Maximum period for which vehicles may wait, Tariff and Disabled Persons' Parking Places" is hereby incorporated into "The Inverclyde Council (Off-Street Parking Places) Order 2013."
- 2.7 The Interpretation Act 1978 (as amended) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

**SCHEDULE 1**

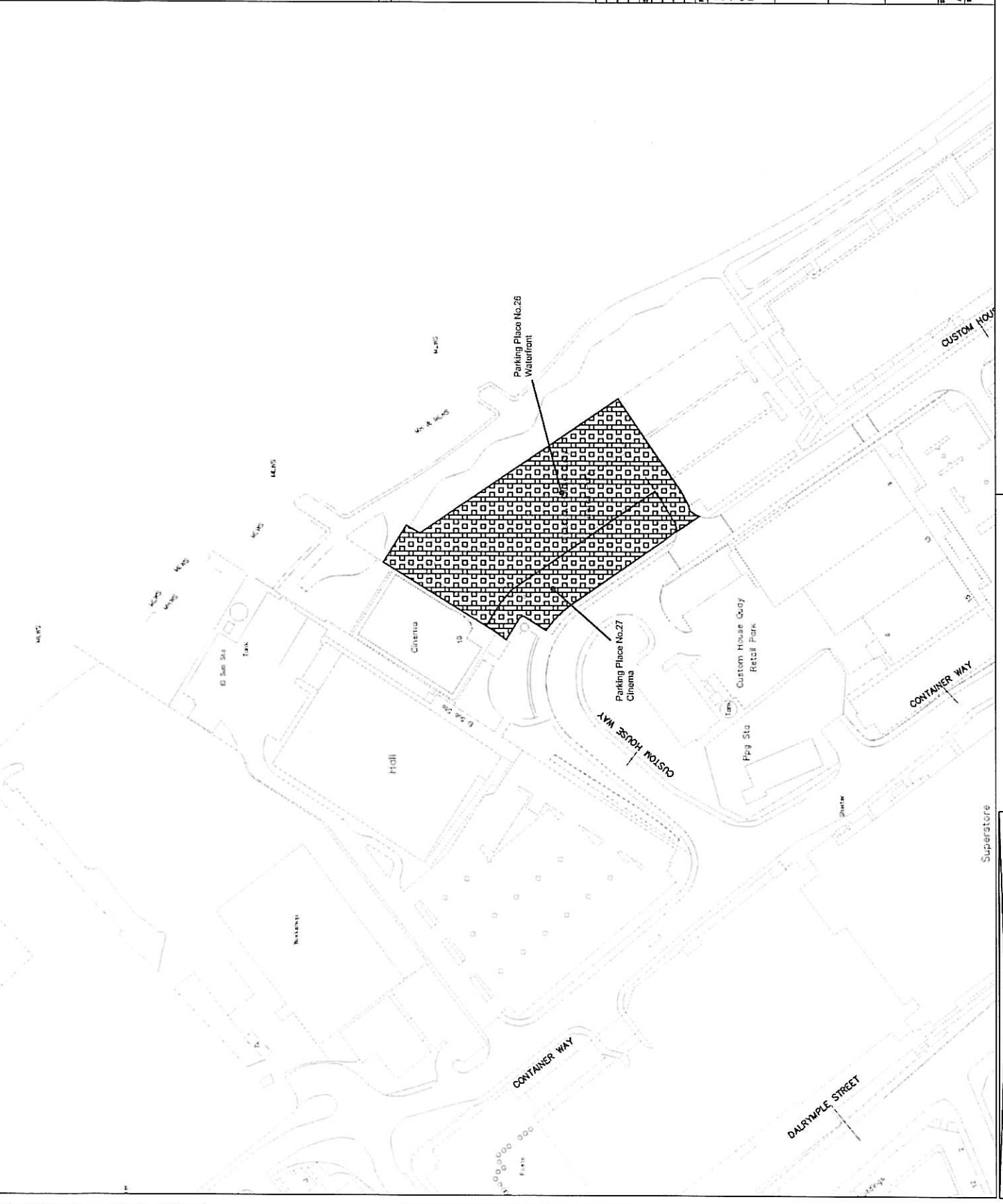
**The Inverclyde Council (Off-Street Parking Places) (Variation No. 1) Order 2014 Off-Street Plan**

Scale Drawing Number  
P TR/TRO/C134-007

DO NOT SCALE



Key		Extent of off-street parking place	© Crown copyright and database right 2013 Ordnance Survey 10002342			
			Scale			
			INVERCLYDE COUNCIL 11 East Hamilton Street PAIS 2JA Tel: 01475 717171 Email: <a href="mailto:roads@inverclyde.gov.uk">roads@inverclyde.gov.uk</a> <a href="http://www.inverclyde.gov.uk">www.inverclyde.gov.uk</a>			
			THE INVERCLYDE COUNCIL (OFF-STREET PARKING PLACES) (VARIATION NO.1) ORDER 2014			
			EFFECTIVE DATE:			
			(SHEET 7)			
Scale	Original Issue	NTS	Revised/Amended/Deleted	EP	Adopted	JUL 14
A3	NTS		EP			JUL 14
	Drawing Number					
P						TR/TRO/C134-007



**SCHEDULE 2**

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

Plan Ref.	Effective date	Plan revision dates							
		1	2	3	4	5	6	7	8
TR/TRO/C134/001	06/10/2014								
TR/TRO/C134/002	06/10/2014								
TR/TRO/C134/003	06/10/2014								
TR/TRO/C134/004	06/10/2014								
TR/TRO/C134/005	06/10/2014								
TR/TRO/C134/006	06/10/2014								
TR/TRO/C134/007	#####								

**SCHEDULE 3**

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

Parking Places Operational at all times

<b>PARKING PLACE REFERENCE NUMBER Column 1</b>	<b>NAME OF PARKING PLACE Column 2</b>	<b>CHARGING HOURS OF PARKING PLACE Column 3</b>	<b>MAXIMUM PERIOD FOR WHICH MOTOR VEHICLES MAY WAIT Column 4</b>	<b>TARIFF Column 5</b>	<b>DISABLED PERSONS' PARKING PLACES (No.) Column 6</b>
25	Barr's Brae	08:00-18:00 Mon-Sat	24 hours	A	1
9	Bruce Street	08:00-18:00 Mon-Sat	24 hours	A	3
12	Buccleugh Street	08:00-18:00 Mon-Sat	24 hours	A	1
11	Bullring	08:00-18:00 Mon-Sat	24 hours	C	4
13	Cathcart Street West	08:00-18:00 Mon-Sat	24 hours	C	4
14	Cathcart Street East	08:00-18:00 Mon-Sat	24 hours	D	1
2	Cloch Road	08:00-18:00 Mon-Sat	24 hours	A	0
4	Cove Road	08:00-18:00 Mon-Sat	24 hours	A	0
22	East Road	08:00-18:00 Mon-Sat	24 hours	A	0

PARKING PLACE REFERENCE NUMBER Column 1	NAME OF PARKING PLACE Column 2	CHARGING HOURS OF PARKING PLACE Column 3	MAXIMUM PERIOD FOR WHICH MOTOR VEHICLES MAY WAIT Column 4	TARIFF Column 5	DISABLED PERSONS' PARKING PLACES (No.) Column 6
19	Fore Street	08:00-18:00 Mon-Sat	24 hours	A	8
1	Fran Terrace	08:00-18:00 Mon-Sat	24 hours	A	0
7	Hastie Street	08:00-18:00 Mon-Sat	24 hours	D	4
21	Highholm Avenue	08:00-18:00 Mon-Sat	24 hours	A	8
3	Kempock Street	08:00-18:00 Mon-Sat	24 hours	A	2
24	Lochwinnoch Road	08:00-18:00 Mon-Sat	24 hours	A	6
5	Manor Crescent	08:00-18:00 Mon-Sat	24 hours	A	0
20	Princes Street	08:00-18:00 Mon-Sat	24 hours	B	6
8	Roslin Street	08:00-18:00 Mon-Sat	24 hours	D	0
10	Roxburgh Street	08:00-18:00 Mon-Sat	24 hours	A	0
18	Shore Street	08:00-18:00 Mon-Sat	24 hours	A	11
16	Station Avenue East	08:00-18:00 Mon-Sat	24 hours	D	2

<b>PARKING PLACE REFERENCE NUMBER Column 1</b>	<b>NAME OF PARKING PLACE Column 2</b>	<b>CHARGING HOURS OF PARKING PLACE Column 3</b>	<b>MAXIMUM PERIOD FOR WHICH MOTOR VEHICLES MAY WAIT Column 4</b>	<b>TARIFF Column 5</b>	<b>DISABLED PERSONS' PARKING PLACES (No.) Column 6</b>
15	Station Avenue West	08:00-18:00 Mon-Sat	24 hours	D	2
23	Station Road	08:00-18:00 Mon-Sat	24 hours	A	1
6	West Stewart Street	08:00-18:00 Mon-Sat	24 hours	D	2
17	William Street	08:00-18:00 Mon-Sat	24 hours	A	1
26	Waterfront	08:00-18:00 Mon-Sat	24 hours	D	2
27	Cinema	08:00-18:00 Mon-Sat	24 hours	C	2



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<b>Report To:</b>	<b>ENVIRONMENT &amp; REGENERATION COMMITTEE</b>	<b>Date: 4 SEPTEMBER 2014</b>
<b>Report By:</b>	<b>ACTING CORPORATE DIRECTOR, ENVIRONMENT, REGENERATION &amp; RESOURCES</b>	<b>Report No: LP/027/14</b>
<b>Contact Officer:</b>	<b>JOANNA DALGLEISH</b>	<b>Contact No: 01475 712123</b>
<b>Subject:</b>	<b>PROPOSED TRAFFIC REGULATION ORDER – DISABLED PERSONS’ PARKING PLACES (ON-STREET) ORDER NO. 2 2014</b>	

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## 1.0 PURPOSE

- 1.1 Local Authorities are empowered to make Orders under the Road Traffic Regulation Act 1984 as amended and under the Council’s Scheme of Administration the Head of Environmental and Commercial Services is responsible for the making, implementation and review of Traffic Management Orders and Traffic Regulation Orders.
- 1.2 The provision of on-street parking places for use by disabled drivers, who are the holders of a Disabled Person’s Badge, is regulated by The Disabled Persons’ Parking Places (Scotland) Act 2009. Inverclyde Council is required to promote a Traffic Regulation Order to regulate the use of such parking places.

## 2.0 SUMMARY

- 2.1 In order to comply with The Disabled Persons’ Parking Places (Scotland) Act 2009, Section 5, it is proposed to introduce a Traffic Regulation Order to accompany the provision of parking places for the disabled. This will restrict parking to drivers displaying a Disabled Person’s Badge only and will enable the Police to enforce such restrictions. The proposed Order will also revoke those parking places no longer required in order to maximise street parking capacity.

## 3.0 RECOMMENDATION

- 3.1 That the Committee recommend to The Inverclyde Council the making of the Traffic Regulation Order – Disabled Persons’ Parking Places (On-Street) Order No. 2 2014 and remit it to the Head of Environmental and Commercial Services and the Head of Legal and Property Services to arrange for its implementation.

**Gerard Malone**  
**Legal and Property Services**

## **4.0 BACKGROUND**

- 4.1 Currently no Traffic Regulation Orders exist at the locations shown in the Order which would prohibit the allocation of parking places for Disabled Person's Badge holders.
- 4.2 One objection to the proposals was received but this has been withdrawn.
- 4.3 The Committee is asked to note that, if approved, the Order may not be implemented until the making of the Order has been advertised to allow any persons who so wish a period of six weeks to question the validity of the Order in terms of the Road Traffic Regulation Act 1984.

## **5.0 IMPLICATIONS**

### **Finance**

- 5.1 There are no financial implications arising from this report.

### **Legal**

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

### **Human Resources**

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

### **Equalities**

- 5.4 There are no equalities implications arising from this report.

### **Repopulation**

- 5.5 There are no repopulation implications arising from this report.

## **6.0 CONSULTATIONS**

- 6.1 The proposals have been advertised in the Greenock Telegraph and full details of the proposals have been made available for public inspection during normal office hours at the offices of the Head of Environmental and Commercial Services, the Head of Legal and Property Services and at Central, South West and Port Glasgow Libraries. A copy of the draft Order is appended hereto for Members' information. Appendix 1

## **7.0 LIST OF BACKGROUND PAPERS**

- 7.1 None

**THE INVERCLYDE COUNCIL**  
**DISABLED PERSONS' PARKING PLACES**  
**(ON-STREET) ORDER NO. 2 2014**  
**TRAFFIC REGULATION ORDER**

**THE INVERCLYDE COUNCIL  
DISABLED PERSONS' PARKING PLACES (ON-STREET)  
ORDER NO. 2 2014**

The Inverclyde Council in exercise of the powers conferred on them by Sections 32(1) of the Road Traffic Regulation Act 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Constable of Police Scotland in accordance with Part III of Schedule 9 to the Act hereby make the following Order.

1. This Order may be cited as "The Inverclyde Council Disabled Persons' Parking Places (On-Street) Order No. 2 2014" and shall come into operation on #####.

