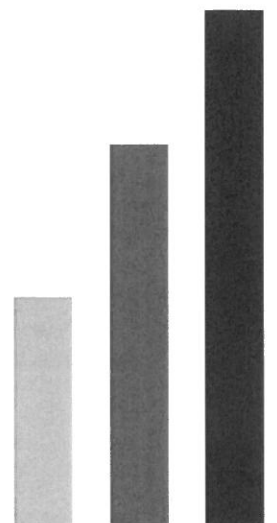


## Agenda 2015

# Environment & Regeneration Committee

For meeting on:

15	January	2015
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**A meeting of the Environment & Regeneration Committee will be held on Thursday 15 January 2015 at 3pm within the Municipal Buildings, Greenock.**

GERARD MALONE  
Head of Legal and Property Services

**BUSINESS**

1.	<b>Apologies, Substitutions and Declarations of Interest</b>	
<b>PERFORMANCE MANAGEMENT</b>		
2.	<b>Environment &amp; Regeneration Revenue Budget 2014/15 – Period 7 to 31 October 2014</b> Report by Chief Financial Officer and Corporate Director Environment, Regeneration & Resources	
3.	<b>Environment &amp; Regeneration Capital Programme 2014/15 to 2015/16 - Progress</b> Report by Chief Financial Officer and Corporate Director Environment, Regeneration & Resources	
<b>NEW BUSINESS</b>		
4.	<b>Riverside Inverclyde Project Update</b> Report by Corporate Director Environment, Regeneration & Resources	
5.	<b>Glasgow and the Clyde Valley Strategic Development Plan 2 ‘Clydeplan’ - Main Issues Report for Consultation</b> Report by Corporate Director Environment, Regeneration & Resources	
6.	<b>Flooding Capital Spend Update</b> Report by Corporate Director Environment, Regeneration & Resources	
7.	<b>Environmental &amp; Commercial Services (Roads) - Update on Proposed Street Lighting Investment Strategy</b> Report by Corporate Director Environment, Regeneration & Resources	

8.	<b>Proposed Statutory Quality Partnership Scheme – Update 3</b> Report by Corporate Director Environment, Regeneration & Resources	
9.	<b>Environmental &amp; Commercial Services (Roads) – Proposed RAMP/Capital Programme for Carriageway Protective Surface Treatments (2015/16)</b> Report by Corporate Director Environment, Regeneration & Resources	
10.	<b>National Roads Development Guide</b> Report by Corporate Director Environment, Regeneration & Resources	
11.	<b>Proposed Traffic Regulation Order – Disabled Persons’ Parking Places (On-Street) Order No. 3 2014</b> Report by Corporate Director Environment, Regeneration & Resources	
12.	<b>Proposed Traffic Regulation Order – The Inverclyde Council, Langhouse Road, Inverkip (26 Tonne Weight Restriction) Order 2014</b> Report by Corporate Director Environment, Regeneration & Resources	
<b>The documentation relative to the following items has been treated as exempt information in terms of the Local Government (Scotland) Act 1973 as amended, the nature of the exempt information being that set out in paragraphs 2, 6 and 9 of Part I of Schedule 7(A) of the Act.</b>		
13.	<b>Lease of Premises – Cathcart Street, Greenock</b> Report by Corporate Director Environment, Regeneration & Resources on the lease of premises at Cathcart Street, Greenock	
14.	<b>Proposal for Single Party Negotiations with Registered Social Landlords</b> Report by Corporate Director Environment, Regeneration & Resources seeking authority to enter into single party negotiations with Registered Social Landlords	
15.	<b>Property Assets Management Report</b> Report by 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>15 January 2015</b>
<b>Report By:</b>	<b>Chief Financial Officer and Corporate Director Environment, Regeneration and Resources</b>	<b>Report No:</b>	<b>FIN/77/14/MMcC/AP</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 7 to 31 October 2014</b>		

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## 1.0 PURPOSE

- 1.1 To advise Committee of the 2014/15 Revenue Budget position at period 7 to 31 October 2014.

## 2.0 SUMMARY

- 2.1 The revised 2014/15 budget for Environment and Regeneration is £21,560,860 which excludes Earmarked Reserves.
- 2.2 The latest projection, excluding Earmarked Reserves, is an underspend of £141,000, a reduction in spend of £29,000 since Period 5 Committee.
- 2.3 The major variances projected at Period 7 are:
- i. Employee Cost underspends across the Committee of £363,000; £223,000 of which are due to the early achievement of future year's savings.
  - ii. An underrecovery in Special Catering income of £50,000 in line with previous year's outturn, as previously reported.
  - iii. A one off cost of £90,000 to create an Earmarked Reserve to cover the costs of the City Deal project management office for a 3 year period, as approved at the October meeting.

## 3.0 RECOMMENDATIONS

- 3.1 The Committee note the current projected underspend for 2014/15 of £141,000 as at 31 October 2014.
- 3.2 The Committee is asked to approve virement as detailed in Section 7 and Appendix 4.

Alan Puckrin  
Chief Financial Officer

Aubrey Fawcett  
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 and to highlight the main issues contributing to the projected underspend.
- 4.2 The revised 2014/15 budget reflects an increase from the approved budget of £87,140, as previously reported.

## **5.0 2014/15 CURRENT POSITION**

- 5.1 The current projection for 2014/15 is an underspend of £141,000.

### **5.2 Regeneration & Planning - £70,000 Overspend**

The current projected out-turn for Regeneration & Planning is an overspend of £70,000, a reduction in spend of £10,000 from Period 5.

The main issues relating to the current projected overspend for Regeneration & Planning are detailed in Appendix 2 and is largely due to the one off allocation of £90,000 to fund 3 year Project Management Office costs relating to the City Deal, as previously reported. The movement from last period is explained below:

#### **(a) Employee Costs**

There is a projected underspend of £44,000, £3,000 less spend than Period 5. This underspend is mainly due to the early achievement of a 2015/16 saving.

#### **(b) Property Costs**

Property Costs are projected to be underspent by £11,000, not previously reported. This is mainly due to an underspend in security within Industrial & Commercial Properties (£13,000). This budget line will be reduced in 2015/16 in line with an existing saving.

### **5.3 Property Services - £34,000 Overspend**

The current projected out-turn for Property Services is an overspend of £34,000, an increase in spend of £3,000 since last Committee. The main variance is a projected underrecovery of Physical Assets income of £30,000, as previously reported.

The main issues contributing to the current projected overspend for Property Services are detailed in Appendix 2. There are no material movements since Period 5.

### **5.4 Environmental & Commercial Services - £225,000 Underspend**

The current projected out-turn for Environmental & Commercial Services is an underspend of £225,000; a reduction in projected spend of £2,000 since last Committee.

The main issues contributing to the current projected underspend for Environmental & Commercial Services are detailed in Appendix 2 and these and the movement from last period are explained below:

(a) Employee Costs

There is a projected underspend of £327,000 within employee costs, a reduction in projected spend of £75,000 from last Committee. Of this underspend £184,000 is the early achievement of future year's savings. The major movements from Period 5 are as follows:

- i. Further turnover savings within Environmental management of £22,000. Total projected turnover savings within Environmental management being £90,000; £29,000 of which relates to the early achievement of a 2015/16 saving.
- ii. Further turnover savings within Building Services of £16,000. Total projected turnover savings being £93,000; £57,000 of which relates to the early achievement of a future saving.
- iii. A reduction in Refuse Collection costs of £22,000 due to vacancies. This is offset by an increase in agency costs, see 5.4(e) below.
- iv. There is a projected underspend in Janitors of £41,000, offset by an underrecovery of recharge income, per 5.4(g)(vi) below; £8,000 less spend than previously reported.
- v. As previously reported there are underspends in Ground Maintenance and Street Cleaning of £27,000 and £58,000 respectively which will be removed as part of the 2015/16 savings exercise.

(b) Property Costs

Property Costs are projected to outturn £8,000 under budget, £6,000 less than Period 5. Since Period 5, the material movements have been as follows:

- i. Reduction in Ground Maintenance skip disposal costs of £13,000, not previously reported. This is offset by a corresponding reduction in Refuse Transfer income.
- ii. An increase in residual waste disposal costs of £13,000 due to a small increase in projected tonnages.

(c) Supplies & Services

There is a projected overspend of £1,296,000 within Supplies & Services, an increase in projected spend of £22,000 since last Committee, mainly due to the following:

- i. A further reduction in Catering provisions spend of £22,000; total underspend being £37,000; based on current expenditure.
- ii. An increase in Building Services direct purchases of £50,000; offset by a reduction in subcontractors costs of £50,000; based on the current workload.
- iii. A £30,000 increase in Roads Client Payment to Contractors due to costs incurred at Auchneagh Road and Grieve Road for essential inspections to protect public safety. These are associated with a third party boundary wall which is in a very poor condition. Works carried out at Grieve Road at the end of November 2014 will greatly reduce the scale of costs incurred from December 2014 onwards. Although the intention is to recover the monies associated with the inspections from the landowners, it is thought prudent to project the overspend at this time.
- iv. A further increase in Roads Operational Account subcontractors and materials of £14,000. The projected overspend is £1,273,000 and is offset by additional income, due mainly to increased capital works.

(d) Transportation & Plant

There is a projected overspend of £325,000, an increase in spend of £32,000 since last Committee, mainly due to:

- i. A combined increase in Roads Operational Account non routine maintenance and hires of £15,000, offset by additional income. There remains an overspend in external hires of £301,000; mainly due to additional capital works, also offset by additional income.

- ii. Small increases in non-routine maintenance and fuel recharges, both of £6,000 across the remaining client services. There is a corresponding increase in Vehicle Maintenance purchase of fuel of £5,000 which is offset by increased income.

(e) Administration Costs

There is a projected overspend of £48,000, an increase in spend of £28,000 since Period 5. This increase is mainly due to an increase in Refuse Collection agency costs of £24,000 due to increased sickness cover and cover for vacancies, see 5.4(a)(iii) above. As previously reported, there is an £11,000 overspend in Building Services agency costs, offset by reduced employee costs.

(f) Payments to Other Bodies

There is a projected overspend of £13,000, an increase in spend of £14,000 since last Committee. This movement is mainly due to a £16,000 increase in composting costs within Waste Strategy due to increased tonnages.

(g) Income

There is a projected overrecovery in income of £1,571,000, an increase in income of £17,000 since Period 5, the material movements being as follows:

- i. A reduction in the Roads Operational Account income of £8,000. There remains a projected overrecovery of £1,663,000 due to additional income; mainly from capital. This additional income is partially offset by additional costs with the net projected outturn for the Operational Account being an overrecovery of £14,000.
- ii. A net increase in Roads Client sales, fees and charges income of £20,000 due to an increase in fees relating to warrant repairs for Scottish Water of £60,000, offset by reductions in fees from construction consents of £25,000 and sale of permits/other income of £15,000.
- iii. An increase in projected bus shelter advertising income of £42,000. A potential shortfall in bus shelter advertising income of £30,000 was reported at the last Committee due to a dispute over the contract termination date. Latest indications are that the contract will run until at least the end of the financial year (where it was previously projected to end in November). This has resulted in the movement in projected income.
- iv. A projected underrecovery of Refuse Transfer Station tipping charges income of £13,000; in line with reduced Ground Maintenance spend, per 5.4(b)(i).
- v. A projected underrecovery in Ground Maintenance sundry income and special events income of £13,000.
- vi. As previously reported there are projected underrecoveries in special catering and janitors' income of £50,000 and £41,000, respectively. The janitors' underrecovery is offset by reduced employee costs.

## 5.5 Corporate Director - £20,000 Underspend

The Corporate Director budget is projecting £20,000 under budget as a result of recharges to Riverside Inverclyde. This recharge is for services provided to RI and equates to 35% of the Director's costs from November until 31<sup>st</sup> March, as agreed at the Policy & Resources Committee, November 18<sup>th</sup> 2014.

## 6.0 EARMARKED RESERVES

- 6.1 There is a planned contribution of £1,400,000 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 55% of the phased budget (£951,000 less spend than anticipated). Note that whilst expenditure is behind phased budget, officers will endeavour to minimise slippage by the year end.

## 7.0 VIREMENTS

- 7.1 Committee is asked to approve virement as detailed in Appendix 4. This virement is requested in relation to Greenock town centre parking to cover the cost of consultants to assist with a residents' parking permit scheme option appraisal. This virement is from the unspent staffing element of the RAMP, is one-off in nature and increases the Greenock Town Centre Parking Strategy Earmarked Reserve. As such it has no impact on the budgets contained within this report other than to increase Earmarked Reserves as reported in Appendix 3. It is estimated that up to £25,000 will be required for this; any increase/decrease in this estimate will be similarly funded via the RAMP and reflected in future reports.

## 8.0 IMPLICATIONS

### Finance

- 8.1 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

- 8.2 There are no specific legal implications arising from this report.

### Human Resources

- 8.3 There are no specific human resources implications arising from this report

### Equalities

- 8.4 There are no equality issues arising from this report.

## **Repopulation**

8.5 There are no repopulation issues within this report.

## **9.0 CONSULTATIONS**

9.1 The report has been jointly prepared by the Corporate Director Environment, Regeneration & Resources and the Chief Financial Officer.

## **10.0 CONCLUSIONS**

10.1 The Committee is currently reporting an underspend of £141,000.

## **11.0 LIST OF BACKGROUND PAPERS**

11.1 There are no background papers relating to this report.

ENVIRONMENT AND REGENERATION COMMITTEEREVENUE BUDGET MONITORING REPORTPERIOD 7: 1st April 2014- 31st October 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	17,988	17,625	(363)	(2.02)%
Property Costs	8,066	8,185	8,166	(19)	(0.23)%
Supplies & Services	5,395	5,492	6,788	1,296	23.60%
Transport Costs	2,221	2,177	2,501	324	14.90%
Administration Costs	506	522	621	99	18.88%
Payments to Other Bodies	7,206	7,260	7,374	114	1.57%
Income	(18,473)	(18,515)	(20,107)	(1,592)	(8.60)%
<b>TOTAL NET EXPENDITURE</b>	<b>23,022</b>	<b>23,109</b>	<b>22,968</b>	<b>(141)</b>	<b>(0.61)%</b>
Transfer to Earmarked Reserves *	0	(1,400)	(1,400)	0	0.00%
<b>TOTAL NET EXPENDITURE EXCLUDING EARMARKED RESERVES</b>	<b>23,022</b>	<b>21,709</b>	<b>21,568</b>	<b>(141)</b>	<b>(0.65)%</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	4,841	4,911	70	1.44%
Property Services	3,777	3,265	3,299	34	1.03%
Environmental & Commercial Services	14,247	14,845	14,620	(225)	(1.51)%
Corporate Director	158	158	138	(20)	(12.48)%
<b>TOTAL NET EXPENDITURE</b>	<b>23,022</b>	<b>23,109</b>	<b>22,968</b>	<b>(141)</b>	<b>(0.61)%</b>
Transfer to Earmarked Reserves *	0	(1,400)	(1,400)	0	0.00%
<b>TOTAL NET EXPENDITURE EXCLUDING EARMARKED RESERVES</b>	<b>23,022</b>	<b>21,709</b>	<b>21,568</b>	<b>(141)</b>	<b>(0.65)%</b>

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

**ENVIRONMENT AND REGENERATION COMMITTEE****REVENUE BUDGET MONITORING REPORT****MATERIAL VARIANCES****PERIOD 7: 1st April 2014- 31st October 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>31-Oct-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	51	33	52	(39) <b>(39)</b>	(42.86)%
0	Commercial & Industrial - Security	Property Costs	20	12	7	7	(13) <b>(13)</b>	(65.00)%
13	Local Plan Preparation	Administration	8	0	27	27	19 <b>19</b>	237.50%
0	Payments to Other Bodies - City Deal PMO	PTOB	0	0	2	90	90 <b>90</b>	
(98)	Getting Ready for Work Contract Income	Income	(108)	(76)	(66)	(96)	12 <b>12</b>	(11.11)%
0	<b>PROPERTY SERVICES</b> Technical Services Agency Staff	Administration	0	0	25	30	30 <b>30</b>	
(11)	Physical Assets Income	Income	(44)	(26)	(2)	(14)	30	(68.18)%
(1,106)	Technical Services Income	Income	(1,100)	(642)	(26)	(1,130)	(30) <b>0</b>	2.73%

**ENVIRONMENT AND REGENERATION COMMITTEE****REVENUE BUDGET MONITORING REPORT****MATERIAL VARIANCES****PERIOD 7: 1st April 2014- 31st October 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>31-Oct-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>
	<b>ENVIRONMENTAL &amp; COMMERCIAL SERVICES</b>							
1,530	Ground Maintenance	Employee Costs	1,542	905	911	1,515	(27)	(1.75)%
947	Street Sweeping	Employee Costs	1,043	586	548	985	(58)	(5.56)%
600	Vehicle Maintenance	Employee Costs	618	347	337	598	(20)	(3.24)%
2,561	Management	Employee Costs	2,850	1,608	1,529	2,760	(90)	(3.16)%
775	Roads Operational Account	Employee Costs	788	445	465	832	44	5.58%
1,021	Janitors	Employee Costs	1,063	597	569	1,022	(41)	(3.86)%
863	Building Services Unit	Employee Costs	929	522	461	836	(93)	(10.01)%
							<b>(285)</b>	
110	Ground Maintenance Hire of Skips	Property Costs	102	51	29	89	(13)	(12.75)%
2,306	Transfer Station Waste Disposal	Property Costs	2,504	1,349	1,329	2,493	(11)	(0.44)%
19	Public Conveniences Repairs & Maintenance	Property Costs	11	5	6	21	10	90.91%
58	Catering Cleaning Materials	Property Costs	45	19	24	55	10	22.22%
							<b>(4)</b>	
70	Roads Client Emergency/Miscellaneous	Supplies & Services	25	14	34	55	30	120.00%
244	Roads Operational Account Sub-contractors	Supplies & Services	119	47	182	253	134	112.61%
1,876	Roads Operational Account Materials	Supplies & Services	810	336	1,075	1,949	1,139	140.62%
204	Building Services Unit - Direct Purchases	Supplies & Services	164	96	105	250	86	52.44%
290	Building Services Unit - Subcontractors	Supplies & Services	220	128	38	150	(70)	(31.82)%
927	Catering - Provisions	Supplies & Services	930	466	442	893	(37)	(3.98)%
							<b>1,282</b>	
578	Vehicle Maintenance Fuel	Transport & Plant	566	362	321	539	(27)	(4.77)%
324	Client Services Non Routine Maintenance (excludes Roads)	Transport & Plant	216	109	144	233	17	7.87%
381	Roads Operational Account External Hires	Transport & Plant	94	38	213	395	301	320.21%
70	Roads Operational Account Non-Routine Maintenance	Transport & Plant	26	12	24	54	28	107.69%
							<b>319</b>	
24	Refuse Collection Agency staff	Administration	20	7	31	48	28	140.00%
11	Building Services Unit Agency staff	Administration	0	0	5	11	11	
							<b>39</b>	



**ENVIRONMENT AND REGENERATION COMMITTEE****REVENUE BUDGET MONITORING REPORT****MATERIAL VARIANCES****PERIOD 7: 1st April 2014- 31st October 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>31-Oct-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>
101	Waste Strategy Composting	PTOB	88	70	88	108	20	22.73%
							<b>20</b>	
(583)	Vehicle Maintenance Fuel Income	Income	(566)	(362)	(321)	(539)	27	(4.77)%
(451)	Vehicle Maintenance Non Routine Maintenance Income	Income	(278)	(132)	(188)	(305)	(27)	9.71%
(289)	Transfer Station Sales Fees & Charges	Income	(256)	(150)	(117)	(243)	13	(5.08)%
(56)	Roads Client Sales, Fees and Charges	Income	(123)	(72)	(18)	(143)	(20)	16.26%
(124)	Roads Client Advertising Income	Income	(115)	(57)	(63)	(127)	(12)	10.43%
(3,004)	Roads Operational Account Capital	Income	(1,666)	(676)	(1,787)	(3,186)	(1,520)	91.24%
(798)	Roads Operational Account Revenue/EMR	Income	(700)	(284)	(334)	(768)	(68)	9.71%
(133)	Roads Operational Account Non Client Involvement	Income	0	0	(57)	(75)	(75)	0.00%
(435)	Building Services - Work Won in Tender	Income	(488)	(285)	(72)	(505)	(17)	3.48%
(1,131)	Building Services - Internal Public Building Repairs	Income	(900)	(525)	(332)	(935)	(35)	3.89%
(77)	Building Services - Income from Internal Clients	Income	(145)	(85)	(8)	(110)	35	(24.14)%
(28)	Building Services - External Income/Other Income	Income	(25)	(15)	(6)	(8)	17	(68.00)%
(38)	Catering Special Catering Income	Income	(90)	(38)	(8)	(40)	50	(55.56)%
(1,143)	Janitors Recharge Income	Income	(1,180)	(635)	(598)	(1,139)	41	(3.47)%
							<b>(1,591)</b>	
0	<b>CORPORATE DIRECTOR</b> Corporate Director Recovery from Riverside Inverclyde	Income	0	0	0	(20)	(20)	
							<b>(20)</b>	
<b>Total Material Variances</b>							<b>(141)</b>	

EARMARKED RESERVES POSITION STATEMENT

Appendix 3

COMMITTEE: Regeneration & Environment

<u>Project</u>	<u>Total Funding 2014/15</u>	<u>Phased Budget To Period 7 2014/15</u>	<u>Actual To Period 7 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	702	408	333	612	90	Continuing to Support the Employability programme including MA's.
Business Support Initiative	219	126	35	202	17	The Contractor is on site at West Station shops with a completion date of November, it is anticipated that the Contractor will start billing the Council shortly.
Birkmyre Park, Port Glasgow	181	175	87	171	10	Ground works and play area elements of the project are complete, but due to the lateness of the season seeding will not be done until next spring, April 2015, £10k of costs will be slipped to next year.
Investment Fund for Council Owned Bowling Clubs	77	65	0	0	77	Work completed for Wellington, Hillend, Gourock Park and Parklea. Tenders returned for Rankin Park are well in excess of funds available, Circa £50,000 against budget availability of £25,000. The situation is similar to Lady Alice. Report in preparation for CMT outlining options for the two Bowling Clubs.
Whinhill Golf Club	145	145	56	145	0	Contract awarded to construct x2 new buildings. Work in progress completion due early November.
Lower Clyde River Valley Projects	15	11	0	15	0	Project briefs developed.
Flooding Strategy	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	40	25	21	40	0	Kelburn Park main resurfacing works complete. Painting and repair of structures in parks and open spaces completed. Awaiting final charges.
Greenock Town Centre Parking Strategy	109	84	67	84	25	Funding is for implementation of the Greenock Town Centre Parking Strategy and Decriminalised Parking Enforcement. The actual cost for the Reporter and incidentals for the hearing venue is £8k. Consultants costs are estimated at approx. £16k and the remaining spend will on P&D machines, PA equipment, discs and training. Includes £25k additional funding for residents parking options appraisal; virement requested under Section 7 and Appendix 4.

EARMARKED RESERVES POSITION STATEMENT

Appendix 3

COMMITTEE: Regeneration & Environment

<u>Project</u>	<u>Total Funding 2014/15</u>	<u>Phased Budget To Period 7 2014/15</u>	<u>Actual To Period 7 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>	
Roads - Additional revenue investment	55	47	37	55	0	£43k of carry over funding is for pot hole repairs and patching works and is substantially complete; invoice awaited for final amounts. It is now intended that the £12k of carry forward funding for the RAMP Survey be used as a contribution to the survey work required to identify and assess the condition of the Council's sea walls and coastal protection along Inverclyde's coastline.
Greenock Town Centre - Extra Police	36	36	34	36	0	Future updates would go to the Education & Communities Committee. Annual invoice received and processed in P5.
Repopulating/Promoting Inverclyde	886	210	91	261	625	Update report to September Policy & Resources Committee. All workstreams proceeding well with the exception of the external graduate placement scheme. Proposals to amend the criteria being developed.
Increased Officer Capacity - External Funding Officer	99	23	23	33	66	Post recently vacated, intention is to backfill until March 2015 and release 15/16 funding to reserves.
Employability Initiatives	525	136	25	400	125	Contracts in place. Projected spend for 2014/15 is being reviewed by Service and will be reported at the next CMT.
Greenock Municipal Buildings Tourism Initiative	150	142	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 of District Court confirms no rot present. 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. Fire Engineer commissioned to undertake a Fire Risk Assessment of Victoria Tower.
Shop Front Improvements Grants	50	50	0	50	0	Contractors have started on site. Full spend expected by year end.
Commonwealth Flotilla Event	250	250	166	217	33	Approved funding towards a major sailing event to showcase Inverclyde, its sailing opportunities, its maritime history and to celebrate the Commonwealth games. RYAS delivered their element of the event £33k under budget, which is proposed will be directed towards the legacy element that is to be carried out in due course.

EARMARKED RESERVES POSITION STATEMENT

Appendix 3

COMMITTEE: Regeneration & Environment

<u>Project</u>	<u>Total Funding 2014/15</u>	<u>Phased Budget To Period 7 2014/15</u>	<u>Actual To Period 7 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>
	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>	
Roads Defects and Drainage works	500	75	82	250	250	Jetpaching works and 1st external contract for pothole patching completed, with the 2nd external contract substantially completed, and processing invoice; 3rd external contract award imminent; drainage works identified and are being designed and programmed.
Street Lighting Surveys	28	28	28	28	0	Surveys are complete.
Coastal Communities	40	40	40	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	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>4,172</b>	<b>2,097</b>	<b>1,146</b>	<b>2,660</b>	<b>1,512</b>	

**ENVIRONMENT AND REGENERATION COMMITTEE****VIREMENT REQUESTS****PERIOD 7: 1st April 2014- 31st October 2014**

<b>Budget Heading</b>		<b>Increase Budget</b>		<b>(Decrease) Budget</b>
		<b>£</b>		<b>£</b>
Greenock Town Centre Parking Strategy Earmarked Reserve	1)	25,000		
RAMP Staffing Costs	1)			25,000
<b>Total</b>		<b>25,000</b>		<b>25,000</b>

## Note

1) Virement is requested from the unspent staffing element of the RAMP CFCR budget to the Greenock Town Centre Parking Strategy earmarked reserve to cover the cost of consultants to assist with a residents parking permit scheme option appraisal. This virement is one-off in nature and increases the Greenock Town Centre Parking Strategy Earmarked Reserve. As such it has no impact on the budgets contained within this report other than to increase Earmarked Reserves as reported in Appendix 3. It is estimated that up to £25,000 will be required for this, any increase/decrease in this estimate will be similarly funded via the RAMP and reflected in future reports.

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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>15 January 2015</b>
<b>Report By:</b>	<b>Chief Financial Officer and Corporate Director Environment, Regeneration and Resources</b>	<b>Report No:</b>	<b>FIN/78/14AP/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 7.2 that the projected spend is £82.976m, which means that the total projected spend is on budget.
- 2.3 Expenditure at 10<sup>th</sup> November is 49.80% of 2014/15 projected spend, net slippage of £1.918m (10.72%) is being reported. The slippage relates mainly to the Office and Depot AMP, see paragraph 7.3 for further details. This is a net increase in slippage of £0.378m (2.12%) since last Committee, mainly due to Broomhill Regeneration (£0.120m) and Leisure & Pitches Complete on Site (£0.106m).
- 2.4 Officers are looking at ways of reducing costs within the Depot and Office AMP models in order to deliver recurring revenue savings towards the 2015/17 revenue budget.

