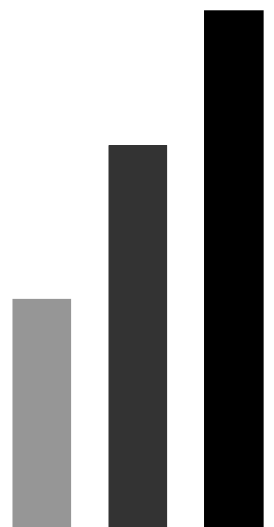


Agenda 2016

Environment & Regeneration Committee

For meeting on:

14	January	2016
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A meeting of the Environment & Regeneration Committee will be held on Thursday 14 January 2016 at 3pm within the Municipal Buildings, Greenock.

GERARD MALONE
Head of Legal and Property Services

BUSINESS

****Copy to follow**

1. Apologies, Substitutions and Declarations of Interest	Page
PERFORMANCE MANAGEMENT	
2. Environment & Regeneration Revenue Budget 2015/16 – Period 7 to 31 October 2015 Report by Chief Financial Officer and Corporate Director Environment, Regeneration & Resources	p
3. Environment & Regeneration Capital Programme 2015/16 – 2017/18 - Progress Report by Chief Financial Officer and Corporate Director Environment, Regeneration & Resources	p
4. Riverside Inverclyde Project Update Report by Corporate Director Environment, Regeneration & Resources	p
NEW BUSINESS	
5. European Structural Funds 2014-2020 – European Social Fund Programme Report by Corporate Director Environment, Regeneration & Resources	p
6. City Deal Update Report by Corporate Director Environment, Regeneration & Resources	p
7. Carbon Management Plan 2012/17: Review of Performance to October 2015 Report by Corporate Director Environment, Regeneration & Resources	p
8. Request for a New Street Name – Langhill Road, Inverkip Report by Corporate Director Environment, Regeneration & Resources	p

9.	Employability Services – External Contracts: Proposed 6 Month Extensions Report by Corporate Director Environment, Regeneration & Resources	p
10.	Governance of External Organisations – Inverclyde Community Development Trust Report by Corporate Director Environment, Regeneration & Resources	p
11.	Business Rates – Community Empowerment (Scotland) Act 2015 Report by Corporate Director Environment, Regeneration & Resources	p
12.	Scheme of Delegation Report by Corporate Director Environment, Regeneration & Resources	p
13.	Flooding Update Report No. 6 Report by Corporate Director Environment, Regeneration & Resources	p
14.	Self-Certification of Flood Risk and Drainage Impact Assessments Report by Corporate Director Environment, Regeneration & Resources	p
15.	Neighbourhood Recycling Points Report by Corporate Director Environment, Regeneration & Resources	p
16.	Environmental & Commercial Services (Roads) – Proposed RAMP/Capital Programme for Carriageway Protective Surface Treatments (2016/17) Report by Corporate Director Environment, Regeneration & Resources	p
17.	Decriminalised Parking Enforcement – First Year Review Report by Head of Environmental & Commercial Services and Head of Safer & Inclusive Communities	p
18.	Proposed Traffic Regulation Orders – Villages Strategy Report by Corporate Director Environment, Regeneration & Resources	p
19.	Proposed Variations to Traffic Regulation Orders - Manor Crescent and Cardwell Road, Gourock Report by Corporate Director Environment, Regeneration & Resources	p
20.	Proposed Traffic Regulation Order – Linnet Road, Greenock (One Way Only) Order 2015 Report by Corporate Director Environment, Regeneration & Resources	p
21. **	Review of the Future Delivery of Regeneration Services in Inverclyde Report by Corporate Director Environment, Regeneration & Resources	
22. **	Proposed Sale of Premises – Cathcart Street, Greenock Report by Corporate Director Environment, Regeneration & Resources	
<p>The documentation relative to the following items has been treated as exempt information in terms of the Local Government (Scotland) Act 1973 as amended, the nature of the exempt information being that set out in the paragraphs of Part I of Schedule 7(A) of the Act whose numbers are set out opposite the heading to each item.</p>		

23.	Flooding Update - Single Source Trash Screens Report by Corporate Director Environment, Regeneration & Resources seeking approval to enter into negotiations with a single supplier to supply trash screens	Para 8	p
24.	Lease of Premises – Dubbs Road, Port Glasgow Report by Corporate Director Environment, Regeneration & Resources on the lease of premises at Dubbs Road, Port Glasgow	Paras 2, 6 & 9	p

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

Report To:	Environment & Regeneration Committee	Date:	14 January 2016
Report By:	Chief Financial Officer and Corporate Director Environment, Regeneration and Resources	Report No:	FIN/02/16/AP/MMcC
Contact Officer:	Mary McCabe	Contact No:	01475 712222
Subject:	Environment and Regeneration 2015/16 Revenue Budget – Period 7 to 31 October 2015		

1.0 PURPOSE

1.1 To advise Committee of the 2015/16 Revenue Budget position at Period 7 to 31 October 2015.

2.0 SUMMARY

2.1 The revised 2015/16 budget for Environment and Regeneration is £20,643,000 which excludes Earmarked Reserves.

2.2 The latest projection, excluding Earmarked Reserves, is an underspend of £154,000, an increase in spend of £58,000 since Period 5 Committee.

2.3 The major variances projected at Period 7 are:

- i. An underspend within the residual waste contract of £86,000 due to a reduction in tonnages of waste treated.
- ii. Turnover savings within Environmental Services Management of £120,000; £60,000 of which is the early achievement of a future year saving.
- iii. An underrecovery of Roads Client sales, fees and charges income of £43,000. This is due to fewer construction consent applications than anticipated.
- iv. An underspend in Roads Client electrical power of £49,000 in part due to energy reduction resulting from lantern conversions.
- v. Underrecovery of Property Physical Assets rental income of £63,000.
- vi. An underspend of £54,000 within the Corporate Director budget due to recharges to Riverside Inverclyde.

2.4 Earmarked Reserves for 2015/16 total £2,643,000 of which £1,293,000 is projected to be spent in the current financial year. As detailed in Appendix 4 expenditure of £310,000 (24%) has been incurred to Period 7, which is 93% of phased expenditure.

3.0 RECOMMENDATION

3.1 The Committee note the current projected underspend for 2015/16 of £154,000 as at 31 October 2015.

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 2015/16 budget and to highlight the main issues contributing to the projected underspend.
- 4.2 The revised 2015/16 budget for Environment and Regeneration, excluding earmarked reserves, is £20,643,000. This is a reduction of £1,553,000 from the approved budget. Appendix 1 gives details of this budget movement.

5.0 2015/16 CURRENT POSITION

- 5.1 The current projection for 2015/16 is an underspend of £154,000.

5.2 Regeneration & Planning - £39,000 overspend

The current projected out-turn for Regeneration & Planning is an overspend of £39,000, an increase in projected spend of £30,000 since Period 5.

The main issues relating to the current projected overspend for Regeneration & Planning are detailed below and in Appendix 3:

(a) Employee Costs

There is a projected underspend of £5,000 due to turnover savings, a reduction in spend of £10,000 since Period 5.

(b) Income

There is a projected underrecovery of Commercial Industrial rental income of £40,000, not previously reported. This is due to a higher than budgeted level of voids. This is in line with last financial year's outturn.

5.3 Property Services - £116,000 overspend

The current projected out-turn for Property Services is an overspend of £116,000, an increase in net spend of £81,000 since last Committee.

The main issues contributing to the current projected overspend for Property Services are detailed below and in Appendix 3:

(a) Employee Costs

There is a projected overspend of £28,000, £11,000 less spend than previously reported, made up as follows:

- i. Cost of additional Technical Services employee of £49,000; offset by additional fee income.
- ii. Excess turnover savings of £21,000, partially offset by increased agency worker costs.

(b) Property Costs

There is a projected overspend of £34,000, £11,000 more spend than at Period 5, mainly due to:

- i. Overspend on Non Domestic Rates of £13,000, as previously reported.

- ii. Overspend on Surplus Property property costs of £10,000, an increase in spend of £5,000 since last Committee.

(c) Administration Costs

There is a projected overspend of £118,000, an increase in spend of £6,000 since last Committee, due mainly to agency worker costs within Technical Services of £100,000; partially offset by additional fee income.

(d) Income

There is a projected overrecovery in income of £65,000, a reduction in income of £74,000 from that projected at Period 5. This variance is mainly due to:

- i. Additional Technical Services capital recharge income of £119,000 – offset by increased employee costs and agency worker costs, as previously reported.
- ii. Overrecovery of biomass and solar energy income of £20,000, as previously reported.
- iii. Underrecovery of Physical Assets rental income of £63,000. This projection is in line with the previous year's outturn.

5.4 Environmental & Commercial Services - £255,000 underspend

The current projected out-turn for Environmental & Commercial Services is an underspend of £255,000, a reduction in projected spend of £54,000 since Period 5.

The main issues contributing to the current projected underspend for Environmental & Commercial Services are detailed below and in Appendix 3:

(a) Employee Costs

There is a projected underspend of £253,000, a further reduction in spend of £60,000 since last Committee, mainly due to:

- i. An underspend in Refuse Collection of £37,000, a reduction in projected spend of £13,000 since the last report. This underspend is due to delays in filling vacant posts. This is offset by increased agency worker costs, per 5.4(e) below.
- ii. Additional turnover savings within Management of £120,000; further turnover savings of £32,000 since last report; £60,000 of which is the early achievement of a 2016/17 saving.
- iii. An underspend in Janitors employee costs of £41,000 which is offset by reduced recharge income. This is a further underspend of £10,000 since last Committee.
- iv. An underspend in Catering of £31,000 due to turnover savings and reduced additional hours; a further reduction in expenditure of £19,000 since last Committee. This is offset by reduced income.
- v. Turnover savings within Building Services of £16,000 due to delays in filling vacant posts. This is a further reduction in spend of £3,000 since Period 5.
- vi. An underspend in Roads Operational employee costs of £13,000, £1,000 more spend than at Period 5; due to delays in filling vacant posts.

(b) Property Costs

There is a projected underspend of £102,000, a further reduction in spend of £25,000 since Period 5 Committee, mainly due to an underspend in the residual waste contract of £86,000, a reduction in spend of £21,000 from Period 5 due to a reduction in waste tonnages treated.

(c) Supplies & Services

There is a projected overspend of £616,000, an increase in spend of £141,000 since last Committee, mainly due to the following:

- i. Projected overspend on Roads Operational Sub Contractors and Materials of £375,000; £25,000 less spend than reported at Period 5. This overspend is based on the current workplan and is offset by additional income.
- ii. Roads Client rechargeable spend of £200,000; £151,000 more spend than last Committee; which is offset by additional income.
- iii. Overspend on Crematorium technical equipment of £36,000, as previously reported, as a result of necessary repairs to the cremators.
- iv. A projected underspend in Catering provisions of £39,000, a reduction in spend of £14,000 since last Committee. This underspend partially offsets the underrecovery in Catering income.
- v. An overspend on Roads assessments/feasibilities of £37,000 due to consultants costs relating to the Parking strategy, not previously reported. This overspend is offset by employee turnover savings.
- vi. An overspend on Building Services Sub Contractors of £30,000, not previously reported. This is offset by additional income.
- vii. An underspend in Roads Client electrical power of £49,000, not previously reported. This underspend is in part due to energy reduction resulting from lantern conversions.

(d) Transportation & Plant

There is an underspend of £16,000, £32,000 more spend than previously reported. This movement is due to virement returning fuel inflation to the inflation contingency. The underspend is mainly as a result of:

- i. An underspend in the purchase of fuel of £41,000. This is offset by an underrecovery of fuel income.
- ii. Underspends in fuel under the Client Services of £19,000, in line with reduced Vehicle Maintenance fuel spend. This is the position after the return of £30,000 to the inflation contingency.
- iii. An overspend in Roads Operational external hires of £41,000, £5,000 more spend than previously projected. This is based on the current workplan and is offset by additional income.
- iv. A small underspend in non-routine maintenance across the client services of £21,000, as previously reported.
- v. Overspend on Roads Fund licences of £11,000, as previously reported.

(e) Administration Costs

There is a projected overspend of £52,000, £5,000 less spend than at Period 5, mainly due to:

- i. A projected overspend in Refuse Collection agency staff costs of £20,000, £10,000 less spend than previously reported. This is more than offset by reduced employee costs, as reported above.
- ii. A projected overspend on Vehicle Maintenance Drivers' agency staff costs of £15,000, as previously reported. This overspend is offset by additional recharge income.

(f) Payments to Other Bodies

There is a projected underspend of £26,000, mainly due to a projected underspend of £28,000 in recycling contract costs based on current projected tonnages, as reported at last Committee.

There is a potential overspend on legal fees relating to an ongoing dispute with a former contractor. The final cost of this is at present unknown but will be reported to Committee in

due course and contained within the Committee's bottom line.

(g) Income

There is a projected overrecovery of £526,000, a projected increase in income of £138,000 since Period 5, made up as follows:

- i. An overrecovery of Roads Operational income of £462,000, £10,000 less income than previously reported. This overrecovery is offset by increased costs, as outlined above. The net projected variance for Roads Operational being an overrecovery of £23,000.
- ii. An overrecovery of Roads Client recharge income of £200,000, £151,000 more income than previously projected, offset by additional spend, as detailed above.
- iii. A projected underrecovery of Roads Client sales, fees and charges income of £43,000, as previously reported. This underrecovery is due to less construction consent income than anticipated.
- iv. An underrecovery in Janitors recharge income of £41,000, in line with reduced employee costs. This is a further reduction in income of £10,000 since last Committee.
- v. An overrecovery of Vehicle Maintenance Drivers income of £43,000, partially offset by increased employee costs and agency costs, as previously reported.
- vi. An underrecovery of Vehicle Maintenance fuel recharge income of £41,000, in line with reduced costs, £6,000 less income than previously reported.
- vii. An underrecovery of special catering income of £46,000, as previously reported. This is partially offset by reduced spend on employee costs and provisions and is in line with previous years. A review of Special Catering is being undertaken by officers in order to bring this back on budget by the year end.
- viii. An underrecovery of Refuse Collection trade waste income of £30,000, not previously reported. This projection is based on the current customer base.
- ix. A projected overrecovery of BSU income of £50,000, partially offset by additional supplies and services costs, not previously reported.

5.5 Corporate Director - £54,000 underspend

The Corporate Director budget is projecting £54,000 under budget as a result of recharges to Riverside Inverclyde, as previously reported.

6.0 EARMARKED RESERVES

- 6.1 There is a planned contribution of £1,874,000 to Earmarked Reserves in the current financial year. Appendix 4 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 93% of phased budget.

7.0 VIREMENTS

- 7.1 There are no virement requests in this report.

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 £154,000.

11.0 LIST OF BACKGROUND PAPERS

11.1 There are no background papers relating to this report.

Environment & Regeneration Budget Movement - 2015/16**PERIOD 7: 1st April 2015- 31st October 2015**

Service	Approved Budget	Movements			Revised Budget	
	2015/16 £000	Inflation £000	Virement £000	Supplementary Budgets £000	Transferred to EMR £000	2015/16 £000
Regeneration & Planning	4,594	29			(960)	3,663
Property Services	3,485	27		32	(914)	2,630
Environmental & Commercial Services	13,958	225	(1)	7		14,189
Corporate Director	159	2				161
Totals	22,196	283	(1)	39	(1,874)	20,643

Supplementary Budget Detail

£000

External ResourcesInternal Resources

Parklea Klargest system - funded from Revenue Implications of the Capital Programme	6
Ground Maintenance Clothing & Uniforms from contingency	1
Tied Houses income budget reduction funded from Free Reserves (P&R 17/11/15)	32
Waste Disposal Contract - inflationary increase funded from the Inflation Contingency	41
Non Contract Waste Disposal inflation	21
Pay Inflation	251
Fuel inflation returned to inflation contingency	(30)

Savings/Reductions

322

ENVIRONMENT AND REGENERATION COMMITTEEREVENUE BUDGET MONITORING REPORTPERIOD 7: 1st April 2015- 31st October 2015

Subjective Heading	Approved Budget 2015/16 £000	Revised Budget 2015/16 £000	Projected Out-turn 2015/16 £000	Projected Over/(Under) Spend	Percentage Variance %
Employee Costs	17,873	18,036	17,752	(284)	(1.58)%
Property Costs	8,239	8,297	8,233	(64)	(0.77)%
Supplies & Services	6,498	6,510	7,126	616	9.47%
Transport Costs	3,505	3,456	3,441	(15)	(0.45)%
Administration Costs	521	521	692	171	32.70%
Payments to Other Bodies	6,035	6,116	6,089	(27)	(0.43)%
Income	(20,475)	(20,419)	(20,970)	(551)	(2.70)%
TOTAL NET EXPENDITURE	22,196	22,517	22,363	(154)	(0.69)%
Transfer to Earmarked Reserves *	0	(1,874)	(1,874)	0	0.00%
TOTAL NET EXPENDITURE EXCLUDING EARMARKED RESERVES	22,196	20,643	20,489	(154)	(0.75)%

Objective Heading	Approved Budget 2015/16 £000	Revised Budget 2015/16 £000	Projected Out-turn 2015/16 £000	Projected Over/(Under) Spend	Percentage Variance %
Regeneration & Planning	4,594	4,623	4,662	39	0.84%
Property Services	3,485	3,544	3,660	116	3.26%
Environmental & Commercial Services	13,958	14,189	13,934	(255)	(1.79)%
Corporate Director	159	161	107	(54)	(33.55)%
TOTAL NET EXPENDITURE	22,196	22,517	22,363	(154)	(0.69)%
Transfer to Earmarked Reserves *	0	(1,874)	(1,874)	0	0.00%
TOTAL NET EXPENDITURE EXCLUDING EARMARKED RESERVES	22,196	20,643	20,489	(154)	(0.75)%

* Per Appendix 3: New funding transferred to earmarked reserves during 2015/16

ENVIRONMENT AND REGENERATION COMMITTEE

REVENUE BUDGET MONITORING REPORT

MATERIAL VARIANCES

PERIOD 7: 1st April 2015- 31st October 2015

Out Turn 2014/15 £000	Budget Heading	Subjective Head	Budget 2015/16 £000	Proportion of Budget	Actual to 31-Oct-15 £000	Projection 2015/16 £000	(Under)/Over Budget £000	Percentage Variance %
(650)	REGENERATION & PLANNING							
	Commercial & Industrial Rent	Income	(690)	(337)	(366)	(650)	40	(5.80)%
							40	
	PROPERTY SERVICES							
1,264	Technical Services	Employee Costs	1,108	666	642	1,167	59	5.32%
159	Central Repairs	Employee Costs	157	87	76	143	(14)	(8.92)%
							45	
10	Technical Services - Rates	Property Costs	1	1	11	11	10	1000.00%
89	Surplus Property	Property Costs	51	32	56	61	10	19.61%
							20	
64	Technical Services - Agency Staff	Administration	0	0	86	100	100	0.00%
							100	
(60)	Technical Services - Income (Feed in Tariffs)	Income	(55)	(32)	(49)	(75)	(20)	36.36%
(1,128)	Technical Services - Recharges to Capital	Income	(1,100)	(550)	(563)	(1,219)	(119)	10.82%
(99)	Physical Assets - Rent	Income	(161)	(115)	(64)	(98)	63	(39.13)%
							(76)	
	ENVIRONMENTAL & COMMERCIAL SERVICES							
2,770	Management	Employee Costs	2,899	1,634	1,588	2,779	(120)	(4.14)%
1,153	Refuse Collection	Employee Costs	1,311	747	691	1,274	(37)	(2.82)%
1,025	Janitorial	Employee Costs	1,044	582	546	1,003	(41)	(3.93)%
1,709	Catering	Employee Costs	1,842	1,027	988	1,811	(31)	(1.68)%
732	Roads Operational Account	Employee Costs	761	422	397	748	(13)	(1.71)%
822	Building Services	Employee Costs	868	484	458	852	(16)	(1.84)%
							(258)	
2,434	Transfer Station - Waste Disposal	Property Costs	2,458	1,436	1,381	2,372	(86)	(3.50)%
							(86)	
24	Crematorium - Technical Equipment	Supplies & Services	20	12	49	56	36	180.00%
950	Catering - Provisions	Supplies & Services	1,070	624	472	1,031	(39)	(3.64)%
95	Building Services - Subcontractors	Supplies & Services	150	88	127	180	30	20.00%
267	Roads Operational Account - Subcontractors	Supplies & Services	235	137	169	299	64	27.23%
1,645	Roads Operational Account - Materials	Supplies & Services	1,525	890	1,203	1,836	311	20.39%
526	Roads Client - Street Lighting Electrical Power	Supplies & Services	539	314	169	490	(49)	(9.09)%
46	Roads Client - Road Assessment/Feasibility	Supplies & Services	70	41	50	107	37	52.86%
141	Roads Client - Rechargeable Works	Supplies & Services	0	0	200	200	200	0.00%
							590	
37	Vehicle Maintenance - Road Fund	Transport & Plant	31	19	16	42	11	35.48%
531	Vehicle Maintenance - Fuel Purchases	Transport & Plant	526	324	283	485	(41)	(7.79)%
416	Environmental Fuel	Transport & Plant	409	263	214	390	(19)	(4.65)%
242	Environmental Non Routine (excluding Roads)	Transport & Plant	226	139	145	176	(50)	(22.12)%
63	Roads Operational Account - Non Routine	Transport & Plant	26	15	41	55	29	111.54%
309	Roads Operational Account - External Hires	Transport & Plant	305	122	262	346	41	13.44%
							(29)	
36	VMTA - Agency Staff	Administration	20	12	19	35	15	75.00%
56	Refuse Collection - Agency Staff	Administration	20	12	30	40	20	100.00%
							35	
144	Waste Strategy - Payments to Greenlight	PTOB	160	80	66	132	(28)	(17.50)%
							(28)	
(28)	Catering - Special Catering	Income	(90)	(52)	(10)	(28)	61	(68.42)%
(135)	Catering - Recharges Social Work	Income	(120)	(70)	(75)	(135)	(15)	12.50%
(1,136)	Janitorial - Recharges	Income	(1,139)	(664)	(603)	(1,098)	41	(3.60)%
(132)	Cleaning - Charges outwith contract	Income	(159)	(93)	(80)	(149)	10	(6.29)%
(11)	Cleaning - Variations Income	Income	0	0	0	(19)	(19)	0.00%
(399)	Building Services - Work Won in Tender	Income	(513)	(299)	(91)	(563)	(50)	9.75%
(93)	Roads Client - Sales, Fees & Charges	Income	(141)	(82)	(45)	(93)	48	(34.04)%
(141)	Roads Client - Recoveries	Income	0	0	(34)	(200)	(200)	0.00%
(2,836)	Roads Operational Account - Capital	Income	(2,705)	(1,098)	(1,935)	(3,155)	(450)	16.64%
(530)	VMTA Recharges - Fuel	Income	(526)	(324)	(283)	(485)	41	(7.79)%
(433)	VMTA Recharges - Drivers	Income	(389)	(227)	(228)	(432)	(43)	11.05%
(670)	Refuse Collection - Trade Waste	Income	(694)	(486)	(458)	(664)	30	(4.32)%
							(546)	
117	CORPORATE DIRECTOR							
	Corporate Director	Employee Costs	138	76	76	84	(54)	(39.13)%
							(54)	
Total Material Variances							-247	

EARMARKED RESERVES POSITION STATEMENT

Appendix 4

COMMITTEE: Regeneration & Environment

<u>Project</u>	<u>Total Funding 2015/16</u>	<u>Phased Budget To Period 7 2015/16</u>	<u>Actual To Period 7 2015/16</u>	<u>Projected Spend 2015/16</u>	<u>Amount to be Earmarked for 2016/17 & Beyond</u>	<u>Lead Officer Update</u>
	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	
Youth Employment	199	35	10	167	32	Funding will be used to enhance core revenue budget in support of the Modern Apprenticeship scheme and Graduate support.
Business Support Initiative	31	19	17	31	0	This relates to Business Development Officer post which assists local businesses in accessing support.
Birkmyre Park, Port Glasgow	13	13	13	13	0	Project is now complete.
Whinhill Golf Club	43	43	7	43	0	The Project is now complete. Internal recharge from Roads to be processed.
Flooding Strategy	44	0	0	44	0	Funding for legal fees related to discussions with Scottish Water on ownership of Eastern Line of Falls.
Greenock Town Centre Parking Strategy	30	0	0	10	20	£20k to be spent on Towns and Villages parking strategy signing/lining and the balance will be used for signing, etc. within the Bullring and Waterfront car parks. The Towns and Villages parking is subject to consultation planned for December 2015 with the implementation date being delayed until next financial year.
Repopulating/Promoting Inverclyde	606	149	139	308	298	All workstreams proceeding well.
Employability Initiatives	426	5	11	200	226	Payment will be made to ICDT by year end.
Greenock Municipal Buildings Tourism Initiative	133	2	6	6	127	Agreed at Environment and Regeneration Committee on 29/10/15 that Funding be used for refurbishment of the District Court. Property Services are preparing a specification with spend delayed until 2016/17.
Commonwealth Flotilla Event	74	0	0	40	34	Spend will be directed to creating a legacy from the sailing event undertaken to celebrate the Commonwealth Games. The legacy involves the relocation of pontoons used during the event to East India Harbour.
Roads Defects and Drainage works	291	58	107	291	0	15/16 Jetpatcher contract #1 completed ; carry over costs from 14/15 Patching Contract #3 completed; quotation for vactor unit is being implemented (one day per week). Spend profile being reviewed as drainage scheme preparation delayed due to staffing issues.

EARMARKED RESERVES POSITION STATEMENT

Appendix 4

COMMITTEE: Regeneration & Environment

<u>Project</u>	<u>Total Funding 2015/16</u>	<u>Phased Budget To Period 7 2015/16</u>	<u>Actual To Period 7 2015/16</u>	<u>Projected Spend 2015/16</u>	<u>Amount to be Earmarked for 2016/17 & Beyond</u>	<u>Lead Officer Update</u>
	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	
City Deal	83	8	0	40	43	Inverclyde's anticipated share of Project Management Office Costs for this year.
Play Facilities	120	0	0	60	60	Funding for new Play facilities or replacing equipment in existing facilities. Allocation of proposed spend by location reported to ERR 29/10/15, it is anticipated that £60k will be spent this financial year with the remaining £60k projected to be spent in 2016/17.
Town and Village Centre Environmental Improvements	300	0	0	40	260	Minor spend expected this year. Working group to be set up to report back to Environment & Regeneration Committee on detailed use of reserve.
Substitute Funding - Riverside Inverclyde	250	0	0	0	250	To allow saving in Riverside Inverclyde ongoing revenue budget from 2016/17 while retaining funding levels to Riverside Inverclyde.
Total Category C to E	2,643	332	310	1,293	1,350	

Report To:	Environment & Regeneration Committee	Date:	14th January 2016
Report By:	Chief Financial Officer and Corporate Director Environment, Regeneration and Resources	Report No:	FIN/06/16/AP/JMcC
Contact Officer:	John McConnell	Contact No:	01475 712264
Subject:	Environment & Regeneration Capital Programme 2015/16 to 2017/18 - Progress		

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 £82.671m, which means that the total projected spend is £0.040m under budget. This underspend relates to an SPT grant which will be returned at the year end and there is therefore no net impact.
- 2.3 Expenditure at 1st December is 46.03% of 2015/16 projected spend, there is net slippage of £0.794m (4.09%) being reported. This is a net increase in slippage of £1.559m (12.67%) since last Committee mainly due to slippage in AMP Depots – Vehicle Maintenance Shed (£0.779m), Parking Strategy (£0.283m) and Greenock Municipal Buildings – District Court Offices (£0.172m).

3.0 RECOMMENDATIONS

- 3.1 That Committee note the current position of the 2015/18 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 On February 19th 2015 the Council approved a new 3 year Capital Programme covering the period 2015/18, effectively extending the previously approved 2013/16 Capital Programme to 2017/18. As part of this process in addition to the recurring annual allocations the Property Assets allocation has been increased from £1m per annum to £2m per annum, RAMP funding of £12m confirmed over 2016/17 & 2017/18 and allocations built in for additional flooding works (£0.95m) and Feasibility studies (£0.25m).

5.0 PROGRESS (Environmental & Commercial Services Major Projects)

5.1 For Roads (carriageways, footways, lighting, and structures) the total allocation for 2015/16 is £6.957m - this comprises £2.512m from Core Capital funding and £4.445m from the Roads Asset Management Plan.

5.2 Of the 29 capital carriageway resurfacing schemes, 27 are now complete. The 2 remaining schemes will be completed in March 2016. All proprietary work is complete. £2.6m of carriageway spend is financially complete. Large patching will continue, where possible, over the winter as will the footway resurfacing works. The external footway contract worth £0.206m is due to commence in January.

5.3 With respect to lighting capital works, the LED replacement programme is progressing well. The appointed consultant is currently working on the design stage of the programme.

5.4 The Flooding strategy works at Cartburn Street are still in design discussions with Network Rail regarding the installation of the pipe under the railway bridge at Stanners Lane. A detailed design has been submitted and we are awaiting Network Rail's comments. Mearns Street is 100% complete and Kings Glen is 95% complete however, due to the unforeseen ground conditions encountered special measures have had to be taken to deal with this including the importing of clean stone to backfill the area to the original ground levels. The increase in cost for these special measures will be contained within the overall Flooding Strategy Budget

5.5 The flooding design phase is ongoing however the loss of key personnel within the consultants and the requirements for additional survey information has delayed the completion of the design until 2016.

5.6 The purchase of a Town Centre Carpark is still being negotiated and the construction of Dalrymple House carpark cannot start until the demolition works are complete, consequently £283,000 for these works will be carried forward to 2016/17.

5.7 The parapets strengthening works are complete on 3 bridges however the contractor has safety concerns regarding the traffic management during construction of the remaining 2 bridges. Officers are currently assessing this and consulting legal on how to proceed. Reserve projects have been identified for the remainder of the spend of £50,000 but due to resource issues these projects will be carried forward to 2016/17.

5.8 The traffic safety measures project, installing speed cushions at Pennyfern, is now complete at a cost of £22,000. The Broadfield 20mph zone has been carried forward to 2016/17, estimated cost £60,000. The installation of railings at Gourock has been delayed until after Kempock Street is completed, estimated cost £9,000. The remaining £38,000 of this budget will be allocated to the reserve project of West End build outs.

5.9 SPT projects, raised kerbs on Bellville Street are now complete and Arran Avenue bus stop has been relocated at a cost of £25,000. R21 cycle path realignment design through Coronation Park is due to be completed in December 2015 and construction works expected to start February 2016 at an estimated cost of £89,000. With the additional Grant funding from Sustrans it is estimated that this project will be £40,000 under budget therefore surplus funds will have to be returned to SPT.

- 5.10 Sustrans Projects has a budget of £40,000 for R21 cycle track through Coronation Park and this will be allocated as above. The R21 Coronation Park to Parklea feasibility study tender is to be published in December 2015 at an estimated cost £20,000 which is under budget and consequently surplus funds will have to be returned to Sustrans.
- 5.11 The electric car charging points contract, funded by Transport Scotland, was awarded to Everwarm. Spend in 2014/15 was £34,135. One unit remains to be installed at Kempock Street at a cost of £31,000, when Riverside Inverclyde public realm works are complete in December 2015. An additional electric vehicle charging unit has been installed at Wemyss Bay.
- 5.12 CWSS budgets are progressing. The puffin crossing at Eldon Street / Fox Street has been designed, at a cost of £7,000. The construction cost estimate for the puffin is £75,000 due to the speed of traffic on Eldon Street, consequently the project has been deferred to 2016/17. Officers will investigate measures to reduce the speed of traffic on Eldon Street and reduce the overall cost of the puffin crossing. The relocation of street lighting and surfacing re-profiling works on the N753 cycle route on Ashton Road are 70% complete with an estimated total construction cost of £50,000. The dropped kerb design work is 100% complete and construction costs are estimated at £20,000. The school crossing safety measures design work is on-going, estimated construction cost £10,000. N753 cycle route past Inverkip toilets, design is complete and to be published for tender at an estimated cost of £26,000. The remaining £8,000 will be allocated to the West End Build outs.
- 5.13 The Vehicle Replacement Programme has a £2.024m budget for 2015/16. Orders have been placed for £1.852m with the remaining £172,000 budget being progressed at present. A full budget spend is anticipated for 2015/16.
- 5.14 Play areas programme: Investment of £1.338m in new or refurbished play areas is either complete or ongoing across Inverclyde. The programme and progress to date is summarised in Appendix 3.
- 5.15 Please refer to the status reports for each project contained in Appendix 1.

6.0 PROGRESS (Regeneration Major Projects)

6.1 Core Regeneration:

- (a) Gourock Pier & Railhead Development – The project commenced on site on 1st December 2014. Works are now nearing completion although the recent poor weather has held up completion of the new Lower Kempock Street Road and this is now anticipated to complete before Christmas, weather permitting, with demobilisation of contractors compound commencing 10th December.
- (b) Broomhill Regeneration - The proposals for the regeneration of the Broomhill area are currently being developed by Riverside Inverclyde with feasibility studies commissioned and in progress. Port Glasgow Town Centre Regeneration - A further meeting of the Forum took place on 30th November where updates were provided on the Council's planned work within Coronation Park and Ferguson Marine's plans for the adjacent yard.
- (c) Gourock Municipal Buildings – Tenders have been returned for the works with Listed Building and Planning consent in place. Building Warrant and lease/sub-leases are being progressed to allow a formal legal acceptance.

A separate update report on all of the current Riverside Inverclyde projects is being submitted to this Committee.

6.2 Leisure Strategy:

- (a) As previously reported the final major project within the programme has now been completed at Rankin Park with the Grass Pitch and Changing Pavilion facility now operational. Following the

determination of the contract minor outstanding landscaping works were undertaken through Environmental Services.

- (b) Ravenscraig Stadium Floodlighting - The June 2015 Committee approved the use of the Leisure & Pitches capital programme contingency to progress a project for the replacement of the pitch and track floodlighting at Ravenscraig Stadium. Committee had approved the progression of the project subject to the cost being contained within the available Leisure & Pitches contingency. Tenders have recently been returned and evaluated and there is sufficient budget remaining to allow the project to be progressed within the current balance of contingency (£188,000). The formal legal acceptance is currently being processed and it is anticipated that the majority of the works could be completed in the current financial year subject to the design and build contractors progression of building standards approval.

6.3 Core Property Services: The programme includes allocations for larger scale works across a number of core operational properties as follows:

- (a) Greenock Municipal Buildings – As previously outlined to Committee the allowance for window replacement has been challenging to implement due to access issues and discussions on the scope of the works with Planning and Historic Scotland. At present there is a single contract accepted and due to commence in January 2016 which will see the replacement of the existing windows in the Building Standards offices with a type of window (approved by Planning/Historic Scotland) that matches the existing style but which will also address the core requirement to improve thermal efficiency of the building fabric and internal conditions for users. As such the remainder of the programme which would predominantly have included repairs to existing single glazed thermally inefficient windows has been held pending further discussion with Planning and Historic Scotland. In anticipation of there being some slippage across the capital programme a number of additional projects have been taken forward as noted below:
- Registrars Floor Support (£15,000) – essential structural strengthening works. Works will commence in January to complete February 2016.
 - Basement Storage (£45,000) – works in connection with modernisation to create suitable storage. First phase works will commence in December.
 - Toilet Refurbishment/Upgrade - as advised to the June 2015 Committee it was proposed to take forward upgrading / refurbishment of toilets. Two areas have been identified for progression and it is anticipated that tenders will be issued for both in December. Subject to suitable tender returns it may be possible to increase the current financial year estimated spend subject to Listed Building consent and building warrant approval (one area has this in place to date and second is expected imminently).