2. In this Order the following expressions have the meanings hereby assigned to them

"Council" means The Inverclyde Council or its successors as Roads Authority;

"disabled person's badge" means:

- (a) a badge issued under Section 21 of the Chronically Sick and Disabled Persons Act 1970 (as amended);
- (b) a badge issued under a provision of the law of Northern Ireland corresponding to that section; or
- (c) a badge issued by any member State other than the United Kingdom for purposes corresponding to the purposes for which badges under that section are issued;

and has not ceased to be in force.

"disabled person's vehicle" means a vehicle lawfully displaying a disabled person's badge;

"parking attendant" means a person employed in accordance with Section 63A of the Act to carry out the functions therein;

"parking place" means a place where a vehicle, or vehicles of any class, may wait i.e. the area of land specified in the Schedule for which the use as a parking place has been authorised by the Council under Section 32(1) of the Act;

"traffic sign" means a sign prescribed or authorised under Section 64 of the Act;

"vehicle" unless the context otherwise requires, means a vehicle of any description and includes a machine or implement of any kind drawn or propelled along roads whether or not by mechanical power;

3. Each area of road which is described in the Schedule and plans relative to this Order is hereby designated as a parking place.
4. The parking places designated in this Order shall only be used for the leaving of disabled persons' vehicles displaying a valid disabled person's badge.

5. The limits of each parking place designated in this Order shall be indicated on the carriageway as prescribed by The Traffic Signs Regulations and General Directions 2002.
6. Every vehicle left in any parking place designated in this Order shall stand such that no parking place is occupied by more than one vehicle and that every part of the vehicle is within the limits of the parking place provided that, where the length of a vehicle precludes compliance with this paragraph, such vehicle shall be deemed to be within the limits of a parking place if;
  - i. the extreme front portion or, as the case may be, the extreme rear portion of the vehicle is within 300mm of an indication on the carriageway provided under this Order in relation to the parking place; and
  - ii. the vehicle, or any part thereof, is not within the limits of any adjoining parking place.
7. Any person duly authorised by the Council or a police officer in uniform or a traffic warden or parking attendant may move or cause to be moved in case of any emergency, to any place they think fit, vehicles left in a parking place.
8. Any person duly authorised by the Council may suspend the use of a parking place or any part thereof whenever such suspension is considered reasonably necessary:
  - i. for the purpose of facilitating the movement of traffic or promoting its safety;
  - ii. for the purpose of any building operation, demolition, or excavation in or adjacent to the parking place or the laying, erection, alteration, removal or repair in or adjacent to the parking place of any sewer or of any main, pipe, apparatus for the supply of gas, water electricity or of any telecommunications apparatus, traffic sign or parking meter;
  - iii. for the convenience of occupiers of premises adjacent to the parking place on any occasion of the removal of furniture from one office or dwellinghouse to another or the removal of furniture from such premises to a depository or to such premises from a depository;
  - iv. on any occasion on which it is likely by reason of some special attraction that any street will be thronged or obstructed; or
  - v. for the convenience of occupiers of premises adjacent to the parking place at times of weddings or funerals or on other special occasions.
9. A police officer in uniform may suspend for not longer than twenty four hours the use of a parking place or part thereof whenever such suspension is considered reasonably necessary for the purpose of facilitating the movement of traffic or promoting its safety.

10. This Order insofar as it relates to the parking places to be revoked (R) and amended, as specified in the Schedule to this Order, partially revokes and amends the On-Street Parking Places (Without Charges) Order No. 2 2002, On-Street Parking Places (Without Charges) Order No. 1 2006, Disabled Persons' Parking Places (On-Street) Order No. 3 2011 and Disabled Persons' Parking Places (On-Street) Order No. 3 2013 respectively.

Sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by ##

DRAFT





HEAD OF SERVICE  
IAN MOFFAT

71 EAST HAMILTON STREET  
GREENOCK, PA15 2UA

Disabled Bays

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**DISABLED PERSONS' PARKING PLACE**

**165 NEWARK STREET, GREENOCK**

**PLACE No. 1363**

Scale : 1:500

Prepared by : R. MACKAY

Drawn by : R. MACKAY

Drawing No. :

Date : JAN 2014

Checked by :

Approved by :

File No. : 19/12





Disabled Bays 71 EAST HAMILTON STREET GREENOCK, PA15 2UA	HEAD OF SERVICE IAN MOFFAT	Disabled Persons' Parking Place 257 ELDON STREET, GREENOCK PLACE No. 1364	Scale : 1:500 Prepared by : R. MACKAY Drawn by : R. MACKAY Drawing No. :	Date : JAN 2014 Checked by : Approved by : File No. : 19/12
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**OS** Ordnance Survey



HEAD OF SERVICE  
IAN MOFFAT

71 EAST HAMILTON STREET  
GREENOCK, PA15 2UA

Disabled Bays

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**DISABLED PERSONS' PARKING PLACE**

21 SKYE STREET, GREENOCK

PLACE No. 1365

Scale : 1:500

Prepared by : R. MACKAY

Drawn by : R. MACKAY

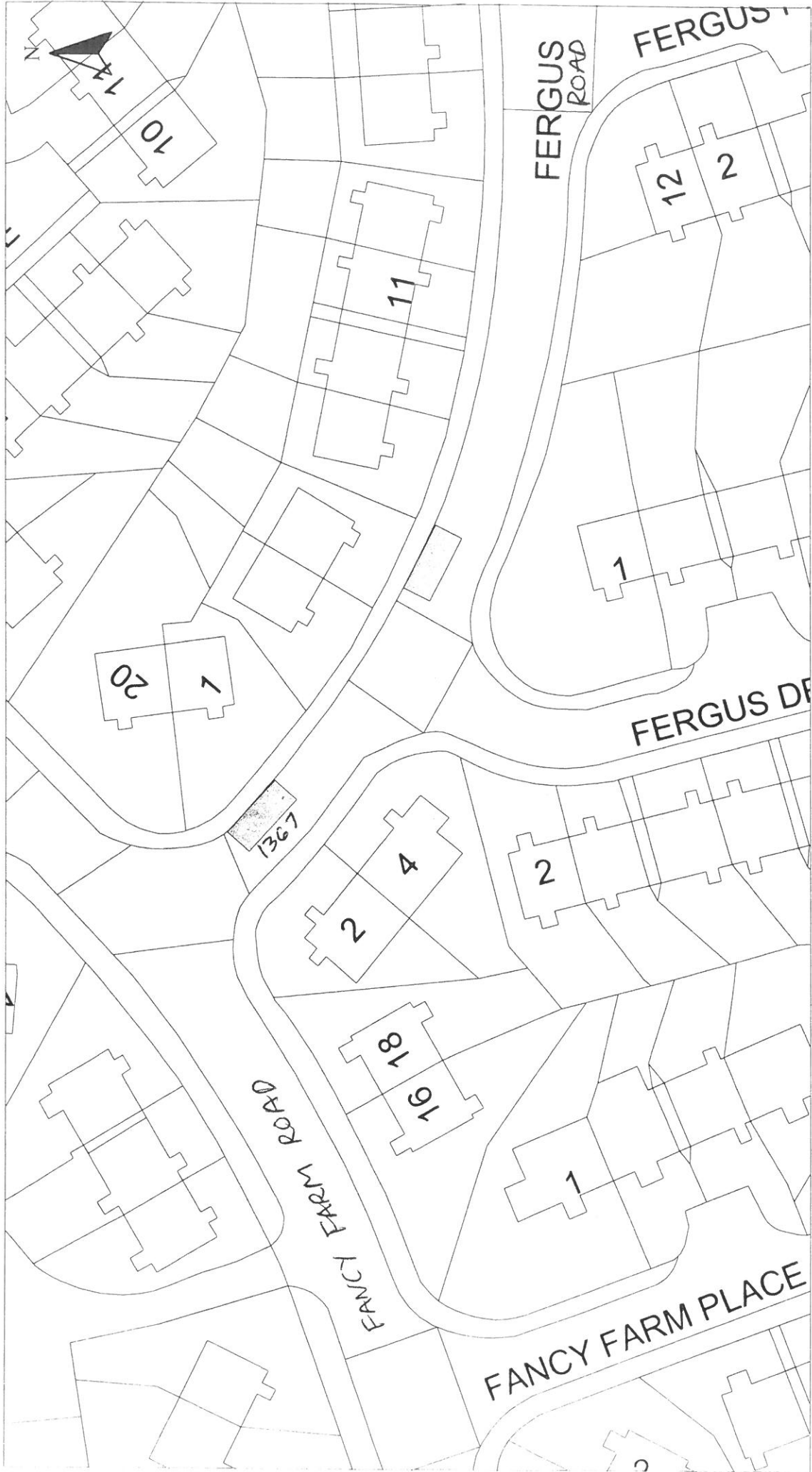
Drawing No. :

Date : JAN 2014

Checked by :

Approved by :

File No. : 19/12



Disabled Bays	HEAD OF SERVICE IAN MOFFAT	DISABLED PERSONS' PARKING PLACE	Scale : 1:500	Date : JAN 2014
	71 EAST HAMILTON STREET GREENOCK, PA15 2UA	1 FERGUS ROAD, GREENOCK PLACE No. 1367	Prepared by : R. MACKAY	Checked by :
			Drawn by : R. MACKAY	Approved by :
			Drawing No. :	File No. : 19/12

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**Ordnance Survey**



HEAD OF SERVICE  
IAN MOFFAT

71 EAST HAMILTON STREET  
GREENOCK, PA15 2UA

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**OS** Ordnance  
Survey

**DISABLED PERSONS' PARKING PLACE**  
43 GLASGOW ROAD, PORT GLASGOW

PLACE No. 1370

Scale : 1:500

Prepared by : R. MACKAY

Drawn by : R. MACKAY

Drawing No. :

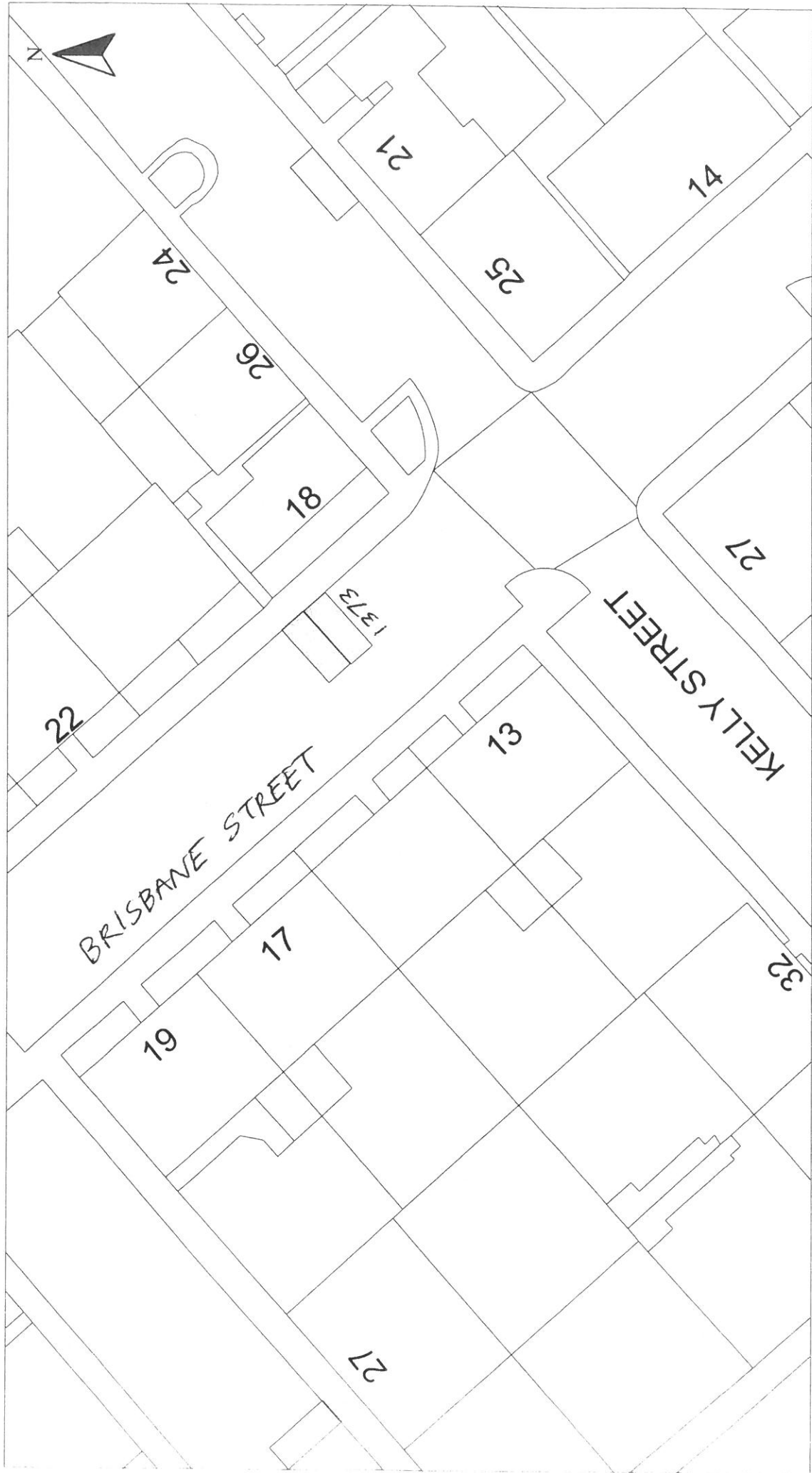
Date : JAN 2014

Checked by :