## 3.0 RECOMMENDATIONS

- 3.1 That Committee note the current position of the 2014/16 Capital Programme and the progress on the specific projects detailed in Appendices 1 & 2.

Alan Puckrin  
Chief Financial Officer

Aubrey Fawcett  
Corporate Director  
Environment, Regeneration  
& Resources

## **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 (carriageways, footways, lighting, and structures) the revised total allocation for 2014/15 is £6.620m - this comprises £1.041m from Core Capital funding and £5.565m from the Roads Asset Management Plan.
- 5.2 For roads carriageways, the original programme is largely complete. The £600,000 brought forward from 2015/16 is being allocated to resurfacing works at Cumberland Road, Newton Street, Fancy Farm Road, Old Inverkip Road, Bridgend Avenue, and High Carnegie Road, with schemes progressing to programme. In addition, and due to some of the completed schemes coming in slightly under budget, further schemes at Grieve Road, Coll Avenue and Colonsay Avenue will be undertaken later this financial year. All these schemes have been promoted from the approved reserve list. Following consideration of capacity of the Internal Operations Unit and an identified underspend on the preparatory work for proprietary surface treatments, it is proposed to carry out additional schemes as follows; Pennyfern Road, Greenock and Angus Road, Greenock (both of which are from the approved reserve list); Glen Avenue, Port Glasgow (not on the approved reserve list but on the basis of scheme reprioritisation and the fact that the adjacent St Johns PS is closed for refurbishment), and Ashton Place, Gourrock (on the basis of reprioritisation given its poor condition). The above requires a further £32,000 from 2015/16.
- 5.3 For roads footways, schemes are being progressed on site and are on programme. An additional £50,000 is proposed to be brought forward from 2015/16 and this work will be tendered to the private sector, and implemented on site this financial year. The following proposed schemes will be implemented and are drawn from the approved reserve list; Broadstone Avenue, Port Glasgow (South Side, Birkmyre Avenue to Mackie Avenue) and Duchal Street, Port Glasgow (South Side, Dubbs Road to corner).
- 5.4 For street lighting, the development of the outline business case and final business case for the Street Lighting strategy is concluding. This is the subject of a separate report to this Committee. Lighting column replacements and lantern replacement schemes ongoing and to programme.
- 5.5 Contractors have installed the automatic trash screen at Crescent Street, officers are working to provide a power supply and security fencing to enable testing to commence. Works at Aberfoyle Road are out to tender with responses due back on 12 December. Works are programmed to start on 2 February 2015 and are expected to spend the remaining budget by the end of March 2015. A more detailed report on flooding is elsewhere in the agenda.
- 5.6 The Greenock Parking Strategy/ Decriminalised Parking Enforcement is operational with the bulk of the capital budget having been incurred. Variation traffic orders are being promoted in response to requests from Greenock town centre traders. Costs associated with the required new signs, estimated at £20,000 will require to be contained within the Parking memorandum account. Officers have begun work to appraise resident parking permit scheme options as requested by Members.
- 5.7 The Nittingshill Bridge (Quarrier's Village) replacement tender has been awarded and a variation order will be issued for the diversion of the water main through the bridge for up to £94,000. Consultant URS is being pursued through its PI insurance for consequential delay

costs. SEPA approval of the contractor's working methods is now in place.

5.8 Traffic measures underspend of £34,000, primarily due to a low tender price for the IRH pedestrian crossing, is hoped to be rectified by bring forward traffic calming works from 2015/16.

5.9 The play area investment programme is ongoing with works either in progress or planned for later this financial year.

Work is in progress on the Barr's Brae, Braeside and Wellpark sites. The new play area at Birkmyre Port Glasgow is complete, but it will not be open until next spring as seeding of the surrounds will not be carried out till then. Work on Battery Park Skate Park is due to start in January 2015 and is expected to be completed by the end of March 2015.

5.10 The new MUGA and play area works at Fox Street will be started this financial 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, is still pending for next year with the Big Lottery grant in the process of being transferred directly to Inverclyde Council. General repair works to play areas at Auchmountain have been carried out and an order has been placed to replace the multi-use play equipment at McLeod Street.

5.11 The Vehicle Replacement Programme has a £1.102m budget for 2014/15. £200,000 of assets have been delivered, a further £701,000 of assets have been ordered. Procurement of the remaining 2014/15 fleet replacement is being progressed. A full budget spend is anticipated for 2014/15.

5.12 The Waste Strategy section have purchased a roller packer for the new Recycling Center and Civic Amenity site at Pottery Street Greenock. The service have also recently taken delivery of the glass collection vehicles partly funded through Zero Waste Scotland.

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: The Gourock Pier & Railhead Development project commenced on site in December 2014 to complete by December 2015. The proposals for the regeneration of the Broomhill area are currently being developed with Riverside Inverclyde taking forward a consultant appointment to define a scheme to realign Bakers Brae. A separate update report on all of the current Riverside Inverclyde projects is being submitted to this Committee.

6.2 Leisure Strategy: The majority of projects within the programme have now been progressed with projects at Ravenscraig Stadium, Parklea, Nelson Street Sports Centre, Gourock Pool, South West Library, Broomhill & George Road Pitches, Battery Park Pitch, Birkmyre Park MUGA Kilmacolm, and the Waterfront previously reported as complete. The final work at Rankin Park Grass Pitch & Pavilion has been progressed with the turfing of the pitch now complete and final remedial works to drainage and landscaping to be progressed imminently.

6.3 Core Property Services: The November Committee approved the advancement of expenditure on a number of projects to potentially mitigate 2014/15 slippage/underspend. A brief progress update on the larger scale projects within the core allocation is provided below:

- Battery Park Sea Defences – works complete on site.
- Fyfeshore Depot Demolition – works complete on site.
- Gourock Pier & Railhead Development – Repairs to the sea wall funded from the core property allocation are programmed as the first phase of the main project works currently on site as of 1<sup>st</sup> December.
- Port Glasgow Town Hall Windows – tenders issued.



- Greenock Municipal Buildings Window Replacement – tender issue imminent.

The projects recently approved for advancement i.e. Gamble Halls Window Replacement/Rot Repairs, Gourrock Pool Ramp and Ventilation Works, and Port Glasgow Town Hall Rewiring are all being advanced to tender stage with a view to progressing to site in the new year.

- 6.4 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, the provision of the Port Glasgow Hub, and the conversion of the Central Library. The refurbishment of Wallace Place, as previously reported, experienced delay in connection with the condition of the structure. The last update report to Committee advised that it was expected to be substantially completed by the end of October with a phased handover and staff relocation commencing in early November. The current anticipated handover date is 16<sup>th</sup> December with the library fit-out following on and staff relocation now scheduled for early January following the Christmas holiday period. The District Court Offices Redevelopment has progressed to detail design stage and remains programmed for site start in summer 2015. The reinstatement of the former shop unit in the Business Store will commence on site start early in the new year and complete by the end of March 2015. The demolition of Dalrymple House and formation of a new car park project is progressing with tender issue imminent for the demolition element.
- 6.5 Asset Management Plan – Depots: The Salt Barn, demolition of the Nissen huts and the Civic Amenity Site at Pottery Street are complete. The review of the scope and phasing of the remaining projects in order to find savings is currently being finalised. Policy and Resources Committee agreed to put the Kirn Drive Depot project on hold as it is on the list of savings options currently being considered.
- 6.6 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 11<sup>th</sup> November 2014. Expenditure to date is £7.959m (49.80% of the 2014/15 projected spend).
- 7.2 The current budget is £82.976m. The current projection is £82.976m which means the total projected spend is on budget.
- 7.3 The approved budget for 2014/15 is £17.900m. The Committee is projecting to spend £15.982m with net slippage into future years of £1.918m (10.72%) mainly due to the AMP Depot Phase 4 – Vehicle Maintenance Shed and Road Infrastructure (£0.880m), AMP – Central Library Conversion (£0.492m), Kirn Drive Civic Amenity Site (£0.464m), Coronation Park (£0.200m), the AMP – Business Store (£0.151m), Flooding Strategy (£0.134m), the SV Comet (£0.141m), the AMP – District Court Offices (£0.154m), Broomhill Regeneration (£0.120m), Leisure & Pitches Complete on Site (£0.106m) and the Zero Waste Fund (£0.092m).

- 7.4 One off Costs

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

## **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**

The delivery of the projects identified in this report will assist in making Inverclyde a more attractive place to live and hence contribute to the Council's repopulation agenda..

## **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 10/11/14</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	17	0	0	0
Lighting, Lit signs & Bollards	10	7	3	3	0	0	0	0
Traffic Measures	285	61	124	124	20	100	0	0
Parking Strategy	511	73	206	161	53	277	0	0
Cycling, Walking & Safer Streets	246	0	125	125	56	121	0	0
SPT	207	0	207	207	28	0	0	0
Sustrans	331	0	77	81	2	250	0	0
Flooding Strategy - Greenock Central	2,200	0	423	289	27	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	3	3	112	0	0
Complete on Site	5	0	5	5	0	0	0	0
<b><u>Roads - Core Total</u></b>	<b>4,757</b>	<b>169</b>	<b>1,213</b>	<b>1,041</b>	<b>206</b>	<b>2,771</b>	<b>776</b>	<b>0</b>
<u>Roads Asset Management Plan</u>								
Carriageways	11,691	4,217	3,323	4,184	2,927	3,290	0	0
Footways	1,551	401	350	400	48	750	0	0
Structures	820	3	697	417	140	400	0	0
Lighting	1,890	113	557	240	103	1,537	0	0
Staff Costs	1,026	269	480	324	258	433	0	0
<b><u>Roads Asset Management Plan Total</u></b>	<b>16,978</b>	<b>5,003</b>	<b>5,407</b>	<b>5,565</b>	<b>3,476</b>	<b>6,410</b>	<b>0</b>	<b>0</b>
<b><u>Environmental Services - Roads Total</u></b>	<b>21,735</b>	<b>5,172</b>	<b>6,620</b>	<b>6,606</b>	<b>3,682</b>	<b>9,181</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 10/11/14</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	16	0	0	0
Kerbside Glass Collection	380	80	340	300	0	0	0	0
Zero Waste Fund	247	29	138	46	24	172	0	0
Vehicles Replacement Programme	11,171	7,099	1,036	1,102	538	2,970	0	0
Electric Vehicle Charging Infrastructure	73	0	73	33	0	40	0	0
Fox Street Play Area	180	0	90	90	8	90	0	0
Skatepark Play Area	174	9	165	165	1	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	2	0	0	0
Barrs Brae Play Area	67	0	67	67	1	0	0	0
Wellpark Play Area	69	2	67	67	11	0	0	0
Various Other Play Areas	115	0	35	35	20	80	0	0
Gourock Walled Garden, Toilet Provision	40	0	40	40	7	0	0	0
Coronation Park Port Glasgow - Seawall Repairs	190	0	190	50	1	140	0	0
Coronation Park Port Glasgow - To be identified	60	0	60	0	0	60	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>692</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>35,495</b>	<b>12,892</b>	<b>9,157</b>	<b>8,862</b>	<b>4,374</b>	<b>12,965</b>	<b>776</b>	<b>0</b>

COMMITTEE: ENVIRONMENT & REGENERATION

**APPENDIX 2**

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 10/11/14</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>Regeneration and Planning</u></b>								
<u>Core Regeneration:</u>								
Gourock Pier & Railhead Development Area	5,300	572	1,378	1,378	69	2,850	500	0
Broomhill Regeneration	360	15	145	25	0	320	0	0
Port Glasgow Town Centre Regeneration	960	704	106	106	6	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	0	0	146	0	0
<b>Core Regeneration Total</b>	<b>8,028</b>	<b>1,403</b>	<b>1,770</b>	<b>1,509</b>	<b>75</b>	<b>4,116</b>	<b>1,000</b>	<b>0</b>
<u>Leisure Strategy</u>								
Parklea Pavilion and Juniors Facility	4,721	4,656	65	45	30	20	0	0
Rankin Park Grass Pitch and Pavilion	1,400	1,157	243	175	63	68	0	0
Leisure & Pitches Contingency	93	0	27	0	0	93	0	0
Leisure & Pitches Complete on site	7,870	7,764	106	0	0	106	0	0
<b>Leisure Strategy Total</b>	<b>14,084</b>	<b>13,577</b>	<b>441</b>	<b>220</b>	<b>93</b>	<b>287</b>	<b>0</b>	<b>0</b>
<b><u>Regeneration Services Total</u></b>	<b>22,112</b>	<b>14,980</b>	<b>2,211</b>	<b>1,729</b>	<b>168</b>	<b>4,403</b>	<b>1,000</b>	<b>0</b>

COMMITTEE: ENVIRONMENT & REGENERATION

**APPENDIX 2**

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 10/11/14</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	148	148	21	0	0	0	0	0
Demolitions	32	32	4	0	0	0	0	0
Port Glasgow Town Hall Windows Phase 1	50	1	49	49	0	0	0	0
Health and Safety Works	105	65	30	40	37	0	0	0
Battery Park Sea Defences	186	26	160	153	144	7	0	0
Inverclyde Leisure Essential Upgrades	49	7	42	37	34	5	0	0
Fire Safety Works	41	30	16	11	0	0	0	0
Various Rewiring Projects	104	24	80	75	62	5	0	0
Minor Works	191	123	68	68	0	0	0	0
General Provision	90	0	0	0	0	90	0	0
Greenock Municipal Buildings Window Replacement	150	0	150	100	0	50	0	0
Fyfeshore Depot Demolition	50	0	50	50	24	0	0	0
Gamble Halls Window Replacement/Rot Repairs	175	0	0	150	0	25	0	0
Gourock Pool Ramp and Ventilation Works	130	0	0	100	0	30	0	0
<u>Minor Works</u>								
General Provision	150	0	60	120	69	30	0	0
Demolitions	24	0	10	15	9	9	0	0
Farms	10	0	5	1	1	9	0	0
Inverclyde Leisure Properties	100	0	60	95	62	5	0	0
Design & Pre-contract Works	50	0	25	50	11	0	0	0
Condition Survey Works	100	0	50	65	0	35	0	0
Reservoirs	50	0	25	50	1	0	0	0



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 to10/11/14	Est 2015/16	Est 2016/17	Future Years
	£000	£000	£000	£000	£000	£000	£000	£000
<b>Asset Management Plan:</b>								
<b>Offices</b>								
Greenock Municipal Buildings - District Court Offices	2,305	0	304	150	41	1,811	272	72
Gourock Municipal Buildings	300	0	0	0	0	300	0	0
Wallace Place - Library Fit Out	100	0	100	100	0	0	0	0
Port Glasgow Hub - Fit Out	55	0	0	55	8	0	0	0
Business Store	400	170	181	30	1	200	0	0
Central Library Conversion	3,576	2,070	1,860	1,368	1,368	138	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
Dalrymple House Demolition and Formation of Car Park	270	0	0	20	2	250	0	0
Port Glasgow Hub - Windows	15	0	0	15	0	0	0	0
Greenock Municipal Buildings - Mezzanine Office Alterations	15	0	0	15	0	0	0	0
Flexi System Upgrade	50	0	0	50	35	0	0	0
AMP Office Balance	299	0	35	1	0	298	0	0
AMP Offices Complete on site	79	0	79	79	0	0	0	0
<b>Depots</b>								
Phase 2 - Civic Amenity	1,523	236	1,238	1,278	1,278	9	0	0
Phase 3 - Vehicle Maintenance Shed and Road Infrastructure	5,842	286	900	20	8	5,350	186	
Phase 4 - Fleet Secured Parking	796	18	47	100	0	678	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	82	34	0	0
Kirn Drive Civic Amenity Site	700	67	464	0	0	633	0	0
Materials Recycling Facility	1,600	855	0	0	0	745	0	0
<b>Asset Management Plan Total</b>	<b>21,795</b>	<b>3,713</b>	<b>5,270</b>	<b>3,446</b>	<b>2,823</b>	<b>11,591</b>	<b>2,853</b>	<b>192</b>
<b>Property Assets and Facilities Management Total</b>	<b>25,369</b>	<b>4,325</b>	<b>6,532</b>	<b>5,391</b>	<b>3,417</b>	<b>12,128</b>	<b>2,913</b>	<b>612</b>
<b>Regeneration Total</b>	<b>47,481</b>	<b>19,305</b>	<b>8,743</b>	<b>7,120</b>	<b>3,585</b>	<b>16,531</b>	<b>3,913</b>	<b>612</b>



**Report To:** Environment and Regeneration Committee      **Date:** 15 January 2015

**Report By:** Corporate Director Environment, Regeneration & Resources      **Report No:** R001/15/AF/FM

**Contact Officer:** Aubrey Fawcett      **Contact No:** 01475 712762

**Subject:** Riverside Inverclyde Project Update

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## 1.0 PURPOSE

1.1 The purpose of this report is to update the Committee on Riverside Inverclyde's progress relating to the regeneration projects within Port Glasgow, Greenock and Gourock.

## 2.0 SUMMARY

2.1 The Environment and Regeneration Committee on 1<sup>st</sup> May 2014 asked to be kept up to date on the regeneration projects.

## 3.0 RECOMMENDATIONS

- 3.1 It is recommended that Committee:
- a. Notes progress to date and that further progress reports will be brought back for Members' information and consideration in due course;
  - b. If the previous prospective tenant withdraws interest, agrees to adopt in principle the proposed design of the Gourock Municipal Buildings to reflect business units for small and medium enterprises on the ground and first floor with 2 units on the upper floor being "retained" to allow a community use proposal to be investigated.

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

## **4.0 DEVELOPMENT PROJECT UPDATE**

### **4.1 Custom House Phase 3**

Clark Contracts took possession of the third phase of the Custom House in September 2014. The contract completion date is programmed for March/April 2015.

The contractor is currently carrying out downtakings, removing lath and plaster and partitions and flooring and taking the building back to its main structural elements

### **4.2 Custom House Phase 4**

The Scottish Government have confirmed that our Regeneration Capital Grant Fund (RCGF) application for the fourth and final refurbishment of the Custom House has been recommended for funding. This application (west wing, first floor) will provide £649,332 grant towards the estimated total development costs of £1.19m. The Design Team appointments will be finalised in the forthcoming weeks.

### **4.3 Cartsdyke**

Feasibility work undertaken following receipt of a company enquiry.

### **4.4 James Watt Dock LLP**

A further phase of the Marina is being progressed.

### **4.5 Scarlow Street**

WH Kirkwood is nearing completion of its £0.5million building refurbishment of Scarlow House with completion anticipated late December 2014/January 2015.

### **4.6 Newark House – Demolition and Formation of Car Park**

Missives have been concluded with Inverclyde Council. A mutual Date of Entry will be agreed in the New Year. The planning application was submitted on 28<sup>th</sup> November 2014.

### **4.7 Western Entrance Sculpture**

A Contract is being prepared by solicitors to allow the artist to be commissioned. The first stage of converting the competition winning entry to a finished sculpture will be to make a smaller model, which will then be scaled up. The artist will discuss possible collaboration with Ferguson Shipbuilding once he has firmed up on the structural frame. Consultations with Transport Scotland are ongoing regarding: road safety; lighting; structural safety and with the consultant commissioned to do the lighting design and the artist's Structural Engineer.

### **4.8 Port Glasgow Charrette & Masterplan**

The final presentation of the Masterplan and Charrette outcomes was held in Port Glasgow Town Hall on Thursday 27<sup>th</sup> November 2014 with a good turn out from Port Glasgow residents and traders. The recommendations of the report were favourably received by all. Four individuals expressed an interest in staying involved should a Regeneration Forum be established.

Officers are liaising with owners of the private car park adjoining the Tesco Roundabout with a view to progressing the new exit off the roundabout to provide vehicular access into Princes St, Port Glasgow, subject to availability of funds and Committee approval.

### **4.9 Scotts Dry Dock**

On the recommendation of the Big Lottery we were asked to submit a holding submission for the 2<sup>nd</sup> stage round of Coastal Community Applications. We continue to progress the project and are seeking quotes from marine surveyors for carrying out a condition survey of the Artic Penguin.

#### 4.10 **Kelburn Phase 2**

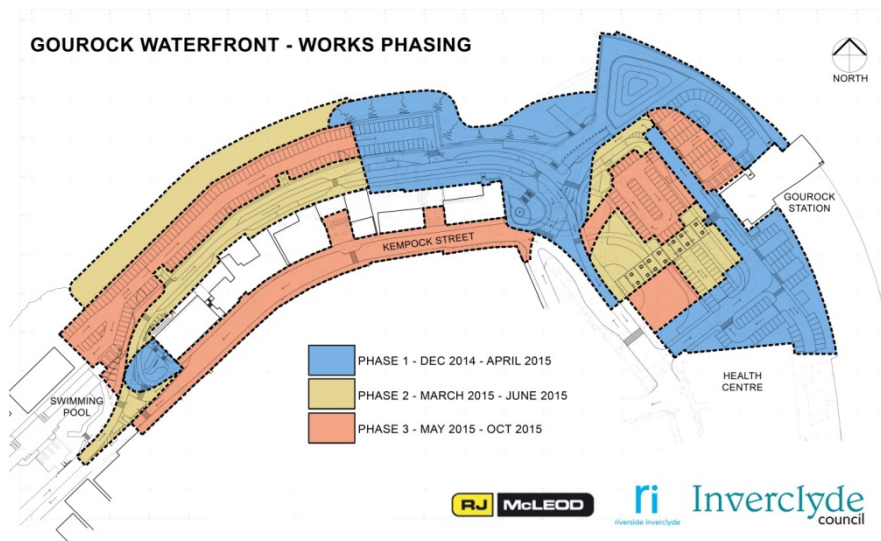
Clark Contracts started work on site in July 2014 and have been progressing well. The contract completion is expected at the end of January 2015.

#### 4.11 **Gourock Pierhead Redevelopment**

The last remaining licence was signed by Network Rail on Friday 7<sup>th</sup> November 2014 and the NEC 3 contract was signed by RJ McLeod in November 2014 with the Contractor formally taking possession of the site in December 2014.

The project consists of the creation of a new landscaped waterfront public realm space, the creation of a new bypass road, additional car parking spaces, the repair of the sea wall and the installation of new drainage, paving, lighting and street furniture.

RJ McLeod has advised that its planned phasing of works is as detailed below.



Phase 1 will consist of:-

- Construction of new carpark east of Gourock Station
- Formation of the new link road through the existing foreshore

Phase 2 will consist of:-

- Construction of new Bypass Road
- Revetment works to the Kempock St Car Park Wall

Phase 3 will consist of:-

- Completion of the Network Rail Car Park
- New paving and road resurfacing on Kempock St

RJ McLeod has appointed Helen Drummond as their Community Liaison Officer, Helen took up her position in December 2014. Meetings with a representative of the Community Council and the Traders' Forum and the Elected Members have been arranged during the weeks commencing the 8<sup>th</sup> and 15<sup>th</sup> December 2014.

Inverclyde Council lawyers continue to progress the conclusion of missives for the sites to be sold/bought.

#### 4.12 **Gourock Municipal Buildings**

Members approved the report on the refurbishment of the Municipal Buildings at the Environment & Regeneration Committee on the 30<sup>th</sup> October 2014.

Members agreed that the Building should be refurbished and upgraded throughout to provide accommodation on the ground floor for a sole tenant and suitable smaller accommodation that would be attractive to SME's on the first floor. They did request

however that the end usage of the 2 larger rooms (Unit 1 & Unit 2) on the first floor be held in abeyance for a period of one year to the 31<sup>st</sup> October 2015 to allow the local community groups time to develop proposals for community use with a sustainable business plan

Ri received correspondence from the prospective tenant for the ground floor advising that they were reconsidering their relocation to the Gourrock Municipal Buildings for a number of reasons.

In the event that the previous prospective tenant withdraws his/her interest, approval is sought to continue with the refurbishment of the building to provide small/medium sized business units on both the ground and first floor with 2 units on the upper floor being “retained” to allow a community use proposal to be investigated.

#### 4.13 **Broomhill Regeneration**

Ri continues to meet regularly with River Clyde Homes and Inverclyde Council regarding proposals to realign Bakers Brae. IC Roads Service has passed a copy of their tender package for the roads design to ri for comment. It is proposed that this will be released for tender before Christmas. Officers will be bringing forward priorities for investment from the £500,000 previously allocated by the Council.

Fairhursts Landscape Architects & Engineers were appointed to manage the selection and installation of a memorial for the Radical War to be sited in Bank St Greenock.

#### 4.14 **Kilmacolm Self Build at Leperstone Avenue**

Consultants have been formally appointed and are progressing with detailed assessment of the site including undertaking an environmental survey and tree survey. The survey established that there was currently no sign of bats roosting and recommended an early works contract to remove the vegetation on the site in advance of the roosting and bird nesting season. This clearance contract has been tendered and the works will start as soon as possible and preferably before Christmas. A planning application has been submitted.

The Community Council has been consulted with and advised that ri intends to letter the neighbours in Finlaystone Place, Finlaystone Road, Leperstone Avenue and Leperstone Road to advise of the forthcoming works. These will be sent out before the Landscaping Contractor is appointed.

## 5.0 CONCLUSION

5.1 Overall the ri projects are progressing well.

## 6.0 IMPLICATIONS

### 6.1 **Financial Implications**

One off Costs

Cost Centre	Budget Heading	Budget Year	Proposed Spend this Report	Virement From	Other Comments
n/a					

Annually Recurring Costs / Savings

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From (if applicable)	Other Comments
n/a					

\* Rent level to be agreed with Riverside Inverclyde in consultation with Property Assets

Manager/District Valuer.

6.2 **Legal**

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

6.3 **Human Resources**

There are no human resource issues arising from this report.

6.4 **Equalities**

There are no equalities issues arising from this report.

YES (see attached appendix)

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

6.5 **Repopulation**

The regeneration works undertaken within the Port Glasgow town centre should contribute to retaining and increasing the population within the area.

**7.0 CONSULTATIONS**

7.1 The Head of Regeneration and Planning has been consulted on this report.

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

7.3 The Head of Environmental and Commercial Services has been consulted on this report.

7.4 Riverside Inverclyde has been consulted on the preparation of this paper.

**8.0 BACKGROUND PAPERS**

8.1 None.

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**Report To: Environment and Regeneration Committee Date: 15 January 2015**

**Report By: Corporate Director, Environment,  
Regeneration and Resources**

**Report No: E&R/15/01-01/  
SJ/FJM**

**Contact Officer: F J Macleod, Planning Policy and  
Property Manager**

**Contact No: 01475 712404**

**Subject: Glasgow and the Clyde Valley Strategic Development Plan 2  
'Clydeplan' - Main Issues Report for Consultation**

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## **1.0 PURPOSE**

- 1.1 To inform Committee of the approval by the Clydeplan SDPA Joint Committee of the second Glasgow and the Clyde Valley Strategic Development Plan 2: Main Issues Report (MIR) for publication and consultation; to highlight the main issues, with reference to Inverclyde; and to seek approval of a formal response to the Plan.