It should also be noted that feasibility work is on-going in respect of proposed future works to the Greenock Municipal Buildings with potential roofing and glazed cupola replacement projects programmed for financial year 2016/17. It is anticipated that a proportion of the pre-contract design fees for the roofing project will be taken forward in the current financial year. Further detail will be provided to Committee in due course.

- (b) Gamble Halls – window replacement works are on-going to complete in the current financial year. As previously advised additional works are being taken forward to expend the original allocation due to the competitive tender return for the window replacement. External railings have been replaced and new external doors will also be completed in the current financial year. Some minor internal condition related works will also be undertaken where possible to maximise use of access equipment and minimise further disruption to users.
- (c) Port Glasgow Town Hall - The June 2015 Committee approved proposed expenditure on a prioritised list of projects identified from the 2014 property condition surveys targeted towards building elements noted as Condition C (Poor). At that time an indicative figure of £300,000 was included subject to progression of the necessary feasibility/design works. With a view to mitigating potential slippage across the capital programme additional areas were also investigated including a final phase of rewiring. The current estimated total potential expenditure is circa £630,000 (subject to competitive tender of all elements). An update on the current progress is include below:

- Rewiring – on site to complete Feb 16 (£168,000).
- Replacement windows Phase 2 – On site to complete March 16 (£61,000).
- Replacement windows Phase 3 – Out to tender (£150,000 estimated).
- Re-roofing Phase 1 – Out to tender (£315,000 estimated total with 1/3 contribution from shared tenant).
- Re-roofing Phase 2 – Out to tender (£35,000 estimated total).

The Committee is asked to note the potential acceleration (subject to satisfactory tendering, evaluation and acceptance) of future years Core Property allocation to assist with addressing slippage elsewhere on the capital programme.

- (d) Greenock Cemetery Complex - The June 2015 Committee approved proposed expenditure on a prioritised list of projects identified from the 2014 property condition surveys targeted towards either the properties rated in overall Condition C (Poor), or building elements within the property surveys noted as Condition C (Poor). At that time an indicative figure of £280,000 was included subject to progression of the necessary feasibility/design works. The current estimated total potential expenditure is likely to exceed the current estimate of £280,000 as individual project scope is clarified and additional priority areas identified for progression. An update on the current progress is include below:

- Ivy House – Currently investigating feasibility of replacement. No works planned in current financial year.
- Garage – Replacement for fire damaged garage. Contract accepted with start scheduled for January 16 to complete in the current financial year (£86,000).
- Crematorium – Replacement windows. Listed Building consent and planning approval in place. Tender issue imminent. Cost estimate being prepared.
- Offices/Waiting Room – Replacement windows will be included as part of Crematorium tender. Minor refurbishment will be taken forward via Building Services Unit in current financial year. Cost estimate being prepared.

The Committee is asked to note the potential acceleration (subject to satisfactory tendering, evaluation and acceptance) of future years Core Property allocation to assist with addressing slippage elsewhere on the capital programme.

- (e) Coronation Park Slipway – The works are currently programmed for February/March to align with the most suitable tidal conditions. Marine Scotland permission is now in place with tenders issued. It is anticipated that the expenditure will be in the current financial year subject to satisfactory tender return, evaluation and legal acceptance.
- (f) King George VI Building Refurbishment – The Committee is asked to note the inclusion of the allowance for this project as confirmed by the November Policy and Resources Committee which approved the use free reserves and £500,000 of future years Core Property allocation to address the refurbishment of the Listed building in King Street Port Glasgow.
- (g) Waterfront Leisure Complex Combined Heat and Power Plant – tenders have been returned for the project with the evaluation now completed but contract qualifications have been requested which materially change the nature of the proposed contract. Immediate discussions have been held with Inverclyde Leisure Trust on the effect of any changes to the programme and a re-tendering exercise will be undertaken as soon as possible. The fresh tender will be revised to take account of necessary changes and a programme for tender acceptance by March 2016 will be implemented. This will mean slippage into 2016/17 which is not reflected in the figures in appendix 2 and paragraph 2.3.

Further projects will be identified as part of the on-going review of the property condition surveys with updates provided to Committee as part of future capital progress reports.

6.4 Asset Management Plan – Offices:

- (a) Greenock Municipal Buildings District Court Offices – The October Committee approved the

utilisation of £376,000 of the AMP Offices balance / contingency within the current capital programme to allow acceptance of the tender for the project. It should be noted that a combination of the project pre-contract stage being slightly behind programme and an extended tender evaluation period required to address the necessary value engineering exercise and affect a reduction in cost has contributed to a delay to the site start. The Contractor took possession of the site on Monday 7th December and is programmed to complete in December 2016. This has resulted in some slippage in the current financial year as noted in the appendix.

- (b) William Street (former Education HQ) Offices Refurbishment – The project was approved for progression via a Business Property Renovation Allowance (BPRA) scheme at the May Policy & Resources Committee. The design works and tender document preparation are being advanced and the project is programmed for tender issue in the new year. The estimated cost of the works is £1.8m and is currently contained within the Offices Asset Management Plan element of the current Capital Programme.
Dalrymple House Demolition – works have now commenced on site and are scheduled for completion in January 2016.

6.5 Asset Management Plan – Depots:

- (a) Pottery Street Phase 3 Vehicle Maintenance Facility – A contract has now been accepted for this major phase of the works within budget. It should be noted that a combination of the project pre-contract stage being slightly behind programme and an extended tender evaluation period required to address tender clarifications/qualifications has impacted on the timing of the issue formal legal acceptance and the ability to commence works in the current calendar year. Works will commence on site in January 2016 to complete in December 2016. This has resulted in slippage in the current financial year as noted in the appendix.
- (b) Pottery Street Phase 4 Fleet Secured Parking – works have been taken forward and completed in the current financial year. It should be noted that the original allocation included an allowance for additional areas of concrete hardstanding work which have now been taken forward as part of the surfacing contract at a reduced cost. The remaining phases and their integration have also been reviewed. These revisions have resulted in a reduced projection for the current financial year as noted in the appendix.
- (c) Pottery Street Phase 6 Building Services Depot Upgrade – as previously reported the review of phasing undertaken on the Pottery Street development involved a change in the order of the phasing with the depot upgrade not possible until the end of the programme. As such the allowance has (as previously reported) been placed in future years resulting in reduced projection in the current year.
- (d) Pottery Street Phase 7 Dewatering and ICT – the Dewatering project was programmed for progression in the current financial year. Due to the specialist nature of the design works the scoping, design and tender document progression has been slightly delayed. It is anticipated that tender will be returned early in the new year with a start on site circa March 16. This has resulted in a reduced projection for the current financial year as noted in the appendix.

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 1st December 2015. Expenditure to date is £8.562m (46.03% of the 2015/16 projected spend).
- 7.2 The current budget is £82.711m. The current projection is £82.671m which means there is a projected underspend of £40,000 which relates to a SPT grant which will be returned by the end of the financial year.

7.3 The approved budget for 2015/16 is £19.394m. The Committee is projecting to spend £18.600m with net slippage of £0.794m mainly due to AMP Depots – Vehicle Maintenance Shed (£1.141m), Flooding Strategy – Greenock Central (£0.746m), Greenock Municipal Buildings – District Court Offices (£0.172m) and AMP Depots – Dewatering & ICT (£0.150m) which is offset by accelerated spend in the RAMP programme of works (£1.500m).

One off Costs

7.4	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					

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.

COMMITTEE: ENVIRONMENT & REGENERATION

APPENDIX 1

	1	2	3	4	5	6	7	8
Project Name	Est Total Cost	Actual to 31/3/15	Approved Budget 2015/16	Revised Est 2015/16	Actual to 01/12/15	Est 2016/17	Est 2017/18	Future Years
	£000	£000	£000	£000	£000	£000	£000	£000
Environmental Services - Roads								
<u>Core Programme</u>								
Bridge Strengthening	28	28	0	0	0	0	0	0
Lighting, Lit signs & Bollards	7	7	0	0	0	0	0	0
Traffic Measures	485	132	53	93	74	160	100	0
Parking Strategy	511	170	141	58	21	283	0	0
Cycling, Walking & Safer Streets	121	0	122	121	26	0	0	0
SPT	74	0	114	74	17	0	0	0
Sustrans	40	0	40	40	0	0	0	0
Flooding Strategy - Greenock Central	2,200	336	1,864	1,118	309	746	0	0
Flooding Strategy - Future Schemes	1,726	0	0	0	0	1,726	0	0
Additional Flooding Works, Castle Road and Others	40	24	16	16	0	0	0	0
Langhouse Road Development	115	77	38	2	2	36	0	0
Complete on Site	11	0	11	11		0	0	0
Roads - Core Total	5,358	774	2,399	1,533	449	2,951	100	0
<u>Roads Asset Management Plan</u>								
Carriageways	17,634	7,972	3,429	3,962	2,773	3,100	2,600	0
Footways	3,296	696	355	600	55	750	1,250	0
Structures	1,775	518	102	150	148	503	604	0
Lighting	4,179	379	261	800	402	1,500	1,500	0
Staff Costs	1,894	595	298	433	296	433	433	0
Roads Asset Management Plan Total	28,778	10,160	4,445	5,945	3,674	6,286	6,387	0
Environmental Services - Roads Total								
	34,136	10,934	6,844	7,478	4,123	9,237	6,487	0

APPENDIX 1

COMMITTEE: ENVIRONMENT & REGENERATION

	1	2	3	4	5	6	7	8
<u>Project Name</u>	<u>Est Total Cost</u>	<u>Actual to 31/3/15</u>	<u>Approved Budget 2015/16</u>	<u>Revised Est 2015/16</u>	<u>Actual to 01/12/15</u>	<u>Est 2016/17</u>	<u>Est 2017/18</u>	<u>Future Years</u>
	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>
<u>Environmental Services - Non Roads</u>								
Cemetery Development	30	0	30	30	8	0	0	0
Cremator Repairs	35	18	7	17	17	0	0	0
Zero Waste Fund	369	120	27	89	24	80	80	0
Vehicles Replacement Programme	13,050	8,177	2,024	2,024	33	983	1,866	0
Electric Vehicle Charging Infrastructure	73	34	39	39	5	0	0	0
Fox Street - Play Area	180	10	150	170	52	0	0	0
Skatepark - Play Area	174	67	87	107	93	0	0	0
Battery Park Wheelchair Play Area	95	2	58	93	9	0	0	0
Sir Michael Street Play Area	261	0	201	63	16	198	0	0
General Repairs to Play Areas	71	31	21	40	14	0	0	0
Various Other Play Areas	235	61	0	54	38	120	0	0
Play Areas complete on Site	35	0	29	35	0	0	0	0
Gourock Walled Garden, Toilet Provision	61	15	34	46	45	0	0	0
Coronation Park Port Glasgow - Seawall Repairs	220	65	115	155	152	0	0	0
Coronation Park Port Glasgow - Slipways	60	0	0	60	5	0	0	0
PG Health Centre Car Park	38	38	0	0	0	0	0	0
<u>Environmental Services - Non Roads total</u>	14,987	8,638	2,822	3,022	511	1,381	1,946	0
<u>Planning Services</u>								
Former SNH Grant	64	56	8	8	0	0	0	0
PLANNING SERVICES TOTAL	64	56	8	8	0	0	0	0
ENVIRONMENT AND PLANNING TOTAL	49,187	19,628	9,674	10,508	4,634	10,618	8,433	0

COMMITTEE: ENVIRONMENT & REGENERATION

APPENDIX 2

Project Name	1	2	3	4	5	6	7	8
	Est Total Cost	Actual to 31/3/15	Approved Budget 2015/16	Revised Est 2015/16	Actual to 01/12/15	Est 2016/17	Est 2017/18	Future Years
	£000	£000	£000	£000	£000	£000	£000	£000
Regeneration and Planning								
<u>Core Regeneration:</u>								
Gourock Pier & Railhead Development Area	5,300	2,053	3,147	3,247	2,841	0	0	0
Broomhill Regeneration	860	15	175	67	6	778	0	0
Port Glasgow Town Centre Regeneration	1,460	718	416	423	118	319	0	0
Central Gourock	150	0	0	0	0	150	0	0
SV Comet	140	112	28	28	18	0	0	0
Bakers Brae Re-alignment	1,000	0	0	0	0	1,000	0	0
RCGF Port Glasgow Lower Town Quarter	500	0	0	0	0	500	0	0
Core Regeneration Total	9,410	2,898	3,766	3,765	2,983	2,747	0	0
<u>Leisure Strategy</u>								
Rankin Park Grass Pitch and Pavilion	1,305	1,273	97	17	17	15	0	0
Ravenscraig Stadium Floodlighting	150	0	0	95	3	55	0	0
Leisure & Pitches Contingency	38	0	0	0	0	38	0	0
Leisure & Pitches Complete on site	87	0	1	1	1	86	0	0
Leisure Strategy Total	1,580	1,273	98	113	21	194	0	0
Regeneration Services Total	10,990	4,171	3,864	3,878	3,004	2,941	0	0
Property Assets								
<u>Core Property Assets</u>								
General Provision	3,297	0	713	0	9	1,297	2,000	0
Feasibility Studies	250	0	0	0	0	100	150	0
Greenock Municipal Buildings Window Replacement	150	10	140	30	0	110	0	0
Greenock Municipal Buildings Toilet Refurbishment	30	0	0	25	0	5	0	0

APPENDIX 2

COMMITTEE: ENVIRONMENT & REGENERATION

<u>Project Name</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>
	<u>Est Total Cost</u>	<u>Actual to 31/3/15</u>	<u>Approved Budget 2015/16</u>	<u>Revised Est 2015/16</u>	<u>Actual to 01/12/15</u>	<u>Est 2016/17</u>	<u>Est 2017/18</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>
Greenock Municipal Buildings Registrar Floor Support	15	0	0	15	0	0	0	0
Greenock Municipal Buildings Basement Storage	45	0	0	25	0	20	0	0
Gamble Halls Window Replacement/Rot Repairs	175	16	159	159	58	0	0	0
Port Glasgow Town Hall - Windows/Roofing	300	0	0	200	20	100	0	0
Greenock Cemetery Complex	280	0	0	100	2	180	0	0
Coronation Park Slipway	40	0	0	35	5	5	0	0
King George VI Refurbishment	1,000	0	0	0	0	1,000	0	0
<u>Minor Works</u>								
Farms	25	1	9	10	0	14	0	0
Minor Demolitions	10	0	0	10	0	0	0	0
Inverclyde Leisure	50	0	0	45	36	5	0	0
General Works	93	0	0	83	32	10	0	0
Design & Pre-Contract	50	0	0	50	43	0	0	0
Reservoirs	50	0	0	50	25	0	0	0
<u>Statutory Duty Works</u>								
Electrical	30	0	0	25	0	5	0	0
Lightning Protection	10	0	0	10	1	0	0	0
Lifts	10	0	0	10	0	0	0	0
Water	15	0	0	13	13	2	0	0
Gas	10	0	0	10	0	0	0	0
Asbestos	50	0	0	45	38	5	0	0
Fire Risk	50	0	0	45	2	5	0	0
DDA/Equality	100	0	0	95	31	5	0	0
Capital Works on Former Tied Houses	600	0	20	20	12	160	60	360
Complete on Site Allocation	432	0	283	283	180	149	0	0
Waterfront Leisure Complex Combined Heat and Power Plant	250	19	181	181	4	50	0	0
Core Property Assets Total	7,417	46	1,505	1,574	511	3,227	2,210	360

Play Area	Value £000k	Current Status
Jacobs Drive	75	Complete.
Braeside	67	Complete.
Barr's Brae	67	Complete. One play unit destroyed by vandals and removed. Replacement has been installed.
Sir Michael Street Big Lottery	75 188	The work is programmed to take place in financial year 2015/16. The Big Lottery Grant transfer was originally awarded to GCRAAG, but has now been transferred to Inverclyde Council, however, lease arrangements in respect of land owned by Network Rail remain to be finalised. In the circumstances a significant proportion of spend intended for this financial year has been slipped to next, which is reflected in the financial Appendix.
Battery Park Skatepark	175	Complete.
Wellpark	69	Complete.
Fox Street	180	Contractor on site; installation in progress.
Birkmyre Park PG	35	Complete.
Battery Park (large)	95	Tenders were re-issued and have now been returned. The lowest bid offers equipment that is different to that which was specified, so an assessment of the alternative units is being carried out at present. It is anticipated that the contract will be awarded in December, which with lead-in times will mean an on-site start in February, with completion late March or early April – subject to prevailing weather conditions.
Ashton	20	Contractor on site; installation in progress.
Quarrier St/MacLeod St	27	Complete. The old unit was removed and replaced by new large multi-unit. However, the new unit was badly vandalised and was fenced off until the damaged elements could be replaced. Unfortunately, vandalism has continued The most recent repair is due to be completed during the first week of December.

Play Area	Value £000k	Current Status
General upgrades	100	<p>This item relates to the refurbishment of existing play areas based on the age and condition of play units. The budget is £100k in total to be spent over three years, this is year three.</p> <p>In 2013/14, the play area in Birkmyre Park Kilmacolm had new safety surface installed.</p> <p>In 2014/15, the play areas in Auchmountain Halls and Oronsay Avenue had new safety surface installed; damaged fencing was also replaced at the Oronsay site. New play units were installed in the small play area at Battery Park - in effect, this is a new play area as all the play units were replaced.</p> <p>In 2015/16, access paths at West Glen and Bawhirley Road play areas were resurfaced. Various play units within play areas across the district were refreshed with new panels, seats, boards etc. Bow top fencing was installed at Birkmyre Park PG and Grieve Road play areas. Park benches were installed at Birkmyre PG play area and a picnic unit at the new play area in Wellpark. Vandalised safety surface at Boglestone play area was replaced. A vandalised play unit at the Barr's Brae play area has been replaced.</p>
Gibshill	20 Inverclyde Council 30 Persimmon Homes	<p>A new play area is due to be installed this financial year on a site adjacent to Shankland Road and Thomas Muir Street. The project is part funded by Inverclyde Council (£20k), and Persimmon Homes (£30k) - as part of the Planning process. The land on which the play area is to be built is not owned by Inverclyde Council, it is owned by RCH and it is therefore the intention to have the land transferred to Inverclyde Council for the play area to be installed.</p> <p>The site in question was agreed following discussion with the Gibshill Resident's Assoc., it however remains to be surveyed to ensure there are no impediments to a play area being installed on the chosen plot.</p>
Kelburn Terrace	50	<p>Contribution towards a new play area to be installed and maintained by River Clyde Homes on their land. Liaison with RCH and local residents is being undertaken so that the design of the new play area delivers what local parents and children want.</p>

Play Area	Value £000k	Current Status
Graham Street	25	Refurbishment of this play area was approved in October 2015. Procurement is underway, with installation anticipated in spring 2016.
Auchmountain Halls	10	Installation due to be completed in December 2015.
Various Sites	30	A range of work is ongoing as a result of the annual, independent inspection of Inverclyde Council play areas. Funding for the more expensive items was approved in October 2015.
Total	1.338 million	

Report To: Environment and Regeneration Committee **Date:** 14 January 2016

Report By: Corporate Director Environment, Regeneration & Resources **Report No:** ENV/002/16/AF/FM

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

Subject: Riverside Inverclyde Project Update

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 1st May 2014 asked to be kept up to date on Riverside Inverclyde's 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. Agrees to ri being the Delivery Agent for the Baker's Brae Road Realignment.

Aubrey Fawcett
Corporate Director, Environment, Regeneration and Resources

4.0 DEVELOPMENT PROJECT UPDATE

4.1 Custom House Phase 4

Ri received the Scottish Government formal offer of Regeneration Capital Grant Fund (RCGF) in the amount of £649,332 at the end of April 2015. The contract was tendered during November/December with a view to works commencing by Spring 2016.

4.2 James Watt Dock LLP

The final phase (of four) in the South Basin – extension to D pontoon - was completed in June this year for 25 berths including pontoon fingers and alongside berthing. At the same time B pontoon was extended to include 50m+ of heavy duty commercial berthing and a link to the fuel jetty.

4.3 Newark House – Demolition and Formation of Car Park

Caley Construction completed the works at the end of September and the Car Park is open for use by the tenants of Scarlow House Business Centre.

4.4 Western Entrance Sculpture

The Artist is currently progressing with his commission, working towards a delivery and installation date of Spring 2017.

4.5 Port Glasgow Roundabout Spur and Public Realm

The private car park adjacent to the Tesco roundabout opposite Port Glasgow Town Hall was acquired on 27 April 2015. Consultants have undertaken detailed traffic surveys and following extensive pre application discussions with Inverclyde Council Officers, submitted the Planning Application in December 2015. The Team are progressing the detailed design package with a view to tendering and commencing the works next year. Viability of the project is subject to RCGF approval. Reports will be brought to the RI Board and the Environment & Regeneration Committee in due course.



4.6 Gourock Pierhead Redevelopment

The contract commenced on site on 1st December 2014. The majority of the works were expected to be complete by the end of November/beginning of December, however RJ McLeod was delayed by the poor weather conditions during these months.



Awaiting Annie's return



New eastern exit from Lower Kempock St



Avenue leading to the Station



Looking from the Station towards Kempock Place

4.7 Gourock Municipal Buildings

At the Environment & Regeneration Committee on 30th 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.

Committee agreed that the end use of the 2 larger rooms (Unit 1 & Unit 2) on the first floor be held in abeyance for a period of one year to 31st October 2015 to allow the local community groups time to develop proposals for community use with a sustainable business plan. Councillor Ahlfeld was given an extension of 4 months at the Environment & Regeneration Meeting on the 29th October to report back on any proposals.

Following agreement on the ground floor design layout with the future tenants, Richard Robb Architects applied for Planning Consent, Listed Building Consent and Building Warrant and the project was tendered in October/November 2015.

Heads of Terms have now been agreed between ri and IC and ri and the ground floor tenant. Lawyers have been instructed to conclude both leases prior to ri awarding the contract to the preferred tenderer. Works will start in early 2016.



4.8 Broomhill Regeneration

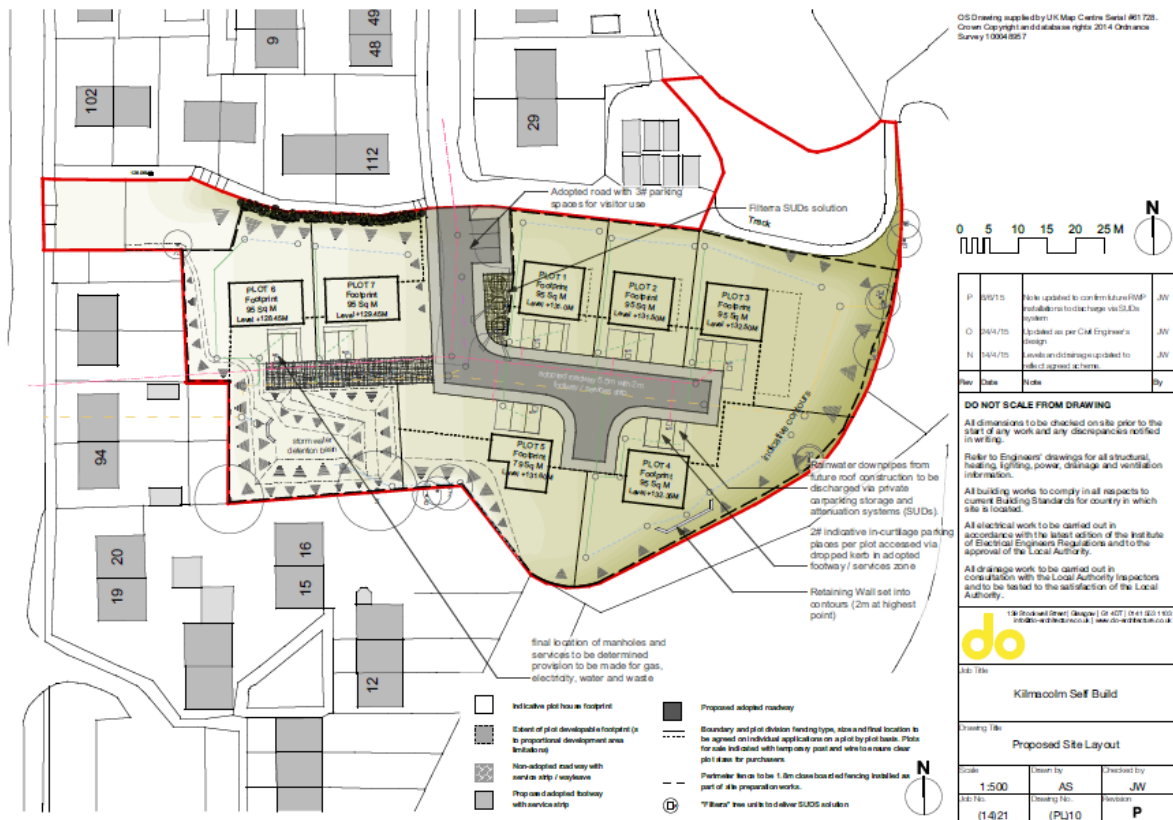
The Corporate Director presented a report to the Environment & Regeneration meeting on 29 October 2015 advising that ri's application for RCGF funds for the Baker's Brae Road Realignment had been unsuccessful and proposed an allocation of free reserves to allow the project to proceed.

A further allocation of £1m for the project was approved by the Policy and Resources Committee on 17th November 2015. ri has identified a further £0.565m to supplement the £1.435m within the Single Operating Plan to fund regeneration activities in the Broomhill area. This together with the £0.110m already committed to the project from the Council brings the total budget costs to £3.110m.

Approval is sought for ri to be the Delivery Agent for Inverclyde Council. If agreed, ri will appoint a Design Team from its Framework to take forward the detailed design of the road realignment.

4.9 Kilmacolm Self Build at Leperstone Avenue

The Planning Application was granted on 8th October 2015 albeit with a number of conditions which the Design Team is currently addressing. The project was tendered in December 2015 and the contract will be awarded in early 2016.



4.10 Town Centre Regeneration Forum

Regeneration Forum meetings have been held in Port Glasgow and Greenock with the first Gourock meeting scheduled for 15 January 2016.

5.0 CONCLUSION

5.1 ri remains extremely busy with all projects progressing satisfactorily.

6.0 IMPLICATIONS

6.1 Financial Implications

This report is a general project update report only and does not contain Financial Implications. All Financial Implications are reported fully within the Revenue Budget and Capital Programme progress reports which appear on this Agenda.

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
Property Assets	Rental Income	2016/17	£(12,500)	AMP	none

* Rent level for the Gourock Municipal Buildings has been 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 and Broomhill 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 Chief Financial Officer has been consulted on this report.

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

8.0 BACKGROUND PAPERS

8.1 None.

Report To:	Environment & Regeneration Committee	Date:	14 January 2016
Report By:	Corporate Director – Environment, Regeneration & Resources	Report No:	RC/16/01/05/ SJ/SL
Contact Officer:	Stuart Jamieson	Contact No:	Ext. 2402
Subject:	European Structural Funds 2014-2020 - European Social Fund Programme		

1.0 PURPOSE

To provide information on the 2014-2020 European Structural & Investment Fund (ESIF), specifically the European Social Fund (ESF).

2.0 SUMMARY

2.1 The two Scottish Operational Programmes, ERDF and ESF, were approved by the European Commission in December 2014 respectively. Both programmes are available to a limited number of Lead Partners who are able to operate Strategic Interventions. Scottish Government began identification of Lead Partners in 2013, with all 32 Local Authorities identified as Leads for Employability (ESF) and Business Skills Competitiveness (ERDF).

2.2 For ESF, Inverclyde Council has an indicative 2014-2020 allocation across 3 Strategic Interventions as below:

- | | |
|--|---------------|
| - Employability Pipeline | £1.41 million |
| - Combating Poverty & Social Inclusion (Enhanced Employability Pipeline) | £0.40 million |
| - South West Scotland Youth Employment Initiative (YEI) | £ 910,800 |

2.3 Following approval of the Operational Programmes, Scottish Government issued a first call for Strategic Intervention (SI) applications in March 2015, with further SI calls throughout 2015 and 2016.

2.4 Employability Pipeline

2.5 In March 2015, Inverclyde Council, on behalf of Inverclyde CPP, submitted a Strategic Intervention Employability Pipeline application for £775,500 (55% of the allocation, the maximum available for first round applications), to continue to deliver, and develop, an end-to-end Employability service, which has operated in the area since 2008. ESF funding, and its associated match funding, can only be used to support eligible clients, defined as having 2 or more specific barriers to employment. The SI application covers the 4 year delivery period 1 January 2015 – 31 December 2018, with a further SI application to be submitted for the remainder of the allocation (£634,500) for delivery of activity post January 2019.

2.6 Following Scottish Government technical and eligibility checks and Scrutiny and Risk Panel Assessment, the Council's Strategic Intervention for the Inverclyde Employability Pipeline was approved via Ministerial Announcement on 28 August 2015. Acceptance of the SI has been signed by the Chief Executive.

2.7 SI approval was followed by submission to Scottish Government of an associated Operations Application detailing how the activity would be delivered, this was submitted on 20th November 2015. Retrospection of funding to 1 January 2015 has been confirmed. Following technical and eligibility assessment, and Scrutiny & Risk Panel assessment, Scottish Government anticipate the Operations Application will be approved before year end, enabling the formal ESF

Inverclyde Employability Pipeline Offer of Grant to be made. This will require to be accepted by the Chief Executive.

2.8 Poverty & Social Inclusion (Enhanced Pipeline Provision)

2.9 LA's have an allocation from the Poverty & Social Inclusion SI to fund activity that will enhance provision for those who are supported through the Employability Pipeline. Inverclyde Council, on behalf of the CPP, will submit SI and Operation Applications to Scottish Government early in 2016, for delivery of activity post March 2016. The activity will be tendered and will dovetail with existing services, providing a more in depth service to those most in need in the Pipeline, including those with disabilities.

2.10 It should be noted that the Enhanced Pipeline monies are additional to the Poverty & Social Inclusion monies that will be available to Inverclyde via the Strategic Intervention lead by BIG Lottery. Five geographic areas in Scotland have been selected to benefit from BIG Lottery/ESF funds under the SI. BIG Lottery will award one contract for delivery in each area, and Inverclyde's Financial Inclusion Partnership is progressing with this. It is wholly additional to, and separate from, the Enhanced Pipeline provision.

2.11 South West Scotland Youth Employment Initiative (YEI)

2.12 This element of the ESF programme is geographically restricted to South West Scotland, is for a 3 year period, and has a singular focus of supporting young people into work, training, education or self-employment. YEI is a results oriented programme with the expectation that a high proportion of participants will achieve long term results.

2.13 Inverclyde's YEI activity will sit within the Employability Pipeline, and deliver to a specific cohort of young people a range of options from engagement, learning, participation and progression, tailored to individual client needs.

2.14 Inverclyde Council submitted in March 2015 the SI application, which was approved by Scottish Government on 4 November, and has been accepted by the Chief Executive. The associated Operation Application was submitted on 20 November, and following technical and eligibility assessment, and Scrutiny & Risk Panel assessment, Scottish Government anticipate the Operations Application will be approved before year end, enabling the formal ESF Inverclyde YEI Offer of Grant to be made. This will require to be accepted by the Chief Executive.

2.15 Delivery will be procured early in 2016, with activity commencing in April.

2.16 European Programme Management

All ESF programme activity; Employability Pipeline, Youth Employment Initiative, Poverty & Social Inclusion (Enhanced Pipeline), will be managed by the Regeneration & Planning Service.

3.0 RECOMMENDATIONS

3.1 That the Committee note the position of Inverclyde's ESF 2014-2020 funding.

3.2 That the Committee approve continued use of the Council's Regeneration Fund to provide match funding to ESF programmes.

3.3 That authority be delegated to relevant officers to accept European Offers of Grant.

3.4 That the Committee note the need to submit further SI Employability Pipeline and Poverty & Social Inclusion (Enhanced Pipeline) applications for delivery post January 2019 and provide authority for these to be made within the timeline yet to be determined by Scottish Government.

4.0 BACKGROUND

4.1 In December 2014, the European Commission approved Operational programmes for Scotland's 2014-2020 European Structural and Investment Fund (ESIF). Activity is delivered through the European Regional Development Fund (ERDF), European Social Fund (ESF), European Agricultural Fund for Rural Development (EAFRD) and the European Maritime and Fisheries Fund (MAFF). The Programmes support the objectives of Europe 2020 to deliver Smart, Sustainable and Inclusive growth.

In Scotland ERDF and ESF are delivered through a new governance structure targeting funds around key themes and areas to maximise the benefits being delivered and to ensure Scotland is delivering the EC strategic aims. The 2014-2020 ERDF and ESF programmes are structured around specific themes, with large-scale funding allocations known as Strategic Interventions (SIs) administered by Lead Partners. The themes will ensure funds are invested in key growth areas, while the revised structure of the programmes places the majority of the administrative responsibilities on Lead Partners, who are policy directorates, agencies and local authorities with the required level of administrative capacity and experience to comply with the EC's regulatory requirements. The revised structure takes into account the ability of Lead Partners to provide match funding alongside EU funds and creates a single point of contact for organisations to submit funding applications.

Lead Partners have the responsibility for:

- Confirming that the additional funding to match the European funding allocated to the Strategic Intervention is in place.
- Running activity, such as a Challenge Fund or Procurement exercise, to allow other organisations to deliver eligible activity.
- Ensuring funds awarded to delivery partners/contractors are used wholly on activity which is eligible under the new European Structural Funds rules.
- Ensuring there is an audit trail demonstrating that the funds and match funding are being used in accordance with the standards required by the European Commission.

Lead Partners are:- Big Lottery; Highlands & Islands Enterprise; Scottish Enterprise; Scottish Funding Council; Scottish Local Authorities; Scottish Natural Heritage; Skills Development Scotland; Transport Scotland; Zero Waste Scotland; Digital Strategy and Programmes Division; Innovation, Investment and Industries Division; Low Carbon Investment and Public Sector Energy Efficiency; Enterprise and Cities Division.

5.0 IMPLICATIONS

5.1 Financial Implications:

One off Costs

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

Annually Recurring Costs/ (Savings)

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

5.2 **Legal**

None.

5.3 **Human Resources**

None.

5.4 **Equalities**

None.

5.5 Repopulation

Regarding the economic case for repopulation and issues related to unemployment or underemployment in the area; by providing additional training and employment options for all residents we are creating opportunities that will encourage people to stay within the area.

6.0 CONSULTATIONS

6.1 Procurement and Legal Services have been consulted on the tendering and contractual arrangements for Employability services activity.

6.2 Partners on the Inverclyde Regeneration & Employability Group are provided with updates.

7.0 BACKGROUND PAPERS

7.1 None.

Report To:	Environment & Regeneration Committee	Date:	14th January 2016
Report By:	Corporate Director Environment, Regeneration & Resources	Report No:	RC/16/01/08/SJ/BH
Contact Officer:	Stuart Jamieson	Contact No:	01475 712402
Subject:	City Deal Update		

1.0 PURPOSE

- 1.1 The purpose of this report is to update Members on the recent activity and progress in relation to City Deal.