Approved by :

File No. : 19/12

Disabled Bays



HEAD OF SERVICE  
IAN MOFFAT

71 EAST HAMILTON STREET  
GREENOCK, PA15 2UA

Disabled Bays

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**DISABLED PERSONS' PARKING PLACE**  
18 BRISBANE STREET, GREENOCK  
PLACE No. 1373

Scale : 1:500

Prepared by : R. MACKAY

Drawn by : R. MACKAY

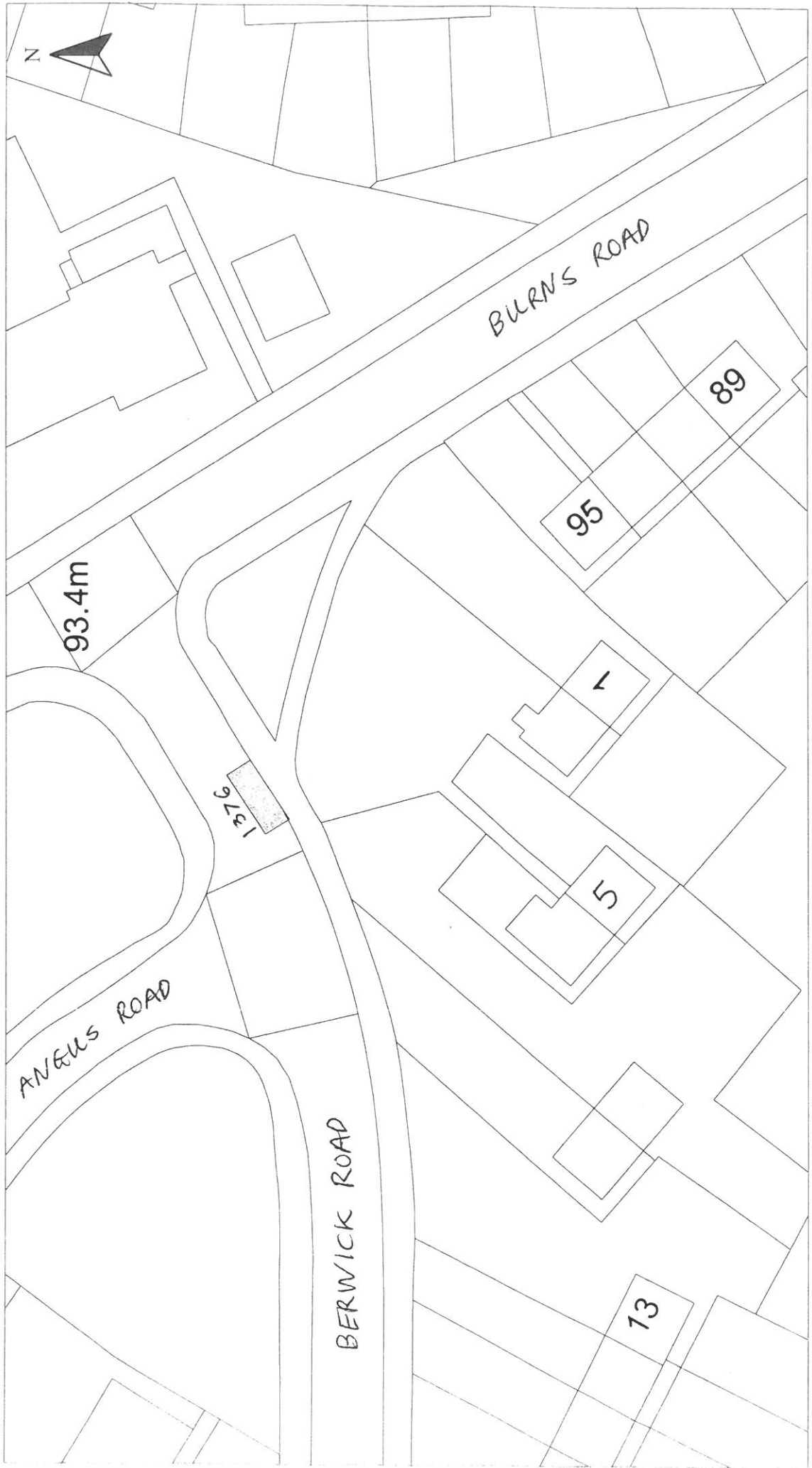
Drawing No. :

Date : JAN 2014

Checked by :

Approved by :

File No. : 19/12



HEAD OF SERVICE  
IAN MOFFAT

71 EAST HAMILTON STREET  
GREENOCK, PA15 2UA

Disabled Bays

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**DISABLED PERSONS' PARKING PLACE**

**5 BERWICK ROAD, GREENOCK**  
**PLACE No. 1376**

Scale : 1:500

Prepared by : R. MACKAY

Drawn by : R. MACKAY

Drawing No. :

Date : JAN 2014

Checked by :

Approved by :

File No. : 19/12



HEAD OF SERVICE IAN MOFFAT  71 EAST HAMILTON STREET GREENOCK, PA15 2UA	Disabled Persons' Parking Place 94 Leven Road, Greenock Place No. 1378		Scale : 1:500	Date : JAN 2014
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Licence No. LA03097L 		Drawn by : R. MACKAY		Approved by :
Disabled Bays		Drawing No. :		File No. : 19/12

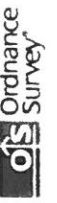


HEAD OF SERVICE  
IAN MOFFAT

Disabled Bays  
71 EAST HAMILTON STREET  
GREENOCK, PA15 2UA

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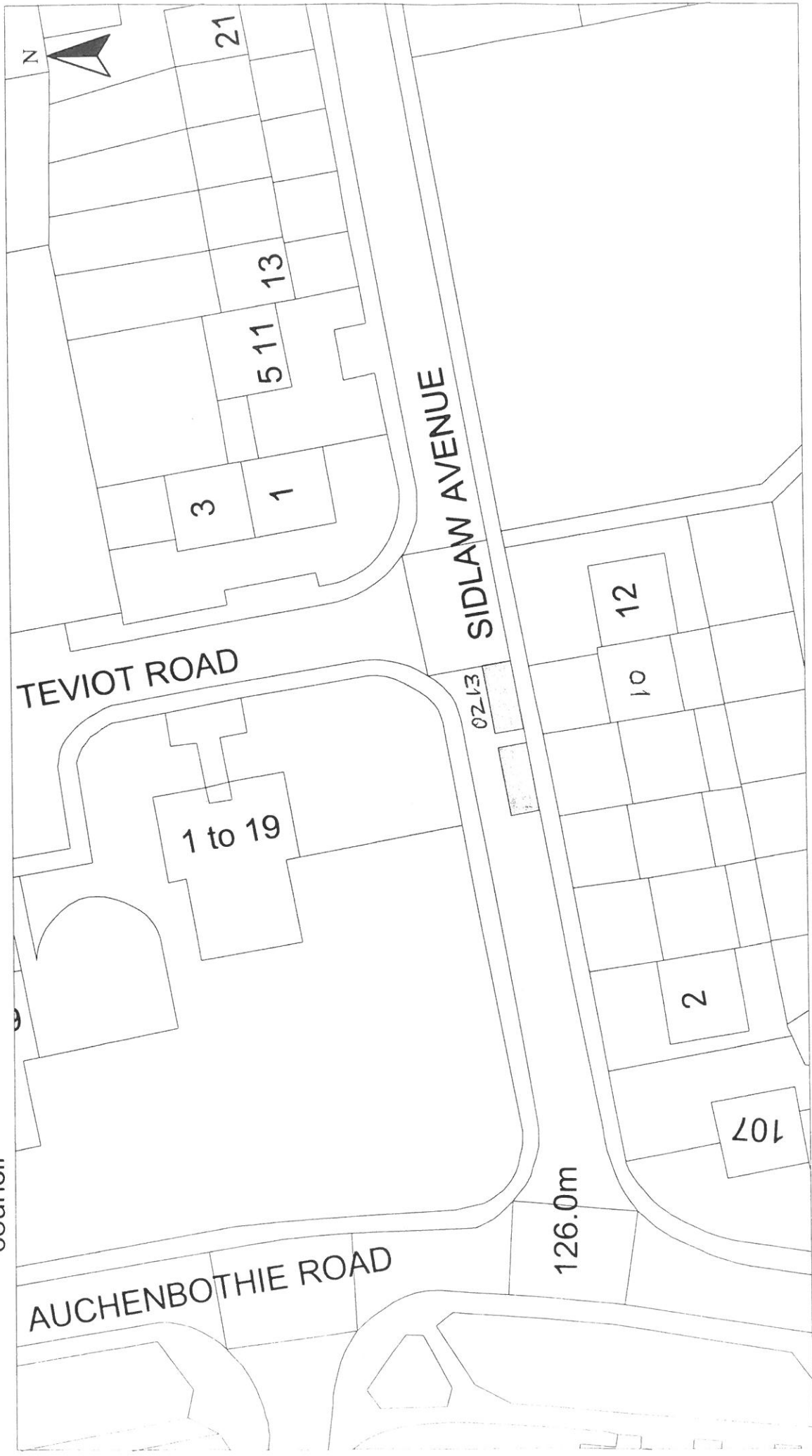


DISABLED PERSONS' PARKING PLACE  
6 SANDRINGHAM TERRACE, GREENOCK  
PLACE No. 1380

Scale : 1:500  
Prepared by : R. MACKAY  
Drawn by : R. MACKAY  
Drawing No. :

Date : JAN 2014  
Checked by :  
Approved by :  
File No. : 19/12





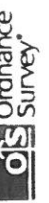
HEAD OF SERVICE  
IAN MOFFAT

71 EAST HAMILTON STREET  
GREENOCK, PA15 2UA

Disabled Bays

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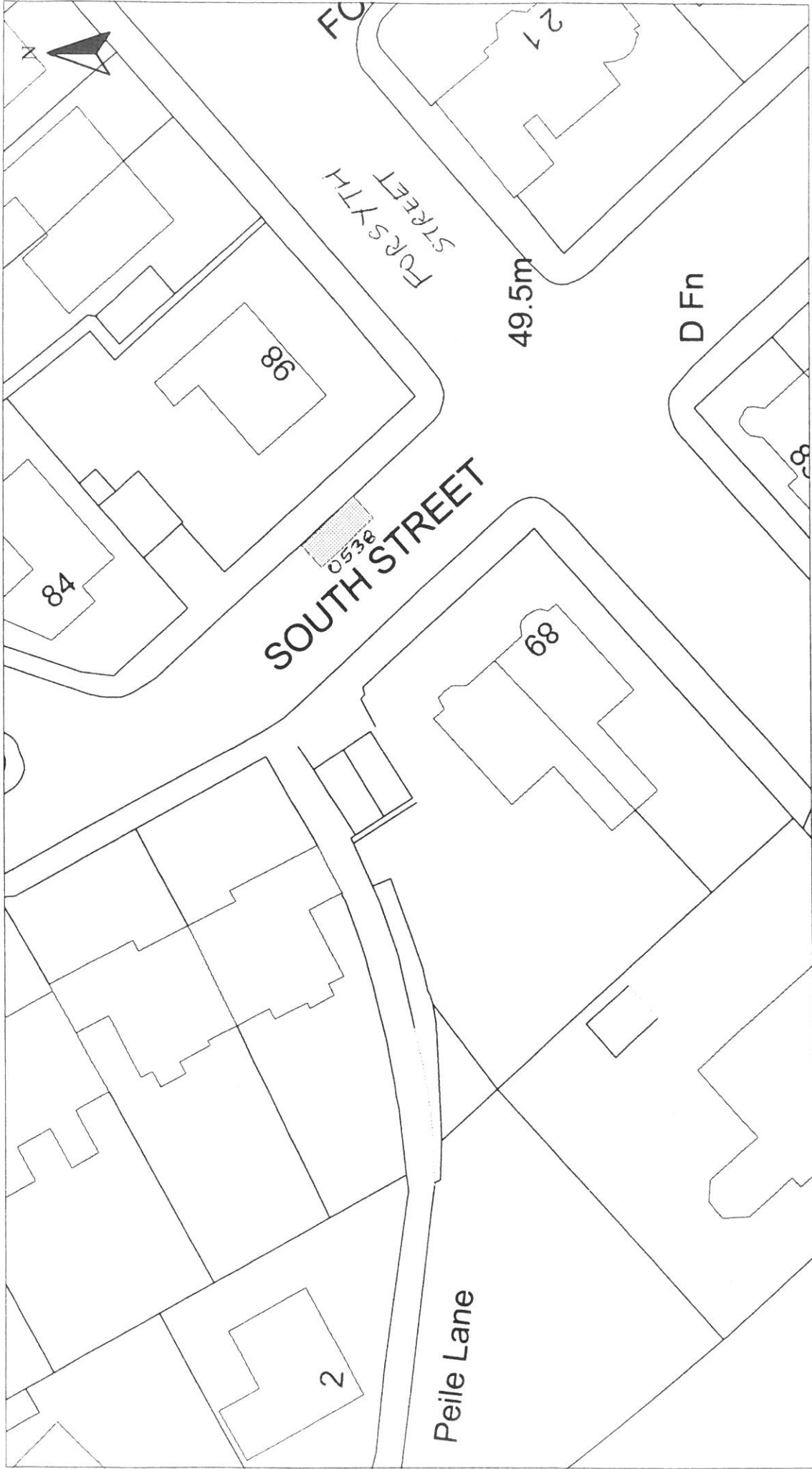
Licence No. LA03097L