## **2.0 SUMMARY**

- 2.1 The Glasgow and the Clyde Valley Strategic Development Planning Authority (Clydeplan), has approved for publication and consultation, the first stage in the review of the current approved Strategic Development Plan (SDP) for the Glasgow City Region. Public consultation on the MIR will be late January to end March 2015.
- 2.2 In keeping with the purpose of a MIR, only key changes since the SDP was approved in 2012 are highlighted in this document, including the refreshed context provided by the Scottish Government's 2014 publications, NPF3 and SPP. SDP2 will be based to a large extent on the first SDP, with the MIR continuing to emphasise the importance of a rebalanced regional economy, aligned with a strong focus on the environment.
- 2.3 The MIR is based around the now well established four Scottish Government planning outcomes, with the City Region being seen as: (1) a successful and sustainable place; (2) a low carbon place; (3) a natural and resilient place; and (4) a connected place. In addition to four Main Issues based on these themes, there are three relating strategic planning to community planning, placemaking and climate change adaptation.
- 2.4 This report has been prepared largely on the MIR itself and not a close reading of the Background Reports and Strategic Environmental Assessment. Twelve Background Reports support the MIR, however Members should note that while SDPA officers have been heavily involved in their preparation, including Inverclyde planning officers, most reports are not being finalised until the public consultation date.

## **3.0 RECOMMENDATIONS**

- 3.1 That Committee:

- (a) note the publication of the SDP2: Main Issues Report for public consultation;
- (b) endorse the key issues identified as being those that should inform the review and updating of the Inverclyde Local Development Plan (LDP2) in 2016;
- (c) approve this report as the Council's formal response on the Clydeplan SDP2 MIR, and as outlined in Annex One 'Response to Consultation Questions'; and

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(d) endorse (refer Section 8.0) in particular:

- the refreshed Spatial Vision in the Main Issues Report (MIR), recognizing that it represents in large part a roll forward of the recently approved SDP1 Spatial Development Strategy, approved by Scottish Ministers in 2012; and
- the overall approach in strategic direction given in the MIR to the eight local authorities for their LDPs, including the choice of the 'Sustained Growth Scenario', as it represents a realistic basis for the forward planning of the City Region; but,

(e) reserve our position – this being an '*in principle*' holding response - until having had the opportunity to:

- (1) confirm that the proposed addition of King George V Dock, Govan as a 'Strategic Freight Transport Hub' would not have any adverse impact for container freight business at Ocean Terminal, Inverclyde;
- (2) respond to Background Report No.6 on the draft methodology for setting the Housing Supply Targets (HSTs) and examine the outcome of the HST exercise for Inverclyde and what that would mean for housing land requirements; and
- (3) consider those matters that are the subject of the other eleven Background Reports and the SEA when published and officers have had the chance to appraise their content.

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

## 4.0 BACKGROUND

4.1 The Glasgow and the Clyde Valley Strategic Development Planning Authority (now rebranded as 'Clydeplan'), approved for publication and consultation on 8<sup>th</sup> December 2014, the first key stage in the review of the current approved Strategic Development Plan (SDP) for the Glasgow City Region. The GCV SDP was approved by Scottish Ministers in May 2012.

4.2 In accordance with the SDPA's Development Plan Scheme, the MIR will be the subject of consultation from late January to the end of March 2015, and will be advertised in newspapers, including the Greenock Telegraph and placed in local libraries.

Min Ref:  
06/03/14,  
para 177

4.3 Planning legislation stipulates that SDP MIRs are to be visionary, long term (25 year plans) and genuinely strategic, setting out a clear development (or settlement) strategy indicating where new development should and should not take place. It is the role of the SDP to consider the land use implications of economic growth; social and demographic changes and the requirements for new house building and infrastructure; environmental (including climate) change and green networks, particularly where these have to be planned for across local authority boundaries.

4.4 Having set this strategic context it is the task of the local authorities in their respective Local Development Plans (LDPs) to outline the detail of these development requirements in terms of locations and actual sites (for a period of 5-10 years). Each tier of plan (strategic and local) should be reviewed every five years, hence this current Clydeplan SDP2 MIR at this time.

4.5 Main Issues Reports are not draft plans but rather *issues* documents. They should make clear what is still relevant in the existing approved SDP and what should remain unchanged. This is very much the case with this MIR, aiming to build on the recently approved SDP1 and its Spatial Vision and Sustainable Development Strategy, with its objective of rebalancing the City Region's economy aligned with a strong focus on the environment. In keeping with the purpose of a MIR, this document highlights only the key changes which may influence the SDP since its approval in May 2012, including the refreshed context provided by the Scottish Government's National Planning Framework (NPF) 3 (June 2014) and Scottish Planning Policy (SPP) (June 2014).

Min Ref:  
30/08/11,  
para 516

Min Ref:  
30/10/14,  
Para 672

4.6 The MIR is based around the now well established four Scottish Government planning outcomes, with the City Region being seen as: (1) a successful and sustainable place; (2) a low carbon place; (3) a natural and resilient place; and (4) a connected place. In addition to four Main Issues based on these themes, there are three relating strategic planning to community planning, placemaking and climate change adaptation.

4.7 This report has been prepared largely on the MIR itself and not a close reading of the Background Reports and Strategic Environmental Assessment. Twelve Background Reports support the MIR (refer Section 9.0), however Members should note that while SDPA officers have been heavily involved in their preparation, including Inverclyde planning officers, most reports are not being finalised until the public consultation date.

## 5.0 PROPOSALS

### Overview of Clydeplan SDP2 MIR

5.1 The Clydeplan SDP2 MIR has 12 sections, the first four include (1) a foreword by the convener; (2) the role of a strategic development plan; (3) using the document – what an MIR is and how to engage; and (4) the changing context since GCV SDP1. This fourth section looks at in turn, (i) Scottish Government planning policy; (ii) land supplies (e.g. business/industrial and housing), against which (iii) an evidence base presents a demographic and economic framework and finally, (iv) the significance of the GCV City Deal for future infrastructure investment in the City Region.



5.2 Following these scene-setting chapters, the Clydeplan Vision and Spatial Development Strategy is presented, emphasising continuity with SDP1 and why is it important to build upon the legacy elements within the approved SDP. The core of the document then outlines seven main issues, the first four organised around the Scottish Government's four planning outcomes, seeing the City Region as:

- a *Successful, Sustainable Place* – supporting sustainable economic growth and regeneration and the creation of well-designed places;
- a *Low Carbon Place* – reducing carbon emissions and adapting to climate change;
- a *Natural, Resilient Place* – helping to protect and enhance the natural and cultural assets and facilitating their sustainable use; and
- a *Connected Place* – supporting better transport and digital connectivity.

5.3 Each of these outcomes has a Main Issue, respectively:

- (1) Issue No. 1 '*Supporting Sustained Economic Growth*', which includes the following strategic planning components:
  - (a) Strategic Economic Investment Locations (SEILs)
  - (b) Strategic Freight Transport Hubs (SFTHs)
  - (c) The Visitor Economy
  - (d) Network of Strategic Centres, and
  - (e) Enabling Delivery of New Homes.
- (2) Issue No. 2 '*Supporting a Low Carbon Economy*', including sources of renewable energy and in particular, onshore wind energy.
- (3) Issue No. 3 '*Supporting Positive Environmental Action*', emphasising the importance of maximising the benefits of green infrastructure.
- (4) Issue No. 4 '*Supporting Sustainable Travel*', including the strategic transport network, cross-city connections and public transport corridors.

5.4 The other three Main Issues are concerned with the need to make strategic planning more connected to other established Scottish Government and local government practices. These are:

- (5) Issue No. 5 '*Strategic Development Planning and Community Planning*';
- (6) Issue No. 6 '*Placemaking at the City Region Scale*'; and
- (7) Issue No. 7 '*Climate Change Adaptation*'.

5.5 The MIR concludes with an open ended question asking if there are any other strategic issues that SDP2 should consider and finally outlines the next steps moving forward to the publication of the Clydeplan Proposed Plan, programmed for February 2016.

5.6 To encourage a structured response from consultees to the Main Issues Report, there is a set of questions at the end of each section relating to the issues raised. The responses to these questions that are recommended for approval are presented in Annex One.

Annex One

### **The Changed Demographic and Economic Context**

5.7 In support of the Scottish Government's Economic Strategy, SDP1 was based on a high migration projection for population and households, covering the period 2008 to 2025. This preferred 'Planning Scenario' reflected the aim of rebalancing the economy, i.e. a shift away from a service-based economy towards growth in high value products and services, associated with the green technology sectors, the visitor economy and leisure. This economic outlook is broadly continued in SDP2 however, the conclusion from commissioned study is that the employment losses suffered over the recession since 2008 will not be recovered within the 20 year timeframe of Clydeplan to 2037.

Background  
Report No.4

5.8 Taking into account the re-basing of the population since the 2011 Census and consequential changes for households, despite the higher than anticipated growth in population than projected in SDP1, the number of households has not increased at the anticipated rate, due largely to the economic downturn and the impact this has had on the ability to form households, particularly for owner occupation.

5.9 This slowing of household formation is reflected in the NRS 2012-based projections being used for SDP2, which show population is projected to grow by 3,700 per annum, 2012-2025, compared to 4,200 per annum in SDP1. The contrast is even greater for household change for the preferred 'Principal Projection' – 'Sustained Growth Scenario' - with a projection of 4,900 per annum, 2012-2025, compared to 6,700 per annum in SDP1. This is due to a combination of a significantly ageing population, which gets more pronounced after 2025, and lower net in-migration to the City Region. Therefore, based on a combination of the main economic and demographic drivers, the 'Planning Scenario' for SDP2 is indicative of *sustained growth* rather than the *strong growth* forecast in SDP1.

Background  
Report No.2

### **The Updated Housing Need and Demand Assessment (HNDA2)**

5.10 The HNDA estimates for SDP2 have been concluded on the basis of the above preferred 'Sustained Growth Scenario' and two alternatives: 'high migration' which explores the possibility of an accelerated recovery with more people moving into the City Region; and a 'low migration' one where growth is weaker and migration to the City Region consequently lower. The Estimates of Additional Housing Units from this assessment, for the period 2012 to 2029 range from 6,300 per annum to 4,470 per annum. The preferred 'Sustained Growth Scenario' indicates the need for 5,400 per annum which translates to almost 92,000 additional dwellings (including for current or 'backlog' need) to 2029. In adopting this scenario, the planned building rate for SDP2 is less than that planned under SDP1, of 6,000.

Background  
Report No.5

5.11 Another important outcome of the updated HNDA is the change in the relative tenure balance with high levels of projected need and demand for social and below market rented ('affordable') housing relative to the private (owner occupation & private rented) sector. The relative proportions are 43:57 for SDP2 compared to 27:73 in SDP1. This is an important consideration that is being taken into account in the approach to the setting of Housing Supply Targets (HSTs), a policy view of the number of homes that may be realistically delivered in each local authority and appropriate functional housing market, for Local Housing Strategy purposes, and which provides the basis for establishing the housing land requirements to meet need and demand in the next review of local development plans. For more details on the HNDA outcomes and HSTs, refer to paragraphs 5.18 to 5.23 below.

### **Main Issues for Clydeplan (SDP2), with reference to Inverclyde**

5.12 The current GCV SDP was approved in May 2012 and as such is only recently being translated into Local Development Plans, including our own, adopted 29<sup>th</sup> August 2014. Given this short time period and the continuing downturn in the economy, it is proposed that SDP2 should represent considerable continuity with SDP1 in its vision, planning philosophy and expected outcomes (updated and refreshed in Scottish Government policy (refer above, para 5.2)); in its Sustainable Development Strategy; and key designated locations for growth and change.

#### **Main Issue 1: 'Supporting Sustained Economic Growth'**

5.13 The SDP2 is essentially therefore a roll-forward of SDP1. SDP1 outlines two Spatial Frameworks, 'Competitiveness' and 'Sustainable Communities', in support of a rebalanced low carbon economy for the City Region, focussing on key existing and new economic growth sectors. Planning components of these frameworks are the Strategic Economic Investment Locations (SEILs), Strategic Freight Transport Hubs (SFTHTs), the Network of Strategic Centres and new housing allocations in local development plans, including the Community Growth Areas (CDAs).

Annex Two

## Strategic Locations and Designations

- 5.14 Since the purpose of the MIR is to outline where there may be a case for changes to be made to the spatial strategy, it is important to recognise that the greater part of the existing SDP is proposed to remain unchanged, i.e. the designated SEILs, SFTTHs and the Network of Strategic Centres. This applies to locations within Inverclyde - the Inverclyde Waterfront SEIL, including Inchgreen/Great Harbour for the National Renewables Investment Plan (NRIP), Ocean Terminal SFTTH and Greenock (Strategic Centre). In a similar way, strategic locations identified in neighbouring areas, e.g. Glasgow International Airport and Bishopton (Community Growth Area), remain as priorities for investment and development. Background Report No.8  
Background Report No.9
- 5.15 The most significant change to the priorities identified, and for some of the new ones proposed, arises out of the impact of the recession and the impact this has had on public and private investment. To address this, there is a desire for greater co-ordinated action across the City Region and the Scottish/UK Government announced in August 2014 the Clyde Valley City Deal Infrastructure Fund, with some £1.13 billion for twenty projects over a 20 year period. Three of the projects are in Inverclyde, two linked to the SDP Clyde Waterfront designation: Inchgreen and Ocean Terminal, Greenock; and the other, Inverkip, related to proposals for the former Power Station. Min Ref: 12/08/14, para 457  
Annex Two
- 5.16 Overall, there are three new SEILs proposed to add to the current 20: two in Glasgow (at Pacific Quay and the Southern General (South Glasgow University) hospital site), and one in North Lanarkshire at Newhouse; and two new SFTTHs to add to the current five, one in Glasgow at King George V Dock and in Renfrewshire, at Linwood. Annex Two
- 5.17 No changes are proposed to the designation of the Community Growth Areas and it may be noted that a number of them in North and South Lanarkshire should be assisted through City Deal project funding. Similarly, there are no changes proposed to the network of strategic centres, Greenock remaining one of 23 designated in the SDP, while noting that Clydeplan SDP2 will reflect the outcome of the current legal challenge in relation to Braehead, and whether Renfrewshire Council's decision to change its status from a commercial centre to a town centre in its recently adopted LDP is upheld. Min Ref: 30/10/14, para 671

## Enabling Delivery of New Homes – HSTs and Housing Land Requirements

- 5.18 In 2013 the Scottish Government, as part of an HNDA refresh, produced the HNDA Tool, a model populated with national data to enable local authorities and in Clydeplan's situation, the Glasgow and the Clyde Valley Housing Market Partnership, to estimate the amount and likely tenure of additional future housing required. The planning horizon for this HNDA evidence base for SDP2 is 2029 (12 years from expected SDP2 approval in 2017), with an intermediate year, 2024, the 7 year *effective* housing land supply period from SDP approval in accordance with SPP, and 5 years from expected LDP adoption.
- 5.19 The HNDA Tool enables assumptions on future household incomes and house prices to be modelled alongside economic forecasts and projected demographic changes to provide estimates of affordability and likely tenure of future households. However, one important difference from the 2011 HNDA that informed SDP1 and the 2014 Inverclyde LDP is the calculation of current or backlog need. This has resulted in a much reduced assessment of the need for '*net new additions*' to the housing stock to meet these needs. Despite this, as noted above (para 5.11), the scale of need estimated is considerable in comparison with the estimates for the private sector. Background Report No.5
- 5.20 The outputs from the HNDA Tool – the 'Housing Estimates' – are the first stage in the process of identifying the housing land requirements for the respective local authorities. Adjustments are required on the private sector to account for the Housing Market Area (HMA) framework and beyond this, as indicated HSTs require to be set in advance of determining whether there is a requirement for land release, having taken into account the SPP requirement for 'generosity' in the land supply.

5.21 However, as the Clydeplan SDP MIR states “across the city region the challenges facing local authorities and the development sector around the delivery of new housing are very different and as such local circumstances require to be factored into any proposed approach.” Such an approach requires this to be done in such a way that both captures these differences across the eight local authorities but is also consistent and comparable. It is important to note that these differences are considerable, ranging from a projected 10% increase in households in East Renfrewshire (2012-29) to a projected decrease in Inverclyde of 5%.

5.22 Clydeplan has concluded “it would be inappropriate at this stage of SDP2 preparation to finalise the HSTs because by definition, they are the local authorities’ policy interpretation of the HNDA Tool outputs combined for the purpose of finalising the City Region’s housing land requirements.” The HST strategic overview should be realistic and deliverable given the continuing downturn in house building since 2008, so Clydeplan has decided that as the SDP2 “will not be approved until Spring 2017 and local authorities’ LHSs are not required until 2016/17, it is premature to conclude on these at this stage.” A draft methodology to derive HSTs will be published as a Background Report for this MIR consultation and subject to responses received, will be applied for the Proposed Plan using the ‘Sustained Growth Scenario’ to determine future housing land requirements, at HMA level and for the eight local authorities.

Background  
Report No.6

5.23 Having said that, it is already known that with an *established* housing land supply capable of accommodating some 118,000 dwelling units across the City Region, there is likely to be a more than sufficient supply to provide for the estimated housing need and demand to 2029, including a level of generosity as required by SPP. This would require little change in the SDP Proposed Plan in this respect and equally in Inverclyde, having recently had our housing land supply endorsed as more than sufficient at our LDP Examination in June 2014.

Background  
Report No.1

#### Main Issue 2: ‘Supporting a Low Carbon Economy’

5.24 The MIR identifies the scope for reducing carbon emissions and assisting the transition to a low carbon economy, through more efficient means of delivering heat and electricity, and planning for zero waste. The development of the off-shore renewables industry is an economic growth opportunity, which includes the National Renewables Investment Plan’s (NRIP) objective of building on our existing strengths through the identification of a wide range of locations, including the Inchgreen/Great Harbour site in Greenock. The Scottish Government’s NPF3 specifically recognises this location in Inverclyde for its marine (wave and tidal) potential and this is reflected in the Clydeplan.

5.25 Onshore wind energy development is the main contributor to meeting greenhouse gas emissions targets set by the Scottish Government. Development plans are expected to guide development to appropriate locations and in this regard, SPP sets out a new approach, of ‘spatial frameworks’, to assist local authorities determine where the most appropriate areas are to accommodate wind turbines. This represents a change from SDP1 which defined ‘broad areas of search’ for developments of 20MW and over, to a new categorisation, as follows: areas where wind farms will not be acceptable; areas of significant protection, including national and international designations and other nationally important mapped environmental interests; community separation for consideration of visual impact; and beyond these, where wind farms are likely to be acceptable, subject to detailed consideration against identified policy criteria.

5.26 The spatial framework approach for the Clydeplan SDP2 has been assisted by a landscape capacity assessment to identify the strategic potential of accommodating wind farms and in particular, the potential cumulative impacts which are often cross boundary. The assessment and determination of wind turbine proposals is a matter for LDPs. In relation to Inverclyde, our adopted 2014 LDP predates the SPP and this spatial framework approach, and the findings of the landscape capacity study. As indicated before to Committee, the Supplementary Guidance on Renewable Energy that supports LDP Policy INF1 is currently being revised and updated to incorporate these changes in national policy, and this will be reported to Committee later this year.

Background  
Rpt No.11

Min Ref:  
30/08/14,  
para 670

Main Issue 3: ‘Supporting Positive Environmental Action’

- 5.27 NPF3 identifies the Central Scotland Green Network (CSGN) as a National Development with priorities of tackling the remediation of derelict land, action in disadvantaged communities and increase levels of walking and cycling. The Glasgow and the Clyde Valley Green Network is an important component of the CSGN and the SDP1 Vision and Sustainable Development Strategy. In order to extend, enhance and focus delivery of green network opportunities across the City Region, SDP1 included 14 spatial priorities where environmental, social, access and regeneration elements are integrated. Three of these are in Inverclyde (refer to Annex 2).
- 5.28 The existing priorities have been reviewed by using new and updated data sets, including priority habitats, priority access to greenspace (by disadvantaged communities), underperforming greenspace, health and wellbeing, and vacant and derelict land. While this has reaffirmed most of the SDP1 locations, some have had their boundaries redefined, and one new opportunity has been proposed in the MIR. For the eleven Community Growth Areas, green network priorities have been identified.

Background  
Rpt No.10

Annex Two

Main Issue 4: ‘Supporting Sustainable Travel’

- 5.29 In a similar manner to Main Issue 3, existing priorities have been largely reaffirmed but also new ones added, with some of the projects identified under the City Deal supporting existing SDP priorities, both transport related schemes and designated strategic locations, for example the CGAs and SELs. An important addition to the strategic priorities is the need to improve cross-city connections, to assist cross-Scotland journeys.

Annex Two

Main Issues 5, 6 and 7

- 5.30 Other issues raised include Clydeplan’s wish to develop greater integration between land use planning and community planning, to support GCV Community Planning partners in their coordinated action on: economic recovery and employment growth; improving health inequalities and physical activity; delivering regeneration; and creating safer communities.
- 5.31 Similarly, following the Scottish Government’s publication of ‘Creating Places’ in June 2013 to advance the need for planning to focus more on ‘placemaking’ and emphasise the value of good design to unlocking opportunities and build vibrant communities, Clydeplan wishes to promote more collaborative thinking in how the distinctive qualities of the City Region, in all its diversity and distinctiveness can be expressed in SDP2.
- 5.32 The last Main Issue ‘Climate Change Adaptation’ is concerned with ensuring that at the City Region level, strategic planning can make a positive impact on, and facilitate adaptation to, climate change through development decisions. Clydeplan wishes to contribute to these objectives but recognises that this will only be achieved in partnership and through a joint approach and seeks the best way to achieve these aims.

**6.0 IMPLICATIONS**

- 6.1 **Legal:** there are none arising directly from this report.
- 6.2 **Finance:** there are none arising directly from this report.

Financial implications – one-off costs

Cost Centre	Budget Heading	Budget Year	Proposed Spend this Report	Virement From	Other Comments
n/a	n/a	n/a	n/a	n/a	n/a

Financial implications – annually recurring costs/(savings)

Cost Centre	Budget Heading	Budget Year	Proposed Spend this Report	Virement From	Other Comments
n/a	n/a	n/a	n/a	n/a	n/a

6.3 **Personnel:** there are none arising directly from this report.

6.4 **Equalities and diversity:** this report has no impact on the Council's Equalities Policy.

6.5 **Repopulation:** the Clydeplan SDP MIR is of direct relevance to the Council's repopulation agenda, in setting out the strategic context for the planning and development of the Glasgow City Region, including the spatial settlement strategy (distribution of major locations for business and housing development), to meet the assessed future requirements, over 10 to 20 years.

## 7.0 CONSULTATION

7.1 **Chief Financial Officer:** no requirement to comment.

7.2 **Head of Legal and Property Services:** no requirement to comment.

7.3 **Head of Organisational Development, HR and Communications:** no requirement to comment.

7.4 A close working relationship is maintained between Regeneration and Planning (Planning Policy Team) and the Safer and Inclusive Communities Service (Strategic Housing Team), in Inverclyde's participation in the GCV Housing Market Partnership, responsible for the preparation and finalising of the GCV HNDA Background Report. This provides an evidence base for not only this SDP MIR but also the update and review of the Council's Local Housing Strategy (LHS) 2011-2016 (refer to paras 5.11 & 5.18 to 5.23 above), and the next review and update of the Local Development Plan (LDP2), expected to commence in January 2016.

## 8.0 CONCLUSIONS

8.1 The Clydeplan SDP2 Main Issues Report (MIR) introduces a refreshed Spatial Vision but represents in large part a roll forward of the recently approved SDP1 Spatial Development Strategy by Scottish Ministers, with few changes proposed in the strategic locations and designations. It should be noted however, that the proposed addition of King George V Dock, Govan, Glasgow, as a 'Strategic Freight Transport Hub' could have potential implications for Ocean Terminal, Inverclyde.

Annex Two

8.2 The overall approach in strategic direction given in the MIR to the eight local authorities for their LDPs is the right one, including the choice of the 'Sustained Growth Scenario', as it represents a more realistic basis for the forward planning of the City Region while the downturn in development activity remains an issue for both the private and public sectors.

8.3 While it is understood that there is likely to be a more than sufficient established housing land supply to provide for the estimated housing need and demand across the City Region to 2029, the Council reserves its position until having had the opportunity to: (1) respond to Background Report No.6 on the draft methodology for setting the Housing Supply Targets (HSTs) by local authority and HMA; and (2) examine the final outcome of the HST exercise, including the tenure split, and what that would mean for housing land requirements, given the changed context under which the HNDA has been produced, including the changes in the tenure balance outputs, and the impact that that is likely to have on Inverclyde's housing system.

8.4 In view of the above, this report, its commentary on the MIR, conclusions and recommendations, should be seen as an '*in principle*' holding response on the Clydeplan SDP2 MIR, until the above issues around HSTs, housing land requirements, including how 'generosity' is to be handled are finalised, and also those matters that are the subject of the other 11 Background Reports and the SEA are published and officers have had the chance to appraise their content.

### **Next Stages**

- 8.5 With respect to the housing issues, a report will be brought to the March Committee(s) on Background Report No.6 'Glasgow and the Clyde Valley Housing Need and Demand Assessment' (HNDA2), to reflect its importance and relevance to the review and update of the Council's Local Housing Strategy (LHS) and LDP over the next few years. At that stage, the outcome of the GCV HMP and Clydeplan's work on HSTs and housing land requirements may have been finalised and if so will be reported as well.
- 8.6 The more immediate next stage is publication of the methodology for setting the HSTs and the finalisation of these for further public consultation, and beyond this, agreement for their inclusion in the Proposed Plan and the respective eight local authorities' Local Housing Strategies and for LDP2s.
- 8.7 Following receipt of representations made to the MIR, the Clydeplan SDPA will make the necessary arrangements for the preparation of the Proposed Plan, expected to be placed before the Clydeplan Joint Committee in December 2015 for approval to publish for consultation in February 2016.
- 8.8 Beyond this, according to the SDPA's Development Plan Scheme, the SDP2: Proposed Plan should be submitted to Scottish Ministers in May 2016, following which any unresolved objections to the Plan will be subject to an Examination, held by the Directorate of Planning and Environmental Appeals (DPEA) with the appointment of independent reporters.
- 8.9 On this timetable, it is anticipated that Clydeplan SDP2 should be approved by Scottish Ministers in June 2017, with the next round of LDPs following soon after, including Inverclyde's LDP2: Main Issues Report, timetabled for publication in the Spring of 2017.

## **9.0 BACKGROUND PAPERS**

9.1 The Clydeplan SDPA 'Strategic Development Plan: Main Issues Report (January 2015), and all associated reports published with the MIR, including the Strategic Environmental Assessment (SEA) 'Environment Report' and 12 Background Reports (listed below), will be available as downloads through the Clydeplan-SDPA web site – '[www.clydeplan-sdpa.gov.uk](http://www.clydeplan-sdpa.gov.uk)'. The approved 2012 GCV SDP can be similarly sourced.

### Clydeplan SDP2 MIR Background Reports

- 1) Monitoring Statement
- 2) Projection of Population and Households to 2029
- 3) Vacant and Derelict Land in the City Region 2013
- 4) Economic Outlook and Scenarios for the Glasgow and the Clyde Valley City Region 2013 - 2038
- 5) Glasgow and the Clyde Valley Housing Need and Demand Assessment (HNDA)
- 6) Beyond the HNDA - Approach to Housing Supply Targets
- 7) Glasgow and the Clyde Valley Urban Capacity Study 2013
- 8) Strategic Economic Investment Locations
- 9) Network of Strategic Centres
- 10) Glasgow and the Clyde Valley Green Network Priorities
- 11) Landscape Character Study for Wind Turbine Development in the Glasgow and the Clyde Valley City Region
- 12) Climate Change Adaptation

## **ATTACHMENTS**

### **Annex One: Clydeplan SDP2 Main Issues Report – Reponses to Consultation Questions**

#### **Vision and Strategy**

*Q.1: Do you agree with the Vision as set out for Clydeplan?*

Yes, and importantly unlike SDP1, the Vision includes a valuable spatial dimension and incorporates a delivery focus for LDPs and for 'placemaking' at different spatial scales. In this respect, it is a genuine land use planning vision with the potential to inform 'Placemaking at the City Region Scale' (refer to Main Issue No.6 and Q.18 below).