2.0 SUMMARY

- 2.1 The Clyde Valley Councils which together cover the 'City Region' of Glasgow have collectively pursued a bid to the UK Government to establish a City Deal Agreement, similar to those established in England, with a view to bringing forward a major investment programme to stimulate economic growth for the benefit of residents and businesses in the Glasgow City Region.
- 2.2 The Policy and Resources Committee approved delegated authority to the Corporate Director Environment, Regeneration and Resources to work with the other Councils in the Clyde Valley to develop the Governance model and set up the Programme Management Office (PMO) to begin the implementation of the City Deal Agreement. Officers are now engaged in the collaborative work of the PMO and Riverside Inverclyde are engaged to assist with the implementation of Inverclyde's City Deal Projects.
- 2.3 In relation to Inverclyde's projects there were originally eight projects submitted for consideration for inclusion within the Infrastructure Fund Programme and 3 have been successful i.e. Inverkip, Ocean Terminal and Inchgreen. Strategic Business Cases for both Inverkip and Ocean Terminal were approved by the City Deal Cabinet at its meeting in October. Officers are now progressing discussions with Scottish Power Generation and with Peel Ports on Inverkip and Ocean Terminal respectively, to progress the tenders for design consultancy and then works for each project. When tendered rates for each project are received, officers will progress the relevant approvals with the Clyde Valley Cabinet Office. It is expected that works will start on Inverkip in the Autumn of 2016 with the Ocean Terminal to follow in the Spring of 2017.
- 2.4 The Inverkip project will open up the former power station site for housing. The business case, developed by partners Inverclyde Council and Scottish Power Generation, highlights that the project addresses the restricted network and junction capacity on the A78 trunk road at four locations in and around Inverkip. This will release investment and help secure the development for the brownfield former power station site to deliver new homes and commercial space. The ocean terminal project aims to create a dedicated quay for cruise traffic enabling a significant increase on vessel and passenger numbers.
- 2.5 The City Deal is expected to give Glasgow and Clyde Valley a permanent uplift in its GVA of £2.2billion per annum (4.4%); generate 15,000 construction jobs during the construction period and 28,000 permanent additional jobs once construction is complete; and will unlock £3.3billion

of private sector investment. ICDT are engaged as Inverclyde City Deal Employability partner and 51 clients are now engaged out of the target of 100.

3.0 RECOMMENDATIONS

3.1 That the Committee note the activity and progress being made on the City Deals projects.

Aubrey Fawcett
Corporate Director Environment, Regeneration & Resources

4.0 BACKGROUND

- 4.1 The Committee will recall that in December 2013, approval was given to continue to participate in developing an economically focused Infrastructure Fund bid with the other Authorities in the Clyde Valley area. This was a direct response to the City Deals which had been agreed for the English Core Cities, and which were at the time being developed by a further twenty urban areas across England.
- 4.2 The Clyde Valley Councils which together cover the 'City Region' of Glasgow have collectively pursued a bid to the UK Government to establish a City Deal Agreement, similar to those established in England, with a view to bringing forward a major investment programme to stimulate economic growth for the benefit of residents and businesses in the Glasgow City Region.
- 4.3 The Policy and Resources Committee approved delegated authority to the Corporate Director Environment, Regeneration and Resources to work with the other Councils in the Clyde Valley to develop the Governance model and set up the Programme Management Office (PMO) to begin the implementation of the City Deal Agreement.

5.0 PROJECTS UPDATE

- 5.1 There were originally eight projects submitted for consideration for inclusion within the Infrastructure Fund Programme and 3 have been successful i.e. Inverkip, Ocean Terminal and Inchgreen. The details of the projects are as follows:

Project	Activity	Programme Costs	Indicative Timescales
Inverkip Power Station Development	Provision of road infrastructure works at Inverkip Village on the A78 to enable redevelopment of former power station to progress.	£3.25m*	Start Nov 2016 Completion Oct 2017
Ocean Terminal	Clyde International Cruise Liner Facility – Ocean Terminal: Extend/new pier, access improvements and improved tourist facilities. This project requires a joint venture with Peel Ports, which requires to be state aid compliant.	£14.27m*	Start May 2017 Completion Oct 2018
Inchgreen	Formation of West of Scotland Hub for Renewables – works to pier and access including site remediation. This project requires a joint venture with Peel Ports, which requires to be state aid compliant.	£9.47m*	Start Jan 2021 Completion Oct 2022
Total		£26.8m	

*Please note that costings above include an element of optimisation bias which has been included by the consultants who developed the bid document

- 5.2 The Strategic Business Cases for both Inverkip and Ocean Terminal were approved by the City Deal Cabinet at its meeting in October. Officers are now progressing discussions with Scottish Power Generation and with Peel Ports on Inverkip and Ocean Terminal respectively, to progress the tenders for design consultancy and then works for each project. It is expected

that works will start on Inverkip in the Autumn of 2016 with the Ocean Terminal to follow in the Spring of 2017.

- 5.3 Scottish Power Generation will deliver the infrastructure projects funded by the Council through a grant arrangement, a funding agreement will require them to remove/modify existing elements of the site whilst delivering housing and commercial space over a 10-15 year period. The Development Partners will be obliged to meet the terms and conditions established by the Glasgow and Clyde Valley City Deal Infrastructure Programme Monitoring Office. As such officers are arranging a funding agreement and Head of Terms with Scottish Power Generation.
- 5.4 A joint venture, which is State Aid compliant, will be developed with Peel Ports to facilitate the extension of the quay wall, visitor centre and access improvements with appropriate profit sharing in place.
- 5.5 The City Deal employment initiative for Employment Support Allowance clients is progressing well. The three year programme for one hundred clients per year has commenced with over fifty clients already engaged and has had one positive job outcome.

6.0 PROCUREMENT

- 6.1 Due to the ownership of land and assets involved in the Container Terminal and Inverkip projects, it is important that the contracts for design and then works are put in place by Scottish Power Generation and Peel Ports respectively. Both partners are in the process of procuring the services of design consultants and will then proceed to tender for the works element of each of the projects. All tenders will be compliant with European Procurement Regulations, the procurement governance arrangements agreed with the City Deal PMO and the Council's Contract Standing Orders where appropriate.
- 6.2 The nature of the partnership with Peel Ports requires to be state aid compliant. As such, Legal and Financial expertise has been secured to give specific advice on these matters and to assist in the formation of the relevant agreements that will be put in place with Peel Ports.

7.0 IMPLICATIONS

7.1 Finance

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					

7.2 Legal

There are no specific legal implications arising from this report.

7.3 Human Resources

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

7.4 Equalities

Has an Equality Impact Assessment been carried out?

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.

7.5 Repopulation

There are no repopulation issues arising from this report.

8.0 BACKGROUND PAPERS

8.1 There are no background papers for this report.

Report To:	Environment and Regeneration Committee	Date:	14th January 2016
Report By:	Corporate Director, Environment, Regeneration and Resources	Report No:	RC/16/01/02/ SJ/RG
Contact Officer:	Stuart W Jamieson	Contact No:	01475 712402
Subject:	Carbon Management Plan 2012/17: Review of Performance to October 2015		

1.0 PURPOSE

- 1.1 The purpose of this report is to present to the Committee an update to the existing Carbon Management Plan, which includes a review of performance to date. The updated Carbon Management Plan has been drafted in a more functional style and provides performance so far against the carbon reduction targets. The updated Carbon Management Plan is attached as an appendix to this report. APPENDIX

2.0 SUMMARY

- 2.1 The Carbon Management Plan, which was approved by the Safe, Sustainable Communities Committee in March 2012, set a target to reduce carbon emissions by 12% by 2016/17 from a 2011/12 baseline.
- 2.2 In accordance with the Committee recommendation, a cross-service working group, the 'Carbon Management Plan Technical Working Group', was established to discuss progress of the Plan and develop ideas and projects with which to help achieve the carbon reduction targets. The Group decided that since the final year of the Plan is approaching, an updated Plan be drafted that details the progress to date in achieving the targets set out in the Plan. The drafting of the updated Plan also provided the opportunity to improve the layout and aesthetics to make the information clearer and the Plan easier to read.
- 2.3 During the course of the Plan the method of calculating carbon emissions has changed, in particular the way in which carbon emissions for municipal waste sent to landfill are calculated. As a result of this the most significant observation from the updated Carbon Management Plan is that the Council's carbon emissions have increased from that of the baseline. Had the conversion factor remained the same, carbon emissions would have shown a 10.7% reduction against the baseline and, therefore, on track to achieving the 2016/17 target.

3.0 RECOMMENDATION

- 3.1 It is recommended the Environment and Regeneration Committee:
- (a) note the performance of the Carbon Management Plan up to October 2015.
 - (b) approve the updated Carbon Management Plan for publication.

Stuart W. Jamieson
Head of Regeneration and Planning

4.0 BACKGROUND

- 4.1 In 2009, the Council launched its original Carbon Management Plan, which set a target to reduce carbon emissions from the Council's operations by 15% by 2012/13 from a 2007/8 baseline. In 2011, the Council was invited to take part in the Carbon Trust's Revisited Programme and subsequently established a new Carbon Management Plan. The new Plan, which was approved by the Safe, Sustainable Communities Committee in March 2012, set a target to reduce carbon emissions by 12% by 2016/17 from a baseline of 2011/12.
- 4.2 In accordance with the Committee recommendation, a cross-service working group, the 'Carbon Management Plan Technical Working Group', was established to discuss progress of the Plan and develop ideas and projects with which to help achieve the carbon reduction targets. The Group decided that, since the final year of the Plan is approaching, an updated Plan be drafted that details the progress to date in achieving the targets set out in the Plan. The drafting of the updated Plan also provided the opportunity to improve the layout and aesthetics to make the information clearer and the Plan easier to read.
- 4.3 The performance to date with respect to the updated Carbon Management Plan is an increase in carbon emissions from the baseline of 5.1%. The main reason for this, however, is in the way carbon emissions are calculated, which is outwith the Council's control. Municipal waste sent to landfill makes up around a third of total carbon emissions. Carbon emissions are calculated by using DEFRA/DECC greenhouse gas conversion factors, whereby, the 2015 factor for landfilled municipal waste increased significantly. This resulted in much higher carbon emissions than if the conversion factor had remained the same as previous years. Had the conversion factor remained the same, carbon emissions would have shown a 10.7% reduction against the baseline and, therefore, on track to achieving the 2016/17 target.

5.0 IMPLICATIONS

Finance

- 5.1 There are no direct financial implications arising 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

Annually Recurring Costs/Savings

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

Legal

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

Human Resources

5.3 There are no direct human resource implications arising from this report.

Equalities

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

Repopulation

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

6.0 CONSULTATIONS

6.1 The Carbon Management Plan Technical Working Group has been consulted and provided input to the information given in the updated Carbon Management Plan.

6.2 Chief Financial Officer: no requirement to comment.

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

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

7.0 BACKGROUND PAPERS

7.1 Attachments

The updated Carbon Management Plan entitled 'Inverclyde Council Carbon Management Plan 2012/17: Review of Performance to October 2015'.

Inverclyde
council

Carbon Management Plan 2012/17



Review of Performance
to **October 2015**

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Foreword from Councillor Michael McCormick

I am delighted to present the Council's Carbon Management Plan 2012/17. The Plan outlines how the Council aims to reduce its carbon emissions during the next five years and contribute to the delivery of corporate strategies including the Single Outcome Agreement 2012/17.

Climate change is the single greatest environmental challenge facing us today. An increase in global temperatures is resulting in changing weather patterns: sea levels are rising and we are experiencing more and frequent intense weather events such as storms and high temperatures. Inverclyde Council recognises its role in taking the lead locally in tackling climate change. We took part in the Carbon Trust's *Carbon Management Programme* and in April 2009 launched our original Carbon Management Plan, setting a five year target to reduce our carbon footprint by 15% by 2012/13 from a 2007/08 baseline.

Between 2007/08 and 2011/12, we achieved a 15.8% reduction in our emissions, the equivalent of 4,882 tonnes of CO₂. I would like to thank everyone from across the Council for their input in reducing our carbon emissions. Having made good progress, however, we now need to focus on delivering further carbon reductions during the next five years. It is our duty to lead by example and encourage the wider community to join us in taking action.



Councillor Michael McCormick

Convener of the Environment and Regeneration Committee



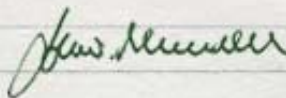
Foreword from the Chief Executive

Almost daily, news bulletins contain items about climate change. Climate change is a reality and a serious threat to the world's population. It will affect the basic elements of life for people around the world including access to water, food production, health and the environment.

The Council recognises the seriousness of this threat and is committed to taking measures to reduce our impact on climate change. We publicly demonstrated our commitment to the environment when we became one of the first Councils to sign Scotland's Climate Change Declaration.

In 2009, the Council prepared its original Carbon Management Plan with support from the Carbon Trust. We were pleased to work with them again on their *Revisited Programme* which assisted us to produce a new five year Carbon Management Plan.

By taking the lead on carbon reduction, the Council hopes to deliver the long term vision of reducing its carbon footprint and play our part in mitigating our impact on the climate and protecting it for future generations.



John W. Mundell

Chief Executive



Management Summary

When the Council's original Carbon Management Plan was launched in 2009, it set a target of a 15% reduction in carbon dioxide (CO₂) emissions by 2012. The creation of the Plan was a step towards the Council meeting its obligations under the Scottish Climate Change Declaration. Half-way through the Plan, the Council was invited to take part in the 'Carbon Trust Revisited Programme'. This involved a review of the original Plan to take into account changes in policy and legislation, notably the Climate Change (Scotland) Act 2009. The Council's participation in the programme culminated in the devising of a new Carbon Management Plan in 2012.

The new Carbon Management Plan runs from 1 April 2012 to 31 March 2017. It set a target to reduce CO₂ by 12% from a financial year 2011/12 baseline. Moreover, it set individual targets for the various sources of carbon as follows:

- Energy use in buildings – 16%
- Street lighting – 15%
- Fleet transport – 15%
- Business travel – 10%
- Water – 15%
- Waste – 11%

The new Carbon Management Plan is now in its penultimate target year so this refreshed plan has been devised to give the current state of affairs with regards meeting the target set. Since the new Plan was devised, processes with which to monitor and reduce CO₂ emissions have been established. The most significant is the formation of the cross-Service Carbon Management Plan Technical Working Group, which leads on the Council's CO₂ reduction programme. The Group meets regularly to discuss projects and initiatives with which to achieve the targets set out in the new Carbon Management Plan.

The target stated in the original Carbon Management Plan has been exceeded. The projection, however, for the new Plan is not favourable. One of the reasons for this is the way that CO₂ is calculated. The Department of Environment, Food and Rural Affairs (DEFRA) and the Department of Energy and Climate Change (DECC) provide 'greenhouse' gas conversion factors with which to convert numerous variables, such as electricity, gas and vehicle fuel use into CO₂. The conversion factors change each year to account for the diversity in the fuel mix and improved calculation methods. One factor that has substantially changed is that for municipal waste sent to landfill, which has increased by almost 60%. Waste makes up a large proportion of the Council's CO₂ emissions leading to an increase in overall CO₂.

In 2014/15, the Council's increased its CO₂ emissions against the baseline by over 5%. Moreover, the projections for 2016/17 are an increase of almost 10% from the baseline. If the projections prove to be accurate, the Council would have to reduce its CO₂ emissions by 22% in order to achieve the target set out in the new Carbon Management Plan. This would be extremely difficult, requiring in particular major reductions in energy use and the amount of municipal landfilled waste.

1. Introduction

Inverclyde Council is committed to minimising its impact on climate change through significantly reducing its carbon dioxide (CO₂) emissions. The Council demonstrated this by taking part in the Carbon Trust's Public Sector Carbon Management Programme. This culminated in the launch of its Carbon Management Plan in 2009.

Since the adoption of the original Carbon Management Plan, there have been significant changes to climate change legislation and policy, in particular the passing of the Climate Change (Scotland) Act 2009. To account for this and to review its practices with respect to climate change mitigation, the Council took part in the Carbon Trust Revisited Programme. The result was the launch of its revised Carbon Management Plan covering the period from 1 April 2012 to 31 March 2017.

The Council is now more than half way through the implementation of its revised Plan and this document provides a background to the Plan and a review to date of the situation concerning the Council's CO₂ emissions.

1.1 Background

The Council's original Carbon Management Plan was a step towards the Council meeting its obligations under the Scottish Climate Change Declaration 2007. It set a target to reduce CO₂ emissions by 15% by 2012/13 from 2007/8 baseline. This incorporated emissions from energy use in buildings and street lighting, fleet transport and staff business travel.

The revised Carbon Management Plan set a new target to reduce CO₂ emissions by 12% by 2016/17 from a 2011/12 baseline. The revised Plan incorporated all emissions from the sources stated in the original Plan but further included emissions from municipal waste collected by the Council and water consumption. Waste emissions are second only to that of energy use in buildings as a proportion of the Council's total CO₂.

The process in devising the revised Plan included the establishment of the 'Carbon Management Plan Technical Working Group'. The Group comprises appropriate individuals that have influence over CO₂ emissions from the various sources detailed in the Plan. The Group has been central to determining the scope and targets outlined in the Plan and in devising projects aimed at achieving the targets.



1.2 Achievements 2007/8 – 2011/12

Between the baseline year 2007/8 for the original Carbon Management Plan and the baseline year 2011/12 for the revised Plan, the Council had achieved the following:

- Reduced overall CO₂ emissions by 16%, the equivalent of 4,928 tonnes of CO₂.
- Reduced the amount of waste sent to landfill by 10,923 tonnes.
- Reduced CO₂ emissions from waste by 25%, the equivalent of 2,927 tonnes of CO₂.
- Reduced CO₂ emissions from its vehicle fleet by 21%, the equivalent of 320 tonnes of CO₂.

Furthermore, the Council had begun a large school building and refurbishment programme to incorporate energy efficiency and renewable energy and emissions levels are taken into account in the vehicle procurement process.

1.3 Implementing the Revised Carbon Management Plan 2012/17

In pursuing the objectives set out the revised Carbon Management Plan, the Council has implemented a range of initiatives, some of which are as follows:

- Building rationalisation programme to reduce the number of Council properties with a view to maximising use of space.
- Programme of new-build and refurbishment to improve the energy efficiencies of the Council's property portfolio.
- Improving accuracy of CO₂ data through improved metering and monitoring.
- Installation of more energy efficient lamps in the Council's street lighting stock.
- Training and awareness programmes to promote energy and transport fuel reduction.
- Improved recycling infrastructure and promotion of waste minimisation and recycling.

Through these and other initiatives it is hoped that not only will the CO₂ emissions reduction target be met but issues surrounding climate change and environmental sustainability will be embedded within the culture of the Council.

Note also that the CO₂ reduction target of 12% by the end of financial year 2016/17 is absolute. This means that there will be no adjustment accounting for weather conditions, changes to buildings or variations in the services provided by the Council. Such variables, however, will be considered when evaluating performance and in devising ways to counter those adversely affecting performance.



2. Carbon Management Strategy

The Council's Carbon Management Strategy is influenced by various external and internal drivers and notably its long term vision with respect to climate change. There are number of strategic themes that are key to the success of achieving the vision and the objectives set out the in the Carbon Management Plan.

2.1 Context and drivers for Carbon Management

The drivers for the Council pursuing a programme to reduce its CO₂ emissions include the following:

2.1.1 Climate change

Climate change is one of the most serious environmental issues facing the world today. In its 'Fifth Assessment Report', published in 2015, the Intergovernmental Panel on Climate Change (IPCC)¹ states that it is 'now 95% certain that humans are the main cause of current global warming'. Increases to land and ocean surface temperatures since the 1950s are unprecedented in likely more than a thousand years. These increases in temperatures have seen glaciers shrink and sea levels rise.

¹ IPCC Climate Change 2014 Synthesis Report
http://ipcc.ch/pdf/assessment-report/ar5/syr/SYR_AR5_FINAL_full.pdf

It is extremely likely that increased concentrations of 'greenhouse gases', in particular CO₂, in the Earth's atmosphere have been the main cause of this warming. The current levels of atmospheric greenhouse gases are higher than at any time since at least the last 800,000 years. It is, therefore, crucial that their levels are dramatically reduced in order to help prevent further increases in global temperatures.

Impacts attributed to climate change caused by increased greenhouse gas emissions include the following:

- Heat waves in certain parts of the world will be more frequent and last longer thereby potentially affecting crops and amounts of drinking water.
- Extremes in rainfall will occur more often and be more intense in certain areas potentially resulting in floods.
- Changes in seasonal activities and migration patterns of marine species possibly resulting in lower fish stocks in some areas.
- Increased extinction rate of various animal and plant species.

The Council must, therefore, play its role in the global effort to reduce the effects of climate change through taking measures to reduce its own emissions.

2.1.2 Political and legal drivers

In 2009, Climate Change (Scotland) Act was passed unanimously by the Scottish Parliament. The Act set a target to reduce greenhouse gas emissions in Scotland by 80% by 2050 with an interim target of 42% by 2020. Moreover, Part 4 of the Act entitled 'Duties of Public Bodies Relating to Climate Change', places a legal obligation on public bodies, such as the Council, to carry out their operations in a way that best helps meet the targets set out in the Act. The Council must therefore embed CO₂ reduction in all aspects of its business.

In June 2013, the Scottish Government published the report 'Low Carbon Scotland: Meeting our Emissions Reduction Targets 2013-2027 – The Second Report on Proposals and Policies (RPP2)'. The report gives proposals on how Scotland can meet its greenhouse gas emissions reductions targets and emphasises the key role local authorities have to play. Local authorities are expected to act as leaders on climate change mitigation.

In 2007, the Council along with all other local authorities in Scotland signed up to Scotland's Climate Change Declaration. In so doing, the Council committed to taking action to reduce its greenhouse gas emissions and adapting to predicted climate change and reporting annually on progress. The Scottish Government has now introduced a statutory climate change reporting requirement for the public sector, which comes into effect in 2016. This requires the whole of the public sector to annually report their CO₂ emissions and actions taken with respect to climate change.

In June 2010, the Scottish Government launched Scotland's first 'Zero Waste Plan' to move Scotland to being a zero waste society. It has set targets to recycle 70% of waste and have a maximum of 5% of waste sent to landfill by 2025. The Zero Waste Plan includes measuring the carbon impacts of waste to prioritise the recycling of materials that will have the lowest impacts on climate change. Moreover, there will be landfill bans for specific types of waste with a view to reducing greenhouse gas emissions from landfill sites.

2.1.3 Financial drivers

The Council has a responsibility to ensure prudent use of funds raised from taxation and from central government. This is now particularly the case given the current economic climate resulting in a strain on public sector budgets. Reducing CO₂ emissions entails reducing consumption of utilities and fuel and the amount of waste sent to landfill, thereby, reducing costs. This requires maximising operational efficiency and avoiding waste.

In financial year 2011/12, the baseline year of the Council's revised Carbon Management Plan, the Council spent just under £5 million on all CO₂ sources, split as follows:

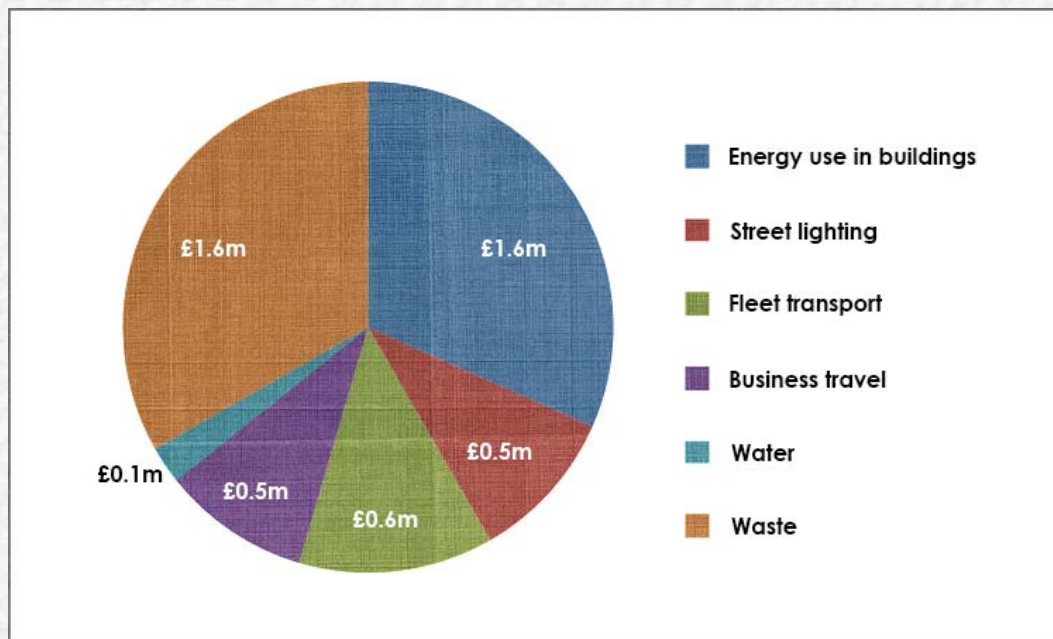


Figure 2.1: Costs per source of CO₂

2.1.4 Council policy



In 2009, the Council launched its flagship environmental policy 'Green Charter'. The policy aimed to reduce energy and waste and promote the sustainable use of resources within the Council and across the whole community of Inverclyde. Through Green Charter, the Council promised to reduce its carbon footprint and minimise the impacts of its actions on the environment.

In August 2014, the Council adopted the Inverclyde Local Development Plan. The Local Development Plan (LDP) sets out where development should and should not take place and provides the framework upon which all planning applications can be determined. Sustainable development is a key theme running throughout the LDP with the mitigation of and adaptation to climate change seen as a core responsibility of the Council with respect to its duties as a planning authority. It incorporates the nature of land use, energy efficiency of buildings and the adoption of renewable/low carbon energy, sustainable transport and identifies criteria against which proposals for waste management facilities will be considered.

One of the Council's Key Performance Indicators (KPIs) is on sustainable development. Within this the Council's own CO₂ emissions must be reported annually. In addition a narrative must be provided explaining any changes in overall emissions and the emissions for the individual sources of CO₂.

2.2 Long term vision

The Council's long term vision with respect to climate change is:

to aim to embed carbon management across all aspects of the Council's business.

to continue to reduce its CO₂ emissions beyond 2017

The Council aims to realise this vision through:

- developing policies that promote CO₂ reduction.
- implementing projects that reduce CO₂.
- instilling a culture of awareness with respect to climate change impacts.

2.3 Strategic themes

The Council's strategic approach to carbon management incorporates the following themes:

2.3.1 Leadership

In March 2012, the revised Carbon Management Plan was approved by the Council's Safe, Sustainable Communities Committee. It was further approved by the Corporate Management Team. Both agreed to receive annual updates on progress against targets set out in the Plan.

2.3.2 Support from Services

In October 2012, the Carbon Management Technical Working Group was formed. The Group is made up of representatives from Legal & Property Services, ICT, Finance and Environmental and Commercial Services. Meetings of the Group are held approximately every six weeks to discuss CO₂ saving projects, generate ideas and decide further action.

In May 2011, the Council established its Energy Group to look at ways to reduce costs from utilities. Integral to discussions of the group is the reduction in consumption of energy and water. Progress of the Carbon Management Plan is also reported at this group.

2.3.3 Buildings management

Buildings are the largest source of CO₂ emissions for the Council, accounting for nearly half its baseline emissions. The Council continuously reviews its building stock to determine opportunities for rationalising. This is with a view to ensure operations are carried out from a required number of energy efficient buildings. The Council has undertaken a large School Estate Management Programme involving removing old schools and building new, energy efficient schools. It is also in the process of implementing a large refurbishment programme for schools to improve quality and energy efficiency.



The Council has invested in Buildings Energy Management Systems software and arranged implementation of automatic meter reading equipment. Data from these is monitored frequently to identify anomalies in energy and water consumption. This aids in investigation of energy and water waste.

2.3.4 Street lighting

The Council is currently implementing a programme to replace existing street lamps with Light Emitting Diode (LED) lamps. LED lamps use much less electricity and provide a better quality of light output. The Council has also reduced the length of operation time for some street and floodlighting and dimmed lamps where appropriate.



2.3.5 Fleet Management

The Council refreshes its vehicles every five years to ensure they are operational and fuel efficient. It has purchased a number of electric vehicles and is inputting electric vehicle charging points throughout Inverclyde. A driver training programme has been established which incorporates fuel efficient driving. The Council has invested in vehicle tracking software to improve management of routes and determine vehicles that may be surplus to requirements. The Council is currently in the process of implementing a Fleet Data Management System, which will provide a range of data on its vehicle fleet.



2.3.6 Business travel

The Council is looking at ways to promote green travel options for staff to carry out their work duties. This includes promoting cycling through the cycle to work scheme and use of public transport. The Council is further looking at budgets with regards grey mileage claims to dis-incentivise car use.

2.3.7 Waste

Waste is the second largest source of CO₂ for the Council, accounting for about a third of its emissions. The Council has implemented a large waste minimisation and recycling programme in terms of both infrastructure and promotion. The programme included kerbside recycling for numerous types of waste, education on how to recycle and reduce waste and generating energy from waste. The Council continues to develop ways to further divert waste from landfill.

2.3.8 Climate change awareness

Incorporated in the Green Charter policy is the education of staff on issues concerning climate change. The issues are communicated through a variety of media such as the staff intranet and training software. A number of workshops have been provided to staff on measures they can take to conserve energy and water. Energy and climate change lessons are provided to school pupils to inform them about climate change issues and encourage them to minimise their impacts on climate change.

2.3.9 Continuous improvement

The Carbon Management Plan is a working document whereby the Council will continue to develop programmes with which to reduce its CO₂ emissions. In meetings of the Carbon Management Plan Technical Working Group, existing projects are evaluated and new projects proposed. CO₂ education and awareness programmes are ongoing and will be refined. The Council regularly attends events concerning CO₂ and utilities with public sector colleagues and is a member of the Scotland Sustainable Network. It also works with Resource Efficient Scotland and the Energy Saving Trust on ways to improve CO₂ monitoring and reduction.

3. Emission Baselines: 2007/8 v2011/12

From the baseline of the original Carbon Management Plan to the baseline of the revised Plan, the Council's CO₂ emissions fell by 16%. The following chart compares CO₂ by source for the two baselines (see appendix for tables of figures):

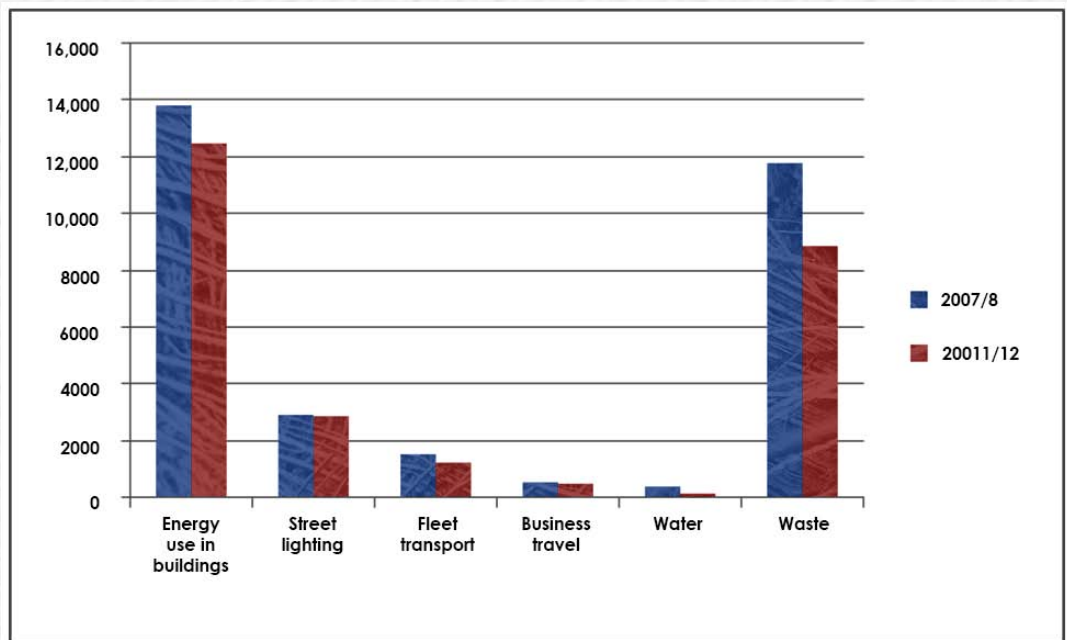


Figure 3.1: 2007/8 v 2011/12 CO₂ by source

Water, waste and heating oil were not included in the original list of emission sources. Since the original Plan was devised, however, the Council's understanding of carbon management has improved, complemented by enhancements in data collection and management. These developments have enabled us to include water, waste and heating oil in the 2011/12 baseline figures. To allow comparison on a like-for-like basis, we have therefore retrospectively added water, waste and heating oil to our original 2007/8 baseline.

The above emissions sources are those with which the Council has direct control. Staff commuting has not been included since the Council has no control over this and it is difficult to measure. The Council does, however, promote sustainable forms of commuting such as its car share programme and Cycle to Work scheme.



4. Baseline and targets

The Council has set a CO₂ reduction target of 12% by the end of financial year 2016/17 from a baseline of financial year 2011/12. The Council's baseline is made up as follows:

Source	CO ₂ (tonnes)
Energy use in buildings	12,467
Street lighting	2,853
Fleet transport	1,212
Business travel	472
Water	163
Waste	8,826
Total	25,993

Table 4.1: Baseline CO₂ emissions

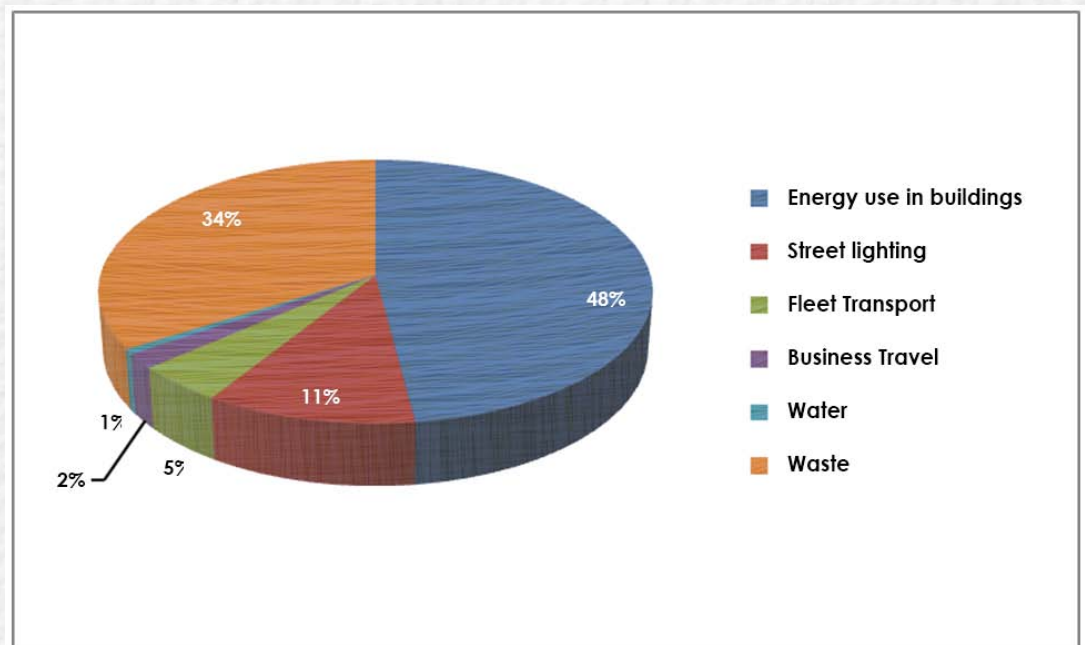


Figure 4.1: Breakdown of CO₂ emissions

The Council has broken down the overall target into source reduction targets as follows:

Source	%	CO ₂ (tonnes)
Energy use in buildings	16	1,995
Street lighting	15	428
Fleet transport	15	182
Business travel	10	47
Water	15	25
Waste	11	971

Table 4.2: Target CO₂ emissions reduction by source

The Council has further established year-on-year reduction targets as follows:

Source	%	CO ₂ (tonnes)
Energy use in buildings	3.2	399
Street lighting	3	86
Fleet transport	3	36
Business travel	2	9
Water	3	5
Waste	2.2	194

Table 4.3: Annual target CO₂ emissions reduction by source

5. Reviewing the Carbon Management Plan

Progress against the targets detailed in the Plan will be reported annually to the Carbon Management Plan Technical Working Group, the Corporate Management Team and the Environment and Regeneration Committee. The governance structure for the Plan is as follows:

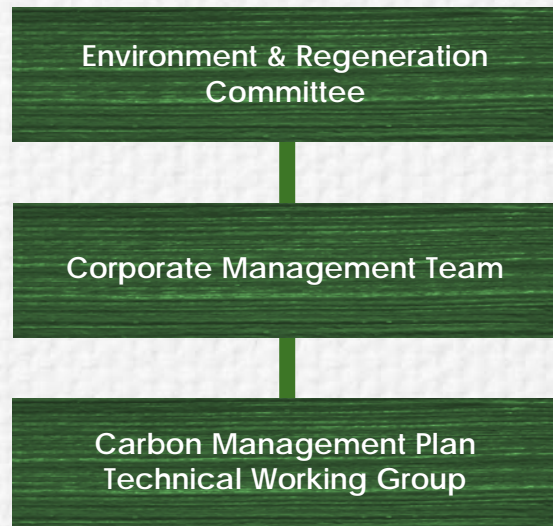


Figure 5.1: Governance of Carbon Management Plan



The Head of Regeneration and Planning is the Project Sponsor for the Carbon Management Plan. The Carbon Management Plan Technical Working Group comprises staff from across Council Services. The group is tasked with the implementation, monitoring, evaluation and reporting of the Plan. It meets on approximately a six week basis to discuss progress of projects and CO₂ reduction against targets.