**DISABLED PERSONS' PARKING PLACE**  
**10 SIDLAW AVENUE, PORT GLASGOW**  
**PLACE No. 0213 REVOCATION**

Scale : 1:500  
Prepared by : R. MACKAY  
Drawn by : R. MACKAY  
Drawing No. :

Date : JAN 2014  
Checked by :  
Approved by :  
File No. : 19/12



Disabled Bays

HEAD OF SERVICE  
IAN MOFFAT  
71 EAST HAMILTON STREET  
GREENOCK, PA15 2UA

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**DISABLED PERSON'S PARKING PLACE**  
98 FORSYTH STREET, GREENOCK  
PLACE No. '0538' REVOCATION

Scale : 1:500  
Prepared by : R. MACKAY  
Drawn by : R. MACKAY  
Drawing No. :

Date : JAN 2014  
Checked by :  
Approved by :  
File No. : 19/12



Disabled Bays

HEAD OF SERVICE  
IAN MOFFAT  
71 EAST HAMILTON STREET  
GREENOCK, PA15 2UA

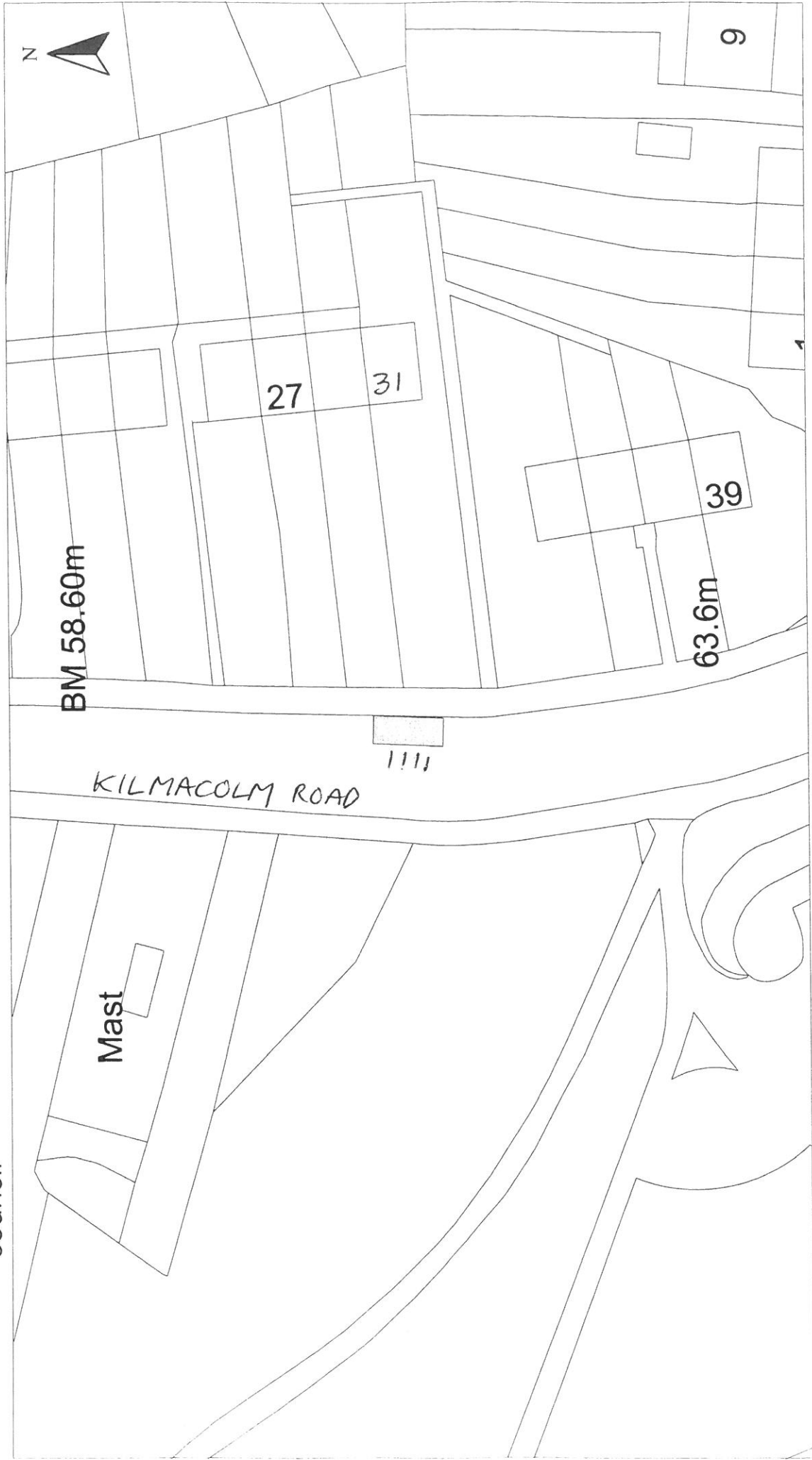
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**DISABLED PERSONS' PARKING PLACE**  
4 HOPE STREET, GREENOCK  
PLACE No. 0547 REVOCATION

Scale : 1:500  
Prepared by : R. MACKAY  
Drawn by : R. MACKAY  
Drawing No. :

Date : JAN 2014  
Checked by :  
Approved by :  
File No. : 19/12



HEAD OF SERVICE  
IAN MOFFAT

71 EAST HAMILTON STREET  
GREENOCK, PA15 2UA

Disabled Bays

**DISABLED PERSONS' PARKING PLACE**  
31 KILMACOLM ROAD, GREENOCK  
PLACE No. 1111 REVOCATION

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Scale : 1:500

Prepared by : R. MACKAY

Drawn by : R. MACKAY

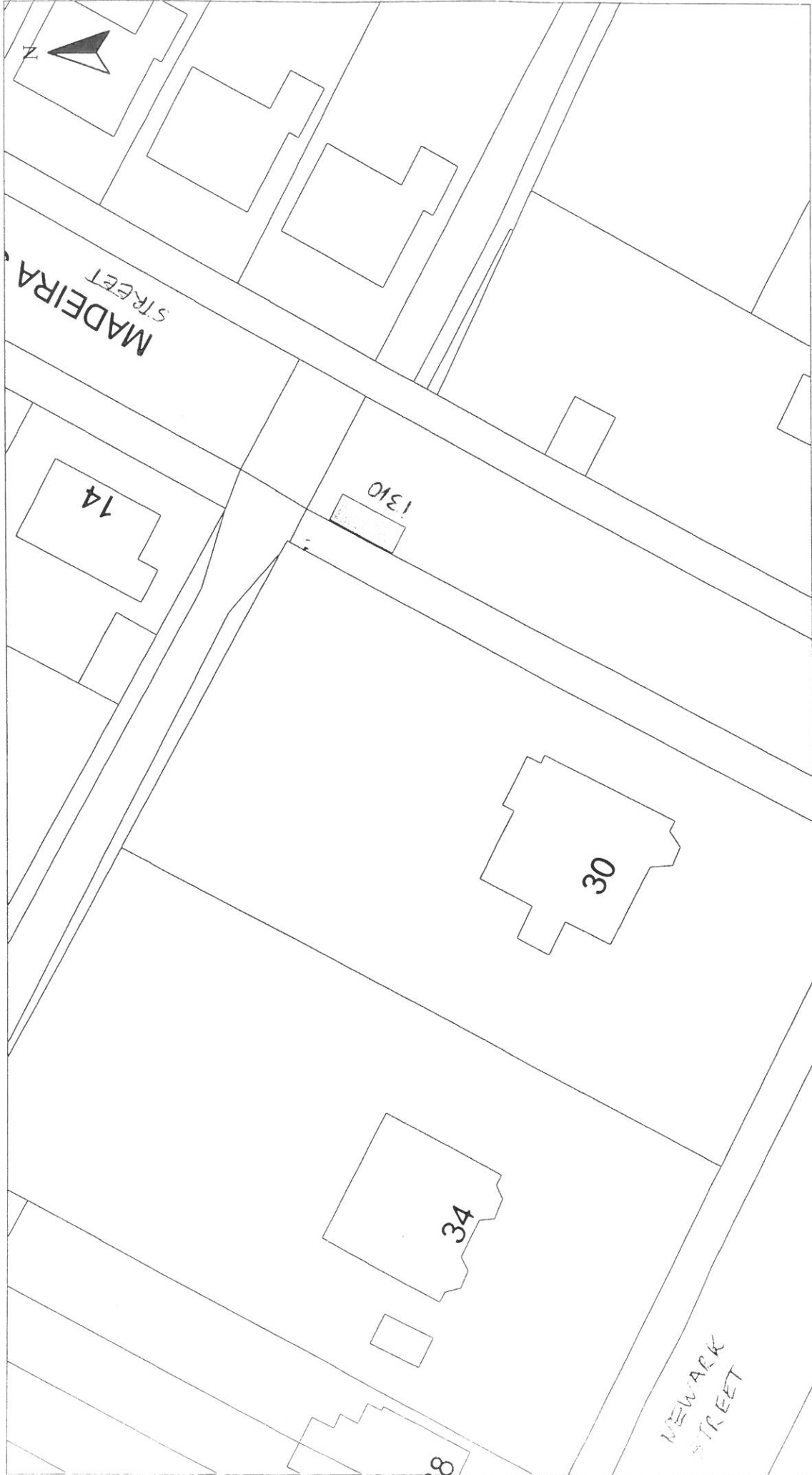
Drawing No. :

Date : JAN 2014

Checked by :

Approved by :

File No. : 19/12



Date :	JAN 2014
Checked by :	
Prepared by :	R. MACKAY
Drawn by :	R. MACKAY
Approved by :	
File No. :	19/12

**DISABLED PERSONS' PARKING PLACE**  
**30 NEWARK STREET, GREENOCK**  
**PLACE No. 1310 · REVOCATION**

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HEAD OF SERVICE IAN MOFFAT	71 EAST HAMILTON STREET GREENOCK, PA15 2UA
Disabled Bays	

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**Report To:** ENVIRONMENT & REGENERATION COMMITTEE      **Date:** 4 SEPTEMBER 2014

**Report By:** ACTING CORPORATE DIRECTOR, ENVIRONMENT, REGENERATION & RESOURCES      **Report No:** LP/028/14

**Contact Officer:** JOANNA DALGLEISH      **Contact No:** 01475 712123

**Subject:** PROPOSED TRAFFIC REGULATION ORDER – THE INVERCLYDE COUNCIL (VARIOUS ROADS) (INNER GREENOCK) (CONTROLLED PARKING ZONE) (VARIATION NO. 1) ORDER 2014

---

## 1.0 PURPOSE

- 1.1 Local Authorities are empowered to make Orders under the Road Traffic Regulation Act 1984 as amended and under the Council's Scheme of Administration the Head of Environmental and Commercial Services is responsible for the making, implementation and review of Traffic Management Orders and Traffic Regulation Orders.
- 1.2 The purpose of the report is to introduce the Traffic Regulation Order – The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) (Variation No. 1) Order 2014.

## 2.0 SUMMARY

- 2.1 During the promotion of The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) Order 2013, as part of the Inverclyde Decriminalised Parking Enforcement Scheme, errors and omissions were identified. The proposed Traffic Regulation Order will vary the original Order to rectify the errors and omissions and if approved will have the following effects:-

- To introduce a 'no loading at any time' restriction at the north corner of Cathcart Square to keep the access to the Municipal Buildings clear;
- To restore the restrictions on Jamaica Street to provide parking on one side only to allow free passage of vehicles on the other;
- To delete limited waiting parking spaces promoted in error across a dropped kerb pedestrian crossing in Cross Shore Street; and
- To remove 2 disabled bays in Kilblain Court to enable delivery vehicles visiting the Stewart Centre to turn.

## 3.0 RECOMMENDATION

- 3.1 That the Committee recommend to The Inverclyde Council the making of the Traffic Regulation Order – The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) (Variation No.1) Order 2014 and remit it to the Head of Environmental and Commercial Services and Head of Legal and Property Services to arrange for its implementation.

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

## **4.0 BACKGROUND**

- 4.1 The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) Order 2013 is the original Order promoted as part of the Inverclyde Decriminalised Parking Enforcement Scheme and will come into force on 6 October 2014.
- 4.2 On the basis that the proposed variations contained within the proposed Traffic Regulation Order are only required so as to address minor errors or omissions in the original Order, it was considered appropriate by the Head of Environmental and Commercial Services in the circumstances to omit the initial discretionary consultation and to consult with the Chief Constable, Strathclyde Fire and Rescue, the Ambulance Service, Strathclyde Partnership for Transport, Road Haulage Association Ltd, Freight Transport Association Ltd, Environmental Services (Roads) and local elected Members during the statutory public consultation.
- 4.3 No objections have been received to the proposed Order.
- 4.4 The Committee is asked to note that, if approved, the Order may not be implemented until the making of the Order has been advertised to allow any persons who so wish a period of six weeks to question the validity of the Order in terms of the Road Traffic Regulation Act 1984.