*Q.2: The Preferred Spatial Development Strategy (SDS) Option: do you agree with Clydeplan's continued support for this option and the related projects in SDP1?*

*[Note: given the support of NPF3 and SPP to the current SDP SDS, there are no reasonable alternatives proposed]*

Yes, given as it states in Clydeplan, the relatively recent approval of SDP1 by Scottish Ministers and the extent to which the SDS is in accordance with NPF3 and SPP (2014).

#### **Issue 1: Supporting Sustained Economic Growth**

##### **Strategic Economic Investment Locations (SEILs)**

*Q.3: The SDP currently identifies 20 SEILs aimed at promoting long term sustainable economic growth in the City Region. The Preferred Option is to include three additional SEILs – (refer to Annex 3) – as locations to support key sectors in the City Region economy.*

*An Alternative Option is to retain the current 20 SEILs as set out in SDP1.*

*Which of the above options do you support and why?*

*Are there other options you would propose and why?*

The first preferred option for the reasons stated above in relation to the approved SDS, and to reflect important new opportunities that have emerged that are of sufficient strategic scale and significance, to be added to the current 20 SEILs identified.

##### **Strategic Freight Transport Hubs (SFTHs)**

*Q.4: The SDP currently identifies 5 SFTHs to promote the sustainable transportation of goods to promote the long term growth of the City Region economy. The Preferred Option is to add two additional SFTHs – (refer to Annex 3).*

*An Alternative Option is to retain the current 5 SFTHs as set out in SDP1.*

*Which of the above options do you support and why?*

*Are there other options you would propose and why?*

The first preferred option for the reasons stated above in relation to the approved SDS, and to reflect that the two opportunities are of sufficient strategic scale and significance, to be added to the current 5 SFTHs identified. However, Inverclyde Council seek assurance that the proposed addition of King George V Dock, Govan as a 'Strategic Freight Transport Hub' would not have any adverse implications for container freight business at Ocean Terminal, Inverclyde.

##### **The Visitor Economy**

*Q.5: In support of the visitor economy and wider development strategy for Clydeplan, do you agree that the Forth and Clyde Canal and the River Clyde should be specifically recognised?*

*Are there other cross-boundary assets which should be recognised? If so, which ones and why?*

Agree: Clydeplan would benefit from specifically recognising the Forth and Clyde Canal and the River Clyde as important strategic resources within the City Region to support the visitor economy.

In the case of the River Clyde, because of its size and spatial extent through the City Region, it would require to be differentiated in the Proposed Plan (probably accompanied by a Schedule of Opportunities as a guide to LDPs and other relevant stakeholders), to inform future development and investment across what could be an extensive and varied range of projects. Projects connected with specific locations, e.g. around Pacific Quay, or Clydebank-Renfrew Riversides, or



the Firth of Clyde around Inverclyde's coast; initiatives through the RBMP to improve water quality and therefore assist its tourist/recreational potential; or making better use of the River as a transport corridor, combining potential journey-to-work with leisure/tourism, are all undeveloped aspects of this important resource which makes this City Region so distinctive. Recognising the River Clyde in this way, and the Forth and Clyde Canal, is also of relevance and could be the significant parts to taking forward Main Issue No.6 'Placemaking at the City Region Scale' in a new and more meaningful manner (refer to Q.18).

### **Network of Strategic Centres**

*Q.6: Are there specific actions that Clydeplan should promote to support the roles and functions of the network of strategic centres and in particular Glasgow City Centre, taking account of the significant changes in how the retail sector operates?*

*[Note: it has been concluded there is no need to change the network]*

Clydeplan should promote the consideration of impact of strategic retail developments upon the retail function of the City Centre, as well as the cumulative impact of smaller developments. It should also promote the development of town centre strategies and action plans to support the non-retail role of centres. Support for regular and standardised monitoring in the eight member authorities is essential in this fast-changing environment.

### **Delivery of New Homes**

#### Preferred Growth (Planning) Scenario

*Q.7: Do you agree with the choice of the Sustained Growth Scenario identified as the preferred scenario for Clydeplan?*

*If you have answered no, please provide justification and evidence for your views.*

Agree, as it best reflects the current understanding of City Region demographics and forecast economic change over the lifetime of SDP2.

#### Housing Supply Targets (HSTs)

*Q.8: The proposed methodology to set HSTs is set out in Background Report 6: do you agree with this approach?*

*If you have answered no, please provide justification and evidence for your views.*

Agree.

#### Generosity

*Q.9: SPP suggests that a generosity margin of 10 to 20% is added to the HSTs. Given that the HSTs should reflect what is reasonable, realistic and deliverable, what other factors should Clydeplan consider in determining the appropriate level of generosity?*

*Should this level of generosity be applied in the same way across both Private and Social Rented and Below Market Rent sectors, and across all local authorities?*

*Please provide a justification and evidence for your views.*

The proposed methodology to set HSTs is very full and comprehensive and therefore there is no need to introduce any other factors to account for generosity as the expected outcome of this exercise and the translation of the HSTs to housing land requirements is likely to indicate that there is a more than sufficient (or 'generous') established housing land supply to provide for the estimated housing need and demand to 2029. The HST methodology, when concluded and agreed, will be undertaken by the eight local authorities by using the 'Housing Estimates' from the HNDA Tool disaggregated by tenure, i.e. Private and Social Rented and Below Market Rent sectors, thereby taking into account any issues around the need for a 'generosity' margin. Therefore, as in SDP1, subject to the HST and HLR exercises being completed, and taking into account any requirement for 'generosity', there would appear to be no requirement for any strategic release of land for housing in SDP2.

#### Housing Land Requirement

*Q.10: Do you agree that the existing land supply in the Clydeplan area is likely to be sufficient to address future housing requirements across all tenures?*

*If you have answered no, please provide justification and evidence for your views.*

Yes, as outlined in answer to Q.9.

### Delivery of Quality Housing

*Q.11: In addition to the provision of a generous supply of land to accommodate the identified housing land requirement, what other activities can Clydeplan undertake to support and enhance delivery of quality housing across the City Region?*

Clydeplan's Strategic Development Strategy is fundamental to the delivery of new homes located in sustainable locations, ensuring best use of existing and planned infrastructure, including transport and the integration of other supporting land uses and community facilities, set within well landscaped neighbourhoods to create residential areas that people want to live in. Equally, Clydeplan sets the conditions necessary to extend and improve quality living within the city centre and surrounding area, and the strategic centres around the City Region, by continuing to place emphasis on the benefits of urban living for what is now the majority of new households' forming, including those being attracted to the area for work.

## **Issue 2: Supporting a Low Carbon Economy**

### **Onshore Wind**

*Q.12: The Preferred Option is to develop a spatial framework using the approach set out in SPP, update the existing SDP1 policy and to take account of the landscape capacity study to ensure a consistent approach is taken across the City Region. This takes accounts of SPP, updates environmental information and provides a new policy approach.*

*Alternative Option: No change – retain existing SDP1 'broad areas of search' approach and policy context.*

*Which of the above options do you support and why?*

*Are there other options you would propose and why?*

The Preferred Option as the alternative of retaining the existing SDP1 'Broad Areas of Search' is not a viable one, nor any other, if Clydeplan is to be in accord with the new 'spatial framework' approach outlined in SPP 2014.

## **Issue 3: Supporting Positive Environmental Action**

### **Green Network Priorities**

*Q.13: The Preferred Option is to use revised methodology taking account of CSGN priorities, introduce a new spatial framework and Green Network Spatial Priorities using new and extended data sources.*

*Alternative Option: No change – retain existing SDP1 Green Network Priorities.*

*Which of the above options do you support and why?*

*Are there other options you would propose and why?*

*Are there any other datasets that could be used to help refine this process?*

The Preferred Option, as the use of new and extended data sets is supported. This will incorporate the priority themes in NPF3 on which CSGN is to focus – active travel, disadvantaged communities and vacant and derelict land. Refining the data previously used will also ensure a stronger correlation at the local level through the use of local data and add to the precision when defining Green Network Strategic Delivery Areas, including for the Community Growth Areas, in LDPs.

## **Issue 4: Supporting Sustainable Travel**

### **Strategic Transport Network**

#### Priorities for Investment

*Q.14: Given the level of recent and projected investment in both the strategic road and public transport networks, are there gaps/projects which should be prioritised for investment in support of Clydeplan's Vision and Strategy?*

Clydeplan should continue to work closely with SPT and Transport Scotland to ensure that the Community Growth Areas (CGAs), SEILs and other strategic locations and designations, where development would lead to increased travel to and from these areas/locations, are prioritised for public transport improvements. This will support sustainable travel patterns, having regard to the timing and phasing of these respective components of the SDS.

### Cross-city Connections

*Q.15: In support of improved strategic connectivity, should Clydeplan give support to measures which deliver cross-city connections as set out above (i.e. High Street curve from City Union Line with potential for new stations at Glasgow Cross and West Street; and Strathbungo Link allowing access to trains from East Kilbride/Barrhead/Kilmarnock route to City Union Line). Are there other options Clydeplan should consider to achieve cross-city connections?*

Clydeplan should support measures for cross-city connections, either as set out currently or through revisions to regional transport plans, strategic transport reviews or other relevant strategies, subject to there being no conflict with other components of the SDS.

### Public Transport Corridors

*Q.16: Should Clydeplan give priority to any particular public transport corridors, as set out in Table (pages 43/44) [Note: this is the same as Schedule 4 in SDP1]. If so, why, and what options should be promoted to improve service reliability and/or frequency?*

'Clyde Gateway/Motherwell/Ravenscraig', 'Eastern (M8) Corridor', 'Glasgow International Airport/Bishopton/Inverclyde' and 'Barrhead to Renfrew, Glasgow International Airport and Riverside North', all have potential to realise multiple benefits for improved connectivity across and beyond the City Region, and in particular to realise the full potential of CGAs, SEILs and Freight Hubs, as does the City Centre as the central node of the transport network. Regard should be had to the timing and phasing of development to enable these locations and key development sites within, to be brought forward as required.

### **Issue 5: SDP and Community Planning**

*Q.17: Recognising that strategic planning and community planning should be more closely aligned, how could this best be achieved?*

The vision for the city region needs to reflect and be consistent with the spatial aspects of Community Plans, and ensure that the community planning partners have confidence that the development plan, SDP and LDPs, can deliver their aspirations.

### **Issue 6: Placemaking at the City Region Scale**

*Q.18: In considering an approach to placemaking for the City Region and in terms of the six qualities of a successful place – (1) distinctive, (2) welcoming, (3) adaptable, (4) resource efficient, (5) safe and pleasant, and (6) easy to move around and beyond – how should this be expressed in Clydeplan?*

SDP2 needs to continue to recognise that placemaking is central to achieving the vision of a sustainable, successful place by identifying what makes the City Region distinctive. It is important to emphasise the efficient use of resources, particularly where there are opportunities to re-use or share existing resources, and recognise the benefits of re-use of brownfield land (which also helps to support a low carbon economy). The importance of prioritising inter-connected active and sustainable travel ahead of the reliance on private cars should also be highlighted in SDP2, and cross boundary opportunities identified.

### **Issue 7: Climate Change Adaptation**

*Q.19: How can Clydeplan best pursue its contribution to climate change adaptation and facilitate a joint approach to the issue?*

Clydeplan can best pursue its contribution to climate change adaptation through integrating it into other elements of the SDP2, such as transport, infrastructure, Green Network, etc.

Clydeplan is also well placed to address cross-boundary opportunities to overcome or build on the outcome of climate change in a co-ordinated manner to ensure the actions of one authority does not result in adverse consequences for any neighbouring authorities.

### **Any other strategic issues SDP2 should consider?**

*Q.20: In the context of Clydeplan's Vision and Spatial Strategy and the Scottish Government's recently published NPF3 and SPP, are there other matters which you consider should be addressed in Clydeplan?*

No.

## **Annex Two: SDP Strategic Locations and Designations**

### **(A) Community Growth Areas (CGAs) [Schedule 1]**

- No changes proposed in the SDP2 MIR to Schedule 1.

### **(B) Strategic Economic Investment Locations (SEILs) [Schedule 2]**

#### **SDP1 – Schedule 2**

- 1) Bishopton
- 2) Glasgow City Centre  
(and surrounding areas)
- 3) City Science
- 4) International Financial Service District
- 5) Pacific Quay
- 6) Clyde Gateway
- 7) Clydebank Riverside
- 8) Inverclyde Waterfront
- 9) Hillington/Renfrew North
- 10) Scottish Enterprise Technology Park
- 11) Peel Park North
- 12) Robroyston
- 13) Glasgow International Airport Zone  
(three sites: Inchinnan, Linwood, Westway)
- 14) West of Scotland Science Park
- 15) Hamilton International Technology Park
- 16) Eurocentral
- 17) Poniel
- 18) Gartcosh
- 19) Ravenscraig
- 20) Lomondgate

#### **Proposed SDP2 MIR**

- 21) Creative Clyde Enterprise Area, Pacific Quay
- 22) South Glasgow University Hospital (Southern General hospital site)
- 23) 'Biocity Scotland', Newhouse

### **(C) Strategic Freight Transport Hubs (SFTHs) [Schedule 3]**

#### **SDP1 – Schedule 3**

- 1) Eurocentral/Mossend (Rail)
- 2) Gartsherrie, Coatbridge (Road)
- 3) Deanside, Renfrew (Rail)
- 4) Glasgow International Airport (Air)
- 5) Ocean Terminal (Sea)

#### **Proposed SDP2 MIR**

- 6) King George V Dock, Govan (Sea)
- 7) Burnbrae, Linwood (Rail)

### **(D) Network of Strategic Centres [Schedule 12]**

- No changes proposed in the SDP2 MIR to Schedule 12.

## **(E) Public Transport Corridors (Strategic Transport Network) [Schedule 4]**

- No changes proposed in the SDP2 MIR to Schedule 4, other than the addition of two new Cross-City (Rail) Connections to improve the Strategic Transport Network:
  - High Street curve from the City Union Line, with potential for new stations at Glasgow Cross and West Street; and
  - Strathbungo Link, allowing access to trains from the East Kilbride/Barrhead/Kilmarnock routes to the City Union Line.

## **(F) Green Network Spatial Priorities [Schedule 5]**

### **SDP1 - Schedule 5**

### **Proposed SDP2 MIR \***

Inverclyde Waterfront, focussing on:

- |                   |               |
|-------------------|---------------|
| 1) Upper Greenock | no change (1) |
| 2) East Greenock  | no change (2) |
| 3) Port Glasgow   | no change (3) |

Clyde Waterfront, focusing on:

- |                                  |  |
|----------------------------------|--|
| 4) Dumbarton East/Old Kilpatrick | name change: Dumbarton (4)<br>name change: Bowling (5)                                       |
| 5) Erskine/Clydebank             | name change: Clydebank (6)<br>name change: Erskine (7)                                       |
| 6) Renfrew/Yoker/Whitecreek      | name change: Renfrew (9)<br>name change: Yoker/Whitecreek (10)<br>New: Glasgow West End (11) |
| 7) Govan/Ibrox                   | no change (12)   |
| 8) Gorbals/Toryglen              | name change: Toryglen (13)   |

Other Locations

- |                                   |   |
|-----------------------------------|---|
| 9) Clyde Gateway                  | no change (14)                              |
| 10) Castlemilk/Stamperland        | Removed                                     |
| 11) Ravenscraig                   | no change (16)                              |
| 12) Greater Easterhouse           | Redefined & renamed: Gartloch/Gartcosh (15) |
| 13) Lambhill/Possil               | Removed                                     |
| 14) Johnstone/Black Cart Corridor | no change (8)                               |

- Retitled '**Green Network Opportunities – Strategic Delivery Areas**'

Head of Regeneration and Planning  
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'E&R Cmtee 2015 Clydeplan MIR – IC Resp (Dec '14)'

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<b>Report To:</b>	<b>Environmental &amp; Regeneration Committee</b>	<b>Date:</b>	<b>15 January 2015</b>
<b>Report By:</b>	<b>Corporate Director Environment Regeneration &amp; Resources</b>	<b>Report No:</b>	<b>ERC/ENV/IM/14.218</b>
<b>Contact Officer:</b>	<b>Ian Moffat</b>	<b>Contact No:</b>	<b>5910</b>
<b>Subject:</b>	<b>Flooding Capital Spend Update</b>		

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## 1.0 PURPOSE

- 1.1 At the Environment & Regeneration Committee on 4 September 2014 it was agreed that officers would bring forward a report to the January Committee that would ;
- Provide Members with an update on progress with the Central Greenock Flooding project.
  - Provide Members with further details and outline any additional capital requirements for flood schemes that did not qualify for support funding together with schemes that had not been brought forward previously due to access or ownership issues.
  - Provide Members with an update on the discussions officers were having with Scottish Water and to make appropriate recommendations to enter an agreement to work collaboratively on an integrated catchment study to assist resolve flooding issues throughout Inverclyde.
- 1.2 Further to the above, officers were requested to report back to Committee outlining the resources that were required to deliver the above capital programmes along with additional revenue requirements to enhance response to flooding incidents.

## 2.0 SUMMARY

- 2.1 The detailed design phase for the Central Greenock Flood Prevention Scheme is approximately 80% complete. The design and contract preparation work initially focussed on the Aberfoyle Road proposals to allow this part of the Scheme to be tendered and commence on site in February.
- 2.2 Further design work is progressing well at the remaining locations, with the results from ground investigations and survey location trial pits awaited to finalise the design. It is anticipated that the design phase will be substantially complete by the end of January. The Projected spend of each scheme is highlighted in appendix A of this report.
- 2.3 The automatic trash screen at Crescent Street has been installed and commissioned.
- 2.4 Unfortunately, an application for further funding support through the Climate Challenge Fund for the flood protection works in Kilmacolm did not get beyond the first stage due to the concentration on infrastructure works.
- 2.5 Scottish Water has requested that Inverclyde Council enter in to an agreement in principle to undertake an Integrated Catchment Study (ICS) and work collaboratively in accordance with the requirements of the Flood Risk Management (Scotland) Act 2009. The study will provide detailed information on flooding mechanisms from overland flow, sewers and watercourses. Once completed officers will bring back a report on potential future investment requirements.

- 2.6 There are two study areas that Inverclyde are involved with. The main one is the Scottish Water Inverclyde catchment covering Port Glasgow to Wemyss Bay and the secondary one is the Scottish Water Erskine catchment and our element includes Kilmacolm. The overall cost of two study areas is estimated at £973,000 and the estimated portion of cost for Inverclyde would be £90,000. The study will provide detailed information on flooding mechanisms from overland flow, sewers and watercourses. Once completed officers will bring back a report on potential future investment requirements.
- 2.7 Section 5.0 of this report provides outline details and costs for the flood schemes that did not qualify for support funding together with schemes that had not been brought forward previously due to access or ownership issues. Also included in this section is the estimated cost for the integrated catchment study agreement with Scottish Water and the additional revenue requirements to enhance the Council's ability to respond to flooding incidents.
- 2.8 Overall after deducting the balance of the remaining capital funds earmarked for additional flood schemes, this report requests that a further £950,000 investment is made for flood alleviation works.

### **3.0 RECOMMENDATIONS:**

It is recommended that the Committee:

- 3.1 Note the progress on the Central Greenock Flood Protection scheme.
- 3.2 Approve the additional flood schemes and revenue requirements listed in section 5.0 of this report and request that the Head of Environmental and Commercial Services takes forward a report to the Policy Resource Committee recommending that £950,000 for additional flood alleviation capital works and revenue requirements should be considered by Members when allocating reserves as part of the 2015 budget process.
- 3.3 Subject to approval of the above, delegate authority to the Head of Environmental and Commercial Services to progress the capital and revenue schemes listed in section 5.2, substituting them as required with schemes listed in para 5.4 of this report.
- 3.4 Subject to approval of the above, delegate authority to the Head of Environmental and Commercial Services to progress and approve the agreement in principle to work with Scottish Water on an Integrated Catchment Study.
- 3.5 Subject to the additional funding being allocated and the cost can be contained within the current service budget notes the extension of the Flood Engineers temporary contract of employment until 31 March 2018.

**Ian Moffat**

**Head of Environmental and Commercial Services**

## 4.0 BACKGROUND

- 4.1 The automated trash screen at Crescent Street is an innovative solution with Inverclyde having been successful in receiving a research grant from the Scottish Roads Research Board in conjunction with Heriot Watt University. The results from research will determine if this type of approach can successfully be rolled out to other locations across the Scottish transportation network.
- 4.2 The detailed design phase for the Central Greenock Flood Prevention Scheme is approximately 80% complete with the design and contract preparation work initially focussed on the Aberfoyle Road proposals. This has enabled a tender to be issued and allow a contract to be awarded in January. This will maintain the projected capital spend to the end of the financial year estimated as £289,000. Appendix A provides projected spend within each financial period along with dates projected costs for each scheme.
- 4.3 Further detailed design work is well advanced with site investigation works having been completed to inform the design consultant about ground conditions and utility locations at Kings Glen and Cartsburn Street respectively. Discussions are on-going with Network Rail to determine the particular construction constraints that will be required for the new culvert below the railway arch bridge in Cartsburn Street to protect the bridge.
- 4.4 The design of a solution for the flooding at West Station has identified that the extent and volume of potential surface water flow is significantly greater than originally understood. During the pre-design investigations, additional information received from SEPA demonstrated the full extent of the catchment area and sources of overland flow. The proposed solution will require being multi-faceted and detailed discussions are on-going with Transport Scotland, Scottish Water and Network Rail to consider solutions which will be of benefit to all organisations. The final cost of this scheme will be subject to a further report to this Committee.
- 4.5 An application for further funding support through the Climate Challenge Fund for the flood protection works in Kilmacolm was submitted. This application was pursued by the External Funding Officer following a suggestion of alternative funding sources from COSLA and a pre-application meeting had taken place with the Fund Manager to outline the potential project idea. However, the final application was considered to be too focused on the infrastructure relating to the flood prevention activity and not enough scope for a community led project.
- 4.6 The Council is responsible for maintaining the kerbside drains (gullies) which collect the surface water run-off from roads and footways adopted by the Council and for removing blockages in water courses that flow on Council owned land. The gully maintenance service provides key infrastructure support which assists the public in daily life and also protects and preserves Council assets. Transport Scotland is responsible for maintaining kerbside drains (gullies) on the truck road network. Organisations such as Network Rail and private property owners are responsible for removing blockages on watercourses that flow through their land.
- 4.7 Currently the Council operates one Gully vehicle, but has a number of drivers trained to operate it. Management are currently reviewing the vehicle productivity to ensure it is fully utilised and are exploring collaborative working with neighbouring authorities, gulley emptying and drainage works form part of these talks.
- 4.8 In addition to the Gully emptying budget, roads services has a budget for other drainage works however with the increased severe weather events in recent years the budgets are constantly under pressure. In February 2014 the Council approved additional drainage works funding of £250,000 to spread over two years from 1 April 2014. This will be fully spent, mainly on improvements to carriageway drainage.
- 4.9 Due to a voluntary early retirement request in 2011 the Flooding Engineer's position was given up as a budget saving. This was put forward as being acceptable due to the level of capital spends and the number of outstanding projects ongoing at the time. However as a result of the detailed work required to complete the Council's bid for support grant funding and to cater for the increased investment made by the Council in flood prevention a flooding engineer has been employed on a temporary basis, this position is funded from other management savings until 31 March 2016.



## 5.0 Proposals

5.1 Future investment in flood alleviation works was outlined in the report to Committee on 4 September 2014 report no. ERC/ENV/IM/14.202. Officers were asked to report back to this 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 identified.

5.2 The following schemes target resolution of business and property flooding issues and include areas flooded in the storm event at the end of October 2014:

Location / Description	Estimated cost (£)	Comments
Market Place and Gowkhouse Road, Kilmacolm	£358,000	<b>Replace upsized Culverts:</b> Part of the original Inverclyde Flood protection Scheme funding bid.
Lower Bouverie Street, Port Glasgow	£334,000	<b>New Automated Trash Screen and upsized of culvert:</b> Part of the original Inverclyde Flood protection Scheme funding bid.
Steel Street, Gourock	£256,000	<b>Upsize of Culvert:</b> Part of the original Inverclyde Flood protection Scheme funding bid.
Quarrier's Village (Gotter Water)	£203,000	<b>Flood embankment works and flow control structure:</b> Not previously included in funding bid because of land ownership issues
Integrated Catchment Study Agreement with Scottish Water	£90,000	Initial study costs only and officers will bring back a further report detailing any future investment requirements for joint capital schemes.
Various locations - cleaning of large diameter culverts and provide stilling ponds / tide flap valves	£125,000	Required to recover the hydraulic capacity in watercourses. Works will include the provision of stilling ponds upstream and flap valves on outlets.
Various locations - removal of road drainage from combined sewer network.	£175,000	Work in conjunction with Scottish Water to install attenuation in upstream reservoirs and removal of road drainage from combined sewer network.
Procurement or the hire of a Gulley vehicle or Vactor	£185,000	Allows for up to three years revenue funding for the hire or procurement of a specialist vehicle(s) or equipment that will significantly increase the operational flexibility whilst improving routine maintenance of gulley/drainage clearing and emergency response efforts during critical flood events.
Sub Total	£1,726,000	
Minus balance of the Councils £1m capital investment plus other unallocated capital set aside for priority Flood schemes	(£776,000)	
<b>Total</b>	<b>£950,000</b>	Total additional funding requirements to complete the above schemes = £1,726,000 minus the balance £776,000 of the remaining IC flood priority scheme capital.

5.3 The balance of funding allocated towards the resolution of flooding in Inverclyde is currently £776,000 (which includes £223,000 of previously allocated flood funding and the balance of the £1,000,000 investment, £553,000), therefore a further £950,000 funding is requested to deliver the proposed works and secure the additional resources outlined above.

#### 5.4 Reserve Projects:

In the event that officers are unable to progress any of the above schemes due to land ownership disputes etc., the following schemes listed in the table below and subject to detailed costing will act as reserves projects.

Location/Description	Estimated Cost (£)	Comments
Cumberland Road, Greenock	£200,000	Details of works being investigated following recent flooding and cost estimate includes modelling and detailed design
Coronation Park, Greenock	£105,000	De-culverting of Bouverie Burn to improve access for clearance of debris with the added benefit of increasing the amenity

5.5 In addition to the above there are a number of flood projects outwith the above, such as the West Station, Oak Mall and Trunk Road at East Hamilton Street that the design of a solution will require multi-faceted and detailed discussions with Scottish Water, Transport Scotland, Network Rail and private property owners. Officers have met several times with Scottish Water, Transport Scotland and private property owners and will bring back a report on potential joint future investment requirements for these schemes.

5.6 The Capital works identified above includes for the cleaning of large culverts, providing stilling ponds, tide flaps, however Inverclyde Council has over 10,000 gullies that require routine cleaning.