6. Performance to date

The latest full year data on performance against the targets set out in the Carbon Management Plan is 2014/15. This is two years from the target year of the Plan. The CO₂ emissions for 2014/15 are as follows:

Source	CO ₂ (tonnes)
Energy use in buildings	11,629
Street lighting	2,641
Fleet transport	1,124
Business travel	378
Water	159
Waste	11,381
Total	27,312

Table 6.1: 2014/15 CO₂ emissions

The total 2014/15 emissions are a 5.1% increase on the baseline. This, however, is mainly a result of changes to the way CO₂ is calculated for municipal waste sent to landfill. CO₂ is calculated using the Department of Environment, Food and Rural Affairs (DEFRA) and Department of Energy and Climate Change (DECC) greenhouse gas conversion factors. CO₂ emissions for 2014/15 are calculated using the 2015 factors which for municipal waste sent to landfill increased by 58%. Performances in terms of the individual sources of CO₂ since the baseline year are as follows:

Source	Performance against baseline year	Final year (2016/17) target
Energy use in buildings	-6.7%	-16%
Street lighting	-7.4%	-15%
Fleet transport	-7.3%	-15%
Business travel	-19.9%	-10%
Water	-2.5%	-15%
Waste	+28.9%	-11%
Total	+5.1%	-12%

Table 6.2: Performance to date against baseline

A graphic illustration of performance to date per source of CO₂ is as follows:

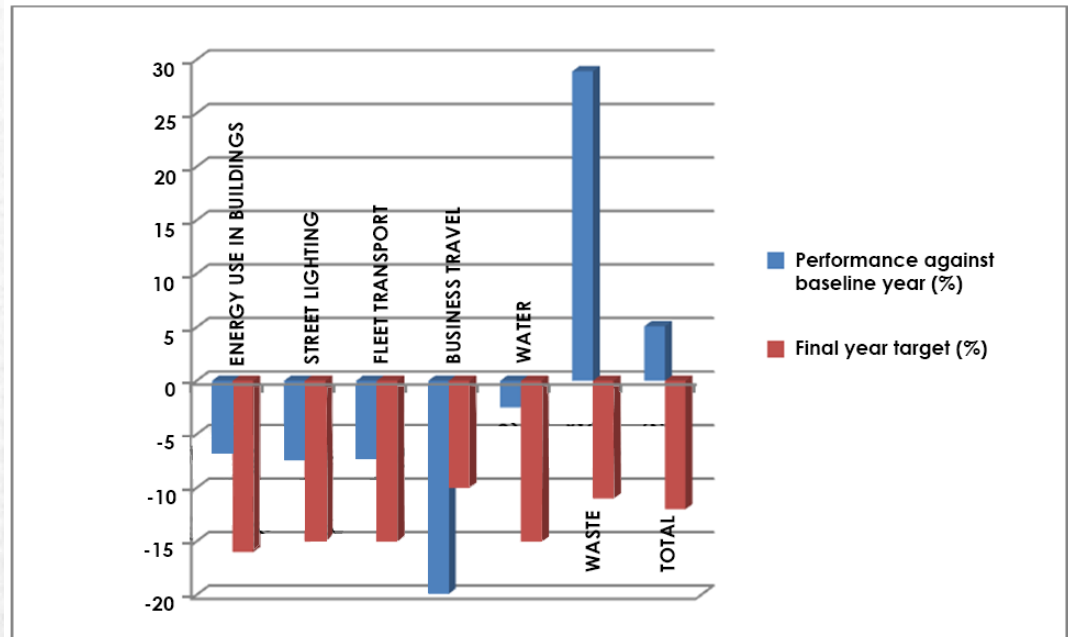


Figure 6.1: Performance to date against baseline

Energy use in buildings and waste combined make up over 80% of the total baseline CO₂. The increase in CO₂ for waste caused by the changes to the conversion factors means the Council must reduce its CO₂ by 17% over the next two years in order to achieve its target.

Year-on-year performance for each source of CO₂ has, as expected, varied during the life of the Carbon Management Plan. The performance figures are as follows:

Source	2012/13 performance	2013/14 performance	2014/15 performance
Energy use in buildings	+7.7%	-0.5%	-13%
Street lighting	-5.2%	+8.9%	-10.3%
Fleet transport	+2.7%	+1.6%	-11.1%
Business travel	-19.9%	+0.3%	-0.3%
Water	+0.6%	+32.3%	-26.7%
Waste	-14.2%	+0.5%	+49.6%
Total	-1.9%	+1.1%	+5.9%

Table 6.3: Year-on-year performance

Excluding waste, all sources have shown significant CO₂ reductions in the most recent year, 2014/15. This is encouraging since it indicates that CO₂ reduction measures are beginning to bear fruit. It is hoped this pattern will continue for the final two years of the Carbon Management Plan.

7. Projections for 2015/16

In terms of making projections of CO₂ emissions for 2015/16, the Council has made projections for electricity, gas and water use. These make up almost 50% of total emissions for the Council so give some estimate of what the 2015/16 CO₂ might be. Assuming emissions from the other sources remain the same, the projected breakdown of CO₂ for 2015/16 is as follows:

Source	CO ₂ (tonnes)
Energy use in buildings	12,852
Street lighting	2,641
Fleet transport	1,124
Business travel	378
Water	121
Waste	11,381
Total	28,497

The projection is a 9.6% increase from the baseline. If the projections are accurate then the Council would have to reduce its CO₂ emissions by 22% in order to meet the target. This would require a major reduction in energy use and waste in particular since these account for the largest proportion of the Council's CO₂.

8. Conclusion

In order to mitigate the effects of climate change, there must be a major reduction in global CO₂ emissions. This is particularly relevant given the United Nations Conference on Climate Change taking place in Paris this year. The Council, along with the whole of the public sector, has a significant role to play in terms of leading by example. This entails taking steps to reduce CO₂ emissions from its own operations.

The Council has shown a commitment to reducing its impacts on climate change through being a signatory to the Scottish Climate Change Declaration and producing its original and revised Carbon Management Plans. The Carbon Management Plans stipulate overall reduction targets for CO₂ and targets for each source of CO₂. Moreover, the Council has established a carbon management group with which to steer the objectives set out in the Carbon Management Plan.

Since the original Carbon Management Plan was devised, the Council has made great strides in reducing its CO₂ emissions. This has been achieved through a range of initiatives, notably the building rationalisation programme and improvements in waste infrastructure to increase rates of recycling. Moreover, to embed a culture of responsibility with respect to climate change and environmental sustainability, the Council has run a number of training and awareness programmes.

In assessing its performance to date, the Council had, in its revised Carbon Management Plan, set an ambitious target of a 12% reduction in CO₂ by 2016/17 from a 2011/12 baseline. The CO₂ figures for 2014/15 and projections for 2016/17 show an increase in CO₂ from the baseline meaning the Council must achieve a major reduction in the final year of the plan in order to meet the target. This, however, can be heavily caveated by the way CO₂ is calculated using the DEFRA/DECC greenhouse gas conversion factors. The multiplier for municipal waste sent to landfill increased by almost 60%. With waste making up 34% of the Council's total CO₂, such an increase would significantly adversely affect CO₂ performance.

Appendix

Emissions Baselines: 2007/8 v 2011/12

2007/08 baseline in original Carbon Management Plan				
Source	Unit of Consumption	Consumption	CO ₂ Tonnes	% Total CO ₂
Energy use in buildings (1)	Electricity (kWh)	10,013,153	5,367	17.38
	Gas (kWh)	24,457,235	4,525	14.66
	Oil (litres)	1,530,302	3,912	12.67
Street lighting	Electricity (kWh)	5,468,727	2,931	9.49
Fleet transport (2)	Diesel (litres)	581,856	1,531	5
Business travel	Miles	1,574,116	526	1.7
Water	M ³	133,846	141	0.46
Waste	Tonnes to landfill	40,526	11,753	38.1
	Tonnes recycled	8,102	170	0.55
	Tonnes composted	3,244	19	0.06
Total			30,875	100

	2011/12 baseline in revised Carbon Management Plan			
Source	Unit of Consumption	Consumption	CO ₂ Tonnes	% Total CO ₂
Energy use in buildings	Electricity (kWh)	11,014,171	5,731	22.05
	Gas (kWh)	27,876,667	5,163	19.86
	Oil (litres)	618,201	1,573	6.05
Street lighting	Electricity (kWh)	5,482,518	2,853	10.98
Fleet transport (1)	Diesel (litres)	468,966	1,212	4.66
Business travel	Miles	1,253,228	472	1.82
Water	M ³	154,937	163	0.63
Waste	Tonnes to landfill	29,603	8,585	33.03
	Tonnes recycled	11,192	214	0.82
	Tonnes composted	4,434	27	0.1
Total			25,993	100

Note: The CO₂ emission conversion factors used in the above calculations are sourced from the latest guidance from the Department of Energy and Climate Change (DECC) and Department for Environment Food and Rural Affairs (DEFRA). With regards fleet transport, the DEFRA/DECC factors are based on amount of fuel used. The Council's vehicle fleet has equipment that provides actual carbon emissions figures. For consistency and in keeping with standing report methods, emissions figures will, however, be derived using DEFRA/DECC CO₂ conversion factors.



Inverclyde council

Regeneration and Planning

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Report To: Environment and Regeneration Committee **Date:** 14th January 2016

Report By: Corporate Director, Environment Regeneration and Resources **Report No:** RC/16/01/01/sj/rg

Contact Officer: Stuart W. Jamieson **Contact No:** 01475 712491

Subject: Request for a New Street Name - Langhill Road, Inverkip

1.0 PURPOSE

- 1.1 The purpose of this report is to seek approval for a new street name for an unnamed private roadway at Inverkip.

2.0 SUMMARY

- 2.1 West Coast Woodfuels operate from the former water works building, approximately one kilometere along the unnamed roadway leading from Millhouse Road to the Daff Reservoir in Inverkip.
- 2.2 Although they have an official postcode, there is an ongoing problem of delivery vehicles and customers being unable to locate their premises when using satellite navigation systems, as there is no official street name for that roadway.
- 2.3 The company has requested that a street name be given to the road and they have made the suggestion of Langhill Road, named after the existing farm on that roadway.
- 2.4 Councillors Rebecchi, Dorrian and Nelson, along with the Inverkip & Wemyss Bay Community Council, were consulted. No objections were received to the proposed street name.

3.0 RECOMMENDATION

- 3.1 That Committee approve the new street name of **Langhill Road**, Inverkip.

Stuart W. Jamieson
Head of Regeneration and Planning

4.0 BACKGROUND

- 4.1 West Coast Woodfuels have been operating successfully from this location for about 2 years.
- 4.2 The access road to the business is private and unnamed and the company has been experiencing problems with deliveries and also with new customers being unable to locate the premises.
- 4.3 West Coast Woodfuels have requested that the roadway be allocated a name to alleviate the problem and have suggested the street name 'Langhill Road'.
- 4.4 The owner of Langhill Farm has no objection to the road being given the name Langhill Road.
- 4.5 The other joint owners of the road who are Scottish Water, Ardgowan Estates and Scottish Woodlands have confirmed that they have no objection to the road being given the name Langhill Road.
- 4.6 Councillors Rebecchi, Dorrian and Nelson, along with the Inverkip & Wemyss Bay Community Council, were consulted. No objections were received to the proposed street name.

5.0 PROPOSALS

- 5.1 It is proposed to name the unnamed roadway Langhill Road.

6.0 IMPLICATIONS

6.1 Finance

One off Costs

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

Annually Recurring Costs/ (Savings)

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

6.2 Legal

None.

6.3 Human Resources

None.

6.4 Equalities

None.

6.5 Repopulation

None.

7.0 CONSULTATIONS

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.

8.0 LIST OF BACKGROUND PAPERS

8.1 N/A

Report To: Environment & Regeneration Committee **Date:** 14 January 2016

Report By: Corporate Director – Environment, Regeneration & Resources **Report No:** RC/16/01/06/SJ/EB

Contact Officer: Stuart Jamieson **Contact No:** 01475 712402

Subject: Employability Services – External Contracts – Proposed 6 Month Extensions

1.0 PURPOSE

- 1.1 The purpose of this report is to update the Committee on the delivery of the contracts funded via the Regeneration Fund Programme 2015-2016, and where considered appropriate seek authority to extend existing contracts for an additional six months.

2.0 SUMMARY

- 2.1 On 4th September 2014, following a full procurement process, Committee gave delegated authority to Corporate Director, Environment, Regeneration & Resources to award contracts for the delivery of employability services from 1st October 2014. Eighteen month contracts were awarded to Inverclyde Community Development Trust (ICDT) Ltd, Inverclyde Advice & Employment Rights (IAER) and Stepwell Consultancy Ltd. The contracts were issued with a stated option to extend by up to six months the period of delivery, dependent on performance and availability of resources.
- 2.2 ICDT Ltd deliver an end-to-end employability service providing a wide range of pre-vocational and vocational training and support, including future jobs, graduate opportunities and employer wage subsidies. Stepwell deliver a specialist supported employment service incorporating activities to help clients manage a range of health barriers, and IAER provide an employment rights service targeted at ensuring clients are retained within their employment.
- 2.3 In addition to Council Regeneration Funds, the end-to-end service incorporates funding from both the European 2007-2013 and 2014-2020 Programmes, therefore monitoring arrangements ensure compliance with European funding regulations. In 2015/16 the European funding for this activity is £222,560, which enhances the range of services offered and the type of clients able to be supported.
- 2.4 The purpose of this report is to recommend a six month extension to each of the 3 contracts for the period April – September 2016, using 50% of the 2016/17 Council Regeneration Fund, augmented by 6 months European funding.
- 2.5 The funding package and the range of employability services enable the direct employment of three staff at Inverclyde Council and 47 staff within contractor organisations.
- 2.6 Appendix 1 details current provision within the employability services and performance against contractual targets. The actual performance of all contracts has been excellent with targets being exceeded in several areas. It should also be noted that these outcomes have been achieved against a backdrop of welfare reform, increased number

of active jobseekers, increased number of clients supported who have previously been on incapacity benefits and also in a period when Inverclyde companies posted significant redundancies.

3.0 RECOMMENDATIONS

- 3.1 That the Committee note the performance of contracts for the period 1 October 2014 to 31 October 2015 as per Appendix 1.
- 3.2 That the Committee authorise the six month contract extensions, subject to final budget approval.
- 3.3 That Committee recognise the continued need for Inverclyde unemployed and in-work residents to be supported by Employability activity post September 2015, recognise best value is achieved by procuring these services, and authorise procurement of activity taking place in time to award contracts for delivery of services from 1 October 2015.

Aubrey Fawcett
Corporate Director – Environment, Regeneration & Resources

4.0 BACKGROUND

- 4.1 When the Fairer Scotland Fund monies terminated in March 2011, Inverclyde Council made budget provision to provide a range of regeneration services. Procurement of employability services took place to cover the period 2011-2013, with contracts ending on 31st March 2013.
- 4.2 Inverclyde Council completed an additional procurement exercise and on 7th March 2013. Committee gave delegated authority to Corporate Director, Environment, Regeneration & Resources to award one year contracts for the delivery of employability services from April 2013. All contracts issued contained an option to extend the contract by up to six months – dependent on finance and performance.
- 4.3 To provide continuity of service, on 4th September 2014, following a full procurement process, Committee gave delegated authority to Corporate Director, Environment, Regeneration & Resources to award contracts for the delivery of employability services from 1st October 2014 for 18 months, with option to extend for a further 6 months to September 2015, dependent on finance and performance.
- 4.4 ICDT deliver an end to end employability service, including sub contracted activity in conjunction with Financial Fitness and Inverclyde CLD. The range of services include job seeking support, training, personal development programmes, future jobs & graduate jobs, wage subsidies and employer engagement. Additional specialist support includes debt management, budgeting, literacy and numeracy for job seekers.
- 4.5 Stepwell deliver advice on condition management and provide supported employment placements, targeted specifically at those furthest from the labour market with significant health issues who require additional support to get back to work.
- 4.6 IAER provide a range of support for people in work who may be experiencing difficulties with their employer. The organisation supports both the client and the employer to resolve issues and try to ensure the employee is retained.
- 4.7 As part of the tender appraisal a financial assessment was undertaken on all companies, with all passing the minimum requirements and recommended for award of contract.
- 4.8 Appendix 1 demonstrates that providers have delivered and in some instances exceeded the contract requirements. It should be noted that these outcomes have been achieved within the constraints of the Inverclyde labour market and in addition compare well with employability outcomes in other local authority areas.

5.0 IMPLICATIONS

5.1 Financial Implications – One off Costs

Cost Centre	Budget Heading	Budget Year	Proposed Spend this Report	Virement From	Other Comments
	Regeneration Fund	1/04/16 – 30/09/16	£1,076,054	N/A	Core Funding
	ESF	1/04/16 – 30/09/16	£97,000	N/A	6 Months of ESF Employability Pipeline Strategic Intervention allocation of £776K over 4 year period 1/1/15 – 31/12/18.

Financial Implications – Annually Recurring Costs/ (Savings)

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

5.2 Legal

None

5.3 Human Resources

None

5.4 Equalities

None

5.5 Repopulation

Regarding the economic case for repopulation and issues related to unemployment or underemployment in the area; by providing additional training and employment options for all residents we are creating opportunities that will encourage people to stay within the area.

6.0 CONSULTATIONS

6.1 Procurement has been consulted on the tendering arrangements for Employability services activity.

6.2 Legal Services have been consulted on the contractual arrangements with the external organisations.

6.3 Partners on the Inverclyde Regeneration & Employability Group are provided with contract performance information.

6.4 Finance and performance reports are prepared for the Environment, Regeneration and Resources Committee.

7.0 BACKGROUND PAPERS

7.1 None

EMPLOYABILITY SERVICES CONTRACTOR PERFORMANCE - 18 MONTHS 1 OCTOBER 2014 - 31 MARCH 2016

Target Performance for 13 Months Stage of Delivery - 1 October 2014 - 31 October 2015 72%

EMPLOYABILITY SERVICES								
Contract Title	Contractor	Summary of Activity	Contract Information	October 2014 - March 2016 - 18 Month Contract Value/Targets	Actual	% on target	COMMENTS	
PROGRESS	STEPWELL	Supporting unemployed/inactive residents with a physical, mental, sensory or learning disability into sustainable employment by providing specialist health advice and supported employment and job placement opportunities.	Financial	£176,390	£137,121	78%		
			Number of Clients Supported	60	98	163%		
			Number of clients referred from the end-to-end employability service	30	17	57%		
			Number of supported employment placements/job placements directly provided	18	14	78%		
			Number of clients gaining a vocational qualification	20	8	40%		
			Number of clients with greater confidence to progress into work	52	80	154%		
			Number of clients progressing to employment on leaving the project	12	5	42%		
EMPLOYMENT ADVICE, ADVOCACY AND GUIDANCE	INVERCLYDE ADVICE AND EMPLOYMENT RIGHTS	Delivers services in the field of Employment Rights and Work Related issues including specialist advice, advocacy, and guidance on employment rights including employment law, workplace health & safety and occupational health.	Financial	£ 97,500	£69,051	71%		
			Number of clients supported	1005	855	85%		
			Number of clients remaining in employment	720	697	97%		
			Number of job retention hearings attended	85	90	106%		
			Number of clients with greater awareness of their employment rights	1005	855	85%		
INVERCLYDE WORKS	INVERCLYDE COMMUNITY DEVELOPMENT TRUST LTD (ICDT)	Provides a range of activity for those wanting to improve confidence, motivation and skills to enable progression to employment. Pre-vocational and vocational training in a range of sectors provided. Future Jobs, Graduate programme and Employer Engagement/Job Brokerage and in-work support are also provided. Financial Fitness and Community Learning & Development deliver specialist support to clients.	Financial	£ 3,245,272	£2,343,807	72%	Inverclyde Council and European monies	
			Number of unemployed/unwaged clients	1,385	1316	95%		
			Number of employed clients	165	63	38%	Scheduled last quarter work will move this to on target.	
			Number gaining a partial/full qualification	450	364	81%		
			Number progressing to employment (non job brokerage clients)	550	279	51%	Will progress to on target at December 15.	
			Number progressing to employment (job brokerage clients)	250	148	59%	Will move to on target in November 15.	
			Number of Future Jobs	180	122	68%	Will progress to on target at Feb 16.	
			Number gaining Financial Fitness support	900	492	55%	Will move to on target in December 15.	
			Number gaining CLD support	225	237	105%		

Report To: Environment and Regeneration Committee **Date:** 14th January 2016

Report By: Corporate Director, Environment Regeneration and Resources **Report No:** RC/16/01/07/sj/sl

Contact Officer: Stuart W. Jamieson **Contact No:** 01475 715579

Subject: Governance of External Organisations – Inverclyde Community Development Trust

1.0 PURPOSE

1.1 As part of the governance of external organisations annual reports require to be presented to Committee which highlight regular monitoring arrangements and appropriate governance.

2.0 SUMMARY

2.1 Inverclyde Community Development Trust (The Trust) is a third sector organisation which provides commissioned works to the Council in both the HSCP and Employability sectors. These works vary from commissioned to fully tendered services.

2.2 The Trust operates from several locations in Port Glasgow and Greenock and provides services across the local authority area.

2.3 The Trust has a Board of Directors (including three Elected Members) and operational responsibility falls to the Chief Executive and a team of staff.

2.4 Regular Board meetings take place which are attended by, in addition to Elected Members, senior officers of the Council. Regular monitoring meetings take place covering the works undertaken by the Trust on behalf of the HSCP and the Regeneration and Planning Service.

3.0 RECOMMENDATION

3.1 That Committee note that appropriate governance arrangements exist for Inverclyde Community Development Trust (The Trust).

Stuart W. Jamieson
Head of Regeneration and Planning

4.0 BACKGROUND

- 4.1 Inverclyde Community Development Trust (The Trust) is a third sector organisation which provides commissioned works to the Council in both the HSCP and Employability sectors. These works vary from commissioned to fully tendered services.
- 4.2 The Trust has a Board of Directors (including three Elected Members) and operational responsibility falls to the Chief Executive and a team of staff.
- 4.3 Regular Board meetings take place which are attended by, in addition to Elected Members, senior officers of the Council. Regular monitoring meetings take place covering the works undertaken by the Trust on behalf of the HSCP and the Regeneration and Planning Service. Audited accounts are produced on an annual basis.
- 4.4 The Trust relies heavily on funding from the Local Authority and the HSCP with 86.5% of their income coming from these two sources. Although they were able to increase funding from the big lottery, heritage lottery and creative Scotland last year, this helped soften the cut in funding from the Council and HSCP.
- 4.5 Since 2011, turnover has reduced by 37.3%, net profit by 80.14% and the number of employees has reduced by 36.63%.
- 4.6 It is evident that The Trust is attempting to diversify its funding sources through initiatives such as Newark Products and gaining contracts outwith Inverclyde.
- 4.7 The audited accounts have been reviewed and found to be satisfactory. Colleagues in Finance have carried out a Dunn and Bradstreet report and The Trust demonstrates a good rating and low risk of failure.
- 4.8 The Trust is due to implement a new management structure in 2017.

5.0 IMPLICATIONS

5.1 Finance

One off Costs

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

Annually Recurring Costs/ (Savings)

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

5.2 Legal

None.

5.3 Human Resources

None.

5.4 Equalities

None.

5.5 Repopulation

None.

6.0 CONSULTATIONS

6.1 Chief Financial Officer: comments are incorporated within the report.

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

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

7.0 LIST OF BACKGROUND PAPERS

7.1 N/A

Report To:	Environment & Regeneration Committee	Date:	14th January 2016
Report By:	Corporate Director Environment, Regeneration & Resources	Report No:	FIN/01/16/AP/CM
Contact Officer:	Alan Puckrin	Contact No:	01475 712223
Subject:	Business Rates – Community Empowerment (Scotland) Act 2015		

1.0 PURPOSE

- 1.1 The purpose of the report is to advise Committee of new power that came into effective on the 31st October 2015 regarding the ability of Local Authorities to devise schemes which reduce rates levied by them within their Council area.

2.0 SUMMARY

- 2.1 The Community Empowerment (Scotland) Act 2015 contains provision which allows Councils to develop schemes to reduce or eliminate Non-Domestic Rates levied by them from 2015/16.
- 2.2 The Scottish Government has confirmed that such schemes are to be administered and funded locally and will be operated in addition to current national rate relief schemes and the centrally set national poundage rate.
- 2.3 The legislation advises that before exercising the power to offer local rates relief, the Local Authority must have regard to the interest of persons liable to pay Council Tax set by the Authority and given the current financially challenging environment within which the Council is operating then any scheme will need to be carefully targeted. As an indication a 1% reduction in the amount of Non-Domestic Rates levied within Inverclyde would cost £282,000 whilst a 1p reduction in the Non-Domestic Rates poundage would cost £593,000.
- 2.4 Further matters which the Council would need to consider prior to implementing a targeted Non-Domestic Rate Relief Scheme would include:-
- The expected impact of the Scheme on the local economy, including any local displacement.
 - Whether the level of funding lost as a result of the Non-Domestic Rates Relief Scheme could be better targeted if allocated for general economic development/regeneration initiatives.
 - How such a scheme would be funded.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that Committee note the contents of this report and the proposals contained in the Community Empowerment (Scotland) Act 2015.
- 3.2 It is recommended that the Committee note that officers will bring an appropriate report back for Committee consideration in the event that there is an economic requirement which would benefit from such a scheme which cannot be dealt with through existing business support schemes.

4.0 BACKGROUND

- 4.1 The Community Empowerment (Scotland) Act 2015 contains a statutory provision which allows Local Authorities to develop schemes to reduce or eliminate Non-Domestic Rates levied by them from 2015/16 and any subsequent year. The Scottish Government recently announced that this legislation would come into effect from 31st October 2015 and mirrors a similar announcement, announced by the Chancellor for England.
- 4.2 At present Councils in Scotland levy and collect Non-Domestic Rates on behalf of the Scottish Government and are guaranteed a level of income as part of the overall Local Government Grant Settlement.
- 4.3 The Council operates a number of mandatory and discretionary relief schemes on behalf of the Government and has a Non-Domestic Rates Relief budget of £110,000 which is largely used to provide discretionary relief to registered charities.

5.0 NEW STATUTORY PROVISION

- 5.1 Part 11 of the Community Empowerment (Scotland) Act 2015 allows Local Authorities to devise schemes which reduce or eliminate Non-Domestic Rates charged by them from 2015/16 and for any subsequent year. This allows Councils to create localised relief schemes to respond to local needs and demands.
- 5.2 It should be noted that such schemes are to be administered and funded locally and operate in addition to current national rate relief schemes and centrally set national poundage rate. There is no power for a Local Authority to levy additional rates on any property or rate payer.
- 5.3 Legislation advises that before exercising the power to offer local rates relief the Local Authority must have regard to the interests to persons liable to pay Council Tax set by the Authority.
- 5.4 The current financial climate makes the funding of any relief offered use these provisions challenging and as an example a 1% reduction in Non-Domestic rates relief would cost the Council approximately £282,000 whilst a 1p reduction in the rate poundage would cost the Council £593,000. Therefore to make a material difference to specific businesses then any relief scheme would need to be closely defined.
- 5.5 In addition to the significant financial challenges in implementing such a scheme the Council would need to consider other factors including:-
 - a) Whether providing Non-Domestic Rates Relief is the best form of business support which the Council could provide or whether a similar level of funding targeted at different economic development initiatives could have a higher impact.
 - b) Whether providing support to a small geographical location could have an adverse impact on other geographical areas within Inverclyde.
- 5.6 Examples which officers are aware of other Councils considering include:-
 - a) Targeting local businesses (no national chains) who do not benefit from the small business bonus scheme (SBBS).
 - b) Targeting specific business sector such as the Post Offices and Chemists who provide local services within a specific geographical area.
 - c) Targeting a specific geographical area to encourage business regeneration and growth.
 - d) Granting relief to local businesses who pay the living wage.
- 5.7 The Council through economic interventions, supports local businesses with products which include development grants and loans for Business Development and Property Development. Whilst these products are available year round, in times of hardship access to these products would normally be maximised to supplement business activity. In the case of the West of Scotland Loan Fund loans of up to £100,000 can be obtained for a variety of uses including

working capital. Any intervention has to consider State Aid and displacement issues. As part of the health check carried out by Economic Development Officers during times of hardship there have been recent examples where businesses have been able to maximise NDR rates relief by re-profiling their operational space requirements whilst working with Renfrewshire Joint Valuation Board. It is only after these considerations have been exhausted that hardship relief is considered.

6.0 IMPLICATIONS

6.1 Finance

There are no financial implications unless the Council approves a localised relief scheme.

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					

6.2 Legal

The proposals within this report outline a new statutory provision contained in the Community Empowerment (Scotland) Act 2015.

6.3 Human Resources

There are no HR implications arising from this report.

6.4 Equalities

Has an Equality Impact Assessment been carried out?

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 recent Scottish Government legislations provides a further economic regeneration tool for Councils however detailed consideration would be required prior to any scheme being developed to ensure that the expected benefits from the scheme outweighs the impact of further budget cuts required in order to fund the scheme.

7.0 CONSULTATIONS

7.1 This report has been produced in consultation with the Chief Financial Officer, the Revenues and Customer Services Manager and the Head of Regeneration and Planning.

8.0 LIST OF BACKGROUND PAPERS

8.1 Community Empowerment (Scotland) Act 2015.

Report To:	Environment and Regeneration Committee	Date: 14 January 2016
Report By:	Corporate Director, Environment, Regeneration and Resources	Report No:RC/16/01/04/SJ/NM
Contact Officer:	S.Jamieson, Head of Regeneration and Planning	Contact No: 01475 712421
Subject:	Scheme of Delegation	

1.0 PURPOSE

- 1.1 In September 2013 the Environment and Regeneration Committee approved the current Scheme of Delegation for local development planning applications as required by Section 43A of the Town and Country Planning (Scotland) Act 1997. The purpose of the report is to seek approval of an amended scheme.

2.0 SUMMARY

- 2.1 The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009 introduced three categories of planning applications – national, major and local.
- 2.2 Section 43A of the Town and Country Planning (Scotland) Act 1997 requires planning authorities to prepare separate schemes of delegation for determining local development planning applications. This gives powers to “appointed officers” to determine local development applications for planning permission.
- 2.3 Planning applications are the subject of neighbour notification and, on occasion, a newspaper notice. The current Scheme of Delegation sets a threshold number of consequential “representations” submitted beyond which a local development planning application will be referred to the Planning Board. Circumstances have arisen when letters of support for applications consistent with Council policy have triggered this requirement. Changing reference to the nature of written submissions from “representation” to “objection” will facilitate the original intent that the Planning Board focuses on major and controversial planning applications only.

Authorities are required to submit any amendments to a Scheme of Delegation to the Scottish Ministers for approval. The revised Scheme is set out in Appendix 1.

3.0 RECOMMENDATIONS

- 3.1 That the Committee:
- (1) agrees to adopt the amended Scheme of Delegation prepared under the terms of Section 43A of the Town and Country Planning (Scotland) Act 1997 for determining local developments as outlined in Appendix 1 and subject to approval from Scottish Ministers;
 - (2) agrees to remit (1) above to the Inverclyde Council for approval.

Aubrey Fawcett
Corporate Director, Environment, Regeneration and Resources

4.0 BACKGROUND

- 4.1 In September 2013 the Environment and Regeneration Committee approved the current Scheme of Delegation for local development planning applications as required by Section 43A of the Town and Country Planning (Scotland) Act 1997. The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009, which introduced national, major and local developments, came into force on 6th April 2009. National and major developments are processed in line with the procedures set out in Regulations and detailed in reports to the then Safe, Sustainable Communities Committee in March 2009 and to the Environment and Regeneration Committee in January 2013.
- 4.2 Under the terms of Section 43A of the Town and Country Planning (Scotland) Act 1997, as introduced by Section 17 of the Town and Country Planning (Scotland) Act 2006, Local Authorities are required to prepare a Scheme of Delegation for dealing with local development planning applications. Under this Scheme designated officers determine applications for planning permission for a development within the category of local development or any application for consent, agreement or approval required by a condition imposed on a grant of planning permission for a development within that category.
- 4.3 Refusals made under this Scheme have the right of review to the Local Review Body only. Where applications do not fall within the Scheme referral to the Planning Board is required with the appeal against refusal to the Scottish Ministers.