## **5.0 IMPLICATIONS**

### **Finance**

- 5.1 There are no financial implications arising from this report.

### **Legal**

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

### **Human Resources**

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

### **Equalities**

- 5.4 There are no equalities implications arising from this report.

### **Repopulation**

- 5.5 There are no repopulation implications arising from this report.

## **6.0 CONSULTATIONS**

- 6.1 The proposals have been advertised in the Greenock Telegraph and full details of the proposals have been made available for public inspection during normal office hours at the offices of the Head of Environmental and Commercial Services, the Inverclyde Council Customer Service Centre and at Central Library. A copy of the draft Order is appended hereto for Members' information.

Appendix 1

## **7.0 LIST OF BACKGROUND PAPERS**

- 7.1 None

**THE INVERCLYDE COUNCIL**  
**(VARIOUS ROADS) (INNER GREENOCK)**  
**(CONTROLLED PARKING ZONE)**  
**(VARIATION NO. 1) ORDER 2014**  
**TRAFFIC REGULATION ORDER**



**THE INVERCLYDE COUNCIL  
(VARIOUS ROADS) (INNER GREENOCK)  
(CONTROLLED PARKING ZONE) (VARIATION NO. 1) ORDER 2014**

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

**1.0 Commencement and citation**

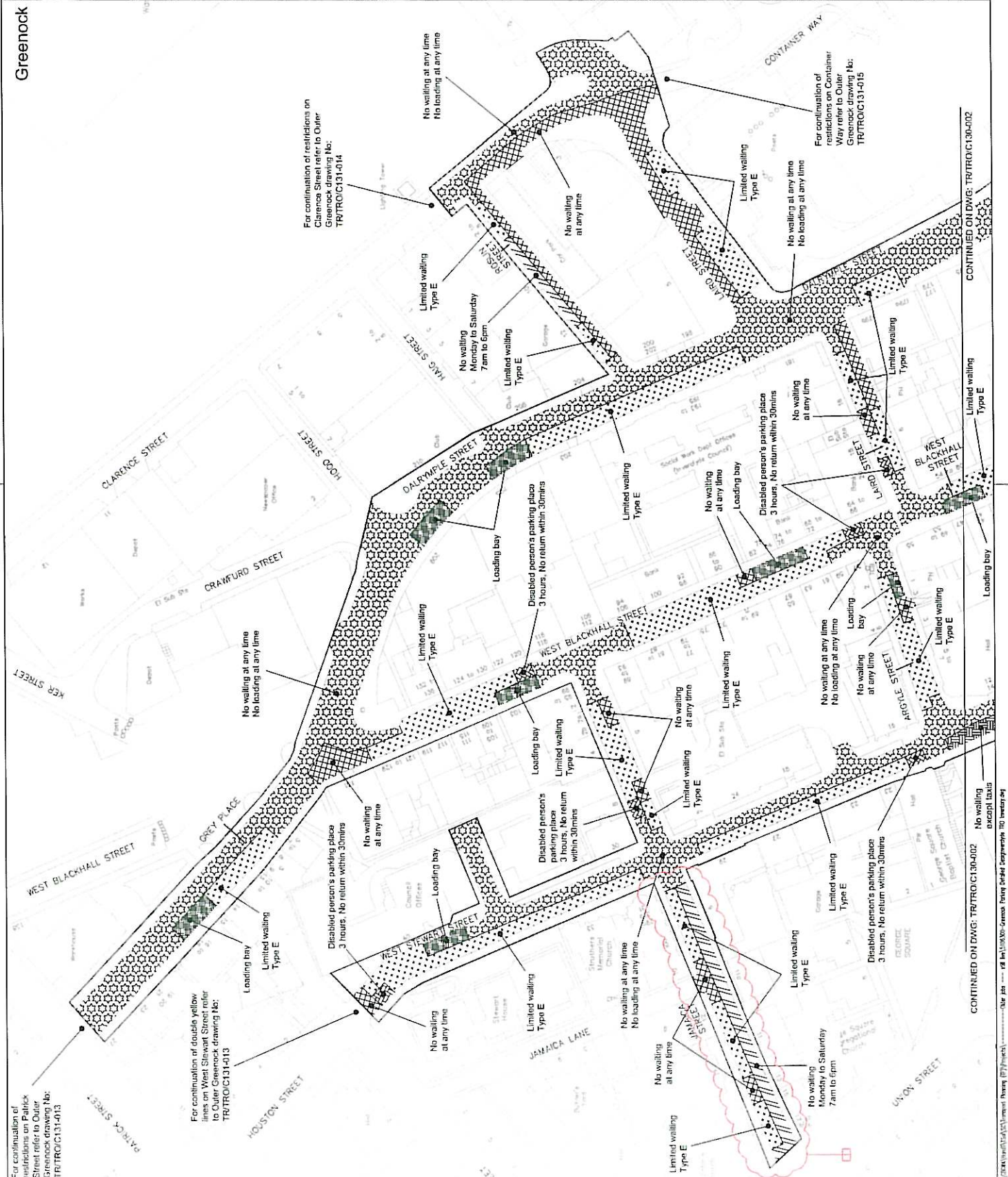
- 1.1 This Order shall come into operation on the \*\* day of \*\*, Two thousand and \*\* and may be cited as "The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) (Variation No. 1) Order 2014".

**2.0 Interpretation**

- 2.1 Except where otherwise stated, any reference in this Order to a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order.
- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, modified, re-enacted, replaced or supplemented by any subsequent enactment.
- 2.3 The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any regulation made or having effect as if made under the Act or by or under any other enactment provided that where a prohibition or restriction which is imposed, varied or revoked by this Order is in conflict with a prohibition or restriction imposed by a previous Order, then the provision of this Order shall prevail.
- 2.4 The On-Street Plans forming Schedule 1 to this Order and titled "The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) (Variation No. 1) Order 2014 On-Street Plans" are hereby incorporated into The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) Order 2013 and recorded in "The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) Order 2013 Plan Index".
- 2.5 The Plan Index forms Schedule 2.
- 2.6 The Interpretation Act 1978 (as amended) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

**SCHEDULE 1**

**The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) (Variation No. 1) Order 2014 On-Street Plans**



**Greenock**

Key

- No waiting at any time
- No waiting at any time
- No waiting at any time
- No waiting at any time
- No waiting at any time
- Limited waiting
- Limited waiting
- Disabled person's parking place
- Police parking place
- Articulating parking place
- Articulating parking place
- Loading bay

Traffic Regulation Order boundary  
 (see TR/RO/C130-001 for details)

Permitted Zone boundary

**Limited Waiting**

Type A: Mon-Fri 8am-6pm, 30mins. No return within 30mins

Type B: Mon-Fri 8am-6pm, Saturday 8am-1pm, 30mins. No return within 1 hour

Type C: Mon-Sat 8am-6pm, 30mins. No return within 1 hour

Type D: Mon-Sat 8am-6pm, 2 hours. No return within 1 hour

Type E: Mon-Sat 8am to 6pm, 30 mins, No return within 30 mins

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Date	By	Issue	File
1	CHANGES TO JAMAICA STREET		

**INVERCLYDE COUNCIL**

71 East Hamilton Street  
 Greenock  
 PA15 2UA

Tel: 01475 717171  
 Email: [inverclyde@inverclyde.gov.uk](mailto:inverclyde@inverclyde.gov.uk)  
[www.inverclyde.gov.uk](http://www.inverclyde.gov.uk)

**THE INVERCLYDE COUNCIL (VARIOUS ROADS) (INNER GREENOCK) (CONTROLLED PARKING ZONE) ORDER 2013**

**EFFECTIVE DATE:**  
 (SHEET 1 OF 4)

Sheet No:	11250	Authorised By:	13
Date:	12.05.13	Issue:	12.05.13

Drawing Number: TR/RO/C130-001  
 Page: 1

**Key**

- No waiting at any time
- No loading at any time
- No waiting at times shown
- No loading at times shown
- No waiting except taxis
- Limited waiting
- Disabled person's parking place (see below for types of buses shown referred to on these drawings)
- Police parking place (subject to restrictions shown)
- Ambulance parking place (subject to restrictions shown)
- Loading bay
- Travellers' Rest Facilities, Order Boundary, Traffic Signs, Roadworks, etc. are shown on the associated plans
- Restricted Zone boundary

**Limited Waiting**

Type A: Non-Fit, non-prim. 30mins. No return within 30mins  
 Type B: Non-Fit, non-prim. Sunday day-type. 30mins. No return within 30mins.  
 Type C: Non-Fit, non-prim. 30mins. No return within 1 hour  
 Type D: Non-Fit, non-prim. 2 hours. No return within 1 hour  
 Type E: Non-Fit, non-prim. 30 mins. No return within 30 mins

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Line	Description	By	Date	Check	Issue
1	REVISED BUS STOP ZONE	EP	JAN '14	SH	MM

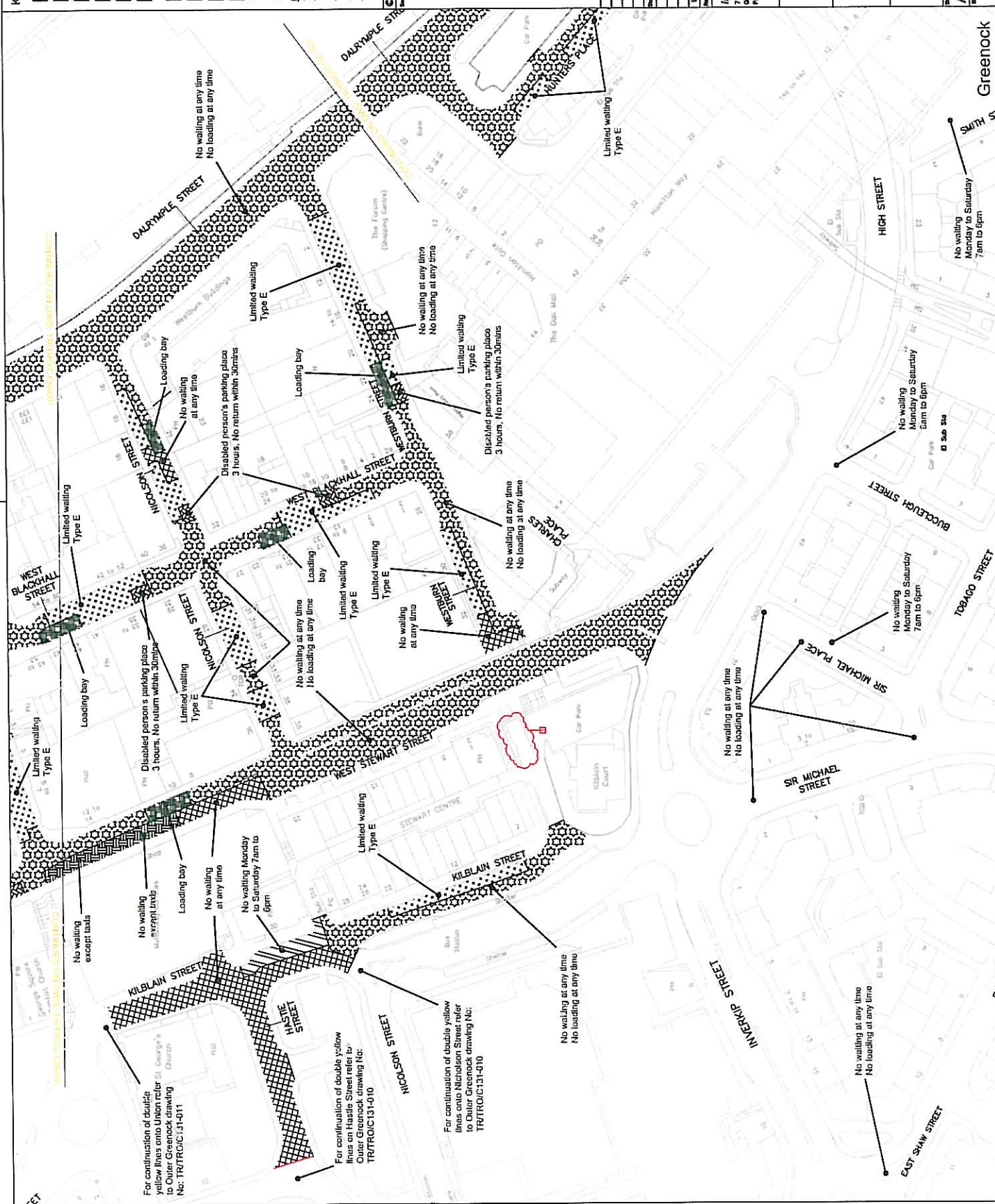
**INVERCLYDE COUNCIL**  
 71 East Hamilton Street  
 PA15 5HA  
 Tel: 01475 717171  
 Email: roads@inverclyde.gov.uk  
 www.inverclyde.gov.uk