5.7 Inverclyde Council is responsible for maintaining the kerbside drains (gullies) which collect the surface water run-off from roads and footways and for removing blockages in rivers and burns, all of which may lead to flooding.

5.8 The gully maintenance service provides key infrastructure support which assists the public in daily life and also protects and preserves Council assets through:

- Reducing the dangers of standing water on the road or footway for all road users;
- Reduces the risks of structural damage to the road infrastructure by water penetration;
- Alleviating the risks of flooding and its consequences;
- Lessening the risks to all road users and pedestrians of surface water freezing in cold weather;
- Mitigates the risk of polluting natural water courses etc.

5.9 To improve the Council's resilience during severe weather events, improve operational flexibility whilst improving routine maintenance of gully/drainage clearing and emergency response efforts during critical flood events, additional resource and revenue funding of £185,000 spread over three years is required to either procure or hire specialist vehicle(s) or equipment. This will be subject to a cost option appraisal.

5.10 Scottish Water has requested that Inverclyde Council enter in to an agreement in principle to undertake an Integrated Catchment Study (ICS) and work collaboratively in accordance with the requirements of the Flood Risk Management (Scotland) Act 2009. The estimated contribution that Inverclyde Council would make to the overall case study cost of £973,000 would be £90,000. Benefits to working in partnership with Scottish Water include the development of solutions to flooding on A78, A8 and at the Oak Mall.

5.11 Collaborative working with Scottish Water on an Integrated Catchment Study will provide detailed information on flooding mechanisms from overland flow, sewers and watercourses to support the production of the Local Flood Risk Management Plan as required by the Act.

5.12 The study will serve to inform Scottish Water capital spending priorities over the coming investment period. Without an ICS, it may be very difficult to encourage Scottish Water to make any significant investment in flood prevention within Inverclyde if there is insufficient information to support potential solutions.

- 5.13 The effective delivery of the flooding works, together with meeting the requirements of the Flood Risk Management (Scotland) Act 2009 will require an early commitment to staff resources to continue beyond the end March 2016.
- 5.14 The flooding staff resource currently consists of one Supervisory Engineer with a Graduate Engineer due to start in January. This is considerably less than any other Council areas where there are significant flood prevention requirements. With such a major programme of works to deliver and broad range of statutory duties to perform it is considered essential to provide long-term job security for key members of staff with temporary contracts which are due to terminate in March 2016.
- 5.15 Early budget savings in management costs, including RAMP temporary staff budget costs have been achieved which would fund the extension of the Flooding Engineer's temporary contract until 31 March 2018.

## 6.0 IMPLICATIONS

Finance

### 6.1 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)		Central Greenock Flooding Scheme part funded by the Scottish Government.
	Central Greenock Flood Prevention Scheme	2013/16	2,200		
		Free Reserves	2013/17 2015/18	776 950	

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

### 6.2 Human Resources

Consideration to be given to contract arrangements for current flooding staff.

### 6.3 **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.

### 6.4 **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.

## 7.0 **CONSULTATIONS**

7.1 Financial Services have been consulted on this report.

7.2 The Head of Legal and Property Services have been consulted on the contents of this report.

## Appendix A

### Estimated timescales and projected costs

Location / Description	Projected Spend 2014/15 (£,000)	Projected Spend 2015/16 (£,000)	Projected Spend 2016/18 (£,000)
<b>Central Greenock Scheme (Support Funded)</b>			
Crescent Street, Greenock	80		
Kings Glen, Greenock	26	152	
Aberfoyle Road, Greenock	183		
Rankin Park, Inverkip Road, Greenock		80	
Crescent Street, Greenock		596	
Drumfrochar Road / Mearns Street, Greenock		73	
Lady Alice Pond, Inverkip Road, Greenock		80	
West Station, Newton Road, Greenock		207	
Brougham Street, Greenock		573	
Drumfrochar Road, Greenock		150	
<b>Sub Total</b>	<b>289</b>	<b>1,911</b>	
<b>Proposed additional capital schemes and revenue funding</b>			
Market Place and Gowkhouse Road, Kilmacolm			358
Lower Bouverie Street, Port Glasgow			334
Steel Street, Gourrock			256
Integrated Catchment Study with Scottish Water		90	
Quarriers Village (Gotter Water)			203
Various locations Culvert cleaning, stilling ponds and flap valves			125
Various locations Removal of road drainage from combined sewer network			175
Procurement or the hire of a Gulley vehicle or Vactor		62	123
<b>Sub Total</b>		<b>152</b>	<b>1,574</b>
<b>Total Estimated Spend</b>	<b>289</b>	<b>2,063</b>	<b>1,574</b>

**Report To:** Environment & Regeneration  
Committee

**Date:** 15 January 2014

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

**Report No:** ERC/ENV/IM/14.220

**Contact  
Officer:** Graeme Blackie

**Contact  
No:** 714828

**Subject:** Environmental & Commercial Services (Roads) – Update on Proposed Street  
Lighting Investment Strategy

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## **1.0 PURPOSE**

- 1.1 The purpose of this report is to advise the Committee of the progress on the proposed street lighting investment strategy.

## **2.0 SUMMARY**

- 2.1 As part of the roads asset management planning, the Council is currently developing a street lighting investment strategy which will provide good quality street lighting which will meet specified legislative and road safety requirements, substantially reduce energy consumption and maintenance costs, and reduce exposure to future carbon tax charges and rising energy prices.
- 2.2 As previously reported and approved by Committee a review of existing street lighting installations is being carried out to identify areas where energy savings could be realised. This is being done in conjunction with a review of lighting standards, along with technologies currently available to identify potential energy and maintenance savings. In addition, a column condition survey has been carried out to identify those lighting columns which need replacement in the shorter term.

## **3.0 RECOMMENDATIONS**

- 3.1 That the Committee note the ongoing development of the street lighting investment strategy.
- 3.2 That the Committee note that a report will be brought to the March 2015 Environment and Regeneration Committee in respect of the detailed street lighting investment strategy, along with procurement arrangements and works programme.

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

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## 4.0 BACKGROUND

- 4.1 The Council currently has some 12,500 street lights with an associated maintenance budget of £440k per annum and associated electrical energy costs of £550k in 2014/15. This energy produces 2,937 tonnes of carbon (CO<sub>2</sub>). Current analysis of energy market predicts that energy costs may double in the next 10 years followed by a gradual increase in line with inflation thereafter. There are also a number of lighting columns which are known to be life expired and which need replacement in the shorter term.
- 4.2 A review of existing street lighting installations is being carried out to identify areas where energy savings could be realised. This is being done in conjunction with a review of lighting standards, along with technologies currently available to identify potential energy and maintenance savings. In addition, a column condition survey has been carried out to identify those lighting columns which need replacement in the shorter term.
- 4.3 This review has resulted in the development of an outline business case and the ongoing development of a final business case. The business case development has been carried out in collaboration with Renfrewshire Council who are carrying out a similar exercise, and via external Consultants employed by Zero Waste Scotland.
- 4.4 The aim of the strategy is to provide an optimum way forward for the Council in terms of investment in street lighting such that good quality lighting is provided which meets specified requirements, provides for roads safety considerations, continues to assist with the reduction/prevention in street crime, and which reduces the carbon footprint of the Council and, in turn, minimises the costs of electrical power consumption and exposure to rising electricity prices.

## 5.0 STRATEGY DEVELOPMENT

- 5.1 Street lighting as a benefit to the local community contributes to night time road safety, a reduction/prevention role in terms of street crime, provides for a feeling of general security, and helps to promote economic development by supporting a 24 hour economy. Street Lighting is provided in accordance with the requirements of the Roads (Scotland) Act 1984 and via guidance provided by relevant British and European Standards, and that of the professional body involved with this work, the Institution of Lighting Professionals.
- 5.2 The aim of the review is to provide for a street lighting investment strategy that meets the requirements of national standards and guidance along with the Council's own aims and priorities, combined with the provision of lighting stock that will minimise energy consumption and the associated energy costs, reduce maintenance costs, and reduce light pollution. There are a number of drivers for change with regards to the current strategy and these are outlined below in paragraphs 5.3 to 5.6.
- 5.3 *Legislation:* It should be noted that new legislation will prohibit the use of inefficient technologies; this includes the control gear used in many of our street lights, and as a result, replacement parts will become increasingly difficult to source after 2017.
- 5.4 *Design Standards & New Technologies:* The latest British/European Standards offer a more flexible approach to lighting design classes to account for differing traffic flows, usage, crime levels etc. These new standards along with improved lantern technology enable lighting levels to be more effectively controlled using less energy, which assists with reductions in carbon use and light pollution. Additional guidance on the required design standards are provided by the Association of Chief Police Officers and the Institution of Lighting Professionals. In addition, data analysed by the Royal Society for the Prevention of Accidents (ROSPA) highlights the reductions in fatal accidents in areas which have street lighting. The new technologies also use "white" light providing good colour recognition and clarity; this is also of advantage in terms of the Council's CCTV installations.

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5.5 *Energy Costs:* Energy costs for street lighting are paid through an unmetered tariff which uses the assessed wattage of each street light multiplied by the hours it is on for the year, this is currently 4,090 hours. This measurement of kilowatt hours (kWh) is then multiplied by the energy tariff which, while comprised of different elements, the effective cost is currently £0.106 per kWh. For example, a typical 55w low pressure sodium lantern (orange light) used extensively in residential areas costs £33.77 per annum. The Energy costs for a typical replacement for a 55w unit will cost £15.35 per annum. Whilst a number of options for lantern replacement are being considered, an LED solution across the majority of the existing lighting stock could deliver an energy saving across the entire lighting stock of up to 50%. It should be noted that, in addition to the potential for rising energy prices, the Council will become eligible for the carbon tax in 2019; this will add (at current prices and total consumption) around £47k per annum to the energy cost for street lighting.

5.6 *Maintenance Costs:* There is a potential for maintenance savings offered by the use of LED lanterns due to the longer life cycle of this technology and removal of consumable components such as lamps. Current lamps have a life of 4 to 6 years, while LED's may offer a service life of over 25 years. Routine maintenance operations such as planned cleaning, routine inspection, and electrical testing will require to continue. This may save up to 40% in terms of the current maintenance budget. However, it should be noted that these savings do depend on the validity of the claimed operational life of these newer LED lanterns and this is not wholly tested at this time. A sensitivity analysis is being built into the strategy development to further explore this aspect of the potential for costs savings.

5.7 The Council has installed a number of LED lanterns on several roads on a trial basis; this trial is ongoing and has involved consultation, via a questionnaire, with the residents. The affected roads are Dunvegan Avenue and Tantallon Avenue, Gourrock, and Killochend Drive, Greenock. White light technology (non LED) has been used on various new residential housing schemes and on a recent small scale lantern retrofit scheme the Esplanade, Greenock.

## **6.0 POTENTIAL STRATEGY OUTCOME**

6.1 Whilst the development of final business case as part of the strategy review is currently ongoing with consideration of a number of options, it is anticipated that the following is the likely outcome:

- A phased lantern replacement programme involving white light across the majority of the Council's lighting stock, and using in the main, LED technology, but with alternative white light sources (fluorescent or cosmopolis) to suit specific locations where LED may not be suitable.
- In tandem with the above, a phased column replacement programme for those columns that are life expired and requiring replacement; in essence this will be the concrete columns and specific steel columns identified as part of the recent column condition survey.
- A reduction in energy consumption of up to 50% upon completion of the phased works programme.
- A reduction in maintenance costs of up to 40% upon completion of the phased works programme; this is subject to further detailed analysis.

6.2 A report will be brought to the March 2015 Environment and Regeneration Committee in respect of the detailed street lighting investment strategy, along with proposed procurement arrangements and proposed phased works programme.

## **7.0 IMPLICATIONS**

### **Finance**

7.1 At this stage it is anticipated that the capital costs associated with the strategy will be contained where possible within existing RAMP budgets, this will be confirmed once the detailed strategy and 2015/18 Capital programme are finalised. Full details of this, along with any additional



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implementation costs and anticipated energy & maintenance savings, will be included in the report brought to the March 2015 Environment and Regeneration Committee.

### **Legal**

7.2 There are no Legal implications arising from this report.

### **Human Resources**

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

### **Equalities**

7.4 Whilst this report involves a new strategy, there are no equalities issues arising. This strategy meets with the requirements of the Roads (Scotland) Act 1984 and approved national standards and codes of practise for the provision, maintenance and operation of street lighting on roads.

### **Repopulation**

7.5 The quality of the roads network and its associated street lighting 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.

## **8.0 CONSULTATIONS**

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

## **9.0 LIST OF BACKGROUND PAPERS**

9.1 None.

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<b>Report To:</b>	<b>Environment and Regeneration Committee</b>	<b>Date:</b>	<b>15 January 2015</b>
<b>Report By:</b>	<b>Corporate Director Environment, Regeneration and Resources</b>	<b>Report No:</b>	<b>ERC/ENV/IM/14.213</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 3</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 A number of meetings and discussions have taken place since then with SPT and TS regarding this matter. At the meeting in June 2014 the Council indicated that they would wish an implementation date of December 2014. A draft programme was prepared by Inverclyde after the meeting to comply with this timetable.
- 2.4 An informal consultation meeting with the bus operators took place on 3 October 2014. A number of issues were raised at the meeting which required to be considered and a further informal bus operator meeting took place on 21 November 2014.
- 2.5 Subsequent to this meeting one of the bus operators raised a number of issues regarding operating low floor buses in Branchton which are being considered. In addition there are a number of legal issues regarding the sQP document that require to be resolved between the respective Legal departments of the Council and SPT.
- 2.6 At the present time it is not known exactly how long these issues will take to resolve but is planned that the formal statutory consultation process takes place in January/February 2015.
- 2.7 After review and further consultation, if necessary, it is proposed to seek Committee's approval of the scheme on the 5 March 2015 and thereafter Council on 9 April 2015. The scheme will also require to be approved by SPT and Transport Scotland.
- 2.8 The specified date for commencement of operation of the Scheme has to be at least 3 months after the Scheme is made and is planned for Sunday 12 July 2015.

## 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 will specify that from 12 July 2015, 50% of all journeys on “in scope” services to be operated with low floor vehicles with engines meeting EURO 3 engine emission standards (or with EURO 2 with TfL approved CRT devices). The document specifies further emission standards required from 1 January 2016, 1 January 2017 and 1 January 2018.

## **5.0 PROPOSALS**

- 5.1 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.
- 5.2 After the formal consultation is complete and any revisions to the scheme made, it would then be 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 organisations' standing orders.
- 5.3 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.
- 5.4 It is a requirement of sQPS legislation to undertake annual reporting to the Scottish Ministers on the effectiveness of the scheme.
- 5.5 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.
- 5.6 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
Roads	Revenue	2014/15	£38		

### 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 None.

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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>15 January 2014</b>
<b>Report By:</b>	<b>Corporate Director Environment, Regeneration &amp; Resources</b>	<b>Report No:</b>	<b>ERC/ENV/IM/219</b>
<b>Contact Officer:</b>	<b>Graeme Blackie</b>	<b>Contact No:</b>	<b>714828</b>
<b>Subject:</b>	<b>Environmental &amp; Commercial Services (Roads) – Proposed RAMP/Capital Programme for Carriageway Protective Surface Treatments (2015/16)</b>		

---

## **1.0 PURPOSE**

- 1.1 The purpose of this report is to advise the Committee of the proposed capital programme for carriageway protective surface treatments for 2015/16.

## **2.0 SUMMARY**

- 2.1 On 14 February 2013, the Council approved a three year budget which included £17m capital investment for carriageways, footways/footpaths, street lighting and structures.
- 2.2 For the financial year 2015/16, there will be a total RAMP investment for Environmental and Commercial Services (Roads) valued at £5.8m, £600k of which is proposed for carriageway protective surface treatments, as detailed in 5.1 below.
- 2.3 The proposed programme noted in paragraph 5.1 below, is an extract of the overall RAMP programme for 2015/16, currently under development, and which will be brought to the March 2015 Environment & Regeneration Committee for approval.

## **3.0 RECOMMENDATIONS**

- 3.1 That the Committee approve the programme and spend profile for 2015/16, as outlined in paragraph 5.1 of this report.

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

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## 4.0 BACKGROUND

- 4.1 A proposed programme of projects for carriageway protective surface treatments to a total value of £600k has been developed, and is detailed in paragraph 5.1 below.
- 4.2 The proposed programme is in respect of only carriageway protective surface treatments for 2015/16. A further report detailing the full capital programme will be brought to the Committee in March 2015, for the balance of the total funding for 2015/16.
- 4.3 The proposed projects, where appropriate, apply only to carriageways for which Environmental and Commercial Services (Roads) has specific responsibilities in terms of the Roads (Scotland) Act 1984.
- 4.4 The costs of the projects as specified are exclusive of fees and have been compiled on the basis of assessed unit costs and not on priced bill of quantities which will be prepared when the programme has been approved. Should the cost of any individual project exceed the preliminary estimate, appropriate variances will be applied to the remaining programme.
- 4.5 The use of carriageway protective surface treatments forms part of the overall Roads Asset Management Strategy as approved in August 2012. These relatively low cost treatments are applied to existing carriageway pavements to restore, preserve, and extend the lifecycle of the underlying materials, and thus avoid or delay the high costs of future reconstruction, whilst still maintaining the running surface in an acceptable physical and aesthetic condition. These treatments would not be used where the existing carriageway is starting to suffer significant deterioration (significant changes in profile or where rutting is developing along the wheel tracks); in these circumstances conventional resurfacing/reconstruction would be proposed.
- 4.6 One type of treatment proposed, microasphalt, is an asphalt based treatment which is mixed in-situ in specialist plant and deposited on to the road surface. This preventative treatment offers longer life expectancy of existing carriageways, high resistance to rutting, reduced traffic noise and is able to withstand heavy trafficking. These types of treatments have been used successfully within Inverclyde for a number of years, including years 1 and 2 of the RAMP funding, and are widely used by many other Councils.
- 4.7 The projects noted in paragraph 5.1 below have been determined on a priority basis, taking into account the results from the Scottish Road Maintenance Condition Surveys, local route staff knowledge and consideration of requests concerning poor carriageway condition from Local Members and the public.
- 4.8 The £600k estimated cost is split between an external tender for the procurement of the protective surface treatment to the value of £530k and preparatory patching to the value of £70k which will be carried out by the Council's internal Operations Unit within Environmental and Commercial Services. A further report will be brought to Committee with a request for approval to award the above noted tender.
- 4.9 The external contract will be tendered on the basis of a 2 year maintenance period (warranty).

## 5.0 PROPOSALS

5.1 The proposed investment in road carriageway infrastructure is detailed in the table below; it should be noted that the budget costs include for microasphalt, site investigation works, advance patching and drainage works, lining works, materials testing.

<i>Detailed RAMP Programme 2015/16 for Carriageway Protective Surface Treatments</i>				2014/15 (£000s)
<i>Road Name</i>	<i>Extent</i>	<i>Location</i>	<i>Road Class</i>	600
Millhouse Road	Full Length	Inverkip	U	
Lunderston Road	Full Length	Gourock	U	
Stoneleigh Road	Full Length	Greenock	U	
Caird Aveune	Full Length	Greenock	U	
Flatterton Road	Mars Road To Beyond Chrisswell Farm	Greenock	U	
Dingwall Drive	Full Length	Greenock	U	
Branchton Road	Full Length	Greenock	U	
Huntly Drive	Full Length	Greenock	U	
Cupar Drive	Full Length	Greenock	U	
Forfar Road	Full Length	Greenock	U	
Mearns Street	Drumfrochar Road to Roxburgh Street	Greenock	U	
Dempster Street	Ann Street to Brachelston Street	Greenock	U	
Dunn Street	Full Length	Greenock	U	
Gordon Street	Full Length	Greenock	U	
Lime Street	Full Length	Greenock	U	
Pine Street	Full Length	Greenock	U	
Nimmo Street	Full Length	Greenock	U	
Hibernia Street	Full Length	Greenock	U	
Columba Street	Full Length	Greenock	U	
Wallace Street	Full Length	Greenock	U	
Minto Street	Full Length	Greenock	U	
Thom Street	Full Length	Greenock	U	
Balloch Road	Full Length	Greenock	U	
Fintry Road	Full Length	Greenock	U	
Endrick Road	Full Length	Greenock	U	
Balmore Road	Full Length	Greenock	U	
Luss Avenue	Full Length	Greenock	U	
Balfron Road	Full Length	Greenock	U	
Ardmore Road	Full Length	Greenock	U	
Dalmoak Road	Full Length (Excl. Private Section)	Greenock	U	
Arden Road	Full Length	Greenock	U	
Lomond Road	Full Length	Greenock	U	
Gareloch Road	Full Length	Greenock	U	
Clydeview Road	Full Length	Greenock	U	
Mackie Avenue	Full Length	Port Glasgow	U	
Devol Avenue	Full Length	Port Glasgow	U	
Broadstone Avenue	Full Length	Port Glasgow	U	
Farquhar Road	Full Length	Port Glasgow	U	
Birkmyre Avenue	Full Length	Port Glasgow	U	

Craigbet Road	Full Length	Quarriers	U
Torr Avenue	Full Length (Excl. Private Section)	Quarriers	U
Craigbet Avenue	Full Length	Quarriers	U
Craigbet Crescent	Full Length	Quarriers	U
Craigbet Place	Full Length	Quarriers	U

## 6.0 IMPLICATIONS

Finance:

6.1	Cost Centre	Budget Heading	Budget Years	Proposed spend this report (£000s)	Virement from	Other comments
	RAMP	Carriageway Resurfacing	2015/16	600	n/a	

### Legal

6.2 There are no Legal implications arising from this report.

### Human Resources

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

### Equalities

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

### Repopulation

6.5 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.

## 7.0 CONSULTATIONS

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

## 8.0 LIST OF BACKGROUND PAPERS

8.1 None.



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<b>Report To:</b>	<b>Environment and Regeneration Committee</b>	<b>Date:</b>	<b>15 January 2015</b>
<b>Report By:</b>	<b>Corporate Director Environment, Regeneration and Resources</b>	<b>Report No:</b>	<b>ERC/ENV/IM/14.214</b>
<b>Contact Officer:</b>	<b>Robert Graham</b>	<b>Contact No:</b>	<b>01475 714827</b>
<b>Subject:</b>	<b>National Roads Development Guide</b>		

---

## 1.0 PURPOSE

1.1 The purpose of the report is to seek Committee's approval for the adoption of the National Roads Development Guide as the roads development guide for Inverclyde Council.

## 2.0 SUMMARY

2.1 The National Roads Development Guide has been produced by the Society of Chief Officers of Transport in Scotland (SCOTS), supported by Transport Scotland and the Scottish Government Planning and Architecture Division.

2.2 The National Roads Development Guide replaces the former Strathclyde Regional Council's Roads Development Guide (1995) which has been in use in Inverclyde Council since April 1996.

2.3 This document supports Designing Streets, the Scottish Government's first policy document in Scotland for street design.

## 3.0 RECOMMENDATIONS

3.1 That the National Roads Development Guide is adopted as the baseline document for roads development within Inverclyde.

3.2 That delegated authority is given to the Head of Environmental and Commercial Services to incorporate any local variances and departures from the National Roads Development Guide, as appropriate, in consultation with the Head of Regeneration and Planning.

3.3 That the Head of Environmental and Commercial Services is given delegated authority to incorporate into the Guide any changes as a result legislation, best practice, codes of practice, guides and other such documents relevant to roads development within Inverclyde.

## **4.0 BACKGROUND**

- 4.1 The National Roads Development Guide has been produced by the Society of Chief Officers of Transport in Scotland, supported by Transport Scotland and Scottish Government Planning and Architecture Division.
- 4.2 This document supports Designing Streets, the Scottish Government's first policy document in Scotland for street design.
- 4.3 The purpose of this document is to:
- provide guidance on how to obtain a Road Construction Consent;
  - provide a consistent, accessible and relevant source of information that links related detailed and complex infrastructure requirements in one place;
  - support the Scottish Government Policy Designing Streets and expand this to address the interface with other roads. This national guide is considered the technical enabler to that document;
  - advocate a re-designation of road hierarchy to user hierarchy;
  - support the principles of adopting a multi-disciplinary approach and early engagement to achieve a balanced outcome based on a user function;
  - accommodate Local Authority variances, such as parking standards or road details. These local departures are intended to be easily identified and accessed and as such will form a section appended to this baseline document;
  - encourage high-quality environments that place a focus on people and enable developments to be designed on an individual methodology rather than following standard and rigid specifications where possible;
  - support a more holistic, integrated approach to the planning and approvals process with early discussions between all parties actively encouraged.

## **5.0 PROPOSALS**

- 5.1 It is proposed to adopt the National Roads Development Guide to replace the former Strathclyde Regional Council's Roads Development Guide which has been in use by Inverclyde Council since April 1996.
- 5.2 Local variances and departures from the National Roads Development Guide will be developed and incorporated as an appendix to this document as appropriate. Any local variances and departures will be prepared by the Head of Environmental and Commercial Services in consultation with the Head of Regeneration and Planning.
- 5.3 Any changes to legislation, best practice, codes of practice, guides and other such documents will be incorporated into the document such that the guide is maintained and reflects current practice and will provide a positive long-term legacy.

## **6.0 IMPLICATIONS**

### **Finance**

- 6.1 There are no financial implications as a result of the introduction of the National Roads Development Guide.

## 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>
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**

- 6.2 There are no legal implications with regards to the introduction of the National Roads Development Guide.

## **Human Resources**

- 6.3 There are no Human Resource implications as a result of the introduction of the National Roads Development Guide.

## **Equalities**

- 6.4 The National Roads Development Guide aims to provide greater equalities based on a user hierarchy rather than the standard road types based on traffic flows and/or the number of buildings served. The Guide applies a user hierarchy to the design process with pedestrians at the top of this process.

## **Repopulation**

- 6.5 Making appropriate provision for road-based public transport, cycling and walking can help to encourage modal shift from the private car, and contribute to the sustainability and health agendas. Enhancing street environments through high quality public realm incorporating local materials and historic street features, removal of clutter and pedestrian barriers, use of shared space where appropriate and enhanced street lighting can help to stimulate local economic activity, reduce street crime and encourage a sense of local community. This in turn, when taken collectively, can improve the overall appeal of Inverclyde and can contribute to the repopulation of the area.

## **7.0 CONSULTATIONS**

- 7.1 The Head of Regeneration and Planning has been consulted on this report and has nothing further to add to this report.

7.2 The Head Legal and Property Services has been consulted on this report and has nothing further to add to this report.

7.3 The Head of Finance has been consulted on this report and has nothing further to add to this report.

## **8.0 LIST OF BACKGROUND PAPERS**

8.1 A copy of the National Roads Development Guide has been placed in the Members lounge for reference purposes.

Members should contact Mark Higginbotham on ext 4817 should they wish to discuss any of the detail within the document.

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<b>Report To:</b>	<b>ENVIRONMENT &amp; REGENERATION COMMITTEE</b>	<b>Date: 15 JANUARY 2015</b>
<b>Report By:</b>	<b>CORPORATE DIRECTOR, ENVIRONMENT, REGENERATION &amp; RESOURCES</b>	<b>Report No: LP/003/15</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. 3 2014</b>	

---

## **1.0 PURPOSE**

- 1.1 Local Authorities are empowered to make Orders under the Road Traffic Regulation Act 1984 as amended and under the Council’s Scheme of 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. 3 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 No objections were received to the proposed Order.
- 4.3 The Committee is asked to note that, if approved, the Order may not be implemented until the making of the Order has been advertised to allow any persons who so wish a period of six weeks to question the validity of the Order in terms of the Road Traffic Regulation Act 1984.