5.0 PROPOSAL

- 5.1 The existing Scheme of Delegation reflects Government guidance and regulations and, as required, was approved by the Scottish Ministers. Although Schemes of Delegation are to be prepared at intervals of no greater than 5 years and the current Scheme has been operational for less than 3 years, I consider it appropriate to revise the Scheme to ensure that uncontroversial local planning applications may continue to be approved quickly.
- 5.2 Planning applications are the subject of neighbour notification and, on occasion, a newspaper notice. The current Scheme of Delegation sets a threshold number of consequential “representations” submitted beyond which a local development planning application will be referred to the Planning Board. Circumstances have arisen when letters of support for applications consistent with Council policy have triggered this requirement. While it is perfectly reasonable and acceptable for letters of support to be submitted, under the current Scheme of Delegation this presents the potential for time delay in the assessment of applications. Changing the nature of written submissions from “representation” to “objection” will facilitate the original intent that the Planning Board focuses on major and controversial planning applications only
- 5.3 It is recommended that the Council agrees to
- 1) adopt the amended Scheme of Delegation (as detailed in Appendix 1) prepared under the terms of Section 43A of the Town and Country Planning (Scotland) Act 1997 for determining local developments and subject to approval from Scottish Ministers. The circumstances under which the appointed person may not determine local planning applications using delegated powers are detailed below, with the amendment highlighted in bold.
 - (a) The approval of an application which would be contrary to the approved Development Plan,
 - (b) The approval of an application which is the subject of letters of **representation objection** from 6 or more individuals and/or 2 community groups, including formally constituted groups comprising at least 10 members and Community Councils,

- (c) Applications made by a Member of the planning authority,
 - (d) Applications made by employees of the Council's Regeneration and Planning Service.
- 2) agrees to remit (a) above to the Inverclyde Council for approval.

6.0 IMPLICATIONS

Finance

- 6.1 There are no direct financial implications arising 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

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With effect from	Annual Net Impact	Virement From	Other Comments
N/A	N/A	N/A	N/A	N/A	N/A

Legal

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

Human Resources

- 6.3 There are no direct personnel implications arising from this report.

Equalities

- 6.4 There are no direct equalities implications arising from this report.

Repopulation

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

7.0 CONSULTATION

- 7.1 Consultation has been carried out with the Chief Financial Officer, the Head of Legal and Property Services and the Head of Organisational Development, Human Resources and Communications. No adverse comments have been received.

8.0 LIST OF BACKGROUND PAPERS

Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009

Town and Country Planning (Scheme of Delegation and Local Review Bodies) (Scotland) Regulations 2013

Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

Town and Country Planning (Scotland) Act 1997

Town and Country Planning (Scotland) Act 2006

Town and Country Planning (Scotland) Act 1997 – Section 43A Scheme of Delegation – Local Developments

This Scheme of Delegation is prepared in accordance with Section 17 of the Town and Country Planning (Scotland) Act 2006 – which introduced a new Section 43A to the Town and Country Planning (Scotland) Act 1997 – the Town and Country Planning (Scheme of Delegation and Local Review Procedure) (Scotland) Regulations 2013 and the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009.

It relates to any application for planning permission for a development within the category of local developments (see Appendix 1) or any application for consent, agreement or approval required by a condition imposed on a grant of planning permission for a development within that category.

The “Appointed Person” in terms of Section 43A(1) of the 1997 Act will be either the Head of Regeneration and Planning, the Development and Building Standards Manager or the Planning Policy and Property Manager.

The appointed person will have the authority to determine (a) all planning applications for planning permission within the category of local development and (b) all applications for consent, agreement or approval required by a condition imposed by a grant of planning permission for a development within that category submitted to Inverclyde Council in compliance with the requirements of the Town and Country Planning (Scotland) Act 1997 – as amended by the 2006 Act – and all associated statutory provisions with the following exceptions;

- (a) The approval of an application which would be contrary to the approved Development Plan,
- (b) The approval of an application which is the subject of letters of objection from 6 or more individuals and/or 2 community groups, including formally constituted groups comprising at least 10 members and Community Councils,
- (c) Applications made by a Member of the planning authority,
- (d) Applications made by employees of the Council's Regeneration and Planning Service.

Local Developments

1. Housing – construction of buildings for use as residential accommodation comprising less than 50 dwellings or a site area not exceeding 2 hectares.
2. Businesses and General Industry, Storage and Distribution – the gross floor area of the building does not exceed 10,000 square metres or the site area does not exceed 2 hectares.
3. Electricity Generation – the generating station has a capacity not exceeding 20 megawatts.
4. Waste Management Facilities – the facility has a capacity not exceeding 25,000 tonnes per annum.
5. Transport and infrastructure projects – the length of road, railway, tramway,

waterway or aqueduct or pipeline does not exceed 8 kilometres.

6. Fish Farming – the surface area of water covered does not exceed 2 hectares.
7. Minerals – the area of the site does not exceed 2 hectares.
8. Other Development – any development not wholly falling within any single class of development categories 1 to 7 where the gross floor area of any building does not exceed 5,000 square metres or the area of the site does not exceed 2 hectares.
9. Planning Authority – any development falling within any single class of development categories 1, 2, 4, 5 and 8 where the application is made by the planning authority, or by a member of the planning authority, or where the application relates to land in the ownership of the planning authority or to land where the planning authority have a financial interest.

Report To:	Environment & Regeneration Committee	Date:	14 January 2016
Report By:	Corporate Director Environment, Regeneration and Resources	Report No:	ERC/ENV/IM/15.261
Contact Officer:	Robert Graham	Contact No:	01475 714800
Subject:	Flooding Update Report No. 6		

1.0 PURPOSE

- 1.1 The purpose of this report is to provide an update to Committee on the progress of the Greenock Flood Prevention Scheme.

2.0 SUMMARY

- 2.1 This report advises Committee in respect of the progress and financial status of the projects within the Greenock Flood Prevention Schemes.
- 2.2 Flooding Update No. 5 advised Committee that Officers were preparing the design and contracts for the following projects in the next phase of the Greenock Flood Prevention Schemes. They were: Cartsburn Street, Mearns Street, King's Glen, Rankin Park, Lady Alice Pond, West Station and Brougham Street.
- 2.3 The Cartsburn Flood Prevention Works (including Mearns Street and King's Glen) have been awarded to a value of £858,391.53 with part of the works now complete and the remainder being subject to Network Rail's approval of the design.
- 2.4 The Brougham Street Flood Protection tenders have been advertised on the Public Contract Scotland Website and tenders were received from 3 tenderers. The most economically advantageous tender was over the estimated budget. As a consequence of this engineering solution being over the estimated budget Officers are proposing to review and simplify the design of the works.
- 2.5 The design works for the West Station Flood Prevention Scheme is complete and it is anticipated that the value of these works will be £275,000 and as such this value would normally require Committee approval. It is recommended that the Head of Legal & Property Service be given delegated authority to accept the most economically advantageous tender for the West Station Flood Prevention Works.
- 2.6 The purchase of additional trash screens on the Holeburn (Rankin Park and Lady Alice Pond) is subject to the approval of this Committee for a single source purchase under separate report ERC/ENV/IM/15.258.
- 2.7 As a consequence of the delays due to physical and technical difficulties associated with some of these projects the Scottish Government grant funding has been carried forward into 2016/17.
- 2.8 Steps have been taken to ensure that all the projects are contained within the overall approved budget for the Greenock Flood Prevention Scheme.
- 2.9 The next design phase for works in Gotter Water, Quarriers Village; Bouverie Burn, Port Glasgow; Coves Burn, Gourock and Glenmosston Burn, Kilmacolm has been awarded to Aecom and this work is ongoing. Officers are currently reviewing the scope of work and looking at all options in terms of flood prevention.

3.0 RECOMMENDATIONS

- 3.1 That the Committee notes the current progress on the Central Greenock Flood Protection Schemes.
- 3.2 That the Committee grants authority to the Head of Legal & Property Services to accept the most economically advantageous tenders for the West Station Flood Protection Works.
- 3.3 That Committee notes the status of the Central Greenock Flood Prevention Scheme as per Appendix 1.

Ian Moffat
Head of Environmental and Commercial Services

4.0 BACKGROUND

- 4.1 On September 4th 2014 this Committee approved a £2,200,000 spend for 2015/16 made up of £1,743,466 grant funding from the Scottish Government and the remaining £467,534 from the Greenock Flood Prevention Scheme.
- 4.2 The Cartsburn Flood Protection Works were awarded to MacKenzie Construction in June 2015 and the improvement works at the culvert entrance and additional culvert capacity works at Cartsburn Street are currently still in design discussions with Network Rail regarding the installation of the pipe under the railway bridge at Stanners Lane. A detailed design has been submitted and we are awaiting Network Rail's comments. The thrust boring method of installation of the pipe under Network Rail's bridge has been agreed in principle and the detail of the pipe installation is being negotiated.
- 4.3 As part of the Cartsburn Flood Protection Works the flow control device at Mearns Street has been installed and is complete.
- 4.4 As part of the Cartsburn Flood Protection Works the formalisation of the attenuation/storage at King's Glen is complete. However due to the unforeseen ground conditions encountered, special measures have had to be taken to deal with this including the importing of clean stone to backfill the area to the original ground levels. The increase in cost for these special measures will be contained within the overall Flooding Strategy Budget.
- 4.5 The Brougham Street Flood Protection tenders have been advertised on the Public Contract Scotland Website and tenders were received from 3 tenderers. The most economically advantageous tender was over the estimated budget. As a consequence of this Officers are proposing to review the engineering solution on Brougham Street.
- 4.6 The design of the West Station Flood Protection Works is 95% complete after extensive survey work was undertaken to determine the location and depth of the existing service utilities. The tender will be ready to publish in January 2016. As some of the work is on the trunk road Officers have secured match funding from Transport Scotland to the sum of £100,000 based on the budget cost. However due to design changes caused by the location of underground services Officers envisage that the revised tender total will be £275,000. Officers will review the tender returns and either reduce the scope of work or re-engage with Transport Scotland for additional funding depending on the tender return value.
- 4.7 The purchase of the automated trash screens on the Holeburn to a value of £150,000 is subject to committee approval of report ERC/ENV/IM/15.258 to single source purchase the screens from a supplier in Australia.
- 4.8 Due to the delays in some of the projects as stated in sections 4.2 to 4.7 it is now unrealistic that all the projects will be complete by 31st March 2015. Officers have already received confirmation from the Scottish Government stating that as the projects are already committed the grant funding can transfer into 2016/17.
- 4.9 The next flooding design phase is ongoing however the loss of key personnel within the consultants and the requirements for additional survey information has delayed the completion of the design until 2016. During the initial dialogue with the Consultant, Officers have taken a different approach to reduce flooding. Instead of replacing and upsizing the pipes on Steel Street, Gourock and Market Place, Gourock they are investigating and designing flood attenuation upstream on the Coves Reservoir and Glenmoss respectively.

5.0 FINANCIAL IMPLICATIONS

Finance

- 5.1 Expenditure to date is £612,700 (32% of the total budget).
- 5.2 The current budget is £2,200,000. The current projection including Brougham Street would give a total of £2,566,000 which is £356,000 over the budget. Officers are therefore currently looking at a more economical design for Brougham Street.
- 5.3 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	776		Remainder of approved flooding monies not yet allocated
		2015/18	950		Extra funding requested from reserves as part of the budget

Annually Recurring Costs/ (Savings)

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

6.0 CONSULTATION

6.1 Legal

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

6.2 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.

6.3 Equalities

There are no equalities implications in this report.

6.4 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.

7.0 LIST OF BACKGROUND PAPERS

7.1 None.

Appendix 1

Location / Description	Status
Crescent Street, Greenock Trash Screen	Complete
Kings Glen, Greenock Attenuation	Complete
Aberfoyle Road, Greenock Bypass pipe	Complete
Rankin Park, Greenock Trash Screen	Awaiting Committee approval
Crescent Street, Greenock Additional Culvert	Awaiting Network Rail agreement
Mearns Street, Greenock flow control	Complete
Lady Alice Pond, Trash Screen	Awaiting Committee approval
West Station, Newton Street Greenock	Design 95 % Complete
Brougham Street	Design being reviewed
Drumfrochar Road Culvert	Complete
Minor Flood Protection Emergency Works	Ongoing

Report To:	Environment & Regeneration Committee	Date:	14 January 2016
Report By:	Corporate Director Environment, Regeneration & Resources	Report No:	ERC/ENV/IM/15.257
Contact Officer:	Robert Graham	Contact No:	714800
Subject:	Self Certification of Flood Risk and Drainage Impact Assessments		

1.0 PURPOSE

- 1.1 The purpose of this report is to seek approval of the Operational Protocol (Appendix 1) requiring self certification of flood risk and drainage impact assessments prepared for residential developments of more than 5 dwellings and for industrial and commercial developments of more than 250m² under Scottish Planning Policy (SPP) June 2014.
- 1.2 To seek approval of the Flood Risk Assessment and Drainage Impact Assessment Planning Guidance for Developers (Appendix 2) that supersedes the Surface Water Management for Proposed Developments.

2.0 SUMMARY

- 2.1 SPP February 2014 (Paragraphs 254 – 268)(Appendix 3) provides planning guidance on flood risk, which is a material planning consideration for a wide range of sites.
- 2.2 Flood risk and drainage impact assessments are often complex and the review of these assessments for new developments is time consuming and costly in terms of both in-house staff and external consultants.
- 2.3 The introduction of the operational protocol will help streamline the planning application process and avoid the costs associated with an iterative dialogue between the applicant and the Council. It will also enable Officers to be able to focus their attention on discharging the obligations of the Council under the Flood Risk Management (Scotland) Act.
- 2.4 This new operational protocol will reduce the time officers spend assessing these flood risk assessments.
- 2.5 A similar self certification protocol has already been adopted in Glasgow City and South Lanarkshire Council and has been in place for a number of years. It is proving successful by ensuring that those submitting FRA's can be held accountable because of the professional indemnity insurance requirements.

3.0 RECOMMENDATIONS

- 3.1 That the Committee approves the adoption of the Operational Protocol (Appendix 1) and the Flood Risk Assessment and Drainage Impact Assessment Planning Guidance for Developers (Appendix 2).

4.0 BACKGROUND

- 4.1 The SPP principles for managing flood risk and drainage are:
- a precautionary approach to flood risk from all sources, including coastal, water course, surface, groundwater, reservoirs and drainage systems, taking account of the predicted effects of climate change.
 - flood avoidance
 - flood reduction
 - avoidance of increased surface water flooding
- To achieve this, the planning system should prevent developments which would have a significant probability of being affected by flooding or would increase the probability of flooding elsewhere.
- 4.2 SPP February 2014 (Paragraphs 254 – 268) provides planning guidance on flood risk, which is a material planning consideration for a wide range of sites.
- 4.3 On 27 January 2004 the Economic Regeneration Committee approved the Surface Water Management Guidelines for Proposed Developments, these were based on Scottish Planning Policy 7 (SPP7) which has since been superseded twice by Scottish Planning Policy February 2010 and then by Scottish Planning Policy June 2014.
- 4.4 Flood risk and drainage impact assessments are often complex studies and have the potential to delay the determination of planning applications due to an iterative dialogue between the applicant and the Council.
- 4.5 The review of complex flood risk and drainage impact assessments by Council Officers within the Flood Risk Management team distracts from the delivery of statutory actions required under the Flood Risk Management (Scotland) Act. It is essential that the responsibilities of this Act on the Council are effectively discharged and the timescales set by this legislation are met.
- 4.6 The Operational Protocol will move to the self certification of flood risk and drainage impact assessments for residential developments of more than 5 dwellings and for industrial and commercial developments of more than 250m².
- 4.7 The introduction of the Operational Protocol will help streamline the planning application process and avoid the costs associated with an iterative dialogue between the applicant and the Council.
- 4.8 The introduction of the Operational Protocol will be promoted on the Council's web site.
- 4.9 Any Applicant or Agent submitting a flood risk or drainage impact assessment for any residential development of more than 5 dwellings and for industrial and commercial developments of more than 250m² without an Independent Check Certificate would be notified of the Operational Protocol and required to provide self certification in the form set out by the Council guidance.
- 4.10 The Operational Protocol will not be extended to smaller developments.
- 4.11 By adopting this Operational Protocol, Officers within in Environmental and Commercial Services will be able to focus their attention on discharging the obligations of the Council under the Flood Risk Management (Scotland) Act.

5.0 PROPOSALS

- 5.1 That the Committee approve the change in Operational Protocol.

6.0 IMPLICATIONS

Finance:

- 6.1 The self certification process reduces the financial risk to the Council through an independent check being undertaken by a suitably qualified consultant backed by professional indemnity insurance. Where a flood risk or drainage impact assessment incorrectly predicts future scenarios, the Council

is currently exposed to indirect costs through the requirement to respond to and manage flood events including the potential requirement to undertake remedial works.

6.3	Cost Centre	Budget Heading	Budget Years	Proposed spend this report (£000s)	Virement from	Other comments
					n/a	

Legal

6.3 There are no legal implications arising from this report.

Human Resources

6.4 The Protocol does not have any personnel issues.

Equalities

6.5 There are no equalities implications arising from this report.

Repopulation

6.6 Flooding events is an influencing factor in the perception which people have of the area and therefore it is important that the Council optimises its limited resources to reduce flooding, as such the focus of the Flooding Officers to dealing with flooding events within Inverclyde will have a positive benefit to the Council's Repopulation Strategy.

7.0 CONSULTATIONS

7.1 The Chief Financial Officer has been consulted on the contents of this report.

7.2 The Head of Regeneration and Planning has been consulted on the contents of this report.

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

7.4 The Head of Organisational Development, HR and Communications has been consulted on the contents of this report.

8.0 LIST OF BACKGROUND PAPERS

8.1 None.

Appendix 1

Scottish Planning Policy (SPP) June 2014 (Paragraphs 254 – 268)
Operational Protocol

1. INTRODUCTION

This Operational Protocol sets out the procedures to be followed on receipt of a Flood Risk Assessment or Drainage Impact Assessment in support of an Application for Planning Permission in Principle or an Application for Planning Permission for residential developments of more than 5 dwellings and for industrial and commercial developments of more than 250m².

2. POLICY CONTEXT

SPP June 2014 (Paragraphs 254 – 268) provides planning guidance on flood risk, which is a material planning consideration for a wide range of sites.

3. STANDARD OF ASSESSMENT

The required standard of Flood Risk Assessment and Drainage Impact Assessment to meet the policy requirements established by SPP June 2014 is set out in the Flood Risk Assessment and Drainage Impact Assessment Planning Guidance for Developers guidance developed by Inverclyde Council.

4. OPERATION OF SELF-CERTIFICATION

The Flood Risk Assessment and Drainage Impact Assessment: Planning Guidance for Developers published by Inverclyde Council requires any Flood Risk Assessment or Drainage Impact Assessment for residential developments of more than 5 dwellings and for industrial and commercial developments of more than 250m² to be accompanied by an Independent Check Certificate.

In the event that a Flood Risk Assessment or Drainage Impact Assessment for a qualifying development is submitted without an Independent Check Certificate, this requirement will be notified to the Agent for the Application as soon as practical.

Appendix 2

Flood Risk Assessment and Drainage Impact Assessment: Planning Guidance for Developers
December 2015

Flood Risk Assessment and Drainage **Impact Assessment:**

Planning Guidance for Developers



Inverclyde
council

Environmental and Commercial Services
Municipal Buildings
Clyde Square
GREENOCK
PA15 1LZ

December 2015

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1. Introduction

This guidance has been produced by Inverclyde Council to assist developers and consulting engineers produce Flood Risk Assessments (FRA's) and Drainage Impact Assessments (DIA's). In an attempt to reduce the amount of flooding which affects new developments, national policies and the Local Development Plan (LDP) now require additional information and evidence, including FRA and DIA, to accompany planning applications. By following this guidance it is anticipated that submitted assessments will be comprehensive, clear and concise.

Inverclyde Council now operate a mandatory self certification scheme for any residential development comprising more than 5 dwelling and for industrial or commercial developments of more than 250m². The scheme requirements are set out in Section 4.

2. Flood Risk Assessments

2.1. Background

Currently a FRA has to be submitted along with a planning application depending on the location, size and type of development. Under new guidance from Inverclyde Council an assessment is now required for any residential development comprising more than 5 dwelling and for industrial or commercial developments of more than 250m². Any development identified by Inverclyde Council to be in a sensitive location will also require an assessment.

A key requirement for a FRA is that it must consider all sources of flooding and demonstrate how flood mitigation methods will be managed. The FRA will be required to certify that any flood risk associated with the development can be managed now and in the future, taking into account climate change and illustrate how the development will not increase the risk of flooding elsewhere. The FRA should be produced under the direction of a member of the relevant chartered professional institution with experience of flood risk assessment and management.

2.2. Content

It is essential that FRA's are completed to a highly proficient standard, contain only relevant information and cover all site specific issues.

The detail and technical complexity of a FRA will reflect the scale and potential significance of the study but, in all cases, whenever a FRA is undertaken for any location, the resulting report should address, as a minimum, the following requirements:

- Base Data Requirements;
- Methodology used in carrying out the assessment;
- Hydrological methods used in the assessment;
- Conclusions.

There are a number of professional guidelines produced by recognised bodies which are designed as a reference for the implementation of good practice in the assessment of flood risk. See Appendix A for details.

2.3. Base Data Requirements

The report should include:

- Geo-referenced location plans;
- Proximity to nearest watercourse;
- Plan of site illustrating Ordnance Datum levels to a recognised scale;
- Good use of photographs illustrating important features such as culverts etc;
- If appropriate, information of current flood alleviation measures including the level of protection and condition;
- Identification of the ownership of any water related structures and assessment of their condition;
- Information of past flood events; photographs, levels, trends;
- Clear drawings, plans and maps to a recognised scale relevant to the site;

2.4. Methodology used in carrying out the assessment.

When completing a FRA, the methodology followed should be in line with industry standards and best practice. This includes:

- A summary of the type or source of any present flooding risk;
- All technical records and datasets derived from the Flood Estimation Handbook;
- Details of flood mitigation methods, the proposals and the effects of the planned solution;
- All data must be reported against relevant standards set by SEPA, Scottish Water and Inverclyde Council policy;

Note: Any solutions or flood prevention measures should include sustainable drainage systems.

2.5. Hydrological methods used in the assessment.

To ensure a complete FRA, the reporting of any modelling study is compulsory and should address important issues to an appropriate level of detail.

In the event that hydrological and/or hydraulic modelling is required it is important to ensure that the appropriate method has been chosen and explained in the FRA, justifying how the chosen model will accurately reflect the complexity of the hydrological processes.

All modelling should be completed using recognised industry software to determine design water levels and a sensitivity analysis undertaken to determine the sensitivity of design water levels with regards to the key model parameters. (e.g. design flow and roughness).

The FRA should determine the appropriate design flows and levels of any potential flooding in or around the proposed site including a flooding assessment of all watercourses, drains or sewers which are proposed or exist on the development.

The report must demonstrate that the development will not be affected by a storm event of the appropriate rainfall return period detailed in the Local Plan and SPP June 2014 (Paragraphs 254 – 268). It must also illustrate that there shall be no adverse effect on any watercourse and that

flooding will not be increased in the surrounding area upstream and downstream as a result of the development.

Each FRA should be unique to the site it describes. The length and complexity lies with the author however, where appropriate, additional details may include:

- A plan and description of any structures that may influence local hydraulics. This will include bridges and pipes/ducts crossing the watercourses together with culverts, screens, embankments or walls, overgrown or collapsing channels and their likelihood of choking with debris;
- All culverts, detailing condition and capacity;
- Any property and/or environment that will be affected by various degrees of flooding;
- An assessment of the return periods or probabilities including any observed trends and the extent and depth of floods for the location and, if appropriate, routes and speed of water-flow. At this stage, best estimates, based on the most up-to-date findings, should also be made of climate change impacts on probabilities;
- An estimation of the volume of water which would be displaced from the site during various flood events both during and following development of the site;
- Brief assessment/summary on the impact on river or coastal ecology, if applicable.
- More important issues should be included in a separate EIA (Environmental Impact Assessment);
- An assessment of the potential impact of any development on fluvial or coastal morphology and on the likely longer-term stability and sustainability;
- An assessment of the capacity of any drains or sewers, existing or proposed, on the site during various flood events and mitigation measures if required;
- Taking into account projected climate change, details illustrating how the development meets an acceptable standard of flood protection for the design life of the development.

2.6. Conclusions

The conclusions should include a summary of the findings detailing any recommendations that have been made. The report should also indicate how all flood risks have been identified and appropriately mitigated. The plans of the development should clearly take cognisance of these conclusions.

2.7. FRA Check list

- ✓ The development will not be at risk or susceptible to damage due to flooding within the parameters set in the Local Plan and SPP June 2014;
- ✓ Normal operation of the development will not be susceptible to disruption as a result of flooding from the appropriate event;
- ✓ Safe access to and from the development will be possible during the appropriate design flood event;
- ✓ The development will not increase flood risk anywhere else;
- ✓ The development will provide for safe access for maintenance of watercourses or maintenance and operation of flood defences by the Inverclyde Council;
- ✓ The development will not lead to the degradation of the environment;
- ✓ The development will meet all the outlined criteria for its entire lifetime including consideration for climate change.

To complete a comprehensive assessment the developer must:

- Be aware of all the relevant planning policy and legislation;
- Complete technically accurate calculations;
- Follow professional guidelines and procedures;
- Certify that flooding will not pose a risk to the development;
- Complete the required Compliance and Independent Check Certificate;
- Submit evidence of appropriate Professional Indemnity insurance.

3. Drainage Impact Assessment (DIA)

3.1. Background

A DIA is a report, prepared by the developer, demonstrating the drainage issues relevant to a proposal and the suitable means of providing drainage. Due to the increase of impermeable area, action is required to deal with the reduction in storage, therefore any proposed drainage infrastructure should look to protect the site from flooding and also remove all waste effluent.

Drainage design is a complex process so it is important that all drainage matters are considered at an early stage in the design process. It is therefore required that a DIA is submitted with the first planning application, whether planning application or application in principle, for any development which requires waste or surface water to be drained. It is also recommended that a pre-application meeting takes place for larger schemes and, when located in sensitive areas, discuss plans for the site and any potential drainage issues. Sewers for Scotland - 2nd edition, also states that “for all developments at an early stage before a DIA is submitted, the developer should consult with Scottish Water on appropriate SUD’s (sustainable urban drainage) system design and the practical aspects of servicing the development.”¹

¹ *Sewers for Scotland 2nd Edition, Page 5, General Principles and Guidance 10*

3.2. Content

A Drainage Impact Assessment will be required to be submitted for any residential development comprising more than 5 dwelling and for industrial or commercial developments of more than 250m². Any development identified by Inverclyde Council to be in a sensitive location will also require an assessment. The submitted DIA is required to meet the following basic requirements and any additional site specific requirements specified by Inverclyde Council.

Requirements may include:

- An examination of the current and historical drainage patterns;
- A concept drawing of the development;
- An outline drawing of how the drainage design provides sustainable drainage techniques in accordance with recognised design manuals;
- Details of the site drainage patterns including all watercourses crossing the site;
- The soil classification of the site;
- Evidence of subsoil porosity tests including where possible at the location of any intended infiltration device and the proximity of the winter water table;
- Calculations showing that post development peak run-off volumes do not exceed that for pre-development for the critical rainfall event;

- Demonstration that the drainage solution selected will ensure that properties on and off the proposed site are not at risk of flooding from the appropriate rainfall return period relevant to the categories of development specified in the Local Plan INF4– Reducing Flood Risk, INF5-Sustainable Urban Drainage Systems and Sewers for Scotland 2nd edition;
- Details of the accountable body responsible for vesting and maintenance for individual aspects of the drainage proposals and confirmation in writing that these bodies will vest/adopt the system;
- Wastewater drainage proposals and confirmation in writing that they will vest in Scottish Water.

In line with Flood Risk Assessments there are a number of professional guidelines produced by recognised bodies which are designed as a reference for the implementation of good practice when completing a Drainage Impact Assessment. See Appendix B for details.

3.3. Surface Water Drainage

The DIA should demonstrate that the surface water drainage system takes account of SUDS principles in accordance with current legislation and guidelines such as Design Manuals for Scotland and Northern Ireland and the specification set out within Sewers for Scotland 2nd Edition. The SUDS principles must also conform, as a minimum, to the basic level of treatment control outlined within the General Binding Rules of the Water Environment (Controlled Activities) (Scotland) Regulations 2011(as amended) and be approved by SEPA and or Scottish Water.

The DIA should demonstrate, using up to date techniques, that the rate and volume of surface water runoff from the post-development situation does not exceed the greenfield surface water runoff from the existing site. The design storm used for the pre-development calculation shall be **M₂ – 60 (1 in 2 yr, 60 minute storm)**. Attenuation or other limiting methods shall be provided to comply with this. More importantly, the proposed method used for drainage should ensure that there is no increase to the probability of flooding within the receiving watercourse and local area, upstream or downstream from the site. All surface water drainage within or out with the site will be designed to accommodate a **M₃₀ – 60 (1 in 30 yr, 60 minute storm)**. Additionally, surface water runoff should be managed to minimise pollutants reaching the receiving watercourses. Further guidance may be obtained from SEPA. The requirements for drainage should be taken into account when determining the overall layout of the development. For large developments where there is an intention to separate the development into zones, which are to be constructed at different stages, or by different developers, it is a requirement that a drainage master plan covering the whole area of development be submitted.

The difference between the 1 in 30 yr and the 1 in 200 year (plus 20% uplift for the predicted effects of climate change) post development critical storms for the application site is to be accommodated within the application site without the detriment to properties, within or out with the application site.

On development sites where surface water run-off is received from adjacent higher ground, it will also be necessary for applicants to demonstrate that this additional volume of storm water has been considered.

In the event of a design exceedance, the DIA should give an assessment and consideration of the flood flow route for the appropriate return period flood event and should show that there will be no detriment to land or property as a result of overland flow caused by the development. The **finished floor levels** of dwellings adjacent to flooded areas must be a minimum of **0.6m above**

the high water level or 1.0m above the high water level when the application site is adjacent to a watercourse.

3.4. Wastewater Drainage

Where the development will lead to the production of wastewater, a DIA must include a section on wastewater drainage. The assessment should examine the availability of public sewers to carry wastewater from the development and should include copies of all correspondence with Scottish Water including their approval in principle to connect to the local network.

Any discharge to existing networks should not increase the occurrence of flooding or surcharging to the existing sewer network. Consideration should also be given for the potential for effluent to discharge during severe storm events into adjacent watercourses via combined sewer overflows and the impact this may have on the receiving watercourse. The DIA should also address what measures are in place to ensure that during construction there will be no cross connections leading to contamination of surface water sewers.

3.5. Approvals

Throughout the planning process the DIA will form the basis of statutory consultation with the appropriate bodies:

- Scottish Water (drainage connection consent);
- Inverclyde Council (planning permission and road construction consent);
- Scottish Environment Protection Agency (CAR licences/conditional prohibition notice).

3.6. Building Control

Inverclyde Council, as a building standards authority, must be satisfied that adequate provision has been made for drainage and flood risk. Any proposed scheme should be designed and constructed to meet the technical standards for compliance with the Building Standards (Scotland) Regulations 2003.

3.7. Integrated Infrastructure

Inverclyde Council wishes to promote the most effective use of space in the delivery of necessary infrastructure within a development. Where appropriate, Inverclyde Council will consider a departure from normal vesting standards used for SUDS. Such a departure will, however, require to be discussed in detail at an early stage.

3.8. Drainage Impact Assessment Check List

- ✓ Any proposed drainage designs must, to a minimum, conform to the relevant specifications outlined in Sewers for Scotland-2nd Edition and must also comply with General Binding Rules issued by SEPA;
- ✓ The proposals must address the cumulative impact on infrastructure capacity of incremental growth of impermeable surfaces by not increasing the quantity and rate of surface water run-off from any site;
- ✓ Any flows that are to be discharged to a watercourse must have the appropriate permission from SEPA and Inverclyde Council;
- ✓ Submissions must include information on foul and surface water drainage and must show that Scottish Water and the appropriate authorities have been consulted.
- ✓ For large developments where there is an intention to separate the development into zones, which are to be constructed at different stages, or by different developers, a drainage master plan covering the whole area of development is submitted.

A Drainage Impact Assessment should be undertaken by a competent professional. It is recommended that a DIA should be carried out under the direction of a member of the relevant chartered professional institution, with experience of drainage impact assessment and management.

4. Planning Requirements

4.1. Compliance Certificate Requirements

Inverclyde Council requires the applicant or the suitably qualified agent to certify that the Flood Risk Assessment and/or Drainage Impact Assessments have been carried out in accordance with this guidance, relevant documents and legislation (See Appendix A and B), using the Assessment Compliance Certificate (Appendix C).

Inverclyde Council also requires that Professional Indemnity Insurance is maintained for the level of five million pounds (£5,000,000) for each and every claim. Evidence will take the form of a copy of the insurance policy, certificate of insurance and evidence that all premiums are paid and up to date for a minimum of 10 years.

The Council will give consideration to a lower limit on professional indemnity insurance on the following basis:-

1. Professional indemnity insurance of one million pounds (£1,000,000).

Will be considered for a development site of no greater than 5 dwelling houses where there are no watercourses within or immediately adjacent to the site and/or any SuDS ponds or basin are deemed to be at no risk to any properties within or out with the development.

Site Development value should also be less than one million pounds (£1,000,000).

2. Professional indemnity insurance of a minimum of three million pounds (£3,000,000).

Will be considered for a development site of no greater than 5 dwelling houses where there is a watercourses within or immediately adjacent to the site and/or any SuDS ponds or basin are deemed to be at no risk to any properties within or out with the development.

Site Development value should also be less than three million pounds (£3,000,000).

4.2. Independent Check Certificate

It is a requirement that all submitted assessments are verified by an independent check process. This secondary check must be completed by an organisation which is entirely independent from the author. The Independent Check Certificate (Appendix D) must be completed by a competent professional who is a member of the relevant chartered professional institution, or equivalent, with experience of flood risk and drainage impact assessment and management.

The independent check shall confirm that the correct methodology and procedures have been followed and that all risks have been accounted for. It is the responsibility of the author to ensure that all detailed calculations and computations are technically accurate. The independent checker shall not be responsible for checking calculations.

4.3. SSP June 2014 (Paras 254 – 268) Operational Protocol

Any Applicant or Agent submitting a flood risk or drainage impact assessment for any residential development of more than 5 dwellings and for industrial and commercial developments of more than 250m² without an Independent Check Certificate would be notified of the operational protocol and required to provide self certification in the form set out by the Council guidance.

5. Appendix A

Flood Risk Assessment Reference Documents

- Flood Risk Management (Scotland) Act 2009
- Delivering Sustainable Flood Risk Management (Scottish Government, 2011)
- Surface Water Management Planning Guidance (Scottish Government, 2013).
- Scottish Planning Policy 2014 (Paragraphs 254 – 268);
- Planning Advice Note 51: Planning, Environmental Protection and Regulation;
- Planning Advice Note 61: Planning and Sustainable Urban Drainage Systems;
- Planning Advice Note 69: Planning and Building Standards Advice on Flooding;
- Planning Advice Note 79: Water and Drainage;
- Scottish Environment Protection Agency – Technical Flood Risk Guidance for Stakeholders;
- Scottish Environment Protection Agency – Flood Risk Assessment checklist;
- Scottish Environment Protection Agency Policy No 22: Flood Risk Assessment Strategy;
- Scottish Environment Protection Agency Policy No 26: Policy on the Culverting of Watercourses;
- Scottish Environment Protection Agency Policy No 41: Development at Risk of Flooding: Advice and Consultation;
- Scottish Environment Protection Agency Water Environment (Controlled Activities) (Scotland) Regulations 2011(as amended);
- CIRIA C697: The SUDS Manual;
- CIRIA C698: Site Handbook for the Construction of SUDS;
- CIRIA C624: Development and Flood Risk- Guidance for the Construction Industry;
- CIRIA R168: Culvert Design Manual;

And to such other documents, statutory guidance and/or legislation that are in force at the date of submission.