THE INVERCLYDE COUNCIL (VARIOUS ROADS)  
 (INNER GREENOCK)  
 (CONTROLLED PARKING ZONE) ORDER 2011

EFFECTIVE DATE:  
 (SHEET 2 OF 4)

Sheet No.	Original Issue	Issue No.	Issue Date	Issue Description	Issue Date
A3	1:1250	1:1250	FEB '13	Issue EEE'13	13

Sheet No. P  
 Drawing Number TR/TRO/C/130-002  
 Issue 1



1 TR/TRO/C/130-002 P DO NOT SCALE A3

For continuation of double yellow lines onto Nicholson Street refer to Outer Greenock drawing No: TR/TRO/C/J1-011

For continuation of double yellow lines onto Haste Street refer to Outer Greenock drawing No: TR/TRO/C/J1-011

For continuation of double yellow lines onto Nicholson Street refer to Outer Greenock drawing No: TR/TRO/C/131-010

Greenock



**Key**

- No waiting at any time
- No loading at any time
- No waiting at times shown
- No loading at times shown
- No waiting except taxis
- Limited waiting
- Disabled person's parking place
- Police parking place
- Ambulance parking place
- Loading bay

**Limited Waiting**

- Type A: Mon-Fri 8am-6pm, 30mins. No return within 30mins
- Type B: Mon-Fri 8am-6pm, Saturday 8am-1pm, 30mins. No return within 1 hour
- Type C: Mon-Sat 8am-6pm, 30mins. No return within 1 hour
- Type D: Mon-Sat 8am-6pm, 2 hours. No return within 1 hour
- Type E: Mon-Sat 8am to 6pm, 30 mins. No return within 30 mins
- Type F: Mon-Sat 8am to 6pm, 1 hour. No return within 30 mins
- Type G: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins

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Start	Purpose of Issue	Date	Auth
2	CHANGES TO CONTRACT & CROSS SHORE ST	14th JULY '14	WHP
1	VARIABLE RESTRICTION TYPES CHANGED	14th JULY '14	WHP

**INVERCLYDE COUNCIL**  
 71 East Hamilton Street  
 Greenock  
 PA15 2JA  
 Tel: 01425 737171  
 Email: [enquiries@inverclyde.gov.uk](mailto:enquiries@inverclyde.gov.uk)  
[www.inverclyde.gov.uk](http://www.inverclyde.gov.uk)

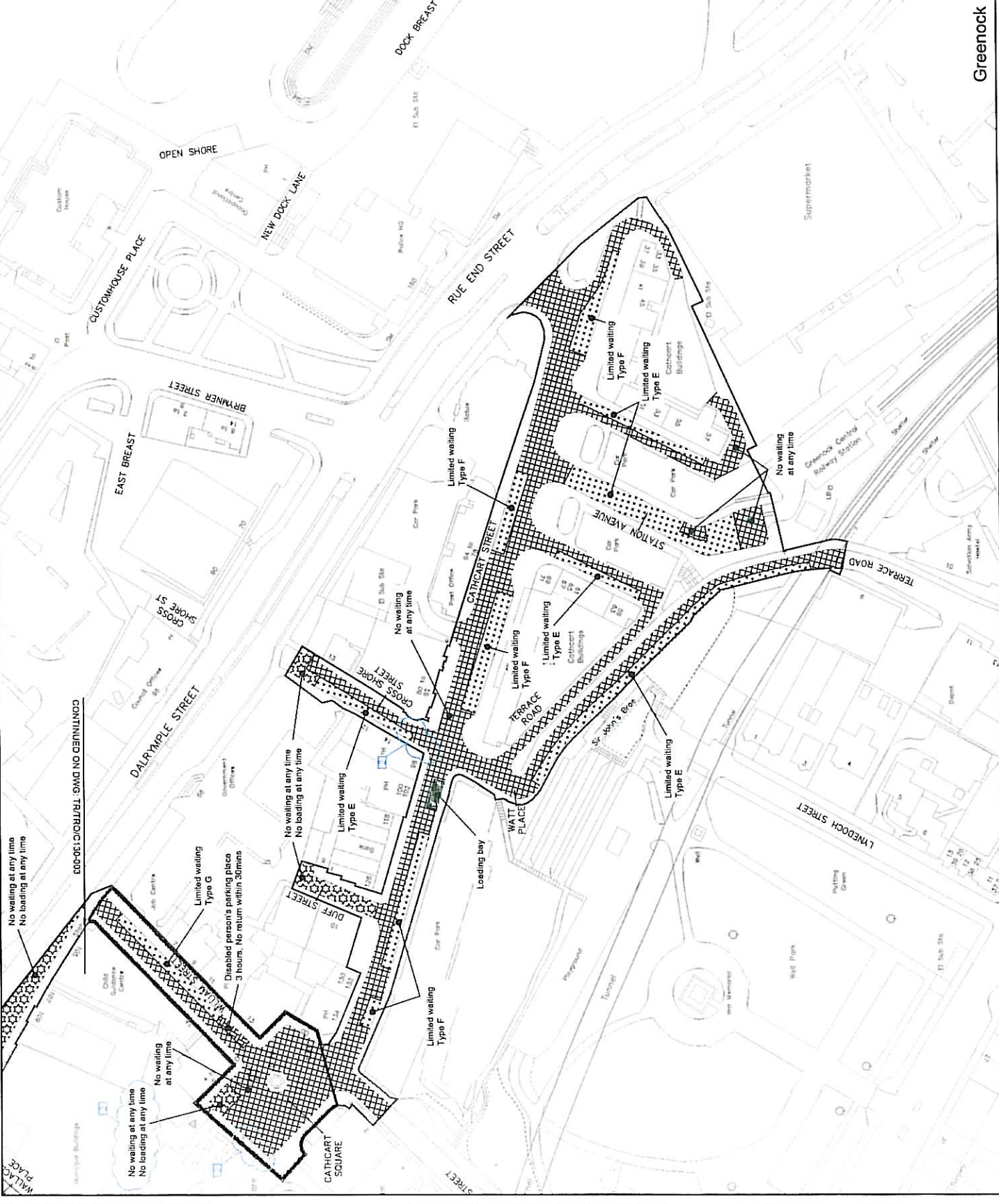
**Inverclyde council**

THE INVERCLYDE COUNCIL (VARIOUS ROADS) (INNER GREENOCK) (CONTROLLED PARKING ZONE) ORDER 201\*

EFFECTIVE DATE: (SHEET 4 OF 4)

Sheet Size (Original Size)	Sheet Size (Current)	Number of Sheets	Sheet No.
A3	1:1250	4	4

Scale: Drawing Number: TR/TRO/C/130-004



SCHEDULE 2

THE INVERCLYDE COUNCIL (VARIOUS ROADS) (INNER GREENOCK) (CONTROLLED PARKING ZONE) ORDER 2013 PLAN INDEX

Plan Ref.	Effective date	Plan revision dates								
		1	2	3	4	5	6	7	8	
TR/TRO/C130/001	06/10/2014	xxxxxx								
TR/TRO/C130/002	06/10/2014	xxxxxx								
TR/TRO/C130/003	06/10/2014	06/10/2014	xxxxxx							
TR/TRO/C130/004	06/10/2014	06/10/2014	xxxxxx							

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**Report To:** ENVIRONMENT & REGENERATION COMMITTEE      **Date:** 4 SEPTEMBER 2014

**Report By:** ACTING CORPORATE DIRECTOR, ENVIRONMENT, REGENERATION & RESOURCES      **Report No:** LP/029/14

**Contact Officer:** JOANNA DALGLEISH      **Contact No:** 01475 712123

**Subject:** PROPOSED TRAFFIC REGULATION ORDER – THE INVERCLYDE COUNCIL (VARIOUS ROADS) (OUTER GREENOCK) (WAITING RESTRICTIONS) (VARIATION NO.1) ORDER 2014

---

## 1.0 PURPOSE

- 1.1 Local Authorities are empowered to make Orders under the Road Traffic Regulation Act 1984 as amended and under the Council's Scheme of Administration the Head of Environmental and Commercial Services is responsible for the making, implementation and review of Traffic Management Orders and Traffic Regulation Orders.
- 1.2 The purpose of the report is to introduce the Traffic Regulation Order – The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) (Variation No.1) Order 2014.

## 2.0 SUMMARY

- 2.1 During the promotion of The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) Order 2013, as part of the Inverclyde Decriminalised Parking Enforcement Scheme, errors and omissions were identified. The proposed Traffic Regulation Order will vary the original Order to rectify the errors and omissions and if approved will have the following effects:-

- To restore a no waiting Monday to Saturday 7am to 6pm restriction on Bank Street in keeping with its previously existing restriction;
- To remove a no waiting Monday to Saturday 8am to 6pm restriction on Ratho Street in keeping with its previously existing restriction; and
- To restore a no waiting at any time restriction on Newton Street

## 3.0 RECOMMENDATION

- 3.1 That the Committee recommend to The Inverclyde Council the making of the Traffic Regulation Order – The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) (Variation No.1) Order 2014 and remit it to the Head of Environmental and Commercial Services and Head of Legal and Property Services to arrange for its implementation.

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



## **4.0 BACKGROUND**

- 4.1 The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) Order 2013 is the original Order promoted as part of the Inverclyde Decriminalised Parking Enforcement Scheme and will come into force on 6 October 2014.
- 4.2 On the basis that the proposed variations contained within the proposed Traffic Regulation Order are only required so as to address minor errors or omissions in the original Order it was considered appropriate by the Head of Environmental and Commercial Services in the circumstances to omit the initial discretionary consultation and to consult with the Chief Constable, Strathclyde Fire and Rescue, the Ambulance Service, Strathclyde Partnership for Transport, Road Haulage Association Ltd, Freight Transport Association Ltd, Environmental Services (Roads) and local elected Members during the statutory public consultation.
- 4.3 No objections have been received to the proposed Order.
- 4.4 The Committee is asked to note that, if approved, the Order may not be implemented until the making of the Order has been advertised to allow any persons who so wish a period of six weeks to question the validity of the Order in terms of the Road Traffic Regulation Act 1984.

## **5.0 IMPLICATIONS**

### **Finance**

- 5.1 There are no financial implications arising from this report.

### **Legal**

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

### **Human Resources**

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

### **Equalities**

- 5.4 There are no equalities implications arising from this report.

### **Repopulation**

- 5.5 There are no repopulation implications arising from this report.

## **6.0 CONSULTATIONS**

- 6.1 The proposals have been advertised in the Greenock Telegraph and full details of the proposals have been made available for public inspection during normal office hours at the offices of the Head of Environmental and Commercial Services, the Inverclyde Council Customer Service Centre and at Central Library. A copy of the draft Order is appended hereto for Members' information.

Appendix 1

## **7.0 LIST OF BACKGROUND PAPERS**

- 7.1 None

**THE INVERCLYDE COUNCIL**

**(VARIOUS ROADS) (OUTER  
GREENOCK)(WAITING RESTRICTIONS)  
(VARIATION NO. 1) ORDER 2014**

**TRAFFIC REGULATION ORDER**

**THE INVERCLYDE COUNCIL  
(VARIOUS ROADS) (OUTER GREENOCK)  
(WAITING RESTRICTIONS) (VARIATION NO. 1) ORDER 2014**

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

**1.0 Commencement and citation**

1.1 This Order shall come into operation on the \*\* day of \*\*, Two thousand and \*\* and may be cited as "The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) (Variation No. 1) Order 2014".