## **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, Port Glasgow, Gourrock and Inverkip & Wemyss Bay 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. 3 2014**  
**TRAFFIC REGULATION ORDER**

DRAFT

**THE INVERCLYDE COUNCIL  
DISABLED PERSONS' PARKING PLACES (ON-STREET)  
ORDER NO. 3 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. 3 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 Inverclyde Council On-Street Parking Places (Without Charges) Order Nos: 01/2003, 01/2004, 02/2006, 01/2008, 02/2008, The Inverclyde Council Disabled Persons' Parking Places (On-Street) Order Nos: 01/2010, 02/2013, 04/2013 and 01/2014 respectively.

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

DRAFT

## INVERCLYDE COUNCIL

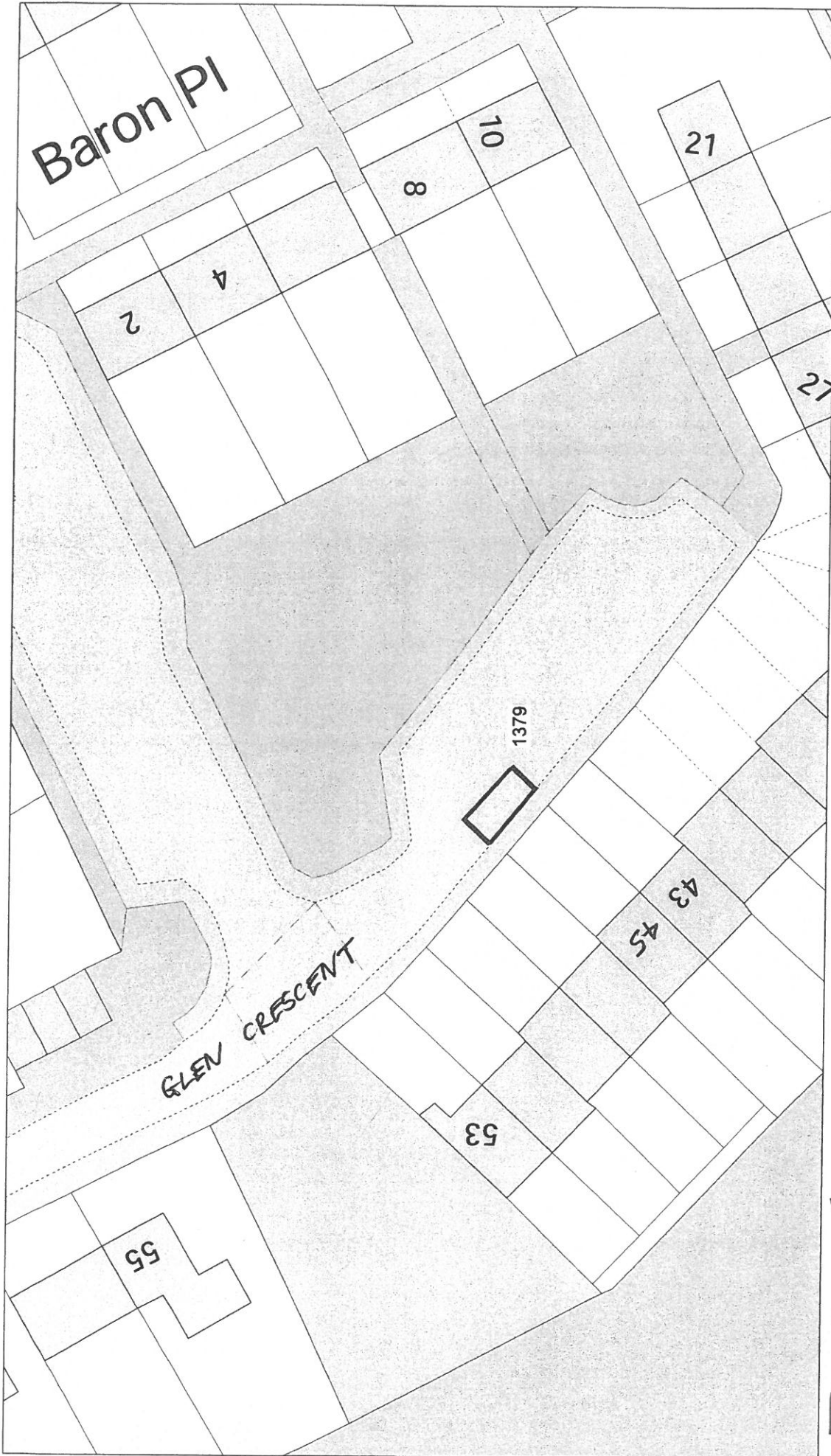
### DISABLED PERSONS' PARKING PLACES (ON-STREET) ORDER No.3 2014

#### SCHEDULE

Rev A

All and whole that area of ground as described in Column 2 in the table below:

<u>Ref No.</u>	<u>Address of Disabled Person's Parking Place to be created or revoked ® "ex-adverso"</u>
1379	45 Glen Crescent, Inverkip
1381	55 Finch Road, Greenock
1401	0 Papermill Road, Greenock
1406	15 Newton Street, Greenock
1407	33 Cambridge Road, Greenock
1408	50 Brougham Street, Greenock
1410	0 Murdieston Street, Greenock
1412	49 Glenside Road, Port Glasgow
1416	46 Hillend Drive, Greenock
1417	75 Berwick Road, Greenock
1418	77 Langside Terrace, Port Glasgow
1420	19 Sandray Avenue, Port Glasgow
1422	16 Northfield Avenue, Port Glasgow
0260	142 Finnart Street, Greenock ®
0332	81 Waverley Street, Greenock ®
0635	13 Fort Matilda Place, Gourock ®
0750	16 Grenville Road, Gourock ®
0815	21A Margaret Street, Greenock ®
0945	141 Marloch Avenue, Port Glasgow ®
1257	18 Flatterton Road, Greenock ®
1304	14 Ashton Road, Gourock ®
1333	57 Bridgend Avenue, Port Glasgow ®
1343	28 Braeside Road, Greenock ®
1352	15 Ashton Road, Gourock ®



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DISABLED PERSONS' PARKING PLACE  
 45 GLEN CRESCENT, INVERKIP  
 PLACE No. 1379



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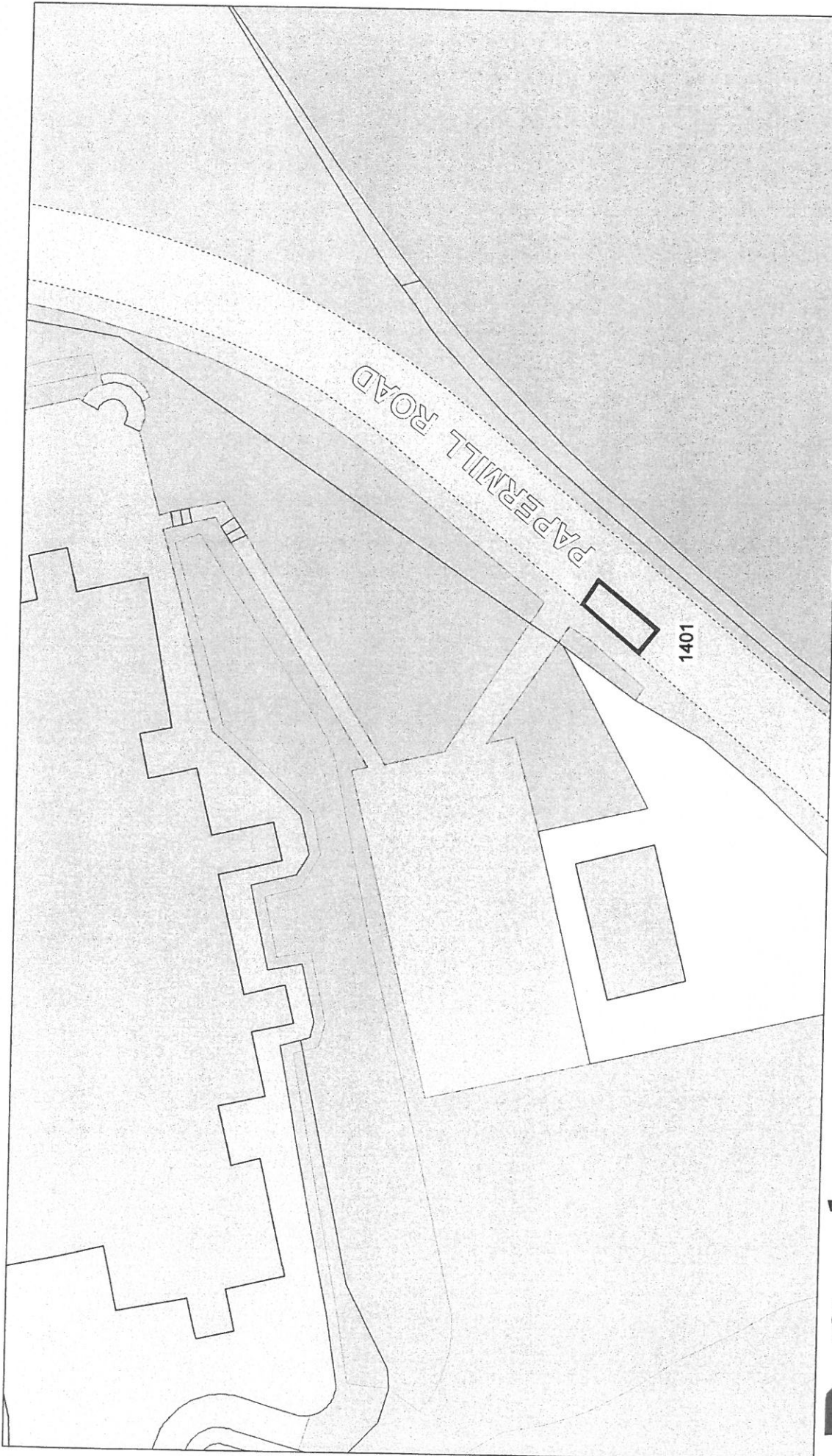


DISABLED PERSONS' PARKING PLACE  
55 FINCH ROAD, GREENOCK  
PLACE No. 1381



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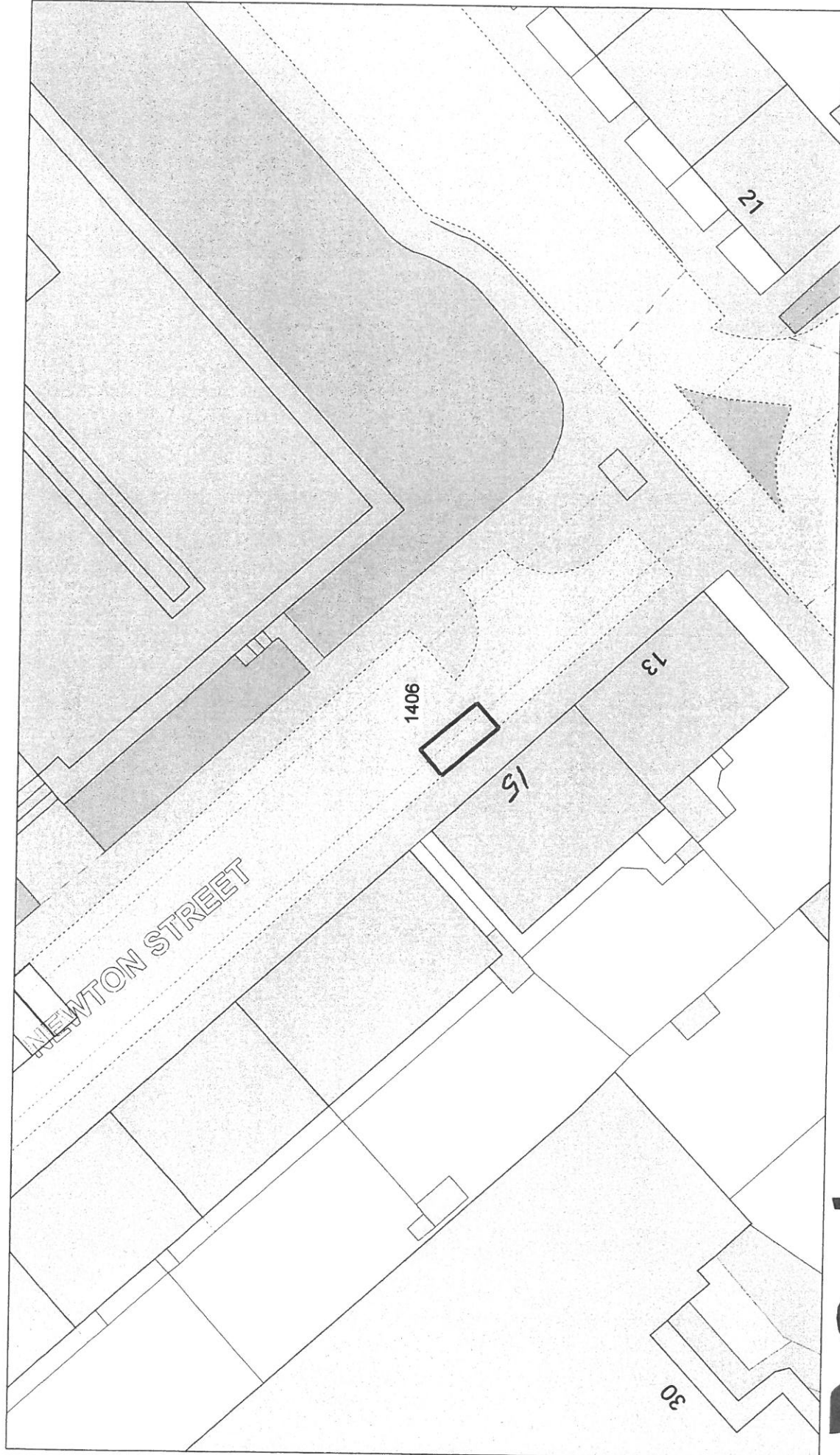
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DISABLED PERSONS' PARKING PLACE  
PAPERMILL ROAD, GREENOCK  
PLACE No. 1401



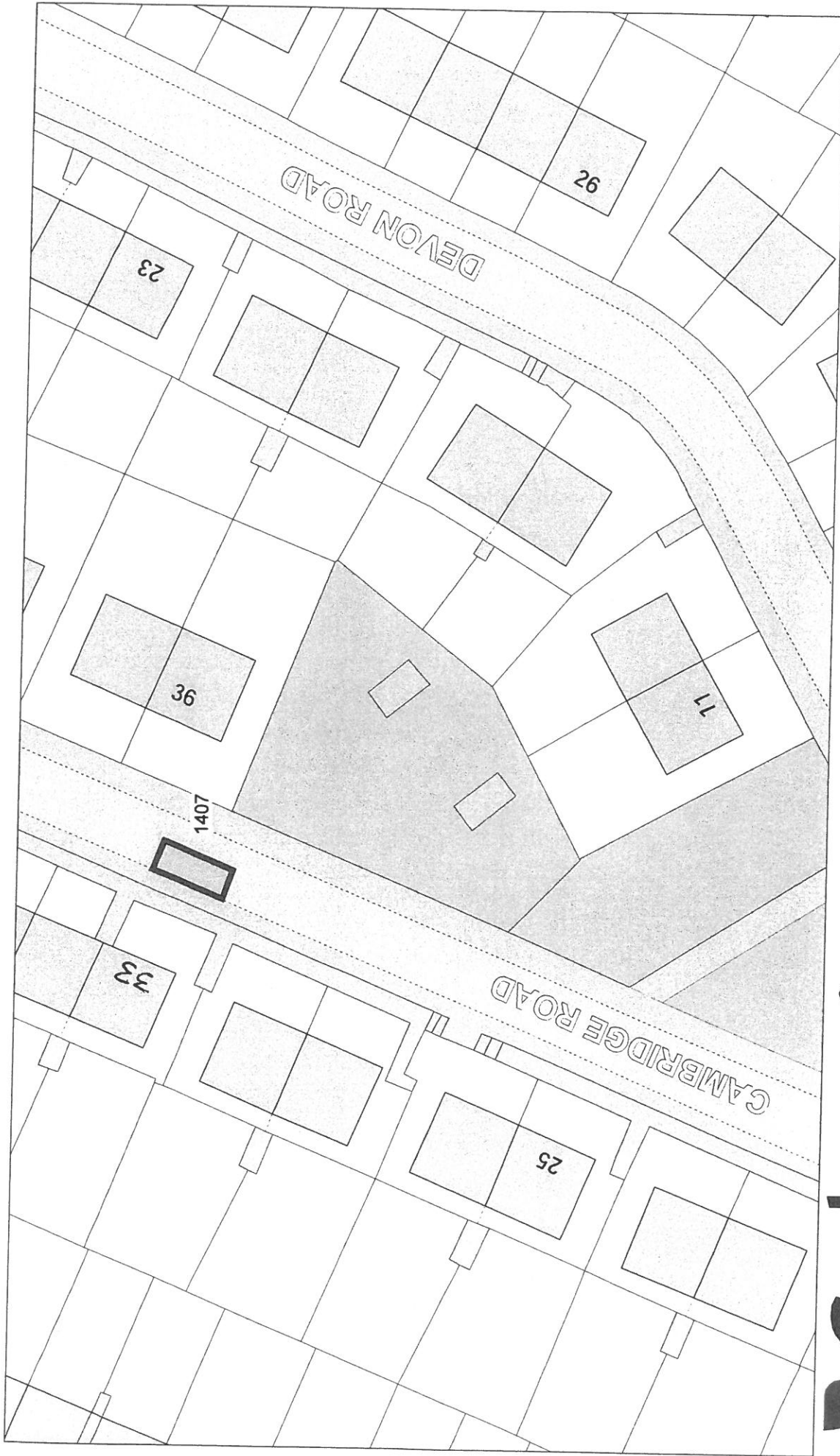
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**DISABLED PERSONS' PARKING PLACE**  
**15 NEWTON STREET, GREENOCK**  
**PLACE No. 1406**

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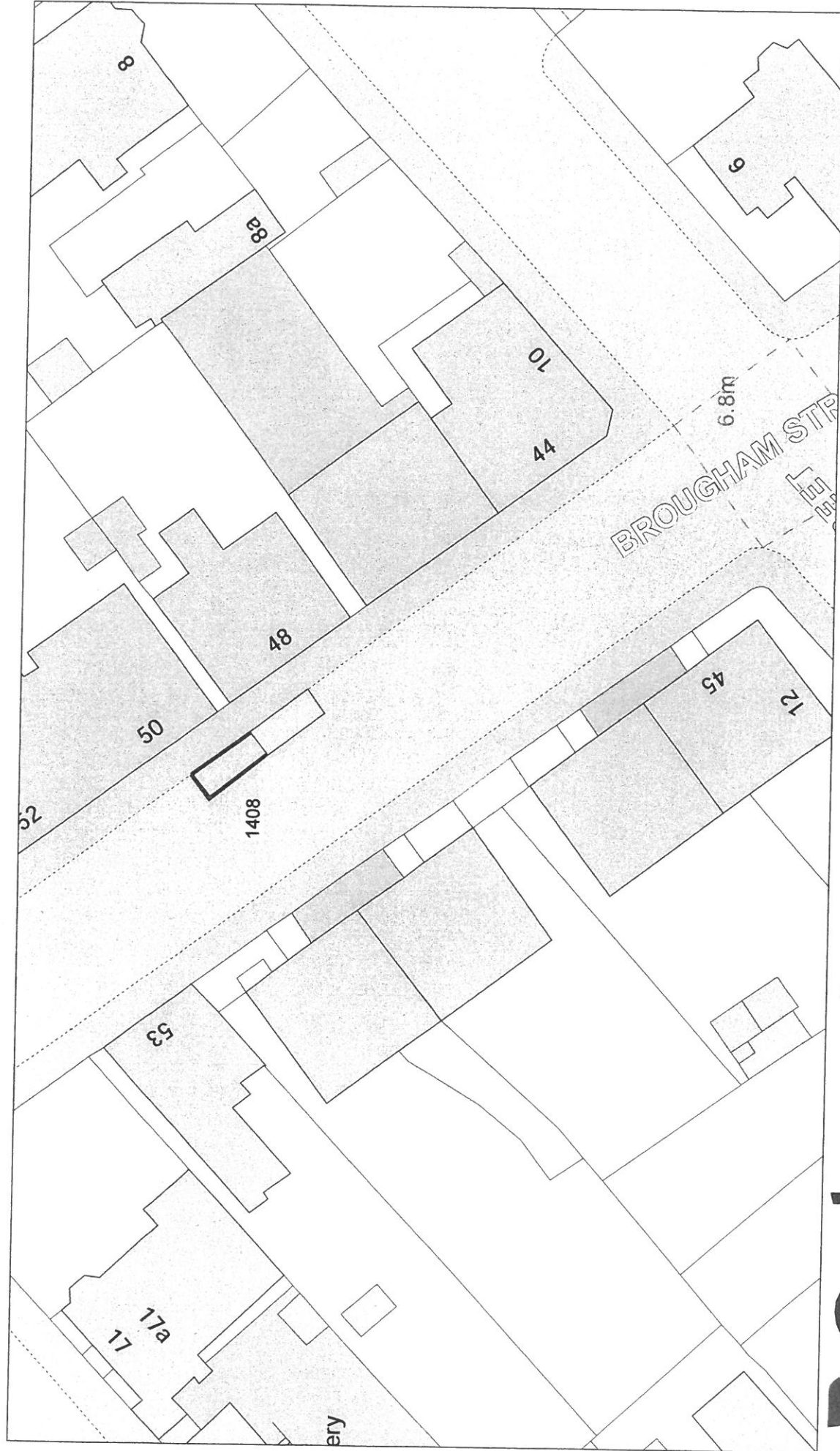
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DISABLED PERSONS' PARKING PLACE  
 33 CAMBRIDGE ROAD, GREENOCK  
 PLACE No. 1407



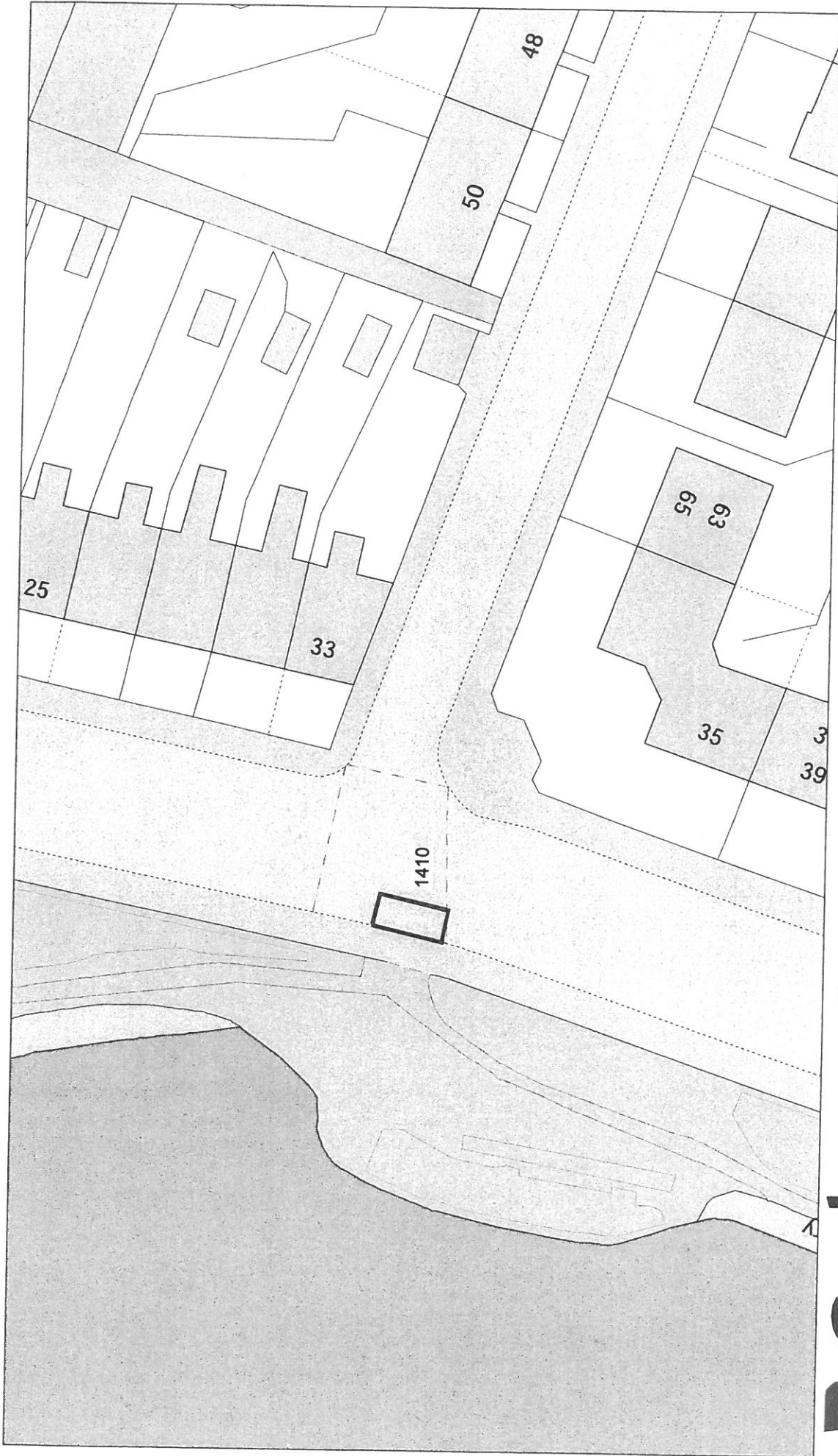


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**DISABLED PERSONS' PARKING PLACE**  
**50 BROUGHAM STREET, GREENOCK**  
**PLACE No. 1408**