6. Appendix B

Drainage Impact Assessment Reference Documents

- Sustainable Urban Drainage Systems. Design manual for Scotland and Northern Ireland CIRIA Report C521, London ;
- Planning and Sustainable Urban Drainage Systems Planning Advice Note PAN 61, The Scottish Executive, 2001;
- Scottish Planning Policy 2014 (Paragraphs 254 – 268);
- Ponds, pools and lochans- Guidance on good practice in the management and creation of small waterbodies in Scotland SEPA;
- Disposal of Sewage Where No Mains Drainage is Available: PPG4, SEPA;
- Safety at Inland Water Sites RoSPA, Birmingham;
- Control of Water Pollution From Construction Sites - Guidance For Constructors And Contractors CIRIA Report 532, London;
- Working at Construction and Demolition Sites: PPG6, SEPA;
- Sewers for Scotland – 2nd Edition WRc, Nov 2007;
- The Wallingford Procedure UK Edition, Wallingford;
- The Wallingford Procedure Europe Edition, Wallingford;
- Flood Estimation Handbook, Centre for Ecology and Hydrology, Wallingford;
- BRE Digest 365, Building Research Establishment;
- Scope For Control of Urban Runoff CIRIA Report 123, London;
- Infiltration Drainage Manual of Good Practice CIRIA Report 156, London;
- Flood Studies Report, NERC, London;
- Manual of River Restoration Techniques River Restoration Centre;
- Natural Heritage National Planning Policy Guidance NPPG 14;
- Watercourses in the community SEPA;
- Culverting, an agenda for action SEPA;
- Returning Watercourses to the community ICE;
- Planning and Building Standards Advice on Flooding, Planning Advice Note 69, The Scottish Executive, 2004.

7. Appendix C

Assessment Compliance Certificate

I certify that all reasonable skill, care and attention to be expected of a qualified and experienced professional in this field has been exercised in carrying out the attached Flood Risk Assessment / Drainage Impact Assessment* (delete if applicable). The report/s have been prepared for the below named development in accordance with the reporting requirements issued by Inverclyde Council.

Name of Development _____

Address of Development _____

Name of Developer _____

Planning Application No. _____

Name and Address of
Organisation preparing this
Assessment _____

Signed _____

Name _____

Position Held _____

Engineering Qualification of
person responsible for preparing
this Assessment _____ (1)

Date _____

Note: 1 – C.Eng from an appropriate Chartered Engineering Institution.

8. Appendix D

Independent Check Certificate

I certify that all reasonable skill, care and attention to be expected of a qualified and experienced professional in this field has been exercised in checking the attached Flood Risk Assessment / Drainage Impact Assessment* (delete if applicable) for the below named development.

Name of Development	_____
Address of Development	_____ _____ _____
Name of Developer	_____
Name and Address of Organisation providing check	_____ (1) _____
Signed	_____
Name	_____
Position Held	_____ _____
Engineering Qualification of person responsible for checking this Assessment	_____ (2)
Date	_____

Note: 1 - Organisation to be totally independent of original designer/design organisation.
2 - C.Eng from an appropriate Chartered Engineering Institution.

Managing Flood Risk and Drainage

NPF Context

254. NPF3 supports a catchment-scale approach to sustainable flood risk management. The spatial strategy aims to build the resilience of our cities and towns, encourage sustainable land management in our rural areas, and to address the long-term vulnerability of parts of our coasts and islands. Flooding can impact on people and businesses. Climate change will increase the risk of flooding in some parts of the country. Planning can play an important part in reducing the vulnerability of existing and future development to flooding.

Policy Principles

255. The planning system should promote:

- a precautionary approach to **flood risk** from all sources, including coastal, water course (fluvial), surface water (**pluvial**), groundwater, reservoirs and drainage systems (sewers and culverts), taking account of the predicted effects of climate change;
- **flood** avoidance: by safeguarding flood storage and conveying capacity, and locating development away from **functional flood plains** and medium to high risk areas;
- flood reduction: assessing flood risk and, where appropriate, undertaking natural and structural flood management measures, including flood protection, restoring natural features and characteristics, enhancing flood storage capacity, avoiding the construction of new culverts and opening existing culverts where possible; and
- avoidance of increased surface water flooding through requirements for Sustainable Drainage Systems (SuDS) and minimising the area of impermeable surface.

256. To achieve this the planning system should prevent development which would have a significant probability of being affected by flooding or would increase the probability of flooding elsewhere. Piecemeal reduction of the functional floodplain should be avoided given the cumulative effects of reducing storage capacity.

257. Alterations and small-scale extensions to existing buildings are outwith the scope of this policy, provided that they would not have a significant effect on the storage capacity of the functional floodplain or local flooding problems.

Key Documents

- [Flood Risk Management \(Scotland\) Act 2009](#)
- [Updated Planning Advice Note on Flooding](#)
- [Delivering Sustainable Flood Risk Management](#) (Scottish Government, 2011).
- [Surface Water Management Planning Guidance](#) (Scottish Government, 2013).

Delivery

258. Planning authorities should have regard to the probability of flooding from all sources and take flood risk into account when preparing development plans and determining planning applications. The calculated probability of flooding should be regarded as a best estimate and not a precise forecast. Authorities should avoid giving any indication that a grant of planning permission implies the absence of flood risk.

259. Developers should take into account flood risk and the ability of future occupiers to insure development before committing themselves to a site or project, as applicants and occupiers have ultimate responsibility for safeguarding their property.

Development Planning

260. Plans should use [strategic flood risk assessment](#) (SFRA) to inform choices about the location of development and policies for flood risk management. They should have regard to the flood maps prepared by Scottish Environment Protection Agency (SEPA), and take account of finalised and approved Flood Risk Management Strategies and Plans and River Basin Management Plans.

261. Strategic and local development plans should address any significant cross boundary flooding issues. This may include identifying major areas of the [flood plain](#) and storage capacity which should be protected from inappropriate development, major flood protection scheme requirements or proposals, and relevant drainage capacity issues.

262. Local development plans should protect land with the potential to contribute to managing flood risk, for instance through natural flood management, managed coastal realignment, [washland](#) or green infrastructure creation, or as part of a scheme to manage flood risk.

263. Local development plans should use the following flood risk framework to guide development. This sets out three categories of coastal and watercourse flood risk, together with guidance on surface water flooding, and the appropriate planning approach for each (the annual probabilities referred to in the framework relate to the land at the time a plan is being prepared or a planning application is made):

- **Little or No Risk** – annual probability of coastal or [watercourse](#) flooding is less than 0.1% (1:1000 years)
 - – No constraints due to coastal or watercourse flooding.
- **Low to Medium Risk – annual probability of coastal or watercourse flooding is between 0.1% and 0.5% (1:1000 to 1:200 years)**
 - Suitable for most development. A flood risk assessment may be required at the upper end of the probability range (i.e. close to 0.5%), and for [essential infrastructure](#) and the [most vulnerable uses](#). Water resistant materials and construction may be required.
 - Generally not suitable for civil infrastructure. Where civil infrastructure must be located in these areas or is being substantially extended, it should be designed to be capable of remaining operational and accessible during extreme flood events.
- **Medium to High Risk – annual probability of coastal or watercourse flooding is greater than 0.5% (1:200 years)**
 - May be suitable for:
 - residential, institutional, commercial and industrial development within built-up areas provided flood protection measures to the appropriate standard

- already exist and are maintained, are under construction, or are a planned measure in a current flood risk management plan;
- essential infrastructure within built-up areas, designed and constructed to remain operational during floods and not impede water flow;
- some recreational, sport, amenity and nature conservation uses, provided appropriate evacuation procedures are in place; and
- job-related accommodation, e.g. for caretakers or operational staff.
- Generally not suitable for:
 - civil infrastructure and the most vulnerable uses;
 - additional development in undeveloped and sparsely developed areas, unless a location is essential for operational reasons, e.g. for navigation and water-based recreation, agriculture, transport or utilities infrastructure (which should be designed and constructed to be operational during floods and not impede water flow), and an alternative, lower risk location is not available; and
 - new caravan and camping sites.
- Where built development is permitted, measures to protect against or manage flood risk will be required and any loss of flood storage capacity mitigated to achieve a neutral or better outcome.
- Water-resistant materials and construction should be used where appropriate. Elevated buildings on structures such as stilts are unlikely to be acceptable.

Surface Water Flooding

- Infrastructure and buildings should generally be designed to be free from surface water flooding in rainfall events where the annual probability of occurrence is greater than 0.5% (1:200 years).
- Surface water drainage measures should have a neutral or better effect on the risk of flooding both on and off the site, taking account of rain falling on the site and run-off from adjacent areas.

Development Management

264. It is not possible to plan for development solely according to the calculated probability of flooding. In applying the risk framework to proposed development, the following should therefore be taken into account:

- the characteristics of the site;
- the design and use of the proposed development;
- the size of the area likely to flood;
- depth of flood water, likely flow rate and path, and rate of rise and duration;
- the vulnerability and risk of wave action for coastal sites;
- committed and existing flood protection methods: extent, standard and maintenance regime;
- the effects of climate change, including an [allowance for freeboard](#);
- surface water run-off from adjoining land;
- culverted watercourses, drains and field drainage;
- cumulative effects, especially the loss of storage capacity;
- cross-boundary effects and the need for consultation with adjacent authorities;
- effects of flood on access including by emergency services; and
- effects of flood on proposed open spaces including gardens.

265. Land raising should only be considered in exceptional circumstances, where it is shown to have a neutral or better impact on flood risk outside the raised area. Compensatory storage may be required.

266. The flood risk framework set out above should be applied to development management decisions. Flood Risk Assessments (FRA) should be required for development in the medium to high category of flood risk, and may be required in the low to medium category in the circumstances described in the framework above, or where other factors indicate heightened risk. FRA will generally be required for applications within areas identified at high or medium likelihood of flooding/flood risk in SEPA's flood maps.

267. Drainage Assessments, proportionate to the development proposal and covering both surface and foul water, will be required for areas where drainage is already constrained or otherwise problematic, or if there would be off-site effects.

268. Proposed arrangements for SuDS should be adequate for the development and appropriate long-term maintenance arrangements should be put in place.

Report To:	Environment and Regeneration Committee	Date:	14 January 2016
Report By:	Corporate Director Environment, Regeneration and Resources	Report No:	ERC/ENV/IM/15 .266
Contact Officer:	Kenny Lang	Contact No:	01475 715906
Subject:	Neighbourhood Recycling Points		

1.0 PURPOSE

- 1.1 The purpose of this report is to advise Committee of the Waste Strategy Unit's intention to undertake an intensive campaign in conjunction with colleagues from Safer Communities to improve some of the poorer performing Neighbourhood Recycling Points (NRPs).

2.0 SUMMARY

- 2.1 Inverclyde Council officers have been monitoring the use and misuse of the NRPs throughout the district and have identified 4 sites that are not performing well and have been targeted as areas of fly tipping and/or vandalism.
- 2.2 The sites identified are:
- Bearhope Street, Greenock
 - Broomberry Drive, Gourrock
 - Dempster Street, Greenock
 - Lynedoch Street, Greenock
- 2.3 These sites have been monitored over time and, as a result of the ongoing issues, staff from the Waste Strategy Unit will work alongside Safer Communities to undertake campaigns to reduce the misuse of these recycling points and improve the facilities for local residents.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that the Committee note the contents of this report and approve a campaign to improve the overall aesthetics and use of the recycling points identified in this report.
- 3.2 It is further recommended that a report be brought to this Committee identifying the outcome of the campaign including any further recommendations.

Ian Moffat
Head of Environmental & Commercial Services

4.0 BACKGROUND

- 4.1 In 2005 Inverclyde Council rolled out their kerbside recycling service. To complement this service and offer recycling to residents who were not provided with kerbside recycling services a network of Neighbourhood Recycling Points (NRPs) were introduced throughout the district.
- 4.2 The NRPs predominantly consisted of a blue bins for comingled dry recyclables, green bin for green glass, brown bin for brown glass and a white bin for clear glass. A few larger sites also had a clothing bank situated with them.
- 4.3 These sites have attracted a certain amount of unwanted fly tipping and contamination in the recycling containers, however recently certain points have been subjected to high incidences of fly tipping adding a burden to both the residual waste collection crews and the grounds teams who have to clean up these sites.
- 4.4 In order to alleviate the issues encountered at the sites in question, it is considered appropriate that an intensive campaign be undertaken which will identify the extent of the problems experienced at each site along with a communication plan through the Waste Strategy section backed up as required with an enforcement campaign through Safer Communities. kerbside, is now no longer as essential as previously.

5.0 COMMUNICATION PLAN

- 5.1 A communication plan and strategy will be prepared to advise of the appropriate use of the sites and penalties for fly tipping. This will be backed up by regular inspections and enforcement action where necessary.
- 5.2 Due to the number of properties that the recycling points are available to, it is not feasible to notify all householders directly. Instead the campaign will focus on the following:
 - Notification to ward Councillors
 - Notification to Community Councils
 - Notification on the recycling point bins and/or sign posts
 - Notification on the Council's website
- 5.3 It is anticipated that the monitoring and information gathering will be undertaken over a period of 12 weeks and after this period has passed the success or otherwise of the campaign will be reported to Committee.

6.0 SITE SPECIFIC ISSUES

- 6.1 Details of the sites identifying the extent of the issues encountered by residents and staff alike are set out below.

Bearhope Street

The bins at the recycling point at Bearhope Street are continually contaminated. The blue bins are filled with non-target material while the glass bins are continually filled with mixed colour.

Appendix A details the location of the Bearhope recycling point.

Broomberry Drive

The site at Broomberry Drive is heavily contaminated by non-target recycling material both

within the bins and also surrounding the bins. The site appears to be getting used as a fly tipping hot spot.

Appendix B highlights some of the issues faced at the Broomberry Drive recycling point.

6.4 Dempster Street

Dempster Street recycling point is continually used for fly tipping. In addition to this the blue recycling bins are repeatedly contaminated with non-target material, vandalised and set on fire.

Appendix C highlights some of the issues faced at the Dempster Recycling Point.

6.5 Lynedoch Street

The Lynedoch Street recycling point is persistently used as a fly tipping hot spot with the additional issue of the blue recycling bins frequently being contaminated with non-target material.

Appendix D highlights some of the issues faced at the Lynedoch Street recycling point.

7.0 IMPLICATIONS

Finance

7.1 This report does not impact on Finance.

Legal

7.2 This report does not impact on Legal.

Human Resources

7.3 This report does not impact on Human Resources.

Equalities

7.4 This report does not impact on Equalities.

Repopulation

7.5 This report does not impact on Repopulation.

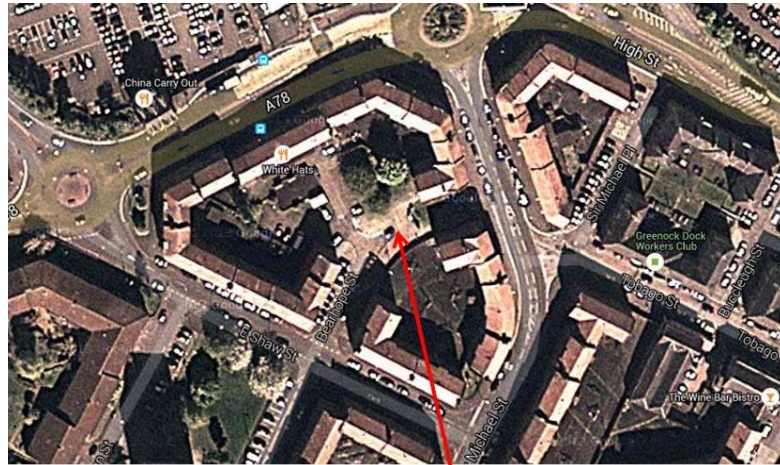
8.0 BACKGROUND PAPERS

8.1 There are no background papers associated with this report.

Appendix A

Bearhope Street

- Ward: Inverclyde North



Location of NRP



Appendix B

Broomberry Drive

- Ward: Inverclyde West



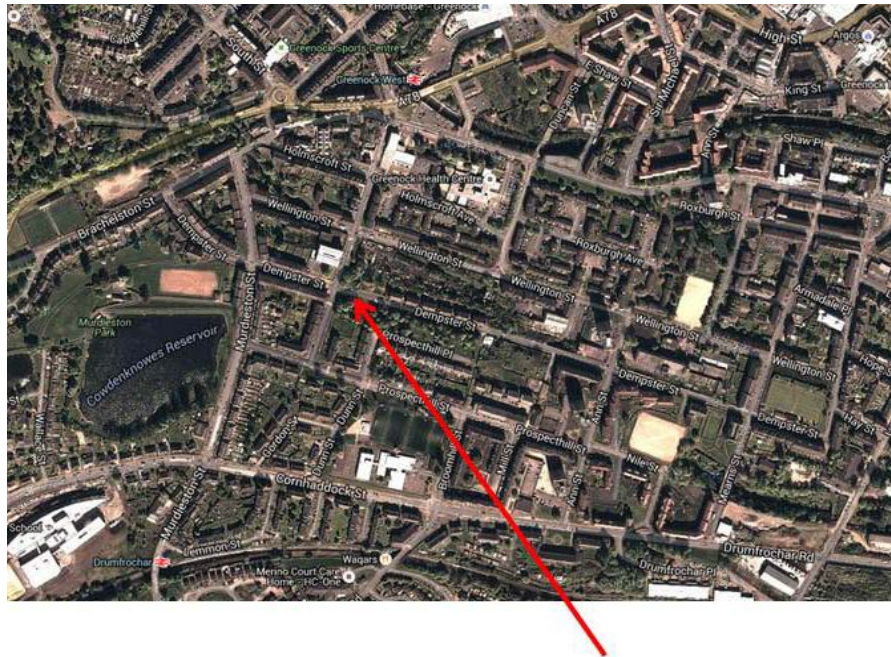
Location of NRP



Appendix C

Dempster Street

- o Ward: Inverclyde North & South



Location of NRP



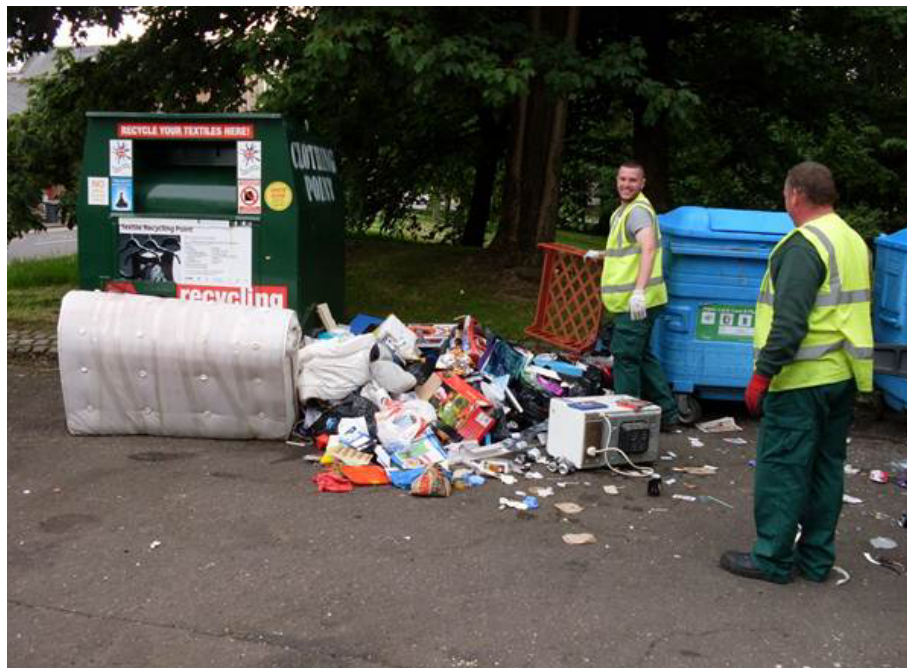
Appendix D

Lynedoch Street

- Ward: Inverclyde North



Location of NRP



Report To:	Environment & Regeneration Committee	Date:	14 January 2016
Report By:	Corporate Director Environment, Regeneration & Resources	Report No:	ERC/ENV/IM/15.260
Contact Officer:	Graeme Blackie	Contact No:	714828
Subject:	Environmental & Commercial Services (Roads) – Proposed RAMP/Capital Programme for Carriageway Protective Surface Treatments (2016/17)		

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 2016/17.

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. This was subsequently increased to £29m capital investment during February 2015.

2.2 For the financial year 2016/17, there will be a programme of carriageway protective surface treatments, as detailed in 5.1 below, and valued at £840k.

2.3 The proposed programme noted in paragraph 5.1 below, is an extract of the overall RAMP programme for 2016/17, currently under development, and which will be brought to the March 2016 Environment & Regeneration Committee for approval.

3.0 RECOMMENDATIONS

3.1 That the Committee approve the programme and spend profile for 2016/17 for carriageway protective surface treatments, as outlined in paragraph 5.1 of this report.

3.2 That the Committee note that further reports will be brought to a future Environment & Regeneration Committee in respect of the award of the tenders for carriageway protective surface treatments.

Ian Moffat
Head of Environmental and Commercial Services

4.0 BACKGROUND

- 4.1 A proposed programme of projects for carriageway protective surface treatments to a total value of £840k 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 2016/17. A further report detailing the full capital programme will be brought to the Committee in March 2016, for the balance of the total RAMP funding for 2016/17.
- 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 an integral 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 are not 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 Two types of treatment are proposed. Firstly, Microasphalt, which 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. Secondly, Surface Dressing, which involves the application of a liquid binder and a layer of aggregate which is deposited and rolled in place. Both types of treatment have been around for many years, and have been used successfully within Inverclyde for a number of years, including years 1 to 3 of the RAMP funding, and are widely used by many other Councils.
- 4.7 The £840k estimated cost is split as follows:
- preparatory patching to the value of £70k, which will be carried out by the Council's Internal Operations Unit;
 - external contract for microasphalt to the value of £525k;
 - external contract for surface dressing to the value of £255k.

The external contracts will be tendered on the basis of a 2 year maintenance period (warranty). Further reports will be brought to a future Environment & Regeneration Committee in respect of the award of the tenders noted above.

- 4.8 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.

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>Programme for Carriageway Protective Surface Treatments - Microasphalt</i>				2016/17 (£000s)
<i>Road Name</i>	<i>Class</i>	<i>Extent</i>	<i>Location</i>	595
STROMA AVENUE	U	FULL LENGTH	PORT GLASGOW	
WESTRAY AVENUE	U	FULL LENGTH	PORT GLASGOW	
ISLAY AVENUE	U	FULL LENGTH	PORT GLASGOW	
PLADDA AVENUE	U	FULL LENGTH	PORT GLASGOW	
SANDRAY AVENUE	U	FULL LENGTH	PORT GLASGOW	
RONA AVENUE	U	FULL LENGTH	PORT GLASGOW	
LOMOND AVENUE	U	FULL LENGTH	PORT GLASGOW	
ROSNEATH ROAD	U	FULL LENGTH	PORT GLASGOW	
HOUSTON ROAD	C	FULL LENGTH	KILMACOLM	
GLENCAIRN ROAD	U	FULL LENGTH	KILMACOLM	
FINLAYSTONE ROAD	C	FULL LENGTH	KILMACOLM	
WEST GLEN ROAD	C	THE LODGE TO BOUNDARY	KILMACOLM	
HILLEND DRIVE	U	FULL LENGTH	GREENOCK	
HILLEND PLACE	U	FULL LENGTH	GREENOCK	
GALT STREET	U	FULL LENGTH	GREENOCK	
TORRANCE ROAD	U	FULL LENGTH	GREENOCK	
LEVEN PLACE	U	FULL LENGTH	GREENOCK	
FORSYTH STREET	U	ESPLANADE to DENHOLM GARDENS(included)	GREENOCK	
CAMPBELL STREET	U	BROUGHAM STREET to SOUTH STREET	GREENOCK	
ROBERTSON STREET	U	UNION STREET to SOUTH STREET	GREENOCK	
MARGARET STREET	U	ESPLANADE to FINNART STREET	GREENOCK	
PARTRIDGE ROAD	U	FULL LENGTH	GREENOCK	
FALCON CRESCENT	U	FULL LENGTH	GREENOCK	
MALLARD CRESCENT	U	FULL LENGTH	GREENOCK	
KESTREL PLACE	U	FULL LENGTH	GREENOCK	
RAVEN ROAD	U	FULL LENGTH	GREENOCK	
ROOK ROAD	U	FULL LENGTH	GREENOCK	
GLAMIS PLACE	U	FULL LENGTH	GREENOCK	
GLAMIS DRIVE	U	FULL LENGTH	GREENOCK	
MACBETH ROAD	U	FULL LENGTH	GREENOCK	
GATESIDE GARDENS	U	FULL LENGTH	GREENOCK	
GATESIDE GROVE	U	FULL LENGTH	GREENOCK	
NAIRN ROAD	U	FULL LENGTH	GREENOCK	
CAITHNESS ROAD	U	FULL LENGTH	GREENOCK	
BANFF PLACE	U	FULL LENGTH	GREENOCK	
FIFE ROAD/FIFE DRIVE	U	FULL LENGTH	GREENOCK	

<i>Programme for Carriageway Protective Surface Treatments – Surface Dressing</i>				<i>2016/17 (£000s)</i>
<i>Road Name</i>	<i>Class</i>	<i>Extent</i>	<i>Location</i>	255
OLD LARGS ROAD	C	ACCESS ROAD AT GRYFFE RESERVOIRS TO BOUNDARY	GREENOCK	
DUNROD ROAD	C	FULL LENGTH	GREENOCK	
CLOAK ROAD	U	FULL LENGTH	PORT GLASGOW	
BLACKSHOLM ROAD	U	FULL LENGTH	KILMACOLM	
EAST GREEN ROAD	U	FULL LENGTH	KILMACOLM	
KNOCKBUCKLE ROAD	U	FROM END OF HOUSES TO NETHERWOOD ROAD	KILMACOLM	

6.0 IMPLICATIONS

Finance:

6.1	Cost Centre	Budget Heading	Budget Years	Proposed spend this report (£000s)	Virement from	Other comments
	RAMP	Carriageway Resurfacing	2016/17	840	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.

Report To: Environment & Regeneration
Committee

Date: 14 January 2016

Report By: Head of Environmental &
Commercial Services and Head of
Safer & Inclusive Communities

Report No: ERC/ENV/IM/15.259

Contact Officer: Ian Moffat

Contact No: 01475 714800

Subject: Decriminalised Parking Enforcement – First Year Review

1.0 PURPOSE

- 1.1 To update this Committee on the first 12 months of decriminalised parking enforcement (DPE) in Inverclyde and to bring to the Committee's attention some operational issues affecting the work of the Safer and Inclusive Communities' Enforcement Team.

2.0 SUMMARY

- 2.1 Enforcement of the decriminalised parking regime commenced on 6th October 2014. DPE was introduced in Inverclyde to address the almost complete lack of enforcement of parking restrictions brought about by the withdrawal of Traffic Wardens by Strathclyde Police (now Police Scotland) in June 2011 and the ensuing chaotic parking across Inverclyde.
- 2.2 Prior to the introduction of DPE, the Roads Service introduced 5 new Traffic Regulation Orders (TROs) which in the most part replicated the existing restrictions present in Inverclyde. This was a very time consuming and resource intensive exercise but it was thought necessary to ensure that the restrictions in place were lawful. These new TROs revoked all historic TROs which related to waiting and loading restrictions. There was no effect on moving traffic restrictions, the enforcement of which remains with Police Scotland.
- 2.3 Although the new TROs did not alter any waiting from those previously existing, albeit temporarily unenforced, there have been a number of implementation issues, such as traders seeking longer waiting times in Greenock and Kilmacolm. These issues have either been addressed by changes already made or which are currently being promoted to vary the new TROs.
- 2.4 The enforcement of the regime is a matter for the Education and Communities Directorate as it is carried out by Parking Attendants employed by Safer and Inclusive Communities. These officers work on a rotational basis enforcing the waiting and loading restrictions and environmental fixed penalty offences such as dog fouling and littering.
- 2.5 This report seeks to update the Committee on the first 12 months of enforcement, highlight the work done by Environmental and Commercial Services and Legal and Property Services to vary the new TROs throughout the year and the Safer and Inclusive Communities team in enforcing the waiting and loading restrictions over the last year. The report also seeks to bring to the Committee's attention some of the operational issues affecting the work of the team on the ground and in dealing with enquiries about penalty charge notices (PCNs).

3.0 RECOMMENDATIONS

- 3.1 That Committee note the changes which have been made or are currently being made to the new TROs over the first 12 months of enforcement.
- 3.2 That Committee note the details of PCNs issued, the appeal process and the incidences of violence and aggression towards staff.
- 3.3 That Committee approves the use of the standard letters at Appendices 3 and 4 as responses to approaches about individual parking issues out with the formal appeals process, for example, people approaching Councillors about PCNs they have received. Appendices 3 and 4
- 3.4 That Committee make clear its support for the enforcement staff, possibly by a publicity campaign making clear that abuse of any of its staff will not be tolerated.
- 3.5 That Committee note that an update on the Financial Performance of Decriminalised Parking Enforcement will be reported to the March 2016 meeting.

Ian Moffat

Head of Service, Environmental and Commercial Services

John Arthur

Head of Service, Safer and Inclusive Communities

4.0 BACKGROUND

- 4.1 The decriminalised parking regime was introduced in Inverclyde on 6th October 2014 following the withdrawal of traffic wardens by Strathclyde Police (now Police Scotland) in June 2011.
- 4.2 Committee will not require to be reminded of the chaotic parking situation which ensued for over 3 years owing to the unavoidable delay in introducing DPE in Inverclyde. The introduction of DPE has not been without its teething troubles but these either have been or are being addressed. These are mainly the result of representations from traders in Greenock and Kilmacolm who have sought increases to the waiting time limits.
- 4.3 Responsibility for the decriminalised parking regime and all policy related to it rests with Environmental & Commercial Services and is reported to this Committee. Safer and Inclusive Communities enforce the waiting and loading restrictions. The main reason for this is that Safer & Inclusive Communities is responsible for the bulk of the Council's enforcement services, operational efficiencies were therefore possible by using multi-skilled enforcement staff. The division of responsibilities between the services was also implemented in this way to ensure that there could be no suspicion of financial targets driving the issuing of PCNs. For this reason the budget for enforcement including the income from PCNs is held by Environmental and Commercial Services and not by Safer and Inclusive Communities.
- 4.4 Since the 5 new TROs were effective in October 2014 a number of variations have been made or are currently being made to them. This has been challenging for staff as the procedure for varying these TROs is time consuming. Each change also costs the Council money to replace the existing signs, install new road markings, move equipment, etc.
- 4.5 Each time the new TROs are varied there is the risk that they will be subject to objections. Objections to the 5 new TROs resulted in the need for a Public Hearing heard by an Independent Reporter. A further change to one of the new TROs also resulted in the appointment of an Independent Reporter. On this occasion the Public Hearing was cancelled at a very late stage in the process due to the objector withdrawing their objection. Despite this there was a considerable cost to the Council.
- 4.6 In the first year of enforcement there have been a number of challenges facing the DPE regime. Probably the most challenging element has been the level of abusive and aggressive incidents faced by staff. It must be accepted that people will not be happy at receiving a PCN, however, the level of abuse suffered by staff is unacceptable and a number of actions are required to address this.
- 4.7 The other major issue affecting Safer and Inclusive Communities staff is the appeals process which quite rightly requires input and informed decisions to be taken at several stages of the process. It is, however, a significant burden for staff responding to complaints and informal appeals regarding PCNs outwith that process. Monitoring the back office system and responding to appeals and complaints has entailed a significant input of officer time in addition to the funded parking attendants which has had an inevitable effect on other enforcement responsibilities.

5.0 TRAFFIC REGULATION ORDERS

- 5.1 Prior to the introduction of DPE, the Council undertook a review of all of the waiting and loading restrictions in Inverclyde and made the 5 new TROs. These TROs are map based for ease of interpretation. The 5 new TROs revoked the historic TROs, relating to waiting and loading restrictions, of which there were approximately 200.

- 5.2 The 5 new TROs came into effect on 6th October 2014, the same day as the introduction of DPE. These TROs did not change the waiting times in most locations, however, after just 2-3 weeks the Council was under pressure from Greenock Town Centre Traders to increase the on-street waiting time to 2 hours.
- 5.3 At the time of promoting the variation to the Inner Greenock TRO, to increase the on-street waiting time to 2 hours, the Controlled Parking Zone boundary was amended to remove Station Avenue and the 2 unnamed roads adjacent to it, Terrace Road and parts of Jamaica Street and West Stewart Street. These streets became part of the Outer Greenock TRO. As the result of an objection to this variation a further variation was made to add Jamaica Street back into the Inner Greenock TRO. The change in boundary and 2 hour waiting limits took effect on 25 and 26 May 2015.
- 5.4 When promoting the original TRO for Inner Greenock, residents objected on the basis that they wanted Residents' Parking Permits to allow them to park close to their homes. These objections were heard at the Public Hearing in April 2014 and the Reporter advised that the TRO should be implemented without Residents' Parking Permits but that the situation should be monitored. As a result, consultants, Peter Brett Associates, were commissioned to undertake an options appraisal for a Residents' Parking Permit Scheme for Greenock Town Centre.
- 5.5 The findings of the appraisal were reported to this Committee on 5 March 2015. At that meeting, approval was received to introduce a Residents' Parking Permit Scheme in Inner Greenock as well as Sir Michael Street/Tobago Street/King Street areas, Kelly Street, West Stewart Street from Jamaica Street to Kelly Street, Station Avenue and the unnamed side roads by Cathcart Buildings. This resulted in the promotion of 5 variations to the Inner Greenock, Outer Greenock and Off-Street Parking TROs.
- 5.6 The promotion of the 5 variations attracted 8 maintained objections to the introduction of Residents' Parking Permit Scheme in the Sir Michael Street/ Tobago Street/ King Street area. Officers from Environmental and Commercial Services met with the Objectors and were unable to get them to withdraw their objections. This has resulted in the need for a special meeting of this Committee to hear the objections and decide what action should be taken. This special meeting will be held on 21 January 2016. Until this special meeting is heard, all 5 variations to the TROs are 'on hold'.
- 5.7 Changes to the Off-Street Parking TRO have been made over the year with the addition of the Waterfront and Cinema car parks; the removal of restrictions in Inner Greenock car parks on Saturdays; variation of the Bullring from a 3 hour free car park to an all-day £1 per day car park; variation of the Waterfront car park from an all-day £1 per day car park to a free unlimited stay car park and the introduction of electric vehicle charging points. Further variations to the Off-Street Parking TRO are currently being promoted and have no maintained objections. These are for the addition of 2 new £1 per day car parks off Station Road in Gourrock as a result of the redevelopment of Gourrock Town Centre; an all-day free car park named Kempock Street West and a 3 hour maximum stay car park named Kempock Street East. These new car parks will become effective on 18 January 2016.
- 5.8 Until mid-November 2015 all of the variations affected the Inner and Outer Greenock TROs, as well as the Off-Street Parking TRO. However, as part of the introduction of DPE, the Council made the commitment to review the 5 new TROs after 12 months. As a result a Villages Strategy was developed. Officers sought the views of the local communities by writing to each of the Community Councils to find out where they felt action should be taken.
- 5.9 From the feedback received during the public consultation for the original DPE TROs, variations were proposed to the TROs covering Port Glasgow, Gourrock, Kilmacolm, Quarriers Village, Inverkip and Wemyss Bay. These variations are out to public consultation with a closing date of 9th December 2015. The timescale for implementing the variations in the Villages Strategy will depend on whether there are any maintained objections.