**2.0 Interpretation**

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

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

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

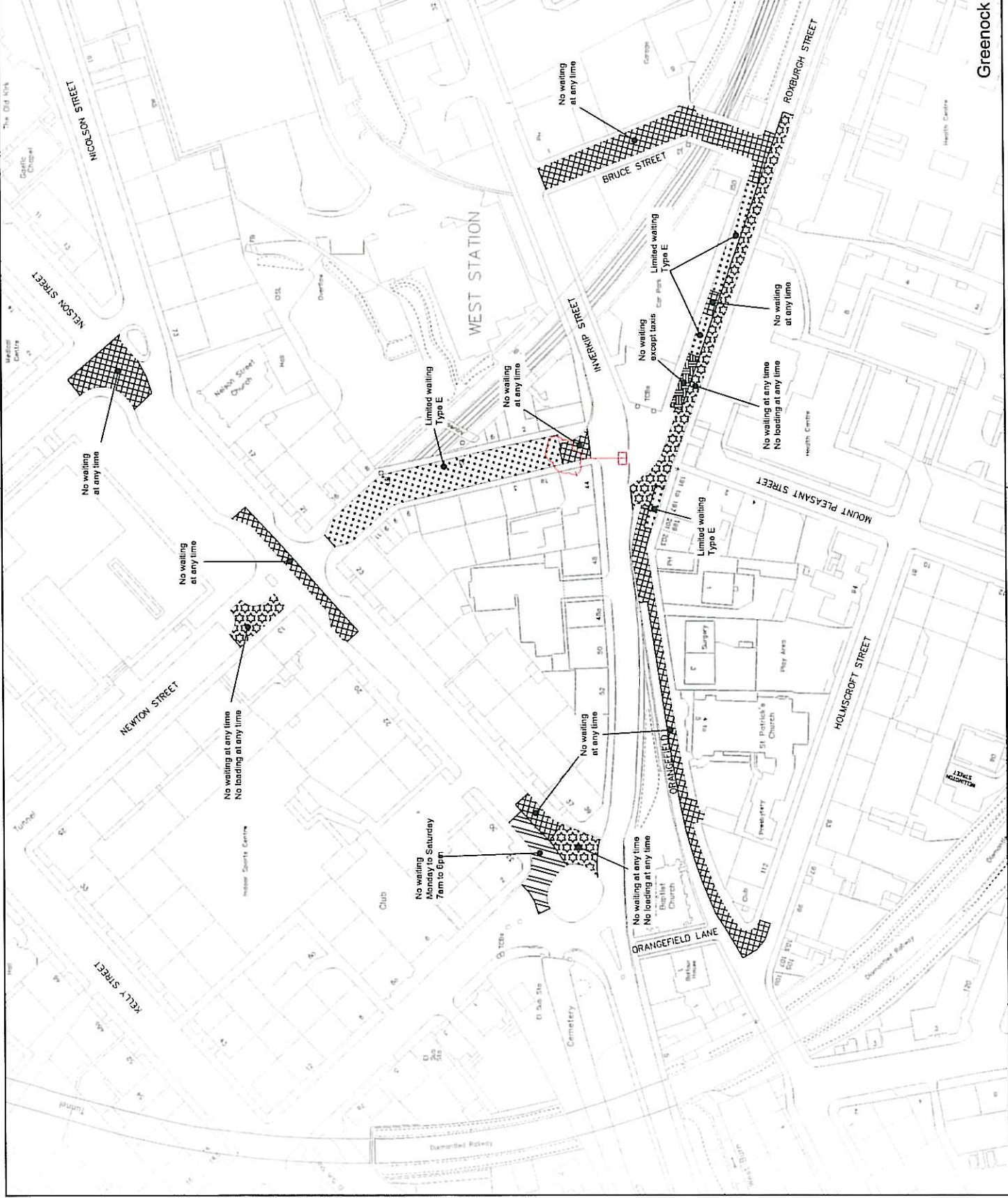
2.4 The On-Street Plans forming Schedule 1 to this Order and titled "The Inverclyde Council (Various Roads) (Outer Greenock)(Waiting Restrictions) (Variation No. 1) Order 2014 On-Street Plans" are hereby incorporated into The Inverclyde Council (Various Roads) (Outer Greenock)(Waiting Restrictions) Order 2013 and recorded in "The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) Order 2013 Plan Index".

2.5 The Plan Index forms Schedule 2.

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

**SCHEDULE 1**

**The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) (Variation No. 1) Order 2014 On-Street Plans**



**Key**

- No waiting at any time
- No waiting at any time
- No loading at any time
- No loading at any time
- No waiting at times shown
- No waiting at any time
- No loading at times shown
- No waiting except taxis
- Limited waiting (subject to restrictions shown)
- Disabled person's parking place (subject to restrictions shown)
- Police parking place (subject to restrictions shown)
- Ambulance parking place (subject to restrictions shown)
- Loading bay

**Limited Waiting**

Type A: Mon-Fri, 8am-6pm, 30mins. No return within 30mins  
 Type B: Mon-Fri, 8am-6pm, Saturday 8am-1pm, 30mins. No return within 1 hour  
 Type C: Mon-Fri, 8am-6pm, 30mins. No return within 1 hour  
 Type D: Mon-Sat 8am-6pm, 2 hours. No return within 1 hour  
 Type E: Mon-Sat 8am to 6pm, 30 mins. No return within 30 mins  
 Type F: Mon-Sat 8am to 6pm, 1 hour. No return within 30 mins  
 Type G: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins

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Start	End	By	Date	Date of Auth

**INVERCLYDE COUNCIL**  
 71 East Hamilton Street  
 Greenock  
 PA15 2JA  
 Tel: 01475 717171  
 Email: [inverclyde@inverclyde.gov.uk](mailto:inverclyde@inverclyde.gov.uk)  
[www.inverclyde.gov.uk](http://www.inverclyde.gov.uk)

**Inverclyde council**

THE INVERCLYDE COUNCIL (VARIOUS ROADS)  
 (OUTER GREENOCK)  
 (WAITING RESTRICTIONS) ORDER 201\*

EFFECTIVE DATE: (SHEET 10 OF 22)

Issue: 1  
 Drawing Number: TR/TROIC131-010

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**Key**

- No waiting at any time
- No waiting at any time
- No waiting at any time
- No waiting at any time
- No waiting at any time
- Limited waiting
- Limited parking
- Police parking place
- Ambulance parking place
- Loading bay

**Limited Waiting**

Type A: Mon-Fri 8am-6pm, 30mins. No return within 30mins.

Type B: Mon-Fri 8am-6pm, Saturday 8am-1pm, 30mins. No return within 1 hour.

Type C: Mon-Sat 8am-6pm, 30mins. No return within 1 hour.

Type D: Mon-Sat 8am-6pm, 2 hours. No return within 1 hour.

Type E: Mon-Sat 8am to 6pm, 30 mins. No return within 30 mins.

**Limited Parking**

Police parking place (subject to road signs shown)

Ambulance parking place (subject to road signs shown)

Loading bay

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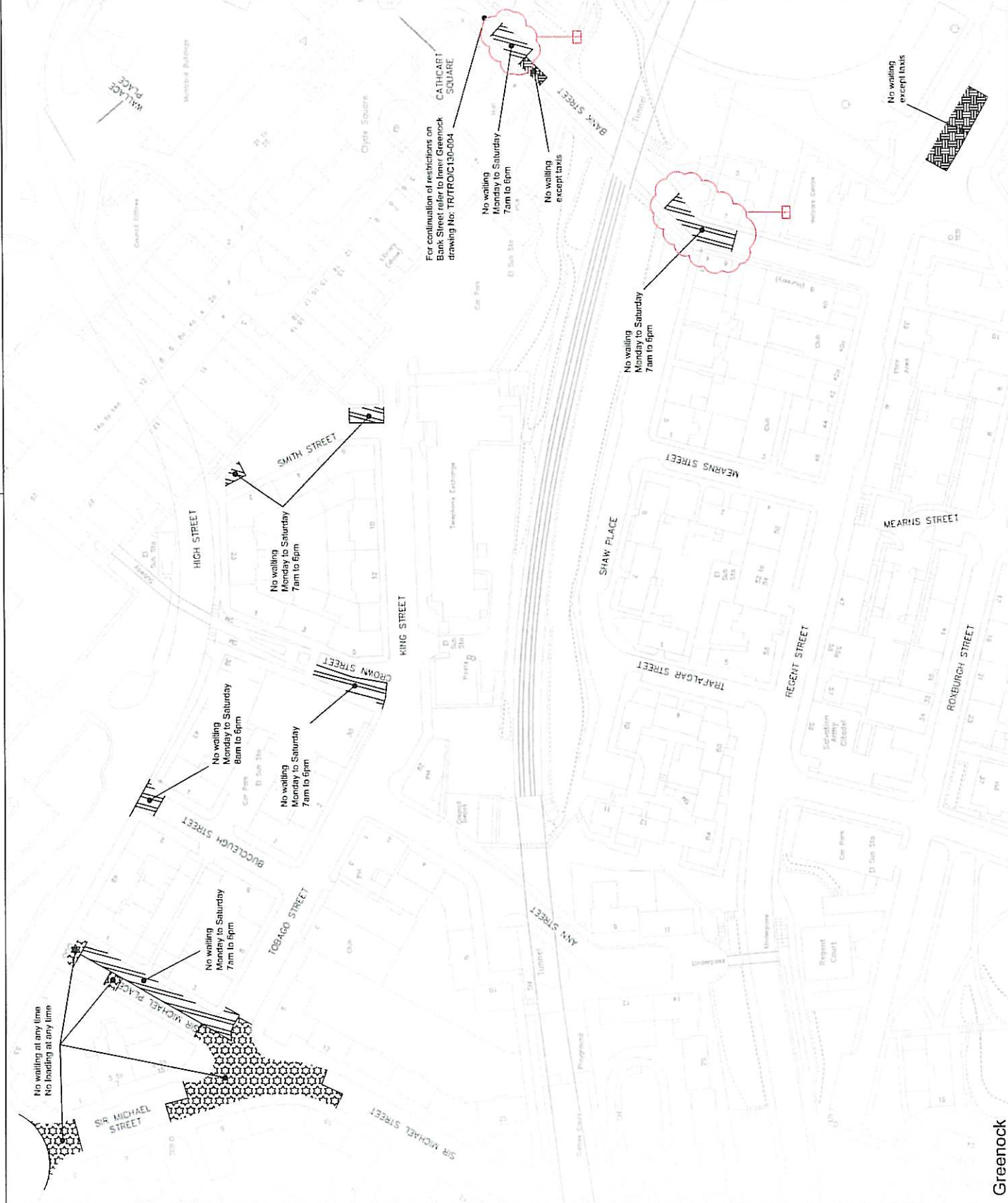
Date	Proposed at time	Date	Author

**THE INVERCLYDE COUNCIL (VARIOUS ROADS) (OUTER GREENOCK) (WAITING RESTRICTIONS) ORDER 2011**

**EFFECTIVE DATE:**  
 (SHEET 12 OF 22)

Sheet Size	Drawing Date	Drawing Title	Scale	Author
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Sheet				
Drawing Number				
Scale				

TR/TRO/C131-012



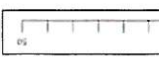
1

TR/TRO/C131-012

P

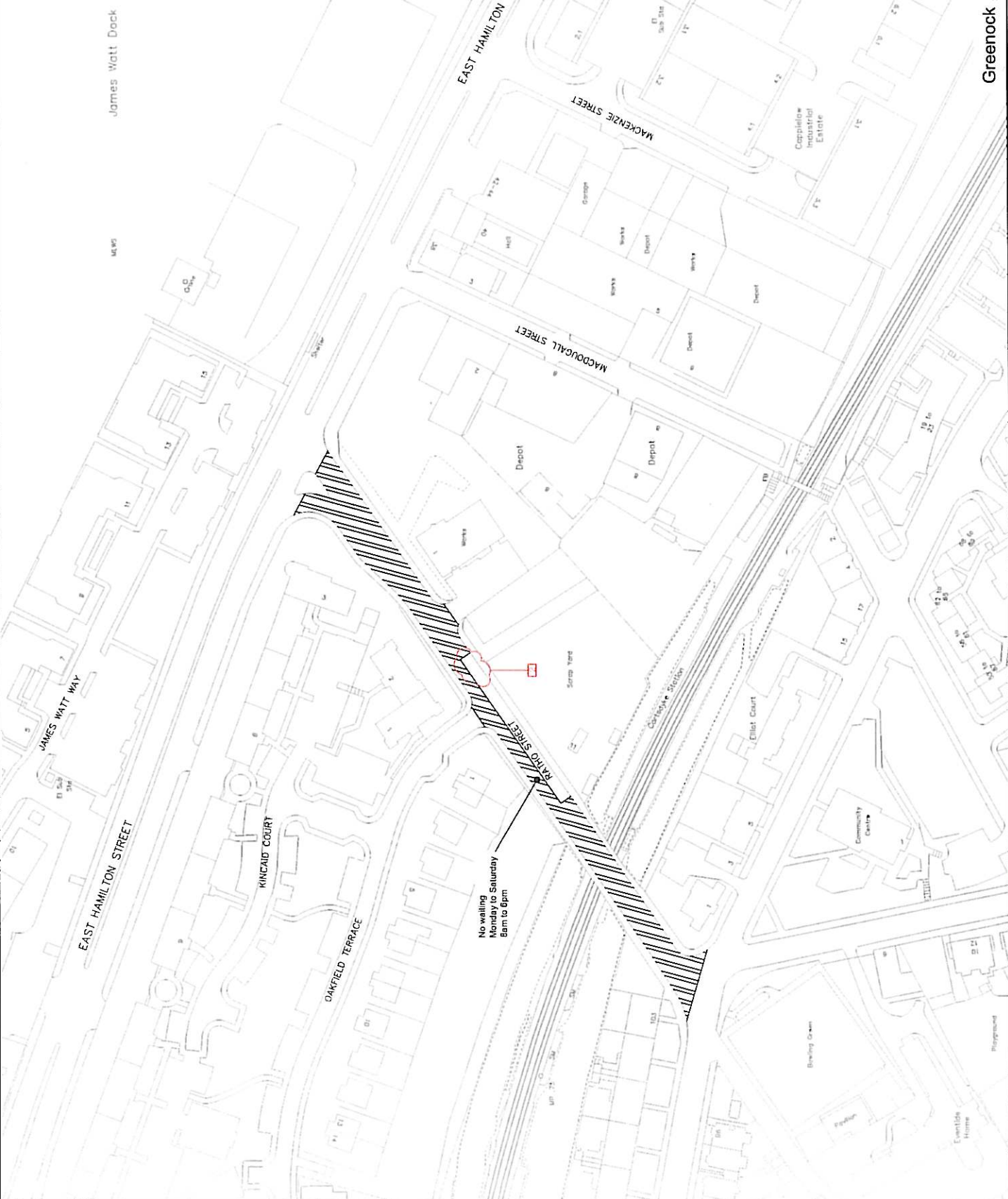
DO NOT SCALE

A3



Date: 04/02/2019 - 12:31 PM  
 Project: TR/TRO/C131-012  
 Drawing: TR/TRO/C131-012