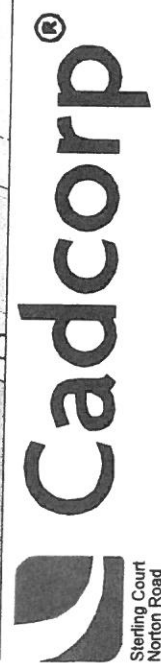


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 Herts SG1 2JY  
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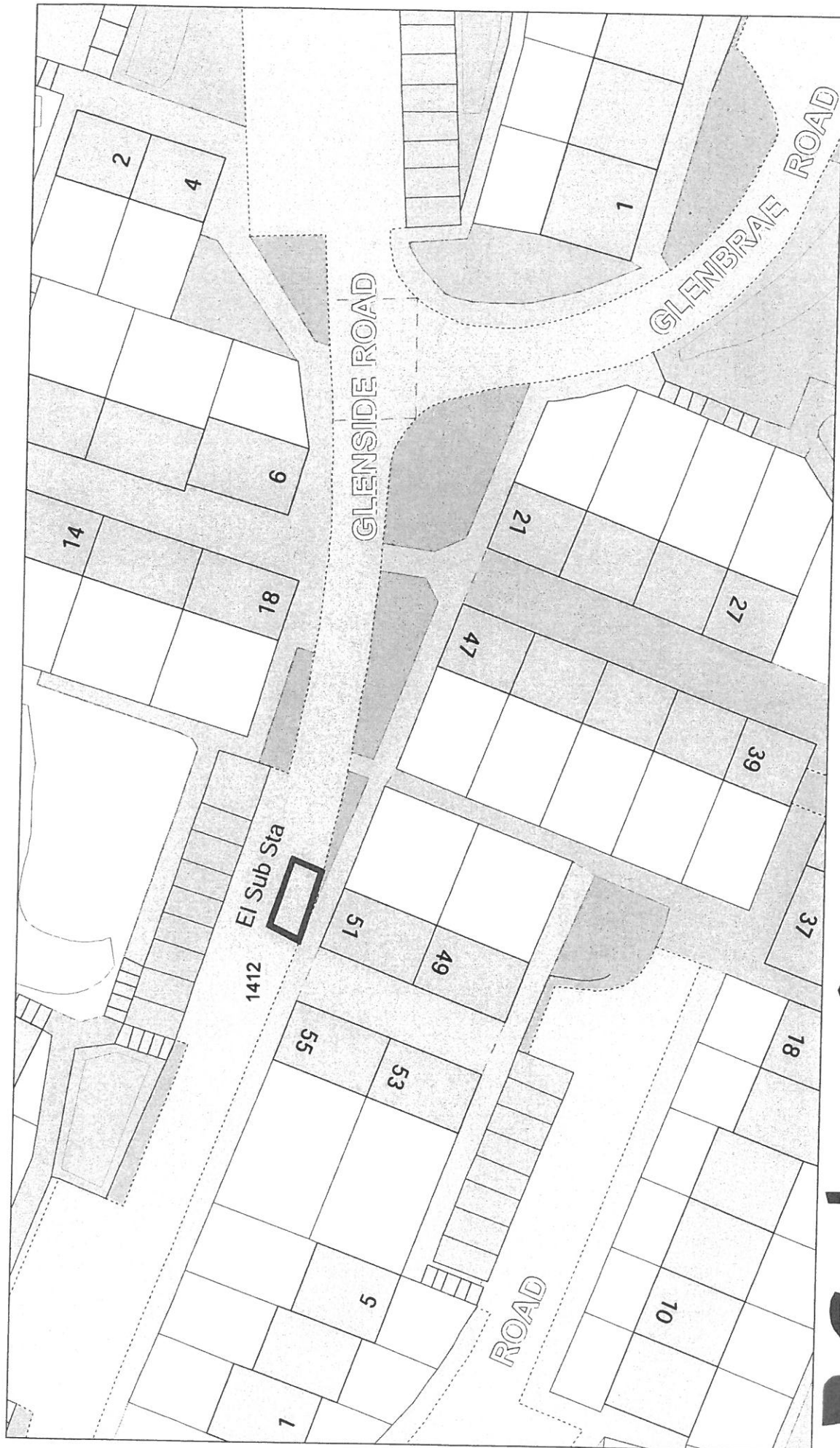
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MURDIESTON STREET, GREENOCK  
PLACE No. 1410

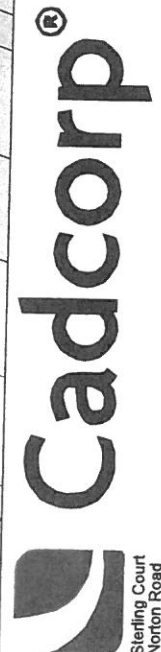


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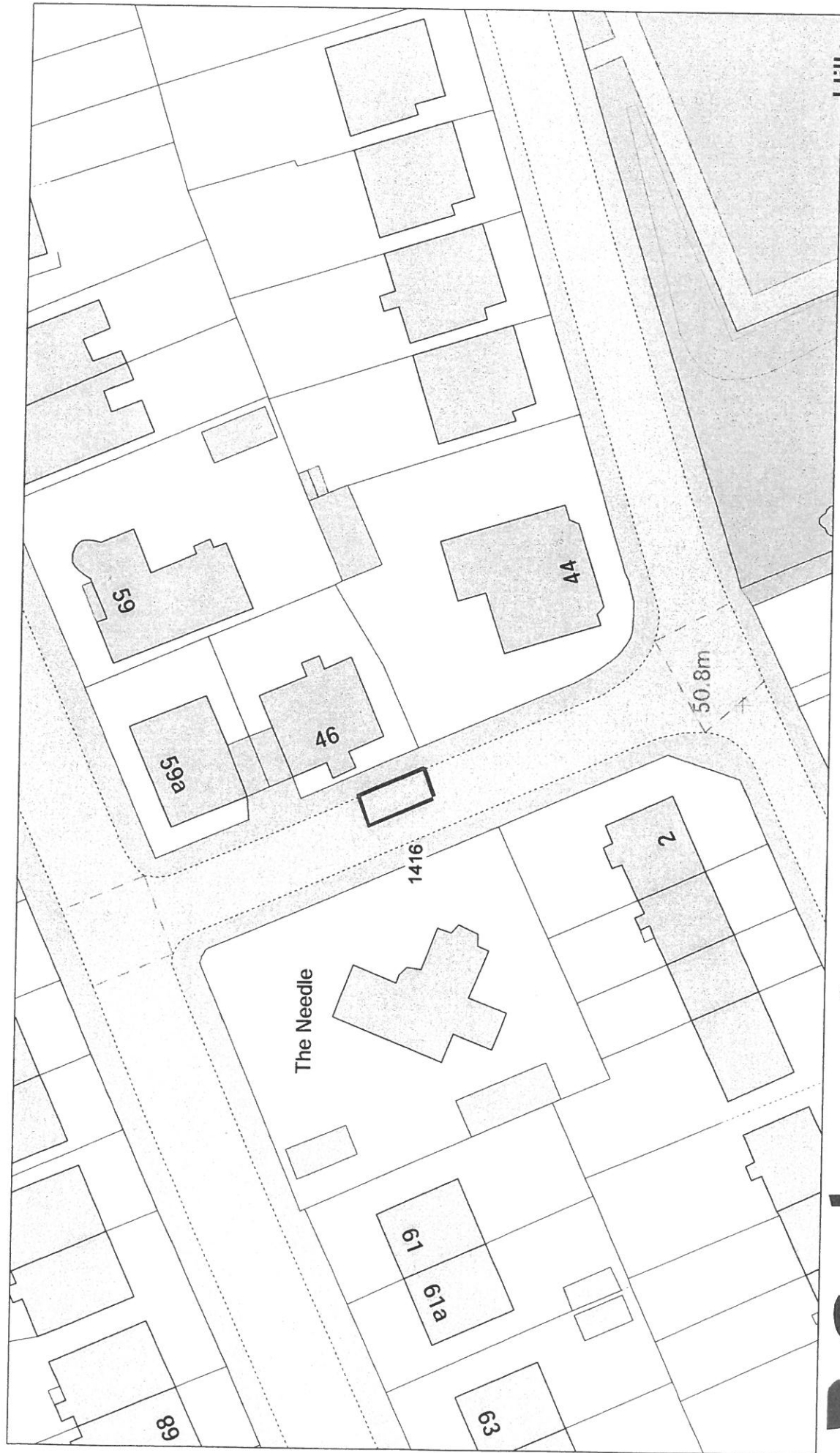
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DISABLED PERSONS' PARKING PLACE  
49 GLENSIDE ROAD, PORT GLASGOW  
PLACE No. 1412





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DISABLED PERSONS' PARKING PLACE  
 46 HILLEN DRIVE, GREENOCK  
 PLACE No. 1416



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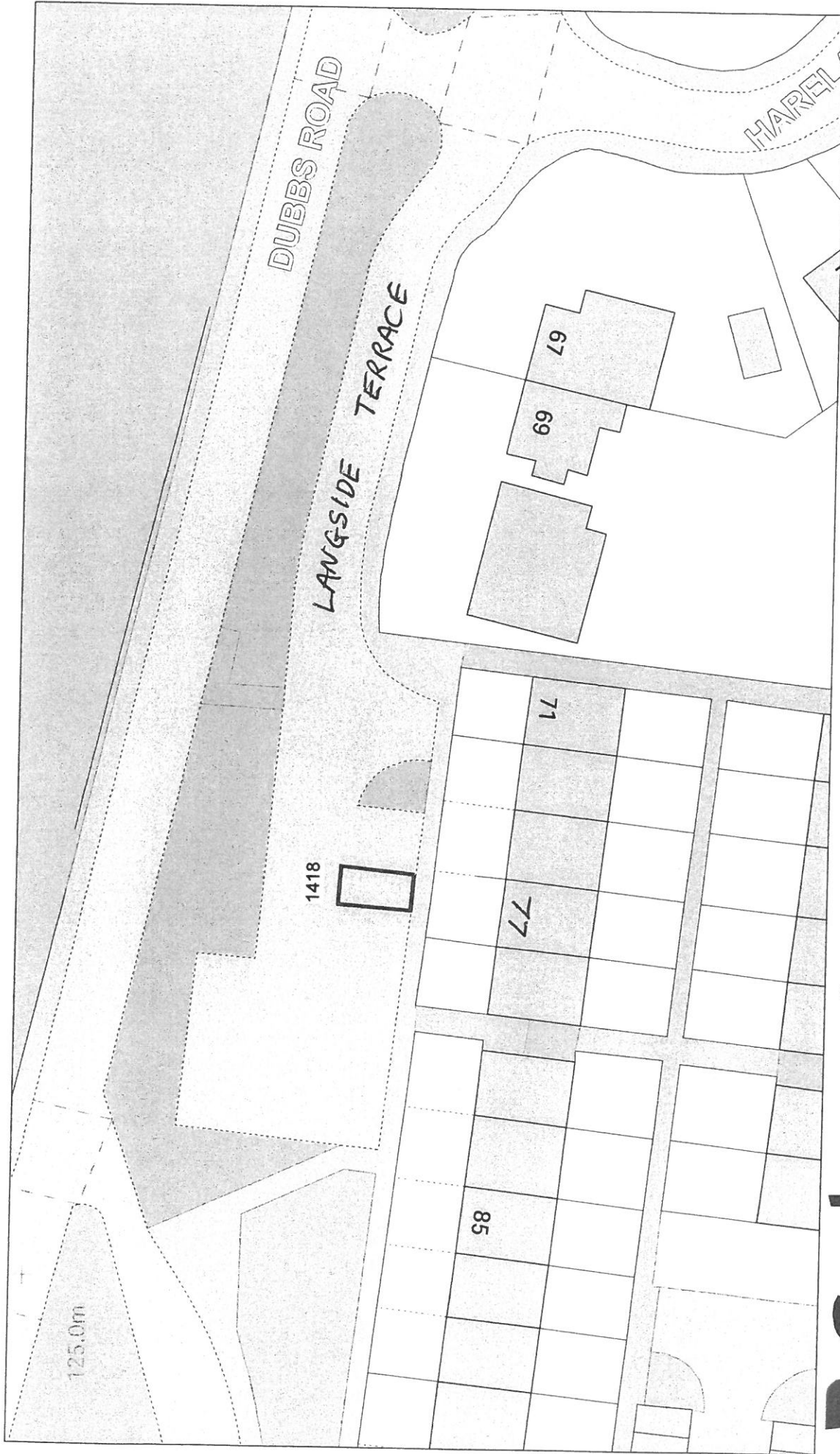


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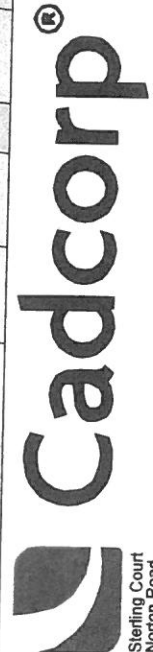


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DISABLED PERSONS' PARKING PLACE  
 75 BERWICK ROAD, GREENOCK  
 PLACE No. 1417



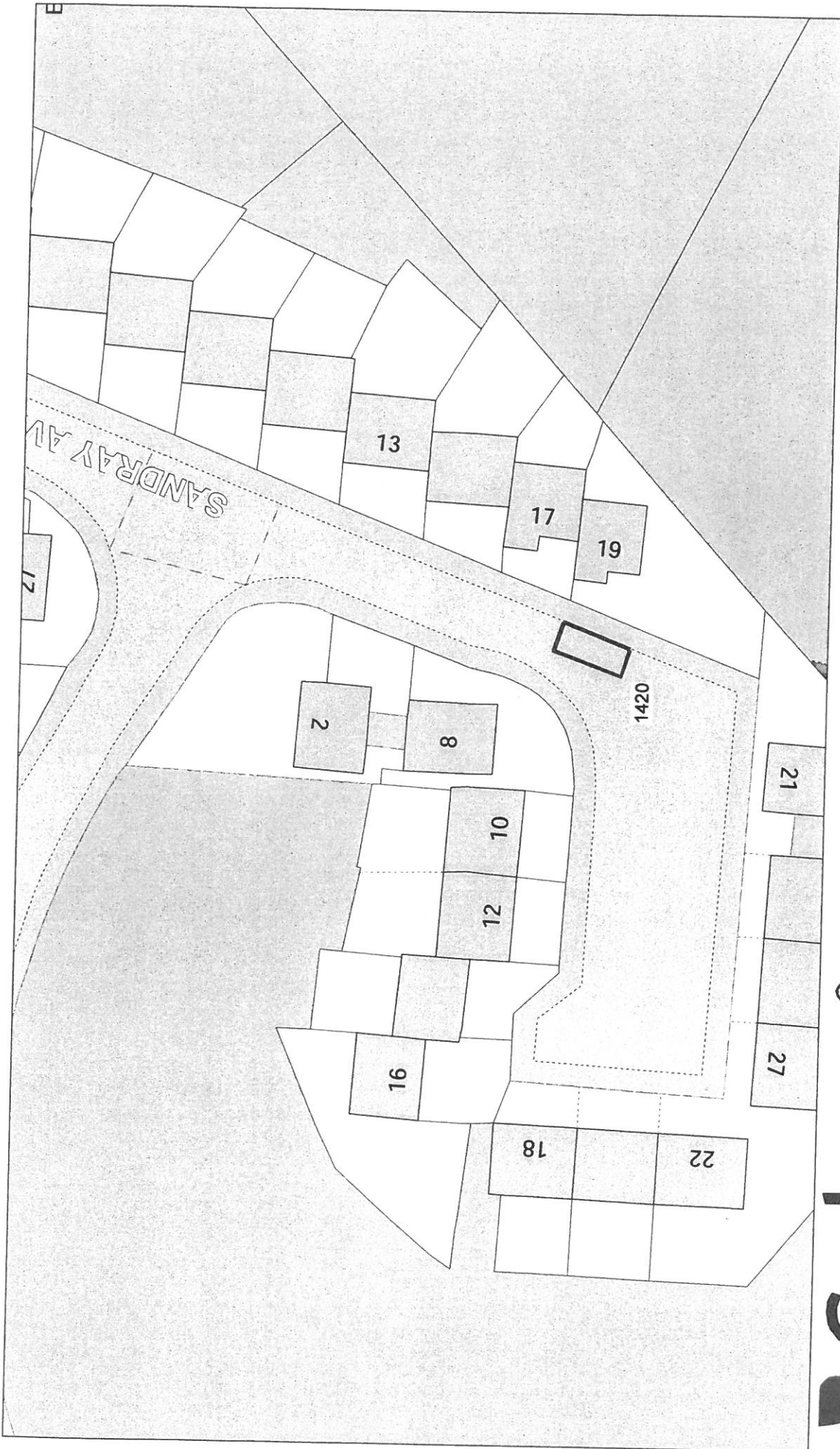
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 77 LANGSIDE TERRACE, PORT GLASGOW  
 PLACE No. 1418



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**DISABLED PERSONS' PARKING PLACE**  
19 SANDRAY AVENUE, PORT GLASGOW  
PLACE No. 1420





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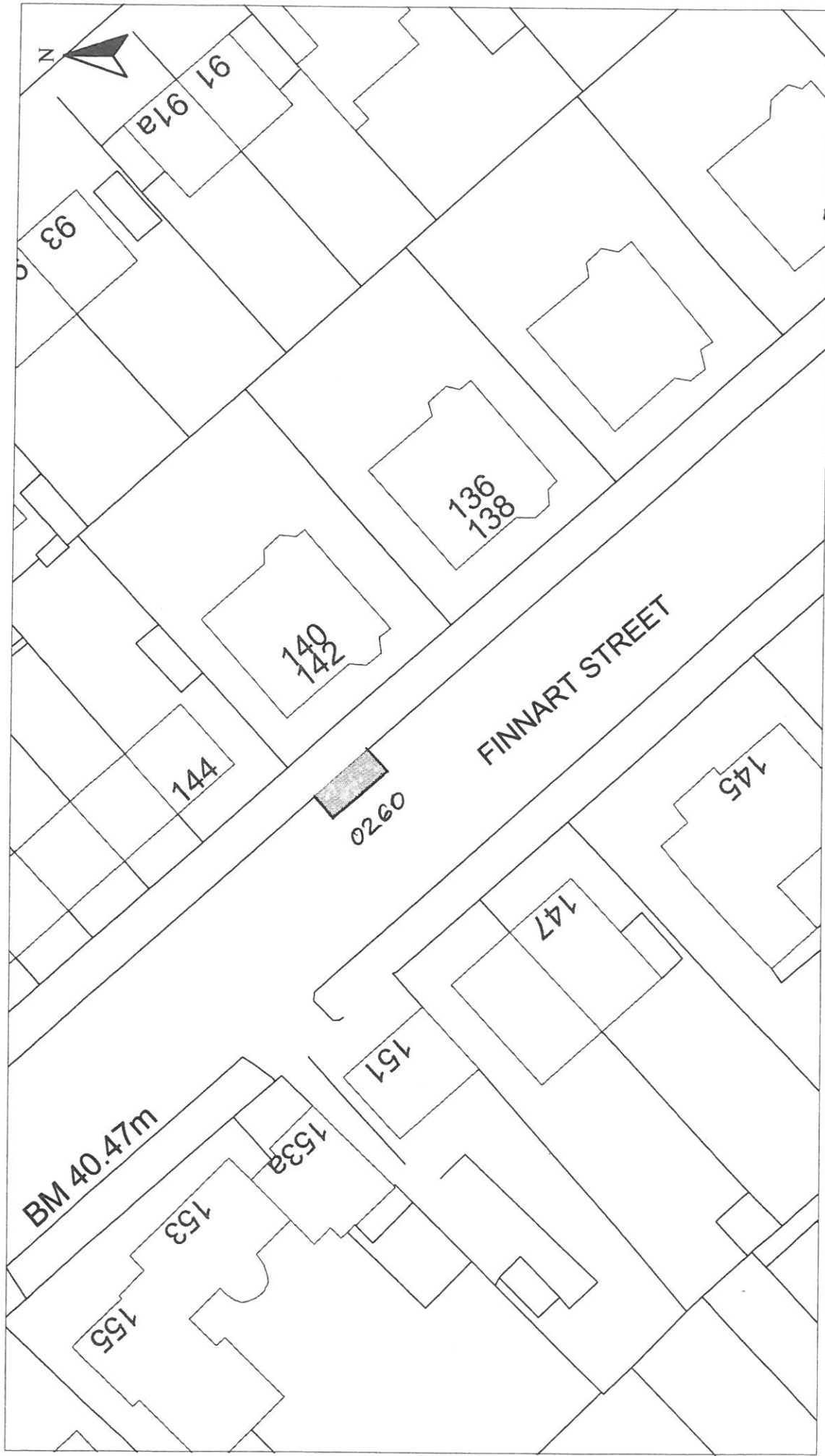
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DISABLED PERSONS' PARKING PLACE  
 16 NORTHFIELD AVENUE, PORT GLASGOW  
 PLACE No. 1422





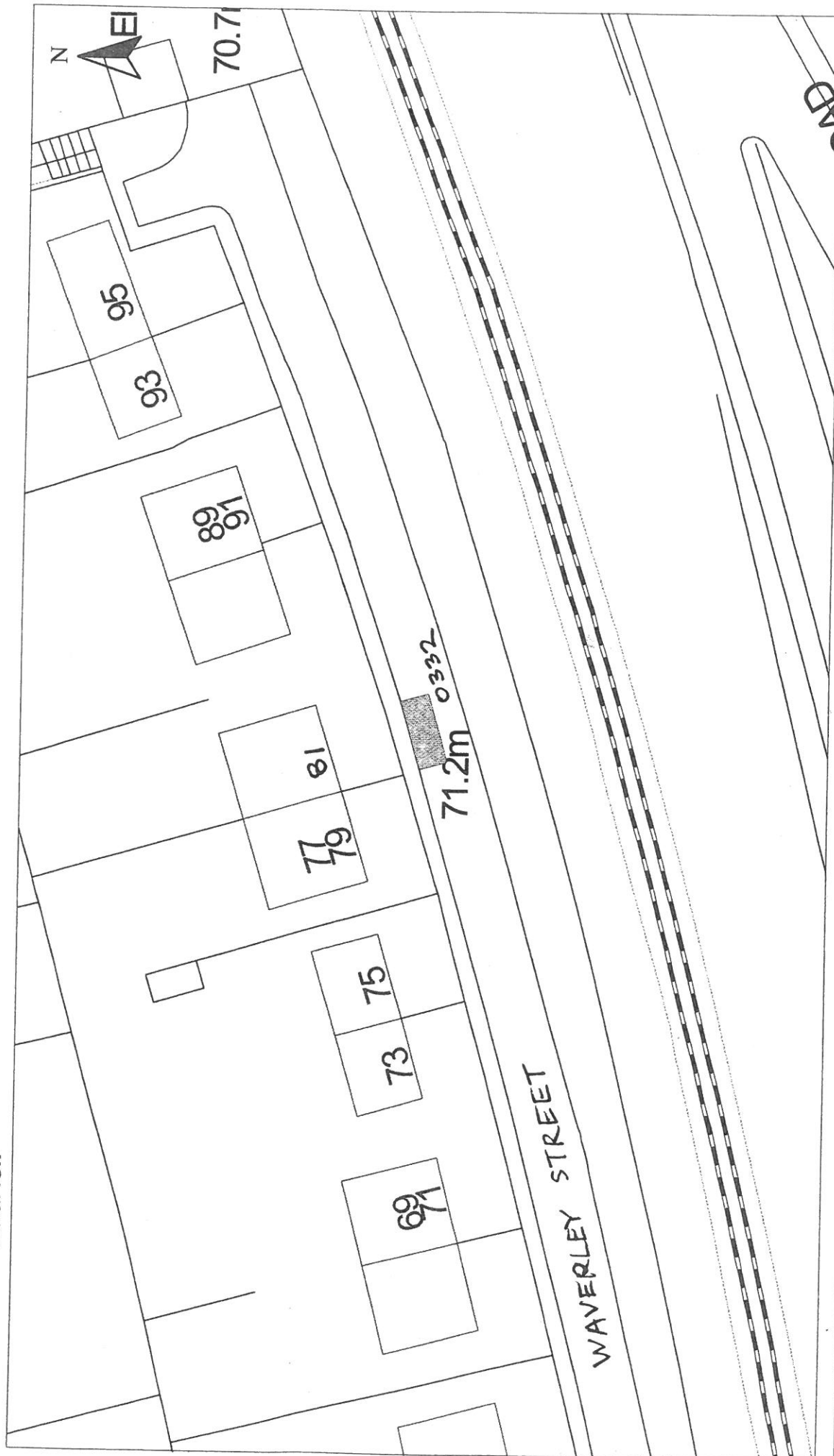
HEAD OF TRANSPORTATION AND ROADS  
R.J. SMALL B.Sc., C.Eng., M.I.C.E.

Disabled Bays  
71 EAST HAMILTON STREET  
GREENOCK, PA15 2UA

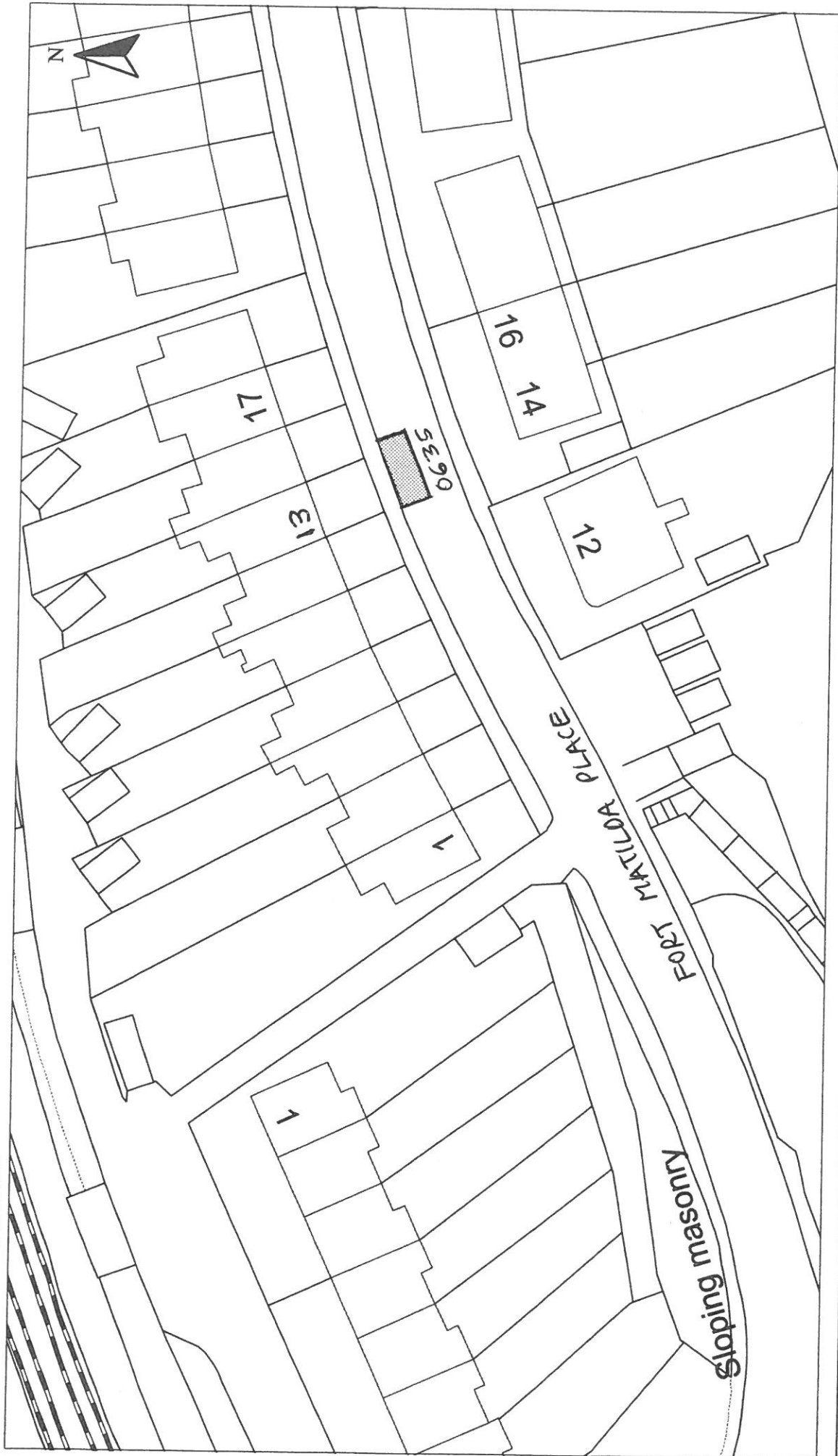
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**DISABLED DRIVER'S PARKING BAY**  
**142 FINNART STREET, GREENOCK**  
**PLACE No. 0260 REVOCATION**

Scale :	1:500	Date :	MAY 2003
Prepared by :	R. MACKAY	Checked by :	
Drawn by :	R. MACKAY	Approved by :	
Drawing No. :		File No. :	19/12



<p>HEAD OF TRANSPORTATION AND ROADS E. McCARRON C.Eng., M.I.C.E.</p>		<p>Scale : 1:500</p>		<p>Date : JULY 2004</p>	
<p>71 EAST HAMILTON STREET GREENOCK, PA15 2UA</p>		<p>Prepared by : R. MACKAY</p>		<p>Checked by :</p>	
<p>Disabled Bays</p>		<p>Drawn by : R. MACKAY</p>		<p>Approved by :</p>	
<p>DISABLED DRIVER'S PARKING BAY 81 WAVERLEY STREET, GREENOCK PLACE No. 0332 REVOCATION</p>		<p>Drawing No. :</p>		<p>File No. : 19/12</p>	
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HEAD OF TRANSPORTATION AND ROADS  
R.M. GRAHAM M.C.M.I., A.I.M.B.M.