6.0 PENALTY CHARGE NOTICES ISSUED IN FIRST 12 MONTHS

- 6.1 Appendix 1 gives some detail of the PCNs issued in the first 12 months of enforcement broken down by location, broad category of PCN and status as of 6th October 2015. The figures can be broken down in a number of ways however it was felt that these would be of most benefit for Committee. Appendix 1
- 6.2 In terms of location it will come as no surprise that the vast majority (78%) of the total PCNs served were in Greenock. This reflects the number of areas with restrictions and the number of car parks. There is obviously also an element of there being a higher enforcement effort in Greenock largely as a result of the ongoing problems found. It is also worth noting the relatively low numbers of notices served in Port Glasgow, Kilmacolm and Wemyss Bay.
- 6.3 In terms of PCNs served by type, 80% were served for violations on the road and the remaining 20% being for violations in car parks. This reflects the higher priority given to road enforcement as opposed to car parks as enforcement is targeted at reducing congestion rather than being driven by financial targets. Looking at the figures in slightly more detail 271 PCNs were issued for parking in disabled bays without displaying a valid blue badge. There have also been 9 incidences of misuse of blue badges since enforcement of this aspect began on 31 March 2015.
- 6.4 The status of PCNs as of 6 October 2015 is mainly of interest as it very much reflects the fact that this has been the first year of operation. A total of 68% of PCNs served were paid with a further 12% withdrawn or cancelled. Although the latter figure includes PCNs where the issuing process was begun but not completed (mostly drive offs) it also includes those given the benefit of the doubt (a total of 179) which is likely to reduce as the regime settles down. A higher proportion of PCNs will have been cancelled in year one than would be expected in the longer term due to implementation issues over signage and TROs.
- 6.5 Of the number currently in process, the stage these are at in the recovery process (Appendix 2) obviously varies depending on when the notices were served. Of those PCNs still in the system which were served in October 2014 the vast majority are currently with the Sheriff Officer (126/128). Appendix 2

7.0 THE APPEAL PROCESS

- 7.1 Appendix 2 shows the recovery process in detail. Committee will be aware that this is hosted by ICES, a company based in Northampton. Outsourcing this element of the regime is common practice as the costs and administrative burden of running this in house would be entirely disproportionate to any benefits from doing so. Although the process is hosted externally, all key decisions, for example on accepting or rejecting challenges and representations, are taken by Inverclyde Council staff. This involves a significant input of officer time. Appendix 2
- 7.2 As can be seen the process is extremely complex. The key element to note however is that there are three separate stages at which the individual may make representations. These are within 28 days of initial service, within 28 days of receipt of a "Notice to Owner" and within 28 days of receipt of a notice of rejection to the latter representation.
- 7.3 The initial challenge and the response to representations following the "Notice to Owner" are handled by Inverclyde Council staff once they have been properly made via the system. The final adjudication is independent of the Council and is handled by the Scottish Parking Appeals Service. Local circumstances and knowledge play a part in decisions therefore but there is also an entirely separate and independent appeal stage through the Scottish Parking Appeals Service should there be any doubt about the fairness of the process.

7.4 Consideration of the appeals takes up a significantly greater amount of officer time than was envisaged at the outset. Rightly and properly each PCN is judged on its merits. There is however also a burden on officer time from challenges and questions about PCN's entirely outwith the process shown at Appendix 2. Some of these come via phone calls made and/or letters sent directly to the Council, others are made via councillors, MSPs etc. It is entirely proper for councillors to interest themselves in how policy is being implemented, however, it is critical for the success of the regime that members of the public approaching Members regarding the circumstances of individual PCNs are referred back to the process as detailed to recipients of PCNs at every stage.

7.5 In order to reduce the officer time in responding to these secondary challenges it is our intention to introduce standard reply letters to queries. Appendix 3 is an example of the letter intended for use where the complainant still has a right of appeal and Appendix 4 is intended for use where either the right of appeal has been exhausted or, as is frequently the case, where the opportunity to appeal has passed without the complainant making any appeal.

Appendix
3 & 4

8.0 INCIDENTS OF VIOLENCE AND AGGRESSION

8.1 The role of the Parking Attendants involves dealing with members of the public who are less than happy about the outcome of the interaction. It will therefore come as no great surprise that the rate of violent and abusive incidents recorded for this group is higher than the average for the Council. What is remarkable and extremely concerning is the scale of the abuse directed at officers. Although the majority of this is verbal, it is bound to have an effect on even the most resilient staff.

8.2 The incident rate for Safer and Inclusive Communities is the second highest in the Council at 277.5 incidents per 1000 employees. This is concerning in itself even in a service with a high ratio of staff involved in enforcement work including groups such as the Community Wardens service. What is most concerning is that all the 58 incidents recorded involve the Parking Attendants. As there are only 7 Parking Attendants (with no more than 4 on duty at any time) this gives an incident level of over 8000 per 1000 employees per annum. On average therefore there were 8 incidents per officer in the last year.

8.3 It must of course be recognised that the service has taken an extremely robust approach to reporting of incidents by this group as higher than average incidents were expected from the outset therefore the relative rate probably appears higher, particularly if there is a higher tolerance level in some other groups. It is of course easier to shrug off one incident as the exception than to do so on a regular basis. Even taking this into account there is undoubtedly an unacceptably high incidence of abuse directed at this team.

8.4 The service has put in place a number of measures to attempt address this including conflict management training for staff, meeting with Police Scotland to ensure that complaints from Parking Attendants are dealt with appropriately and we are currently introducing a lone working smartphone app for staff to address occasions where they might be out of sight of each other.

8.5 There is also an issue regarding intimidating behaviour towards staff on social media. There are ongoing police investigations into one particularly intimidating incident of this.

8.6 In spite of these initiatives however the deeper issue would seem to be a widespread perception amongst certain groups that it is somehow "all right" to abuse this particular group of staff. Some of this may be as a result of the widespread criticism of the decriminalised parking regime in the last year. Regardless of the rights or wrongs of this these staff are responsible solely for enforcing the restrictions agreed elsewhere however they are often seen as the public face of the system.

- 8.7 It would be helpful if the Committee could make clear its support for this staff group possibly by a publicity campaign making clear that abuse of any of its staff will not be tolerated. Clearly as the visible face of the decriminalised parking regime any resentment by the public to the agreed Council policy tends to be taken out on them.

9.0 IMPLICATIONS

Finance

- 9.1 Officers were asked as part of the Budget Action Plan to update Committee on the Financial Performance of Decriminalised Parking Enforcement. It is intended to report the financial position to 30th November 2015 to the next Committee meeting in March 2016.

9.2 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					

Human Resources

- 9.4 This report in part addresses some HR concerns, primarily around the Council's Duty of Care to its staff.

Legal

- 9.5 There are no legal implications.

Equalities

- 9.6 There are no implications for equalities.

Repopulation

- 9.7 There are no implications for repopulation.

10.0 CONSULTATIONS

- 10.1 In preparing this report the following have been consulted:

Health and Safety Team Leader, OD, HR and Communications
 Head of Legal and Property Services
 Corporate Communications Manager, OD, HR and Communications
 Chief Financial Officer

11.0 LIST OF BACKGROUND PAPERS

- 11.1 Greenock Town Centre Parking Strategy and Decriminalised Parking Enforcement – Safe, Sustainable Communities Committee 25 Oct 2011.

Appendix 1

PCNs served in first year of the Decriminalised Parking Regime

Figure 1 PCNs served by town (on system 6 October 2015)

Town	Total Number of PCNs Served	Percentage of Total
Greenock	5398	78
Gourock	811	11.7
Port Glasgow	454	6.6
Kilmacolm	198	2.9
Wemyss Bay	59	0.8
Total	6920	100

Figure 2 PCNs served by type

PCN Type	Total number served	Percentage of Total
Car Park Exceeding Time (1)	1796	26
Car Park Incorrectly Parked (2)	281	4
Other	9	
Road Exceeding Time* (3)	2829	41
Road Incorrectly Parked (4)	557	8
Road No Waiting (5)	1448	21
Total	6920	100

- (1) Includes no Pay & Display ticket, overstay
- (2) Includes Parking in Restricted Area, Causing Obstruction, Out of Bay, Parking in Disabled Bay without valid badge (66)
- (3) Includes Parked without valid disc , parking for longer than permitted
- (4) Includes Parked in disabled bay without valid badge (205), parked in loading bay during restricted hours, parked in police bay, not correctly parked within bay
- (5) Includes No Waiting, parked on restricted bus stop/stand

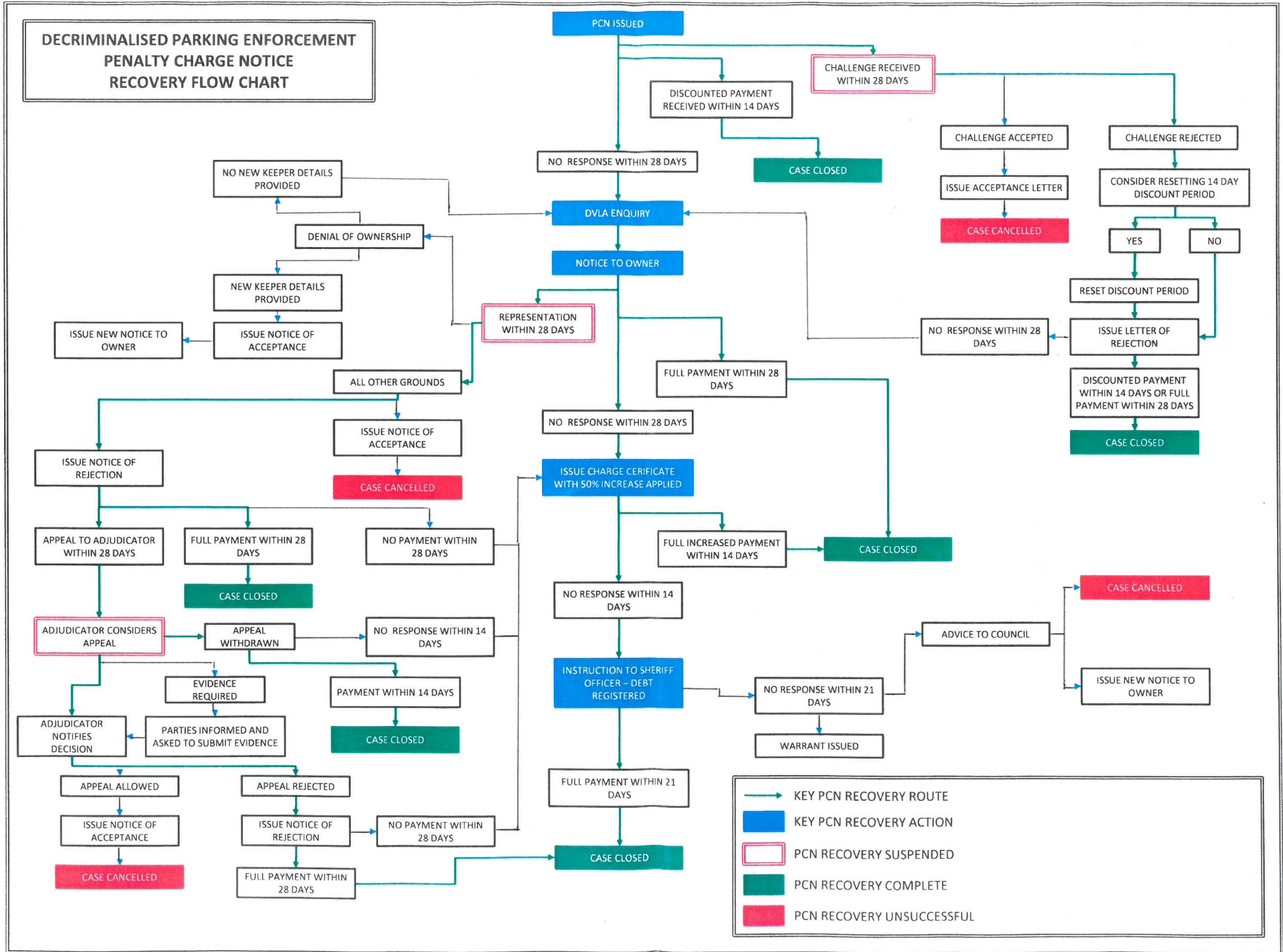
Figure 3 PCN Status (as at 6 October 2015)

PCN Status	Total Number	Percentage of Total
In process	1413	20
Paid	4701	68
Withdrawn (1)	806	12
Total	6920	100

- (1) Various reasons including drive off, valid Pay & Display provided, benefit of doubt, valid permit provided, DVLA no trace, successful appeal, not known at address etc.

Appendix 2

**DECRIMINALISED PARKING ENFORCEMENT
PENALTY CHARGE NOTICE
RECOVERY FLOW CHART**



- KEY PCN RECOVERY ROUTE
- KEY PCN RECOVERY ACTION
- PCN RECOVERY SUSPENDED
- PCN RECOVERY COMPLETE
- PCN RECOVERY UNSUCCESSFUL

Appendix 3

Our Ref:

Your Ref:

Date:

**Education, Communities &
Organisational Development**

Safer & Inclusive Communities
40 West Stewart Street
Greenock
PA15 1YA

Tel: 01475 714298
Fax: 01475 714235
safer.communities@inverclyde.gov.uk

Dear Sir/Madam

Enquiry Regarding a Penalty Charge Notice

I refer to your enquiry dated [insert enquiry date] relating to the Penalty Charge Notice which was issued to you on [insert PCN issue date].

A Notice to Owner was issued to you on [insert NtO date]/will be issued to you as part of the decriminalised parking enforcement procedures. This Notice describes/will describe how to make representations which must be received by the Council within 28 days of the date of the Notice to Owner.

If the Council rejects your representations, you will have the right of appeal to the independent Scottish Parking Appeals Service. The Notice of Rejection will describe how to appeal to the independent Scottish Parking Appeals Service.

Yours faithfully

John Arthur
Head of Safer & Inclusive Communities

Appendix 4

Our Ref:

Your Ref:

Date:

**Education, Communities &
Organisational Development**

Safer & Inclusive Communities
40 West Stewart Street
Greenock
PA15 1YA

Tel: 01475 714298
Fax: 01475 714235
safer.communities@inverclyde.gov.uk

Dear Sir/Madam

Enquiry Regarding a Penalty Charge Notice

I refer to your enquiry dated [insert enquiry date] relating to the Penalty Charge Notice which was issued to you on [insert PCN issue date].

Decriminalised parking enforcement procedures include a Notice to Owner which affords the recipient the opportunity to make representations to the Council. If the Council rejects the representations made to it, the recipient can then appeal to the independent Scottish Parking Appeals Service. In this case a Notice to Owner was issued to you on [insert NtO date] [it is difficult to draft a "one size fits all clause" section of text here as the letter will depend on what individual recipients did/did not do].

It follows that you have no further right to make representations or appeals.

Yours faithfully

John Arthur
Head of Safer & Inclusive Communities

Report To:	ENVIRONMENT & REGENERATION COMMITTEE	Date: 14 JANUARY 2016
Report By:	CORPORATE DIRECTOR, ENVIRONMENT, REGENERATION & RESOURCES	Report No: ERC/ENV/IM/15.262
Contact Officer:	ROBERT GRAHAM	Contact No: 01475 714800
Subject:	PROPOSED TRAFFIC REGULATION ORDERS – VILLAGES STRATEGY	

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 this report is to inform Committee of the outcome of the consultation procedure undertaken for the four Traffic Regulation Orders (TROs) associated with the Villages Strategy in Inverclyde.

The purpose of the report is to introduce the Traffic Regulation Orders:

1. The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm and Quarriers Village) (Waiting Restrictions) (Variation No. 1) Order 2015;
2. The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm and Quarriers Village) (Waiting Restrictions) (Variation No. 2) Order 2015;
3. The Inverclyde Council (Various Roads) (Gourock, Inverkip and Wemyss Bay) (Waiting Restrictions) (Variation No. 1) Order 2015; and
4. The Inverclyde Council (Various Roads) (Gourock, Inverkip and Wemyss Bay) (Waiting Restrictions) (Variation No. 2) Order 2015

2.0 SUMMARY

- 2.1 At the meeting of this Committee on 16 June 2015, approval was granted for the proposed strategies for settlements outside Greenock. These introduced or amended waiting and loading restrictions in Port Glasgow, Gourock, Kilmacolm and Inverkip.
- 2.2 As a result the TROs referred to at paragraph 1.2 above were drafted. They were issued for public consultation on 18 November 2015 with a closing date for objections of 9 December 2015. As a result of the consultation, no objections were received to any of the TROs.
-

3.0 RECOMMENDATION

3.1 It is recommended that Committee recommend to The Inverclyde Council the making of the following Traffic Regulation Orders and remit it to the Head of Environmental and Commercial Services and the Head of Legal and Property Services to arrange for their implementation:

1. The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm and Quarriers Village) (Waiting Restrictions) (Variation No. 1) Order 2015;
2. The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm and Quarriers Village) (Waiting Restrictions) (Variation No. 2) Order 2015;
3. The Inverclyde Council (Various Roads) (Gourock, Inverkip and Wemyss Bay) (Waiting Restrictions) (Variation No. 1) Order 2015; and
4. The Inverclyde Council (Various Roads) (Gourock, Inverkip and Wemyss Bay) (Waiting Restrictions) (Variation No. 2) Order 2015.

Ian Moffat
Head of Environmental & Commercial Services

4.0 BACKGROUND

- 4.1 The Inverclyde Council introduced its Greenock Town Centre Parking Strategy on 6 October 2014. Due to the scale of work involved in this TRO and to ensure that Decriminalised Parking Enforcement (DPE) could be introduced as quickly as possible, the TROs for areas outwith Greenock Town Centre remained for the most part unchanged.
- 4.2 At the time of introducing DPE there was a commitment made to undertake a review of restrictions in areas outwith Greenock Town Centre after one year. A review of all comments received from the public since the introduction of DPE was undertaken and all of the Community Councils were asked for their views.
- 4.3 As a result the following TROs were drafted:
1. The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm and Quarriers Village) (Waiting Restrictions) (Variation No. 1) Order 2015 (changes to Port Glasgow);
 2. The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm and Quarriers Village) (Waiting Restrictions) (Variation No. 2) Order 2015 (changes to Kilmacolm);
 3. The Inverclyde Council (Various Roads) (Gourock, Inverkip and Wemyss Bay) (Waiting Restrictions) (Variation No. 1) Order 2015 (changes to Inverkip); and
 4. The Inverclyde Council (Various Roads) (Gourock, Inverkip and Wemyss Bay) (Waiting Restrictions) (Variation No. 2) Order 2015 (changes to Gourock).
- 4.4 These were issued for public consultation on 18 November 2015 with responses invited by 9 December 2015.
- 4.5 As a result of the public consultations no objections were received to any of the four TROs.
- 4.6 The Committee is asked to note that, if approved, the Orders may not be implemented until the making of the Orders has been advertised to allow any persons who so wish a period of six weeks to question the validity of the Orders in terms of the Road Traffic Regulation Act 1984.

5.0 IMPLICATIONS

Finance

5.1 One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
	Ear Mark Reserves	16/17	£20,000		New signs and lines
02506	Parking revenue budget	16/17	£3,350		Parking Discs

5.2 Annual recurring Cost/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From (If Applicable)	Other Comments
02506	Parking Revenue	17/18	£1,675		Parking Discs

Legal

- 5.3 There are no legal implications arising from this report. The Head of Legal and Property Services has been consulted on this report.

Human Resources

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

Equalities

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

Repopulation

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

6.0 CONSULTATIONS

- 6.1 The proposals have been advertised in the Greenock Telegraph and Paisley Express 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, Port Glasgow, Kilmacolm, Gourrock and Inverkip & Wemyss Bay Libraries. A copy of the draft Orders is appended hereto for Members' information. Appendix 1
- 6.2 No objections were received with regard to the four proposed Orders.
- 6.3 The Head of Legal and Property Services, Safer & Inclusive Communities and the Chief Financial Officer have been consulted on this report

7.0 LIST OF BACKGROUND PAPERS

- 7.1 None.

Appendix 1

THE INVERCLYDE COUNCIL

**(VARIOUS ROADS) (PORT GLASGOW,
KILMACOLM & QUARRIERS VILLAGE)**
(WAITING RESTRICTIONS)
(VARIATION NO. 1) ORDER 2015

TRAFFIC REGULATION ORDER

**THE INVERCLYDE COUNCIL
(VARIOUS ROADS) (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE)
(WAITING RESTRICTIONS) (VARIATION NO. 1) ORDER 2015**

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

1.0 Commencement and citation

1.1 This Order shall come into operation on the ## day of ##, Two Thousand and ## and may be cited as “The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) (Variation No. 1) Order 2015”.

2.0 Interpretation

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

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

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

2.4 The On-Street Plans forming Schedule 1 to this Order and titled “The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) (Variation No. 1) Order 2015 On-Street Plans” are hereby incorporated into “The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) Order 2013” and recorded in “The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) Order 2013 Plan Index”.

2.5 The Plan Index forms Schedule 2.

2.6 The Interpretation Act 1978 (as amended) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
This Order and the two Schedules annexed hereto are sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by ##.

SCHEDULE 1

**The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) (Variation No. 1)
Order 2015 On-Street Plans**

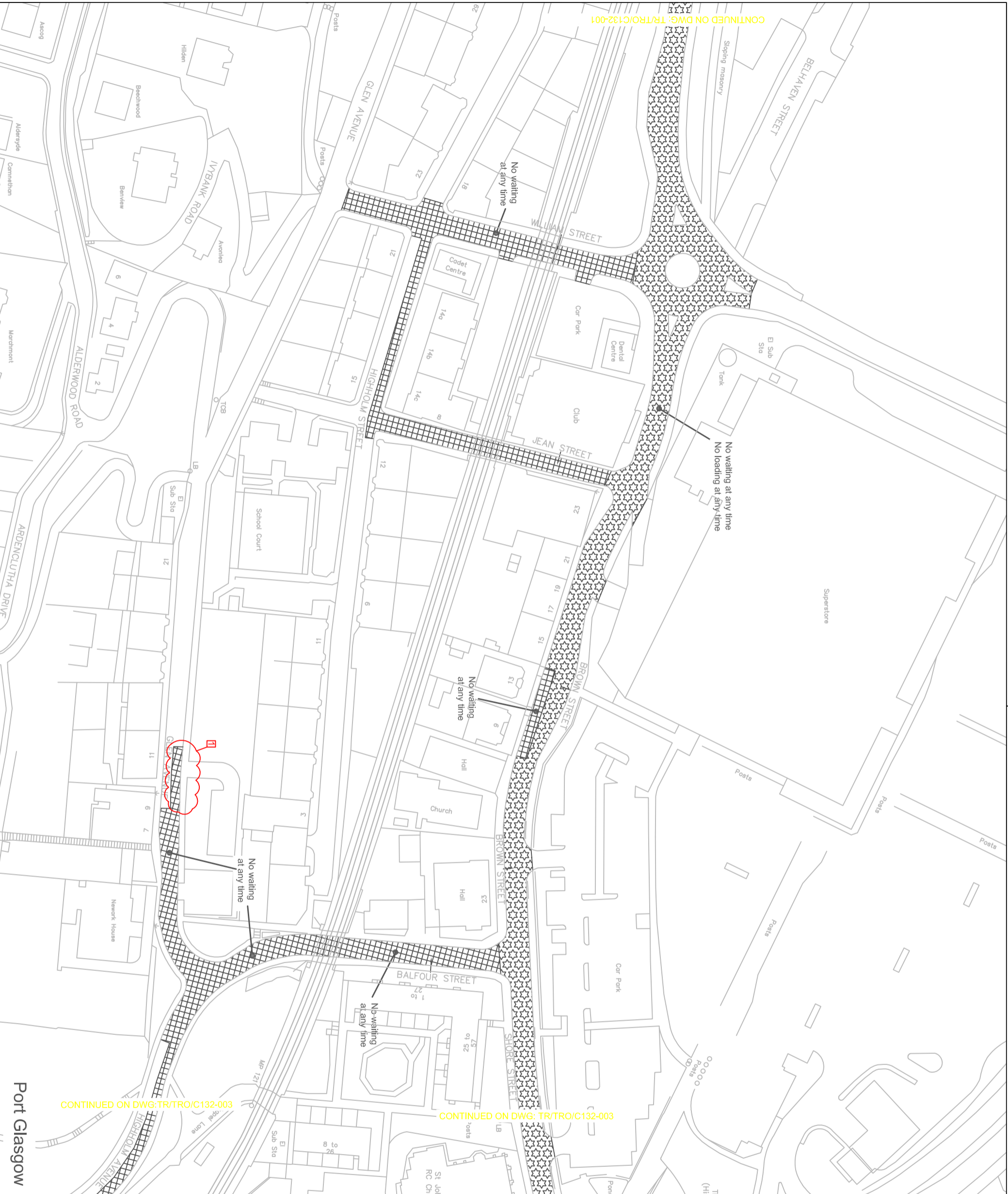
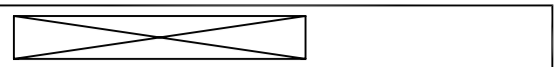
SCHEDULE 2

SCHEDULE 3

THE INVERCLYDE COUNCIL (VARIOUS ROADS) (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE) (WAITING RESTRICTIONS) ORDER 2013 PLAN INDEX

Plan Reference	Effective date of original plan	Effective date of Plan Revision										
		1	2	3	4	5	6	7	8	9	10	11
TR/TRO/C132-001	06/10/2014											
TR/TRO/C132-002	06/10/2014	#####										
TR/TRO/C132-003	06/10/2014	#####										
TR/TRO/C132-004	06/10/2014											
TR/TRO/C132-005	06/10/2014											
TR/TRO/C132-006	06/10/2014											
TR/TRO/C132-007	06/10/2014											
TR/TRO/C132-008	06/10/2014											
TR/TRO/C132-009	06/10/2014											
TR/TRO/C132-010	06/10/2014											
TR/TRO/C132-011	06/10/2014											
TR/TRO/C132-012	#####											

DO NOT SCALE



CONTINUED ON DWG: TR/TRO/C132-001

CONTINUED ON DWG: TR/TRO/C132-003

CONTINUED ON DWG: TR/TRO/C132-003

Key

	No waiting at any time
	No waiting at any time
	No loading at any time
	No waiting at times shown
	No waiting at any time
	No loading at times shown
	No waiting except taxis
	Unlimited waiting (for the purpose of limited waiting referred to on these drawings)
	Parking place for permit holders at specified times
	Disabled person's parking place (subject to restrictions shown)
	Police parking place (subject to restrictions shown)
	Audience parking place (subject to restrictions shown)
	Loading bay
	No waiting at times shown, and limited waiting (see below for type of time waiting referred to on these drawings)

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Scale

Unlimited Waiting
 Type A: Mon-Fri, 8am-6pm, 30mins, No return within 30mins
 Type B: Mon-Fri 8am-6pm, Saturday 8am-1pm, 30mins, No return within 1 hour
 Type C: Mon-Sat 8am-6pm, 2 hours, No return within 1 hour
 Type D: Mon-Sat 8am-6pm, 1 hour, No return within 30 mins
 Type E: Mon-Sat 8am to 6pm, 1 hour, No return within 30 mins
 Type F: Mon-Sat 8am to 6pm, 2 hours, No return within 30 mins
 Type G: Mon-Sat 8am to 6pm, 2 hours, No return within 30 mins
 Type H: Mon-Fri 8am to 6pm, 2 hours, No return within 30 mins
 Type J: Mon-Sat 8am to 6pm, 1 hour, No return within 1 hour
 Type K: Mon-Fri 8am to 6pm, 2 hours, No return within 30 mins except Permit Holders
 Type L: Mon-Sat 11am to 6pm, 1 hour, No return within 1 hour

Slack Purpose of Issue	Date	Auth
1 RESTRICTIONS EXTENDED ON GLEN AVE	EP JUN 15	EP MH
Rev Description	By	Date
	Chk'd	Audn

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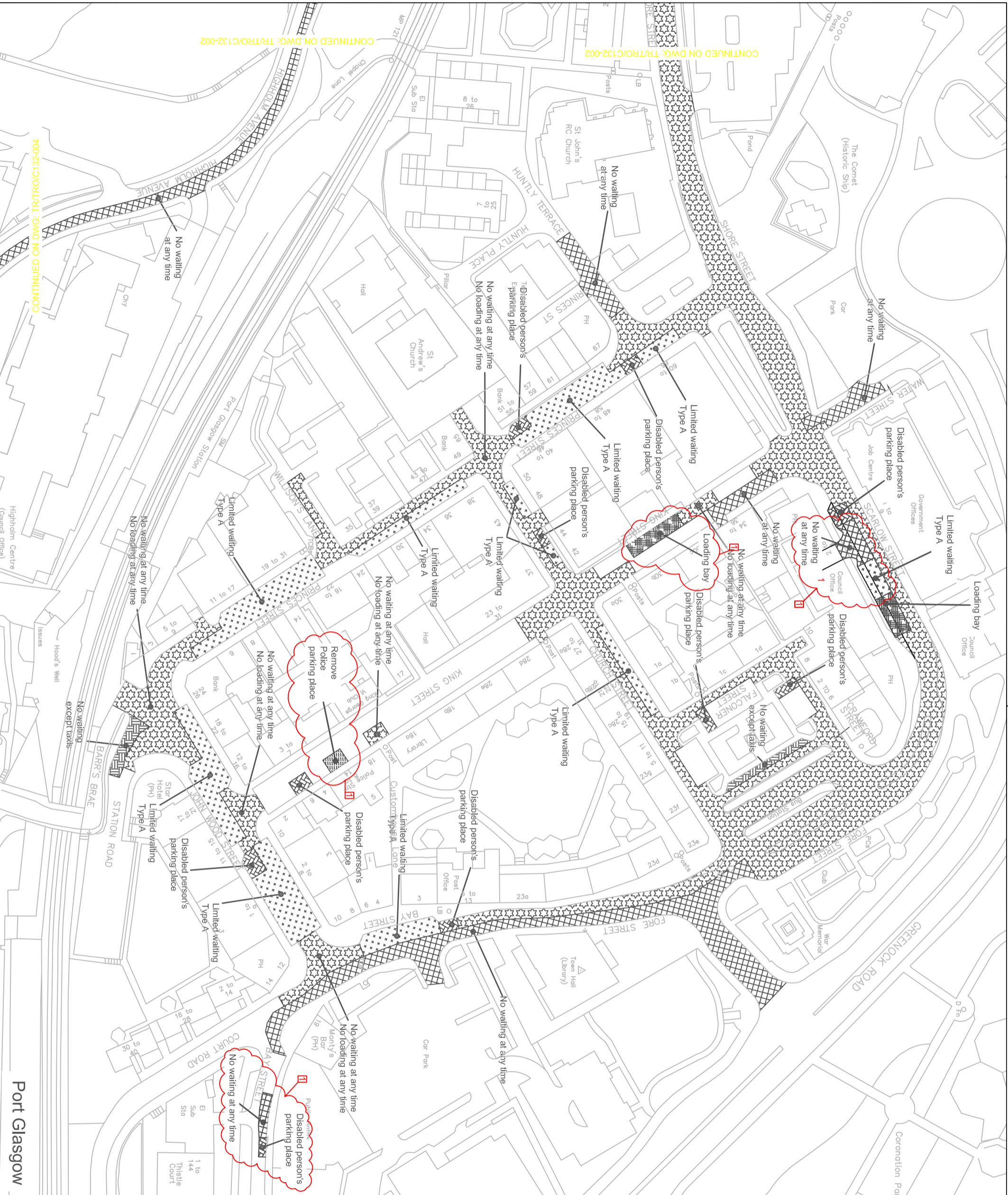
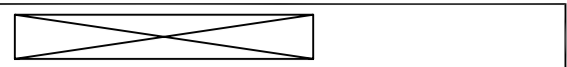
THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE)
 (WAITING RESTRICTIONS) (VARIATION NO. 1)
 ORDER 2015

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MKS
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C132-002	FEB 13	FEB 13	FEB 13
				Rev
				1

DO NOT SCALE

A3 0 10 50



Key

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

Limited Waiting
 Type A: Mon-Fri, 8am-9pm, 30mins. No return within 30mins
 Type B: Mon-Fri, 8am-9pm, Saturday 8am-1pm, 30mins. No return within 1 hour
 Type C: Mon-Sat 8am-9pm, 30mins. No return within 1 hour
 Type D: Mon-Sat 8am-9pm, 2 hours. No return within 1 hour
 Type E: Mon-Sat 8am to 9pm, 30 mins. No return within 30 mins
 Type F: Mon-Sat 8am to 9pm, 1 hour. No return within 30 mins
 Type G: Mon-Sat 8am to 9pm, 2 hours. No return within 30 mins
 Type H: Mon-Fri 8am to 9pm, 1 hour. No return within 30 mins
 Type J: Mon-Fri 8am to 9pm, 1 hour. No return within 1 hour
 Type K: Mon-Fri 8am to 9pm, 2 hours. No return within 30 mins except 1 hour
 Type L: Mon-Sat 11am to 9pm, 1 hour. No return within 1 hour

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Start	Purpose of Issue	Date	Auth
1	CHANGES KING ST/SCARLOW ST/ BAY ST	EP JUN '15	EP MH
Rev	Description	By	Date

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THE INVERCLYDE COUNCIL (VARIOUS ROADS) (PORT GLASGOW, KILMACCLOM & QUARRIERS VILLAGE) (WAITING RESTRICTIONS) (VARIATION NO. 1) ORDER 2015

EFFECTIVE DATE:

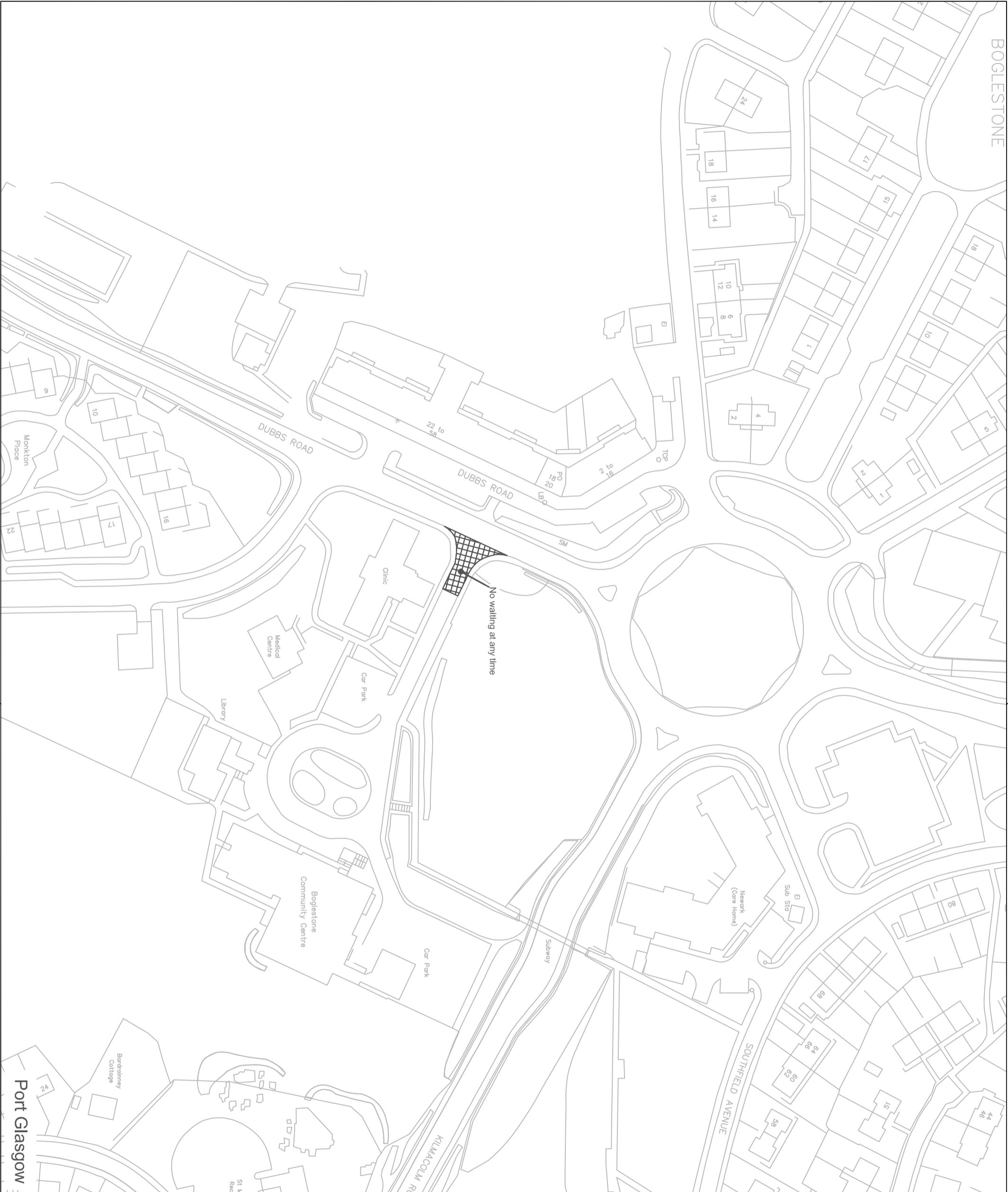
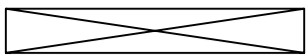
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A3	1:1250	MJH	MJH	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C132-003	FEB '13	FEB '13	FEB '13
Rev				
				1

Port Glasgow

CONTINUED ON DWG: TR/TRO/C132-002

CONTINUED ON DWG: TR/TRO/C132-002

CONTINUED ON DWG: TR/TRO/C132-004



Key

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

Limited Waiting
 Type A: Mon-Fri 8am-9pm, 30mins. No return within 30mins
 Type B: Mon-Fri 8am-9pm, Saturday 8am-1pm, 30mins. No return within 1 hour
 Type C: Mon-Sat 8am-9pm, 2 hours. No return within 1 hour
 Type D: Mon-Sat 8am to 6pm, 30 mins. No return within 1 hour
 Type E: Mon-Sat 8am to 6pm, 1 hour. No return within 30 mins
 Type F: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
 Type G: Mon-Sat 8am to 6pm, 1 hour. No return within 30 mins
 Type H: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins
 Type J: Mon-Fri 8am to 6pm, 1 hour. No return within 30 mins except Permit Holders
 Type K: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins except Permit Holders
 Type L: Mon-Sat 11am to 6pm, 1 hour. No return within 1 hour

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Stat	Purpose of Issue	Date	Auth
-	NWMT ADDED DUBBS PLACE	EP JUN '15	EP MH
Rev	Description	By	Date
		Chk'd	Auth

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THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE)
 (WAITING RESTRICTIONS) (VARIATION No. 1)
 ORDER 2015

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Drawn	Date	Date	Date	Rev
P	FEB '13	FEB '13	FEB '13	-
Drawing Number	TR/TRO/C132-012			

THE INVERCLYDE COUNCIL

**(VARIOUS ROADS) (PORT GLASGOW,
KIMACOLM & QUARRIERS VILLAGE)
(WAITING RESTRICTIONS)
(VARIATION NO. 2) ORDER 2015**

TRAFFIC REGULATION ORDER

**THE INVERCLYDE COUNCIL
(VARIOUS ROADS) (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE)
(WAITING RESTRICTIONS) (VARIATION NO. 2) ORDER 2015**

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

1.0 Commencement and citation

1.1 This Order shall come into operation on the ** day of **, Two thousand and ** and may be cited as “The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) (Variation No. 2) Order 2015”.