DO NOT SCALE



**Key**

- No waiting at any time
- No waiting at any time
- No loading at any time
- No waiting at times shown
- No loading at times shown
- No waiting at any time
- No loading at times shown
- No waiting except taxis
- Limited waiting (see below for types of limited waiting referred to in lines of area)
- Disabled persons' parking place (subject to restrictions shown)
- Police parking place (subject to restrictions shown)
- Ambulance parking place (subject to restrictions shown)
- Loading bay

**Limited Waiting**

Type A: Mon-Fri, 8am-6pm. 30mins. No return within 30mins

Type B: Mon-Fri, 8am-6pm. Saturday 8am-1pm. 30mins. No return within 1 hour

Type C: Mon-Sat, 8am-6pm. 30mins. No return within 1 hour

Type D: Mon-Sat, 8am-6pm. 2 hours. No return within 1 hour

Type E: Mon-Sat, 8am to 6pm. 30 mins. No return within 30 mins

Type F: Mon-Sat, 8am to 6pm. 1 hour. No return within 30 mins

Type G: Mon-Sat, 8am to 6pm. 2 hours. No return within 30 mins

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Ref	Description	By	Date	Drawn	Check	Auth
1	EXTENT OF ST. AMENDED ON RANGIO ST	MAN	JAN '14	MAN	MAN	MAN
2	EXTENT OF ST. AMENDED ON MACDUGALL ST	MAN	JAN '14	MAN	MAN	MAN

**INVERCLYDE COUNCIL**  
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 Tel: 01475 717171  
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THE INVERCLYDE COUNCIL (VARIOUS ROADS)  
 (OUTER GREENOCK)  
 (WAITING RESTRICTIONS) ORDER 2014

EFFECTIVE DATE:  
 (SHEET 20 OF 22)

Drawn	Checked	Author
Scale	Date	Date
1:1250	11 FEB 13	11 FEB 13
Sheet	Drawn Number	Rev
A3	TR/TR/C131-020	2

**SCHEDULE 2**

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

Plan Reference	Effective date	Plan Revision Dates												
		1	2	3	4	5	6	7	8	9	10	11		
TR/TRO/131-001	06/10/2014													
TR/TRO/131-002	06/10/2014													
TR/TRO/131-003	06/10/2014													
TR/TRO/131-004	06/10/2014													
TR/TRO/131-005	06/10/2014													
TR/TRO/131-006	06/10/2014													
TR/TRO/131-007	06/10/2014													
TR/TRO/131-008	06/10/2014													
TR/TRO/131-009	06/10/2014													
TR/TRO/131-010	06/10/2014	xxxxxxx												
TR/TRO/131-011	06/10/2014													
TR/TRO/131-012	06/10/2014	xxxxxxx												
TR/TRO/131-013	06/10/2014													
TR/TRO/131-014	06/10/2014													
TR/TRO/131-015	06/10/2014													
TR/TRO/131-016	06/10/2014													
TR/TRO/131-017	06/10/2014													
TR/TRO/131-018	06/10/2014													
TR/TRO/131-019	06/10/2014													
TR/TRO/131-020	06/10/2014	xxxxxxx												
TR/TRO/131-021	06/10/2014													
TR/TRO/131-022	06/10/2014													



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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>4 September 2014</b>
<b>Report By:</b>	<b>Corporate Director Environment, Regeneration &amp; Resources and Acting Corporate Director Environment, Regeneration &amp; Resources</b>	<b>Report No:</b>	<b>LP/024/14</b>
<b>Contact Officer:</b>	<b>Aubrey Fawcett/Alan Puckrin</b>	<b>Contact No:</b>	<b>01475 755080/ 01475 712764</b>
<b>Subject:</b>	<b>Review of Outstanding Remits</b>		

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## **1.0 PURPOSE**

- 1.1 The purpose of this report is to review the Committee's outstanding remits which were approved prior to 31<sup>st</sup> March 2014, update the Committee of the position and, where appropriate, recommend action to be taken.

## **2.0 SUMMARY**

- 2.1 There are a number of outstanding matters which have been remitted to Officers for action prior to 31<sup>st</sup> March 2014 and which require to be reported back to the Committee.
- 2.2 The current position in respect of the Committee's outstanding remits is set out in section 5 below.

## **3.0 RECOMMENDATION**

- 3.1 That the Committee note the position with regard to the Committee's outstanding remits as set out in section 5 of this report.

**Aubrey Fawcett**  
**Corporate Director Environment, Regeneration & Resources**

**Alan Puckrin**  
**Acting Corporate Director Environment, Regeneration & Resources**

## **4.0 BACKGROUND**

- 4.1 There are a number of matters which have been remitted to Officers for action prior to 31<sup>st</sup> March 2014 and which require to be reported back to the Committee.
- 4.2 The current position in respect of these outstanding remits is set out in section 5 below.

## **5.0 CURRENT POSITION**

### **5.1 Strategic Regeneration Projects**

- 5.1.1 The Committee at the meeting held on 17 January 2008 considered a report by the Corporate Director Regeneration & Resources providing an update on the issues relating to a number of strategic regeneration projects and agreed *inter alia* that, with regard to the transfer of assets to Riverside Inverclyde, the Corporate Director Regeneration & Resources be authorised to conclude legal agreements to transfer land to Riverside Inverclyde in accordance with the detail outlined in paragraph 5.3 of the report and that following completion of transfer the Committee be advised in due course of any implications regarding clawback by Scottish Enterprise Renfrewshire (Min Ref - paragraph 77(3)).
- 5.1.2 The report on Riverside Inverclyde's Operating Plan 2011-12 submitted to the meeting of the Committee on 12 May 2011 included reference to the clawback clause with Scottish Enterprise relative to the East India/Victoria Harbours development. Clarification from Scottish Enterprise is awaited on any implications regarding clawback relative to the other sites transferred to Riverside Inverclyde and a report will be submitted to the Committee in due course.

### **5.2 Land at Mansion Avenue, Port Glasgow**

- 5.2.1 Following consideration of a report seeking consent to declare a site at Mansion Avenue, Port Glasgow surplus to requirements the Committee, at its meeting on 8 May 2008, agreed that it be remitted to the Corporate Director Regeneration & Resources in consultation with the appropriate officers to consider the wider development within Woodhall with all relevant stakeholders and report back to the next meeting of the Committee (Min Ref - paragraph 389(3)).
- 5.2.2 River Clyde Homes are progressing phase 2 and 3 of the redevelopment of Woodhall which forms part of Inverclyde Council's Strategic Local Plan. Discussions are underway with RCH to transfer an area of ground on Parkhill Ave to Inverclyde Council the intention being to develop a multi use games area (MUGA) on the site. This item is currently in the September property assets management report.

### **5.3 Inverkip Library** The library is presently located within Wemyss Bay Primary School whilst plans for the new community facility are developed. Although nearing completion, the master plan which includes outdoor facilities as well as the community building is not yet finalised.

- 5.3.1 A report seeking approval for the inclusion of the Inverkip Library within the proposed Inverkip Community Centre and an expansion of the current service was submitted to the Regeneration Committee on 1 September 2011 and it was agreed *inter alia* that the Corporate Director Regeneration & Environment enter into discussions with the Community Group to agree a suitable scheme and lease agreement following which a report be submitted to the Committee (Min Ref - para 555(1)).
- 5.3.2 Proposals to include the library within the community facility have been developed and will be progressed as part of the overall scheme in due course.

### **5.4 Asset Management Plan – Depot Rationalisation**

- 5.4.1 Following consideration of a report relative to the above the Committee on 7 June 2012 agreed *inter alia* that a report on options for the future of the Devol Depot, including the option of

retention for community use, be submitted to the Committee (Min Ref – para 330(3)).

- 5.4.2 Devol will be vacated of all council staff by 31<sup>st</sup> March 2015. The Building Services Unit will go to Pottery Street and the Property Maintenance Officers will go to Strone Office. The community group presently use part of the property on a very limited basis and proposals for their future accommodation are being considered.

### **5.5 Proposals for School Sites – St Gabriel’s Primary School**

- 5.5.1 At the meeting on 30 August 2012, the Committee considered a report on proposals for the disposal of various school estate sites in the Council’s ownership and the interim management of the vacant sites until a disposal is effected. With regard to the site at St Gabriel’s Primary School, it was remitted to the Head of Property Assets & Facilities Management to consult fully with the local community and to report to the Committee thereafter (Min Ref - para 478(4)).
- 5.5.2 Discussions with the local Community Council are ongoing. The overall land in Council ownership at this location is larger than first anticipated and the proposed future use of the whole area will be the subject of a more in depth report in due course.

### **5.6 Port Glasgow Strategic Regeneration Project Update**

- 5.6.1 A report updating the Committee on the progress of the further consultation and the implementation of proposals for the regeneration of Port Glasgow town centre was considered by the Committee at the meeting on 25 October 2012 and it was noted, *inter alia*, that a Regeneration Plan for the long term development would be brought forward for Members’ consideration in early 2013 (Min Ref - para 613(2)).
- 5.6.2 Following the successful award of Scottish Government funding Riverside Inverclyde has undertaken a ‘charette’ masterplanning process and a draft town centre regeneration strategy has been prepared. It is intended this will be presented to the Port Glasgow Members Working Group in August and submitted to Committee thereafter.

### **5.7 Property Assets Management Report – Former Kempock House**

- 5.7.1 Arising from consideration of a report on the above, the Committee at the meeting on 17 January 2013 agreed that the site of the former Kempock House be declared surplus to requirements and that it be remitted to the Corporate Director Environment, Regeneration & Resources to place the subjects on the open market, to set a closing date for offers when it has been established that a suitable level of interest has been expressed by potential buyers, and that the offer which is considered to provide the most economical advantage to the Council be submitted to the Committee for approval (Min Ref – para 52(5)).
- 5.7.2 No suitable offers were received and the site is now being remarketed.

### **5.8 Flood Management Study – Findings and Funding Priorities**

- 5.8.1 At its meeting on 31 October 2013, the Committee considered a report on the findings of the Inverclyde Flood Management Study and the Inverclyde Flood Plan Study and *inter alia* noted that the Head of Environmental & Commercial Services would bring forward a further report identifying future years annual routine maintenance spend requirements for drainage and culvert maintenance (Min Ref – para 671(3)).
- 5.8.2 Update report to go to Committee on 15 January 2015 addressing the outstanding remit.

### **5.9 Asset Management Plan – Scoping of Future Investment**

- 5.9.1 Following consideration of a report on proposals to identify future investment requirements for the Council’s property stock and seeking approval to appoint consultants to undertake condition surveys, the Committee at the meeting on 31 October 2013 noted the proposals for the development of a revised Asset Management Plan, and that this would be reported to the

September 2014 meeting of the Committee with a new investment programme and revised funding model for consideration (Min Ref – para 677(1)).

5.9.2 Condition surveys have been received and are being analysed. A report containing Officers' recommendations will be submitted as part of the 2015/18 budget process.

## 5.10 Property Assets Management

5.10.1 Arising from consideration of a report to the 31 October 2013 meeting of the Committee on activities and proposals for the management of the Council's property assets, it was agreed that a further report or reports on any offers received for the former Garvel Deaf Centre, York Road, Greenock, the site of Lilybank School, Birkmyre Avenue, Port Glasgow and/or the site at Broadstone Avenue, Port Glasgow be submitted to the Committee for approval in due course (Min Ref – para 680(3)).

5.10.2 Lilybank School will be demolished within the next 2-3 weeks following which the site together with the adjacent Broadstone Avenue site will be placed on the market. It is considered more advantageous to bring the surplus sites to the market on a phased basis, particularly in the current financial climate. The former Garvel School for the deaf will be brought to the market shortly thereafter. Reports on any offers received following closing dates will be submitted to the Committee in due course.

5.10.3 Additionally, as part of the decision in relation to the Property Assets Management report submitted to the Committee on 16 January 2014, it was agreed that, subject to the decision of the Education & Communities Committee on 21 January 2014, Highlanders Academy be declared surplus to requirements and placed on the open market for disposal with a closing date for offers being set when the level of interest deems it appropriate and with offers being submitted to the Environment & Regeneration Committee for a decision (Min Ref – para 49(2)).

5.10.4 Highlanders Academy will be brought to the market when considered suitable and a report on any offers received will be submitted to Committee thereafter.

## 6.0 IMPLICATIONS

### Finance

6.1 There are no direct financial implications arising from this report, any financial implications will be included in future reports to the Committee.

### Financial Implications:

#### One off Costs

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

#### Annually Recurring Costs/ (Savings)

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

## **Legal**

6.2 There are no direct legal implications arising from this report.

## **Human Resources**

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

## **Equalities**

6.4 There are no direct equalities implications arising as a result of this report.

## **Repopulation**

6.5 There are no direct repopulation implications arising from this report.

## **7.0 CONSULTATION**

7.1 The Corporate Director Environment, Regeneration & Resources, the Acting Corporate Director Environment, Regeneration & Resources and relevant Heads of Service have been consulted in the preparation of this report.

## **8.0 LIST OF BACKGROUND PAPERS**

8.1 None.