Disabled Bays  
71 EAST HAMILTON STREET  
GREENOCK, PA15 2UA

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**DISABLED PERSON'S PARKING BAY**  
13 FORT MATILDA PLACE, GOUROCK  
PLACE No. 0635 REVOCATION

Scale : 1:500

Prepared by : R. MACKAY

Drawn by : R. MACKAY

Drawing No. :

Date : OCT 2006

Checked by :

Approved by :

File No. : 19/12



HEAD OF PLANNING, HOUSING AND  
TRANSPORTATION :- F. K. WILLIAMSON

Disabled Bays  
6 CATHCART SQUARE  
GREENOCK, PA15 1LS

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**DISABLED PERSON'S PARKING BAY**

**16 GRENVILLE ROAD, GOUROCK**

**PLACE No. 0750 REVOCATION**

Scale : 1:500

Prepared by : R. MACKAY

Drawn by : R. MACKAY

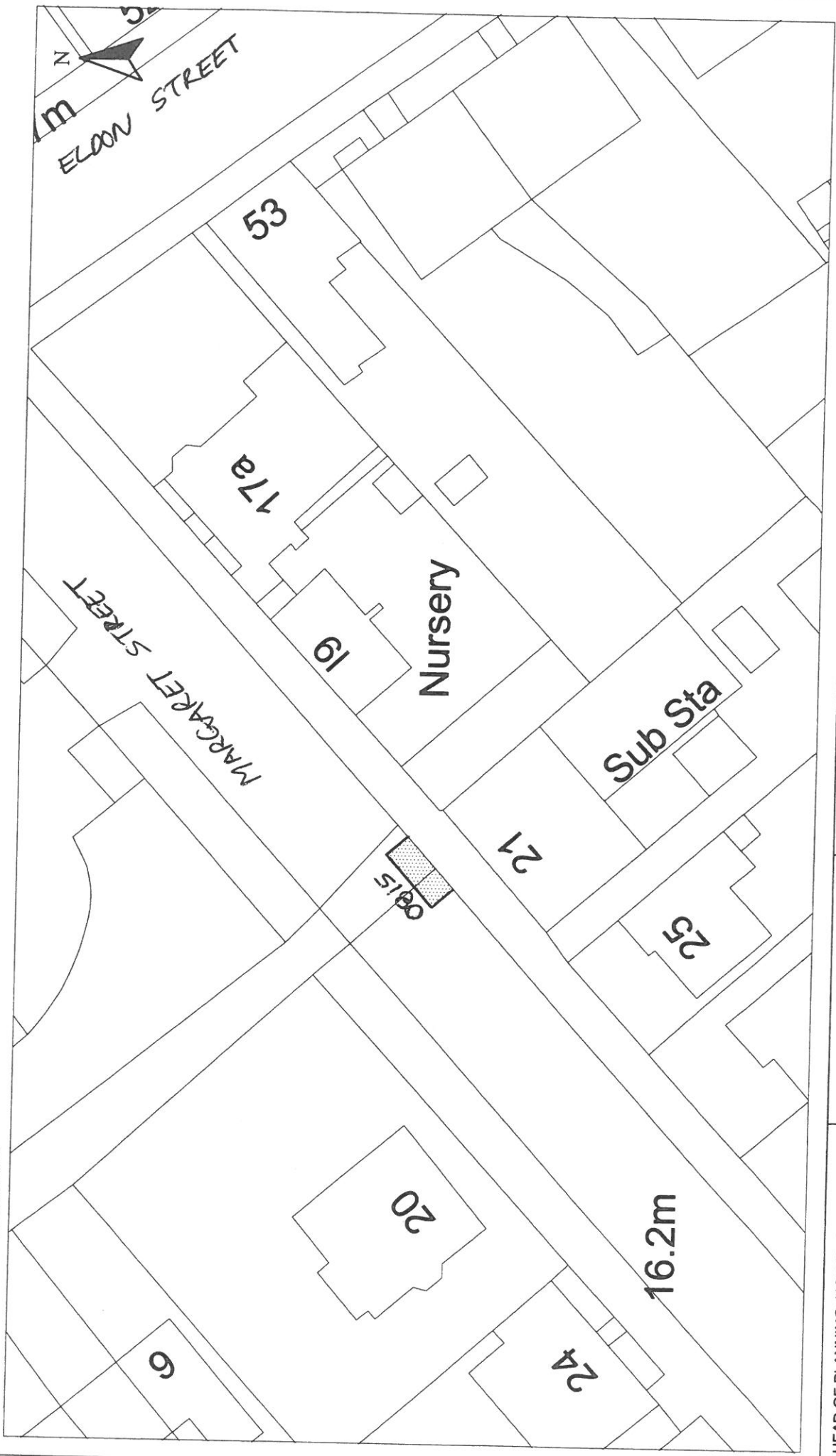
Drawing No. :

Date : FEB 2008

Checked by :

Approved by :

File No. : 19/12



**HEAD OF PLANNING, HOUSING AND TRANSPORTATION :- F. K. WILLIAMSON**

Disabled Bays  
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GREENOCK, PA15 1LS

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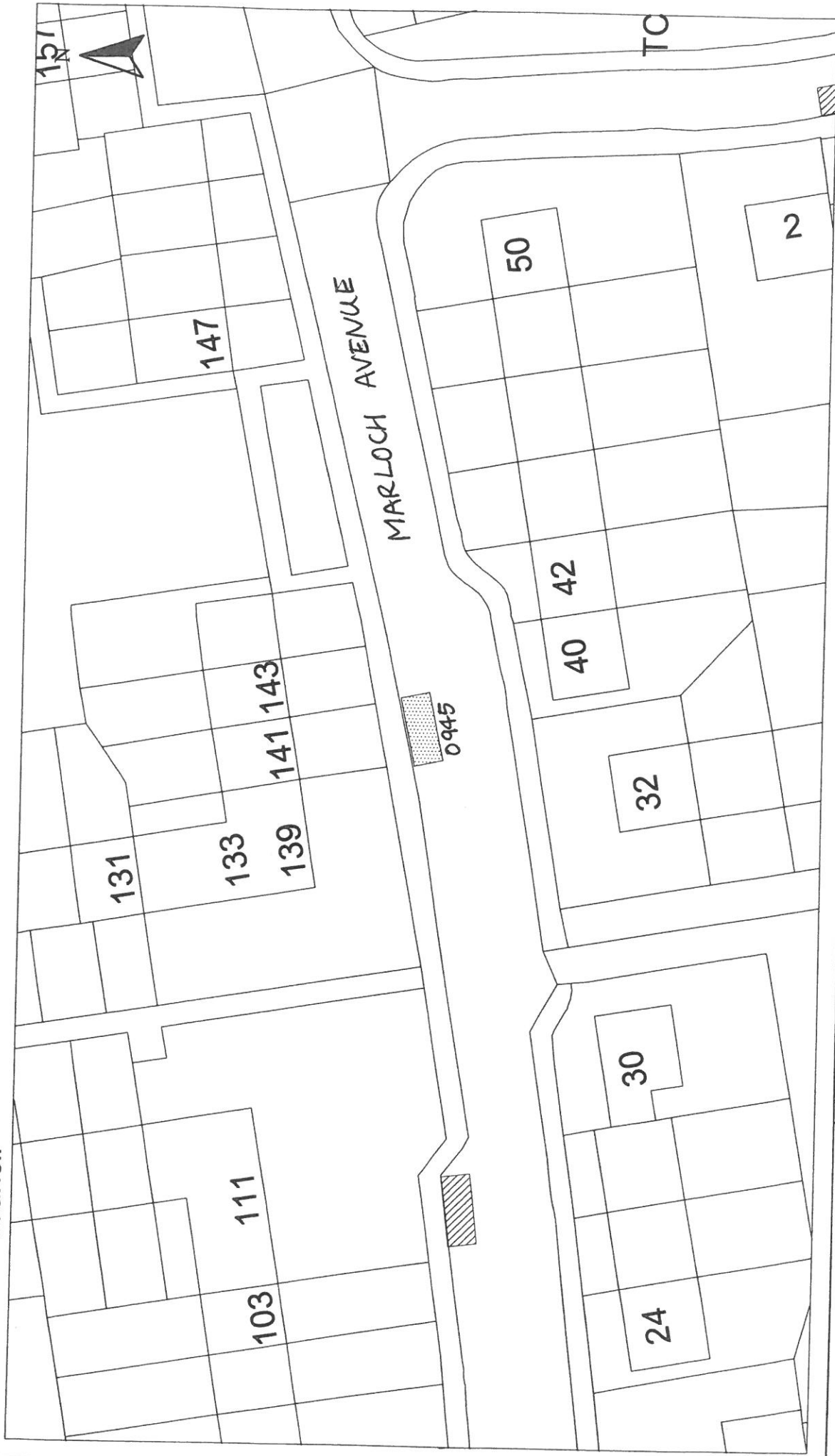
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**DISABLED PERSON'S PARKING BAY**  
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PLACE No. 0815 REVOCATION

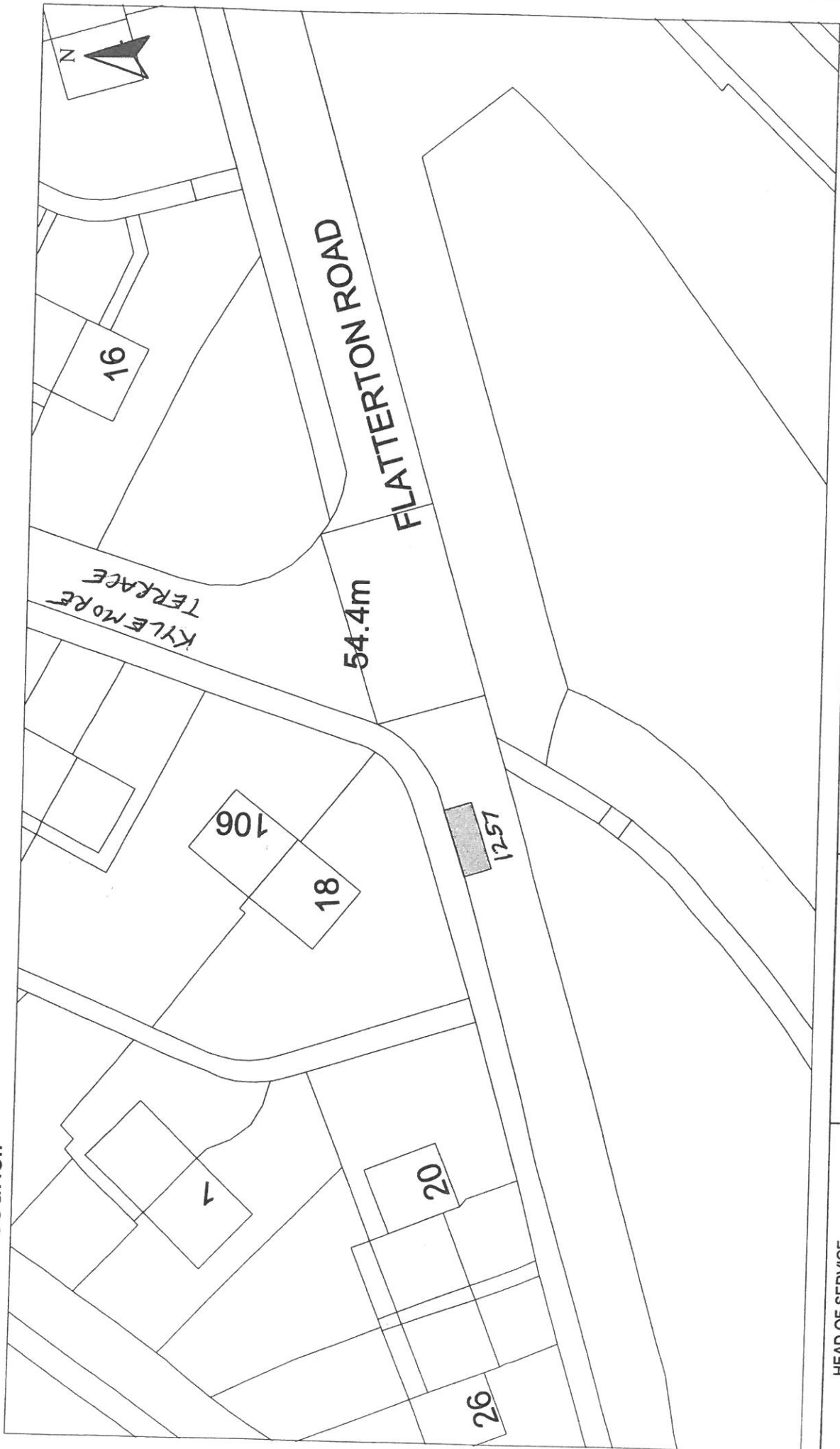
Scale :	1:500	Date :	MAY 2008
Prepared by :	R. MACKAY	Checked by :	
Drawn by :	R. MACKAY	Approved by :	
Drawing No. :		File No. :	19/12

# Inverclyde council ENVIRONMENTAL SERVICES



<b>HEAD OF SERVICE</b> ALAN G BARNES MCIWM CEnv		Scale : 1:500 Date : NOV 2009	
Disabled Bays 71 EAST HAMILTON STREET GREENOCK, PA15 2UA		Prepared by : R. MACKAY Checked by : Drawn by : R. MACKAY Approved by : Drawing No. : File No. : 19/12	
Disabled PERSONS' PARKING PLACE 141 MARLOCH AVENUE, PORT GLASGOW PLACE No. 0945 REVOCATION			
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HEAD OF SERVICE  
IAN MOFFAT

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GREENOCK, PA15 2UA

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**DISABLED PERSONS' PARKING PLACE**

18 FLATTERTON ROAD, GREENOCK  
PLACE No. 1257 REVOCATION

Scale : 1:500

Prepared by : R. MACKAY

Drawn by : R. MACKAY

Date : JAN 2013

Checked by :

Approved by :

File No. : 19/12

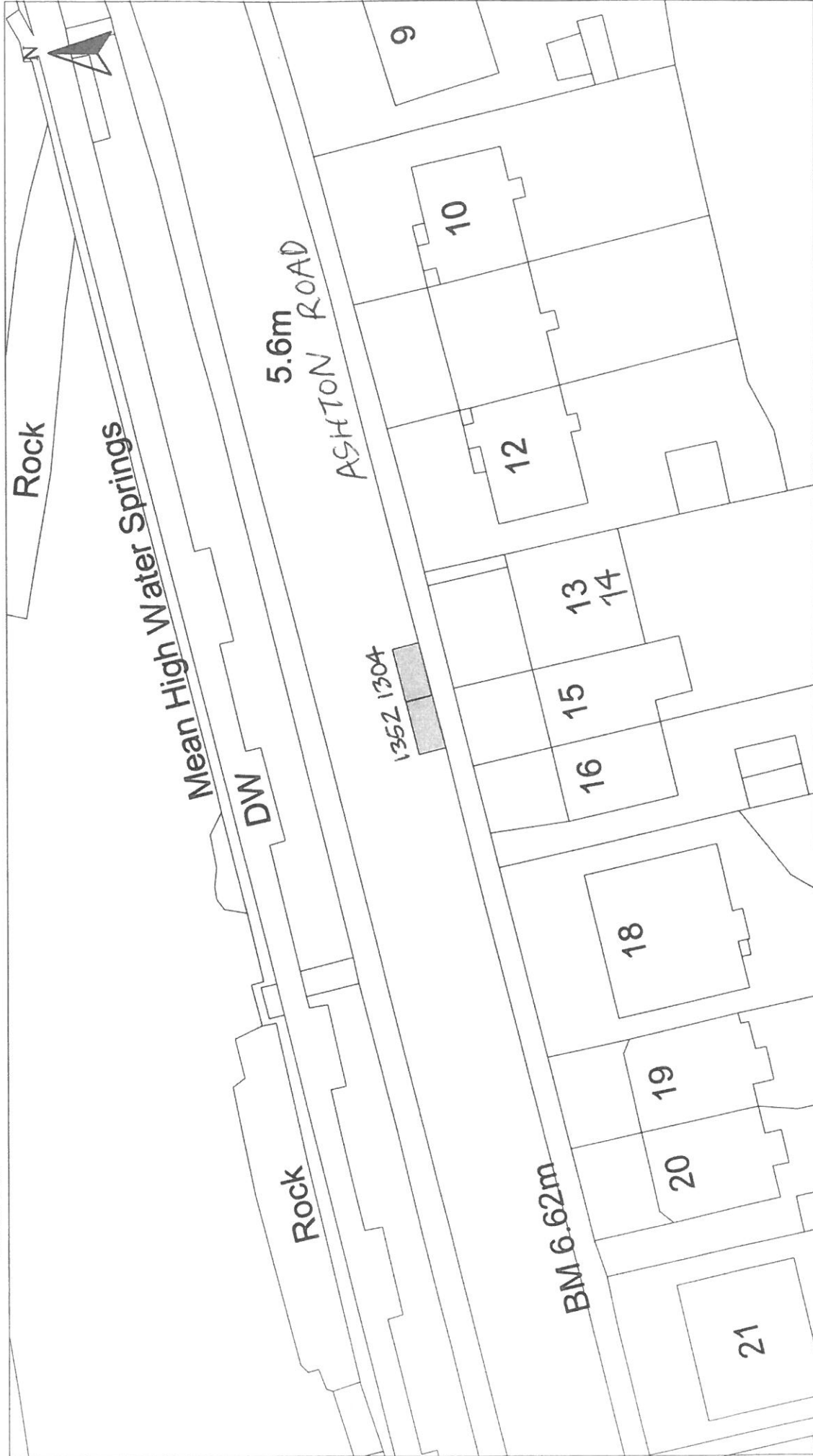
Disabled Bays

**Inverclyde** ENVIRONMENTAL & COMMERCIAL SERVICES  
council




HEAD OF SERVICE IAN MOFFAT		Scale : 1:500		Date : JULY 2013	
71 EAST HAMILTON STREET GREENOCK, PA15 2UA		Prepared by : R. MACKAY		Checked by :	
Disabled Bays		Drawn by : R. MACKAY		Approved by :	
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Licence No. LA03097L		57 BRIDGEND AVENUE, PORT GLASGOW PLACE No. 1333 REVOCATION			
		Drawing No. : 19/12			





<p>Scale : 1:500</p> <p>Prepared by : R. MACKAY</p> <p>Drawn by : R. MACKAY</p> <p>Drawing No. : 19/12</p>		<p>Date : NOV 2013</p> <p>Checked by :</p> <p>Approved by :</p> <p>File No. : 19/12</p>	
<p><b>DISABLED PERSONS' PARKING PLACE</b> 14 &amp; 15 ASHTON ROAD, GOUROCK PLACES Nos. 1304 &amp; 1352 REVOCATION</p>			
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<p>Disabled Bays</p>		<p>71 EAST HAMILTON STREET GREENOCK, PA15 2UA</p>	



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Disabled Bays 71 EAST HAMILTON STREET GREENOCK, PA15 2UA	Licence No. LA03097L 		Prepared by : R. MACKAY Checked by : Drawn by : R. MACKAY Approved by : Drawing No. : 40140

**Report To:** ENVIRONMENT & REGENERATION COMMITTEE      **Date:** 15 JANUARY 2015

**Report By:** CORPORATE DIRECTOR,  
ENVIRONMENT, REGENERATION &  
RESOURCES      **Report No:** LP/001/15

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

**Subject:** PROPOSED TRAFFIC REGULATION ORDER – THE  
INVERCLYDE COUNCIL, LANGHOUSE ROAD, INVERKIP  
(26 TONNE WEIGHT RESTRICTION) 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, Langhouse House, Inverkip (26 Tonne Weight Restriction) Order 2014.

## 2.0 SUMMARY

- 2.1 Structure No. 33/2 (Langhouse Road Bridge) carries Langhouse Road over the Daff Burn and is the sole means of access to a group of private residences. As a result of a recent structural inspection, the load carrying capacity of the structure has been assessed as 26 Tonnes.
- 2.2 The proposed Traffic Regulation Order will introduce a weight restriction of 26 Tonnes gross vehicle weight on the specified length of Langhouse Road, Inverkip.

## 3.0 RECOMMENDATION

- 3.1 That the Committee recommend to The Inverclyde Council the making of the Traffic Regulation Order – The Inverclyde Council, Langhouse Road, Inverkip (26 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.

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

## **4.0 BACKGROUND**

- 4.1 There are no existing Traffic Regulation Orders in force in Langhouse Road, Inverkip.
- 4.2 No objections have been received to the proposed Order.
- 4.3 The Committee is asked to note that, if approved, the Order may not be implemented until the making of the Order has been advertised to allow any persons who so wish a period of six weeks to question the validity of the Order in terms of the Road Traffic Regulation Act 1984.

## **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 and Wemyss Bay & Inverkip 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**  
**LANGHOUSE ROAD, INVERKIP**  
**(26 TONNE WEIGHT RESTRICTION) ORDER 2014**  
**TRAFFIC REGULATION ORDER**

**THE INVERCLYDE COUNCIL**

**LANGHOUSE ROAD, INVERKIP  
(26 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 (as amended) (“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 may be cited as “The Inverclyde Council Langhouse Road, Inverkip (26 Tonne Weight Restriction) Order 2014” and shall come into operation on ##

**2.0 Interpretation**

- 2.1 In this Order, except where the context otherwise requires, the following expression has the meaning hereby respectively assigned to it:

“Vehicle” means a vehicle of any description and includes a machine or implement of any kind drawn or propelled along roads whether or not by mechanical power.

**3.0 Prohibition and restriction**

- 3.1 No person shall drive or cause or permit to be driven any vehicle exceeding 26 Tonnes Maximum Gross Weight (m.g.w.) on the length of road specified in the Schedule to this Order.

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

**SCHEDULE**

**THE INVERCLYDE COUNCIL**

**LANGHOUSE ROAD, INVERKIP  
(26 TONNE WEIGHT RESTRICTION) ORDER 2014**

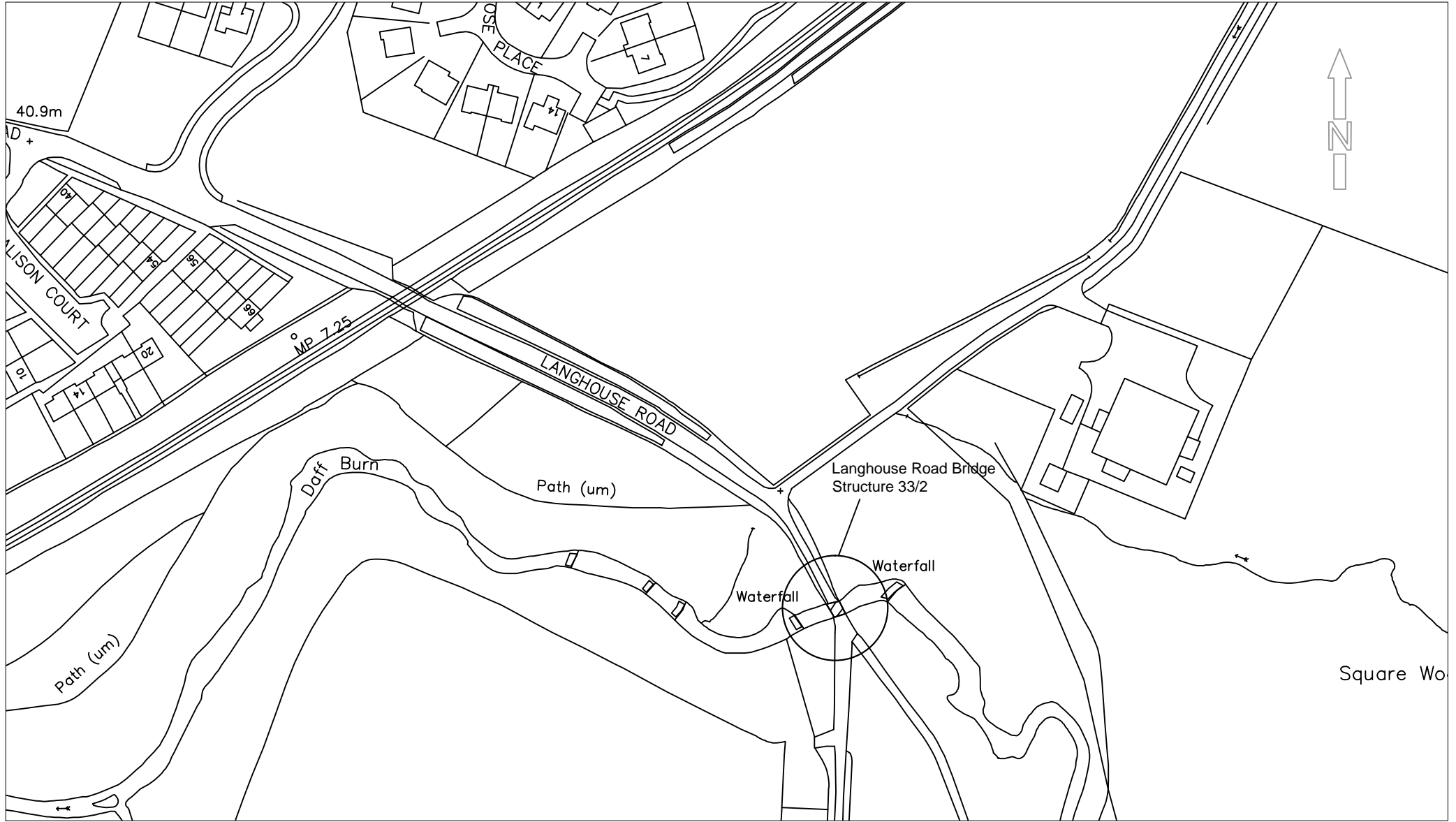
Road in Inverclyde within  
the town of Inverkip

Length of road to which  
restriction applies

Langhouse Road  
Structure No. 33/2

On masonry structure

DRAFT



*Consultancy  
Section*

HEAD OF SERVICE

**Ian Moffat**

Original Drawing Size  
297x210 (A4)

**71 EAST HAMILTON STREET  
GREENOCK, PA15 2UA**



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**TRAFFIC REGULATION ORDER C146  
LANGHOUSE ROAD, INVERKIP  
26T WEIGHT RESTRICTION**

Scale : NTS

Prepared by : R. Mackay

Drawn by : R. Mackay

Drawing No. : TR/TRO/135

Date : SEPT 2014

Checked by :

Approved by :

File No. : 19/38