2.0 Interpretation

2.1 In this Order except where the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:

“Parking Disc” means a Council approved device which is capable of showing the Quarter Hour Period during which a Motor Vehicle arrived at a Limited Waiting Parking Place;

“Parking Disc Area” means any road or part of a road contained within the Parking Disc Area boundary, specified in the maps forming Schedule 1 to this Order;

“Quarter Hour Period” means a period of a quarter of an hour starting at any hour or fifteen, thirty or forty-five minutes past the hour which can be shown on a Parking Disc; and

“Relevant Position” means:

- (a) for the display of a Parking Disc, that the Parking Disc is displayed either on the inside of the front windscreen of the Motor Vehicle, where the Motor Vehicle is fitted with a front windscreen, or in a conspicuous position on the Motor Vehicle so that, in either case, all the information recorded on the front of the Parking Disc is legible and clearly visible to a person standing at the front or nearside of the Motor Vehicle and the Parking Disc shall be displayed for the whole time that the Motor Vehicle remains in the Parking Place;
- (b) for the display of a Disabled Person’s Badge, that the Disabled Person’s Badge is displayed as prescribed by Regulation 12 of the Disabled Persons (Badges for Motor Vehicles) (Scotland) Regulations 2000 (as amended).

- 2.2 Except where otherwise stated, any reference in this Order to a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order.
- 2.3 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, modified, re-enacted, replaced or supplemented by any subsequent enactment.
- 2.4 The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any regulation made or having effect as if made under the Act or by or under any other enactment provided that where a prohibition or restriction which is imposed, varied or revoked by this Order is in conflict with a prohibition or restriction imposed by a previous Order, then the provision of this Order shall prevail.
- 2.5 The On-Street Plans forming Schedule 1 to this Order and titled "The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) (Variation No. 2) Order 2015 On-Street Plans" are hereby incorporated into "The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) Order 2013" and recorded in "The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) Order 2013 Plan Index".
- 2.6 The Plan Index forms Schedule 2.
- 2.7 The Interpretation Act 1978 (as amended) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

3.0 Limited waiting

- 3.1 Save as provided in Article 3.8 of this Order the Driver of a Motor Vehicle, shall on the arrival, and throughout the period of waiting at a Limited Waiting Parking Place within the Parking Disc Area, exhibit on the Motor Vehicle a Parking Disc in accordance with the provisions of Articles 3.2 and 3.3.
- 3.1.1. No person shall, except upon the direction of a police constable in uniform, a Parking Attendant or an Authorised Person, cause or permit any Motor Vehicle to wait during that period in that part of the Road:
- (a) for longer than the maximum period of waiting specified for that part of the Road; or
 - (b) if a period of less than the no return interval specified for that part of the Road has elapsed since the termination during the said hours of the last period of waiting (if any) of the Motor Vehicle in that part of the Road.
- 3.2 Save as provided in Article 3.8 the Parking Disc shall be exhibited on the Motor Vehicle in a Relevant Position.

- 3.3 Save as provided in Article 3.8 the Parking Disc while exhibited on the Motor Vehicle shall be so placed that the Quarter Hour Period during which the Motor Vehicle arrived at a Limited Waiting Parking Place within the Parking Disc Area shown on the front of the Parking Disc is clearly visible to a person standing on the nearside of the Motor Vehicle.
- 3.4 When a Parking Disc has been displayed on a Motor Vehicle in accordance with the provisions of Articles 3.1, 3.2 and 3.3 of this Order, no person shall remove the Parking Disc from the Motor Vehicle unless authorised to do so by the Driver of the Motor Vehicle.
- 3.5 The Driver of a Motor Vehicle shall, on exhibiting the Parking Disc on the Motor Vehicle in accordance with Articles 3.1, 3.2 and 3.3 of this Order, set the Parking Disc so that it indicates the Quarter Hour Period during which the Motor Vehicle arrived at a Limited Waiting Parking Place within the Parking Disc Area.
- 3.6 Subject to the provisions of Article 3.8 of this Order, the Driver of a Motor Vehicle shall not permit it to wait continuously in a Limited Waiting Parking Place within the Parking Disc Area for a period longer than the waiting period permitted as shown in the On-Street Plans and such period of parking shall be calculated as commencing from the later time indicated on the Parking Disc, set in accordance with the provisions of Article 3.5 hereof.
- 3.7 When a Parking Disc exhibited in pursuance of Articles 3.1, 3.2 and 3.3 of this Order on a Motor Vehicle waiting in a Limited Waiting Parking Place within the Parking Disc Area is showing a Quarter Hour Period, the later time indicated by the Parking Disc showing the end of that period shall be treated as sufficient evidence that the Motor Vehicle has been waiting in that Limited Waiting Parking Place within the Parking Disc Area since that later time in any proceedings for an offence under Article 3.6 of this Order and Section 5 of the Road Traffic Regulation Act 1984 (as amended).
- 3.8 Nothing in Articles 3.1, 3.2 and 3.3 of this Order shall apply to:-
- (a) a Disabled Persons' Vehicle which is not causing an obstruction.
 - (b) any two wheeled Motor Cycle not having a sidecar attached thereto.
 - (c) any Motor Vehicle from which Goods are being Loaded.
 - (d) any Motor Vehicle from which a person is boarding or alighting.
 - (e) any Motor Vehicle being used in connection with;
 - (i) building, industrial or demolition operations;
 - (ii) the removal of any obstruction to traffic;
 - (iii) the maintenance, improvement or reconstruction of the said parts of the Road; or
 - (iv) the laying, erection, alteration, removal or repair in or adjacent to any Road, of any sewer or of any main, pipe or apparatus for the

supply of gas, water or electricity, or of any Electronic Communications Apparatus or Traffic Sign;

if it cannot conveniently be used for such purpose in any other Road.

- (f) any Motor Vehicle being used in pursuance of statutory powers and duties if it cannot conveniently be used for such purpose in any other Road.
- (g) any Motor Vehicle which is being used for fire and rescue service, police, ambulance or other emergency service purposes.
- (h) a maximum of three Motor Vehicles involved in a funeral or a wedding ceremony waiting at or near to any premises situated on or adjacent to the said parts of the Road so long as the waiting by these Motor Vehicles is reasonably necessary.

3.9 No person shall:

- (a) after the Parking Disc exhibited on the Motor Vehicle has been set in accordance with Article 3.5, alter the indications given by that Parking Disc whilst the Motor Vehicle remains in the Limited Waiting Parking Place within the Parking Disc Area.
- (b) knowingly exhibit on any Motor Vehicle any Parking Disc which has been altered, defaced, mutilated or added to or upon which the figures or particulars have become illegible.

This Order and the two Schedules annexed hereto are sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by ##

SCHEDULE 1

**The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions)
(Variation No. 2) Order 2015 On-Street Plans**

SCHEDULE 2

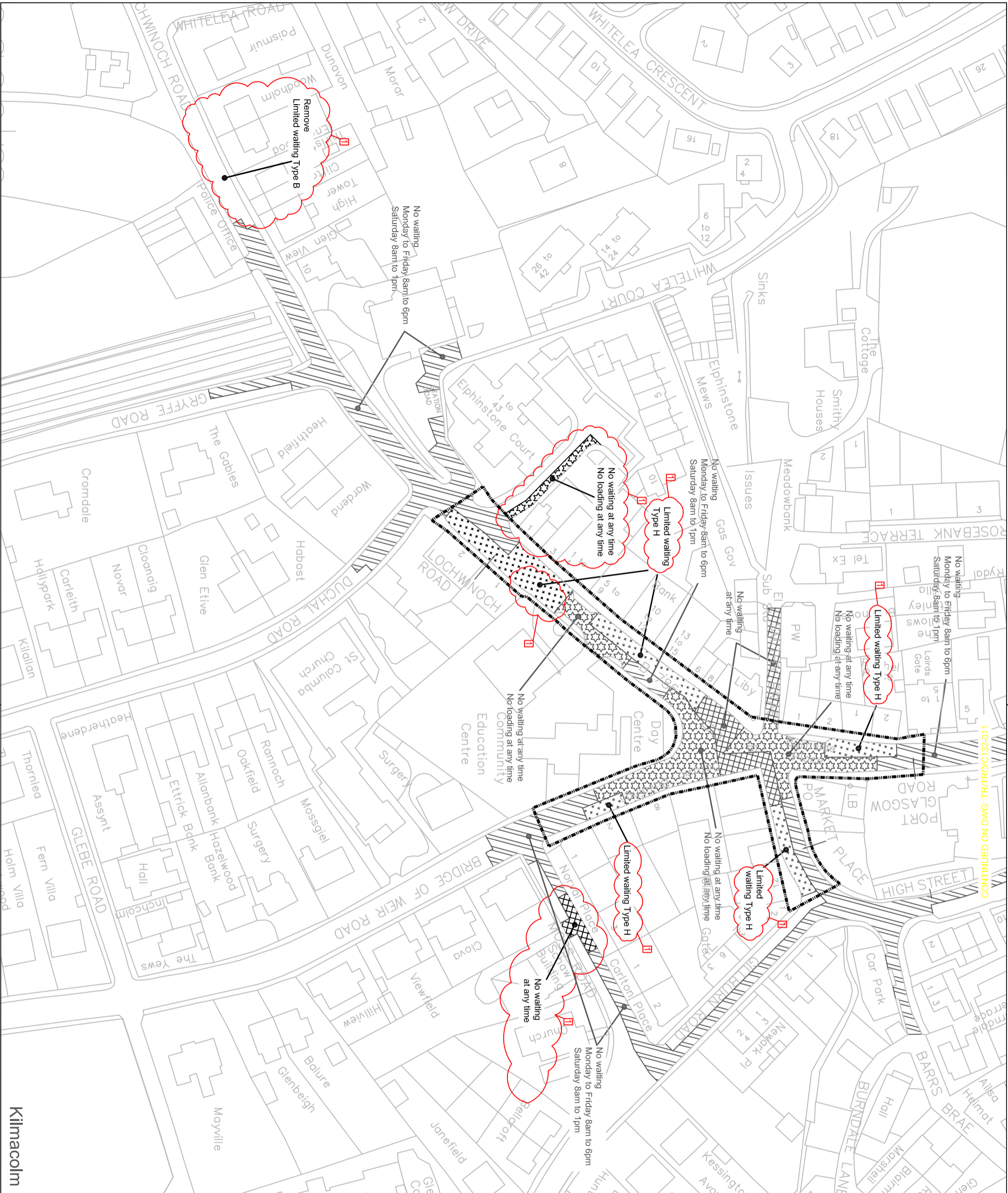
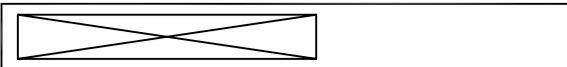
SCHEDULE 3

THE INVERCLYDE COUNCIL (VARIOUS ROADS) (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE) (WAITING RESTRICTIONS) ORDER 2013 PLAN INDEX

Plan Reference	Effective date of original plan	Effective date of Plan Revision										
		1	2	3	4	5	6	7	8	9	10	11
TR/TRO/C132-001	06/10/2014											
TR/TRO/C132-002	06/10/2014	#####										
TR/TRO/C132-003	06/10/2014	#####										
TR/TRO/C132-004	06/10/2014											
TR/TRO/C132-005	06/10/2014											
TR/TRO/C132-006	06/10/2014											
TR/TRO/C132-007	06/10/2014											
TR/TRO/C132-008	06/10/2014											
TR/TRO/C132-009	06/10/2014											
TR/TRO/C132-010	06/10/2014	#####										
TR/TRO/C132-011	06/10/2014											
TR/TRO/C132-012	#####											

DO NOT SCALE

A3 0 10 50



CONTINUED ON DWG: TR/TRO/C132-011

Key

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	No waiting at any time No loading at any time
	No waiting at times shown
	No waiting at any time No loading at times shown
	No waiting except taxis
	Limited waiting
	Limited waiting (see also for types of limited waiting referred to on these drawings)
	Parking place for permit holders at specified times
	Disabled person's parking place (subject to restrictions shown)
	Police parking place (subject to restrictions shown)
	Ambulance parking place (subject to restrictions shown)
	Loading bay
	No waiting at times shown and limited waiting (see also for types of limited waiting referred to on these drawings)

Parking Disc Area

Limited Waiting

Type A: Mon-Fri: 8am-9pm, 30mins. No return within 30mins

Type B: Mon-Fri: 8am-9pm, Saturday: 8am-1pm, 30mins. No return within 1 hour

Type C: Mon-Sat 8am-9pm, 30mins. No return within 1 hour

Type D: Mon-Sat 8am-9pm, 2 hours. No return within 30 mins

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

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

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

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

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

Type K: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins except Permit Holders

Type L: Mon-Sat 11am to 6pm, 1 hour. No return within 1 hour

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Stat	Purpose of Issue	Date	Auth
1	WAIT CHANGES, ELPHINSTONE CT, MOSS RD	EP JUN '15	EP MH
B	STATION RD AND LOCHWINNOCH RD AMENDED	MH NOV '13	MH MR
A	STL ADDED AT ELPHINSTONE COURT	MH JUNE '13	MH MR
Rev	Description	By	Date

INVERCLYDE COUNCIL

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THE INVERCLYDE COUNCIL (VARIOUS ROADS)
(PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE)
(WAITING RESTRICTIONS) (VARIATION No. 2)
ORDER 2015

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Drawn	Date	Date	Date	Date
P	FEB '13	FEB '13	FEB '13	FEB '13
Drawing Number	TR/TRO/C132-010	Rev		
		1		

Kilmacolm

THE INVERCLYDE COUNCIL
**(VARIOUS ROADS) (GOUROCK, INVERKIP &
WEMYSS BAY)(WAITING RESTRICTIONS)**
(VARIATION NO. 1) ORDER 2015

TRAFFIC REGULATION ORDER

**THE INVERCLYDE COUNCIL
(VARIOUS ROADS) (GOUROCK, INVERKIP & WEMYSS BAY)
(WAITING RESTRICTIONS) (VARIATION NO. 1) ORDER 2015**

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

1.0 Commencement and citation

1.1 This Order shall come into operation on the ## day of ##, Two Thousand and ## and may be cited as “The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) (Variation No. 1) Order 2015”.

2.0 Interpretation

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

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

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

2.4 The On-Street Plans forming Schedule 1 to this Order and titled “The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) (Variation No. 1) Order 2015 On-Street Plans” are hereby incorporated into “The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) Order 2013” and recorded in “The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) Order 2013 Plan Index”.

2.5 The Plan Index forms Schedule 2.

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

This Order and the two Schedules annexed hereto are sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by ##.

SCHEDULE 1

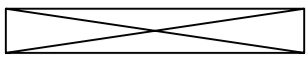
**The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions)
(Variation No. 1) Order 2015 On-Street Plans**

SCHEDULE 2

SCHEDULE 3

THE INVERCLYDE COUNCIL (VARIOUS ROADS) (GOUROCK, INVERKIP & WEMYSS BAY) (WAITING RESTRICTIONS) ORDER 2013
PLAN INDEX

Plan Reference	Effective date of original plan	Effective date of Plan Revision										
		1	2	3	4	5	6	7	8	9	10	11
TR/TRO/C133-001	06/10/2014											
TR/TRO/C133-002	06/10/2014											
TR/TRO/C133-003	06/10/2014											
TR/TRO/C133-004	06/10/2014											
TR/TRO/C133-005	06/10/2014											
TR/TRO/C133-006	06/10/2014											
TR/TRO/C133-007	06/10/2014											
TR/TRO/C133-008	06/10/2014											
TR/TRO/C133-009	06/10/2014											
TR/TRO/C133-010	06/10/2014											
TR/TRO/C133-011	06/10/2014											
TR/TRO/C133-012	#####											



Key	Description
	No waiting at any time
	No waiting at any time
	No waiting at any time
	No waiting at times shown
	No waiting at any time
	No waiting at times shown
	No waiting except taxis
	Limited waiting (of period waiting referred to on these drawings)
	Parking place for permit holders at specified times
	Disabled person's parking place (subject to restrictions shown)
	Police parking place (subject to restrictions shown)
	Ambulance parking place (subject to restrictions shown)
	Loading bay
	No waiting at times shown and limited waiting (see above for types of limited waiting referred to on these drawings)

Limited Waiting
 Type A: Mon-Fri, 8am-9pm, 30mins. No return within 30mins
 Type B: Mon-Fri, 8am-9pm, Saturday 8am-1pm, 30mins. No return within 1 hour
 Type C: Mon-Sat 8am-9pm, 30mins. No return within 1 hour
 Type D: Mon-Sat 8am to 9pm, 30 mins. No return within 1 hour
 Type E: Mon-Sat 8am to 9pm, 1 hour. No return within 30 mins
 Type F: Mon-Sat 8am to 9pm, 2 hours. No return within 30 mins
 Type G: Mon-Sat 8am to 9pm, 2 hours. No return within 30 mins
 Type H: Mon-Sat 8am to 9pm, 2 hours. No return within 30 mins
 Type I: Mon-Sat 8am to 9pm, 2 hours. No return within 30 mins except Permit holders
 Type J: Mon-Sat 8am to 9pm, 2 hours. No return within 30 mins except Permit holders
 Type K: Mon-Sat 8am to 9pm, 1 hour. No return within 1 hour
 Type L: Mon-Sat 8am to 9pm, 1 hour. No return within 1 hour

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Sheet	Purpose of Issue	Date	Auth
1	WAITING RESTRICTIONS ADDED STATION AVE	EP JUN '15	EP MH
Rev	Description	By	Date
1			

INVERCLYDE COUNCIL
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THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (GOURK, INVERKIP & WEWYSS BAY)
 (WAITING RESTRICTIONS) (VARIATION NO. 1)
 ORDER 2015

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Autocad
A3	1:1250	EP	EP	MH
Status	Drawing Number	Date JUN '15	Date JUN '15	Date JUN '15
P	TR/TRO/C133-012			Rev

THE INVERCLYDE COUNCIL

**(VARIOUS ROADS) (GOUROCK, INVERKIP &
WEMYSS BAY) (WAITING RESTRICTIONS)**
(VARIATION NO. 2) ORDER 2015

TRAFFIC REGULATION ORDER

**THE INVERCLYDE COUNCIL
(VARIOUS ROADS) (GOUROCK, INVERKIP & WEMYSS BAY)
(WAITING RESTRICTIONS) (VARIATION NO. 2) ORDER 2015**

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

1.0 Commencement and citation

1.1 This Order shall come into operation on the ** day of **, Two thousand and ** and may be cited as “The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) (Variation No. 2) Order 2015”.

2.0 Interpretation

2.1 In this Order except where the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:

“Parking Disc” means a Council approved device which is capable of showing the Quarter Hour Period during which a Motor Vehicle arrived at a Limited Waiting Parking Place;

“Parking Disc Area” means any road or part of a road contained within the Parking Disc Area boundary, specified in the maps forming Schedule 1 to this Order;

“Quarter Hour Period” means a period of a quarter of an hour starting at any hour or fifteen, thirty or forty-five minutes past the hour which can be shown on a Parking Disc; and

“Relevant Position” means:

- (a) for the display of a Parking Disc, that the Parking Disc is displayed either on the inside of the front windscreen of the Motor Vehicle, where the Motor Vehicle is fitted with a front windscreen, or in a conspicuous position on the Motor Vehicle so that, in either case, all the information recorded on the front of the Parking Disc is legible and clearly visible to a person standing at the front or nearside of the Motor Vehicle and the Parking Disc shall be displayed for the whole time that the Motor Vehicle remains in the Parking Place;
- (b) for the display of a Disabled Person’s Badge, that the Disabled Person’s Badge is displayed as prescribed by Regulation 12 of the Disabled Persons (Badges for Motor Vehicles) (Scotland) Regulations 2000 (as amended).

- 2.2 Except where otherwise stated, any reference in this Order to a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order.
- 2.3 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, modified, re-enacted, replaced or supplemented by any subsequent enactment.
- 2.4 The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any regulation made or having effect as if made under the Act or by or under any other enactment provided that where a prohibition or restriction which is imposed, varied or revoked by this Order is in conflict with a prohibition or restriction imposed by a previous Order, then the provision of this Order shall prevail.
- 2.5 The On-Street Plans forming Schedule 1 to this Order and titled “The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) (Variation No. 2) Order 2015 On-Street Plans” are hereby incorporated into “The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) Order 2013” and recorded in “The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) Order 2013 Plan Index”.
- 2.6 The Plan Index forms Schedule 2.
- 2.7 The Interpretation Act 1978 (as amended) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

3.0 Limited waiting

- 3.1 Save as provided in Article 3.8 of this Order the Driver of a Motor Vehicle, shall on the arrival, and throughout the period of waiting at a Limited Waiting Parking Place within the Parking Disc Area, exhibit on the Motor Vehicle a Parking Disc in accordance with the provisions of Articles 3.2 and 3.3.
- 3.1.1. No person shall, except upon the direction of a police constable in uniform, a Parking Attendant or an Authorised Person, cause or permit any Motor Vehicle to wait during that period in that part of the Road:
- (a) for longer than the maximum period of waiting specified for that part of the Road; or
 - (b) if a period of less than the no return interval specified for that part of the Road has elapsed since the termination during the said hours of the last period of waiting (if any) of the Motor Vehicle in that part of the Road.
- 3.2 Save as provided in Article 3.8 the Parking Disc shall be exhibited on the Motor Vehicle in a Relevant Position.

- 3.3 Save as provided in Article 3.8 the Parking Disc while exhibited on the Motor Vehicle shall be so placed that the Quarter Hour Period during which the Motor Vehicle arrived at a Limited Waiting Parking Place within the Parking Disc Area shown on the front of the Parking Disc is clearly visible to a person standing on the nearside of the Motor Vehicle.
- 3.4 When a Parking Disc has been displayed on a Motor Vehicle in accordance with the provisions of Articles 3.1, 3.2 and 3.3 of this Order, no person shall remove the Parking Disc from the Motor Vehicle unless authorised to do so by the Driver of the Motor Vehicle.
- 3.5 The Driver of a Motor Vehicle shall, on exhibiting the Parking Disc on the Motor Vehicle in accordance with Articles 3.1, 3.2 and 3.3 of this Order, set the Parking Disc so that it indicates the Quarter Hour Period during which the Motor Vehicle arrived at a Limited Waiting Parking Place within the Parking Disc Area.
- 3.6 Subject to the provisions of Article 3.8 of this Order, the Driver of a Motor Vehicle shall not permit it to wait continuously in a Limited Waiting Parking Place within the Parking Disc Area for a period longer than the waiting period permitted as shown in the On-Street Plans and such period of parking shall be calculated as commencing from the later time indicated on the Parking Disc, set in accordance with the provisions of Article 3.5 hereof.
- 3.7 When a Parking Disc exhibited in pursuance of Articles 3.1, 3.2 and 3.3 of this Order on a Motor Vehicle waiting in a Limited Waiting Parking Place within the Parking Disc Area is showing a Quarter Hour Period, the later time indicated by the Parking Disc showing the end of that period shall be treated as sufficient evidence that the Motor Vehicle has been waiting in that Limited Waiting Parking Place within the Parking Disc Area since that later time in any proceedings for an offence under Article 3.6 of this Order and Section 5 of the Road Traffic Regulation Act 1984 (as amended).
- 3.8 Nothing in Articles 3.1, 3.2 and 3.3 of this Order shall apply to:-
- (a) a Disabled Persons' Vehicle which is not causing an obstruction.
 - (b) any two wheeled Motor Cycle not having a sidecar attached thereto.
 - (c) any Motor Vehicle from which Goods are being Loaded.
 - (d) any Motor Vehicle from which a person is boarding or alighting.
 - (e) any Motor Vehicle being used in connection with;
 - (i) building, industrial or demolition operations;
 - (ii) the removal of any obstruction to traffic;
 - (iii) the maintenance, improvement or reconstruction of the said parts of the Road; or
 - (iv) the laying, erection, alteration, removal or repair in or adjacent to any Road, of any sewer or of any main, pipe or apparatus for the

supply of gas, water or electricity, or of any Electronic Communications Apparatus or Traffic Sign;

if it cannot conveniently be used for such purpose in any other Road.

- (f) any Motor Vehicle being used in pursuance of statutory powers and duties if it cannot conveniently be used for such purpose in any other Road.
- (g) any Motor Vehicle which is being used for fire and rescue service, police, ambulance or other emergency service purposes.
- (h) a maximum of three Motor Vehicles involved in a funeral or a wedding ceremony waiting at or near to any premises situated on or adjacent to the said parts of the Road so long as the waiting by these Motor Vehicles is reasonably necessary.

3.9 No person shall:

- (a) after the Parking Disc exhibited on the Motor Vehicle has been set in accordance with Article 3.5, alter the indications given by that Parking Disc whilst the Motor Vehicle remains in the Limited Waiting Parking Place within the Parking Disc Area.
- (b) knowingly exhibit on any Motor Vehicle any Parking Disc which has been altered, defaced, mutilated or added to or upon which the figures or particulars have become illegible.

This Order and the two Schedules annexed hereto are sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by ##

SCHEDULE 1

**The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions)
(Variation No. 2) Order 2015 On-Street Plans**

SCHEDULE 2

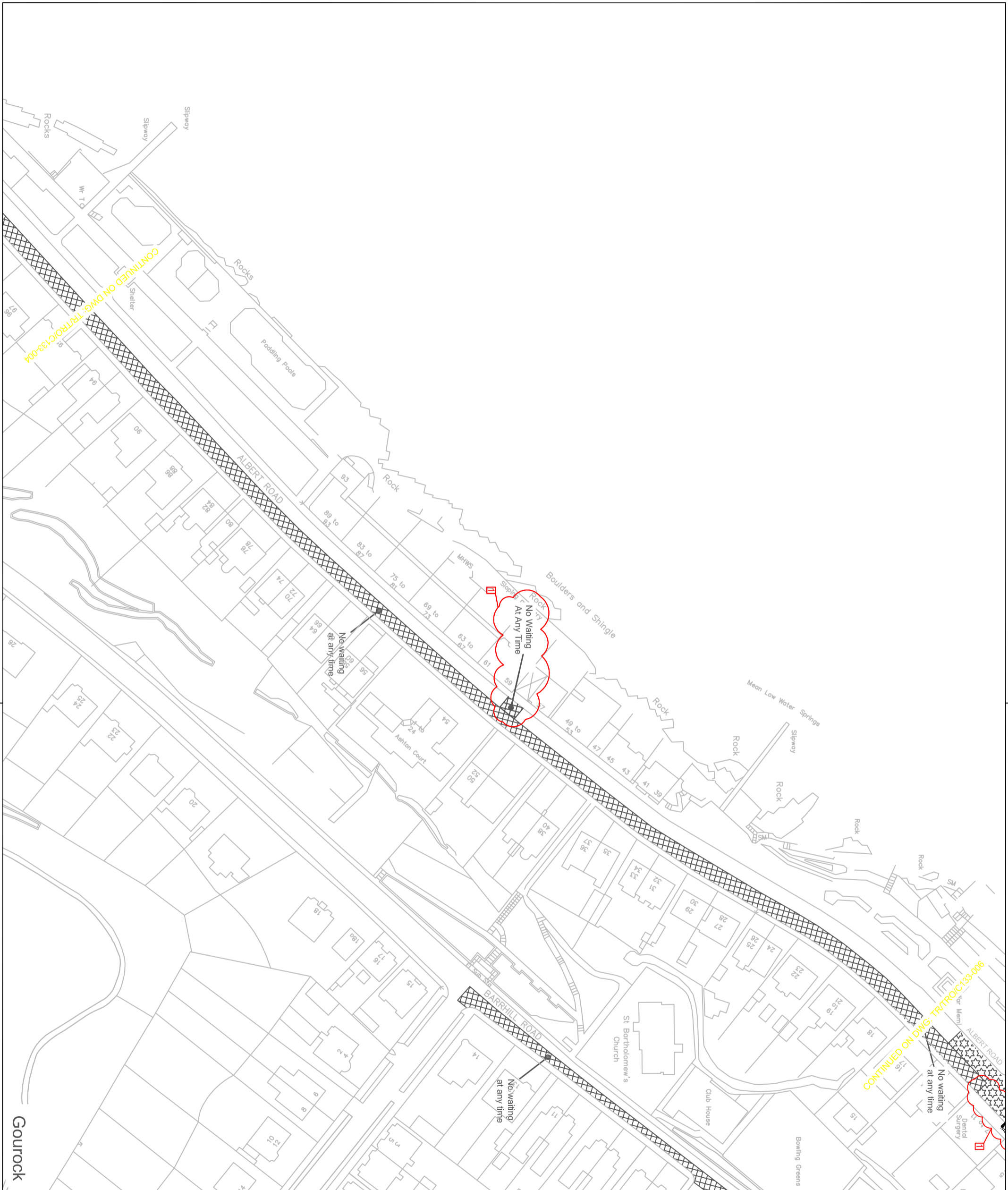
SCHEDULE 3

THE INVERCLYDE COUNCIL (VARIOUS ROADS) (GOUROCK, INVERKIP & WEMYSS BAY) (WAITING RESTRICTIONS) ORDER 2013
PLAN INDEX

Plan Reference	Effective date of original plan	Effective date of Plan Revision										
		1	2	3	4	5	6	7	8	9	10	11
TR/TRO/C133-001	06/10/2014											
TR/TRO/C133-002	06/10/2014											
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TR/TRO/C133-012	#####											
TR/TRO/C133-013	#####											
TR/TRO/C133-014	#####											
TR/TRO/C133-015	#####											
TR/TRO/C133-016	#####											

DO NOT SCALE

A3 0 10 50



Symbol	Description
[Pattern]	No waiting at any time
[Pattern]	No waiting at any time
[Pattern]	No loading at any time
[Pattern]	No waiting at times shown
[Pattern]	No waiting at any time
[Pattern]	No loading at times shown
[Pattern]	No waiting except taxis
[Pattern]	Limited waiting (see notes for times of limited waiting referred to on these drawings)
[Pattern]	Parking place for permit holders at specified times (subject to restrictions shown)
[Pattern]	Police parking place (subject to restrictions shown)
[Pattern]	Ambulance parking place (subject to restrictions shown)
[Pattern]	Loading bay
[Pattern]	No waiting at times shown and Limited waiting (see notes for types of limited waiting referred to on these drawings)

Parking Disc Area

Limited Waiting
 Type A: Mon-Fri, 8am-9pm, 30mins. No return within 30mins
 Type B: Mon-Fri, 8am-9pm, Saturday 8am-1pm, 30mins. No return within 1 hour
 Type C: Mon-Sat 8am-9pm, 30mins. No return within 1 hour
 Type D: Mon-Sat 8am to 9pm, 30 mins. No return within 1 hour
 Type E: Mon-Sat 8am to 9pm, 1 hour. No return within 30 mins
 Type F: Mon-Sat 8am to 9pm, 2 hours. No return within 30 mins
 Type G: Mon-Sat 8am to 9pm, 2 hours. No return within 30 mins
 Type H: Mon-Sat 8am to 9pm, 1 hour. No return within 1 hour
 Type J: Mon-Sat 8am to 9pm, 1 hour. No return within 30 mins except Permit Holders
 Type K: Mon-Sat 11am to 9pm, 2 hours. No return within 30 mins except Permit Holders
 Type L: Mon-Sat 11am to 9pm, 1 hour. No return within 1 hour

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Start	Purpose of Issue	Date	Auth
1	NWMT ADDED OUTSIDE 57-59 ALBERT RD	EP JUN '15	EP MH

INVERCLYDE COUNCIL
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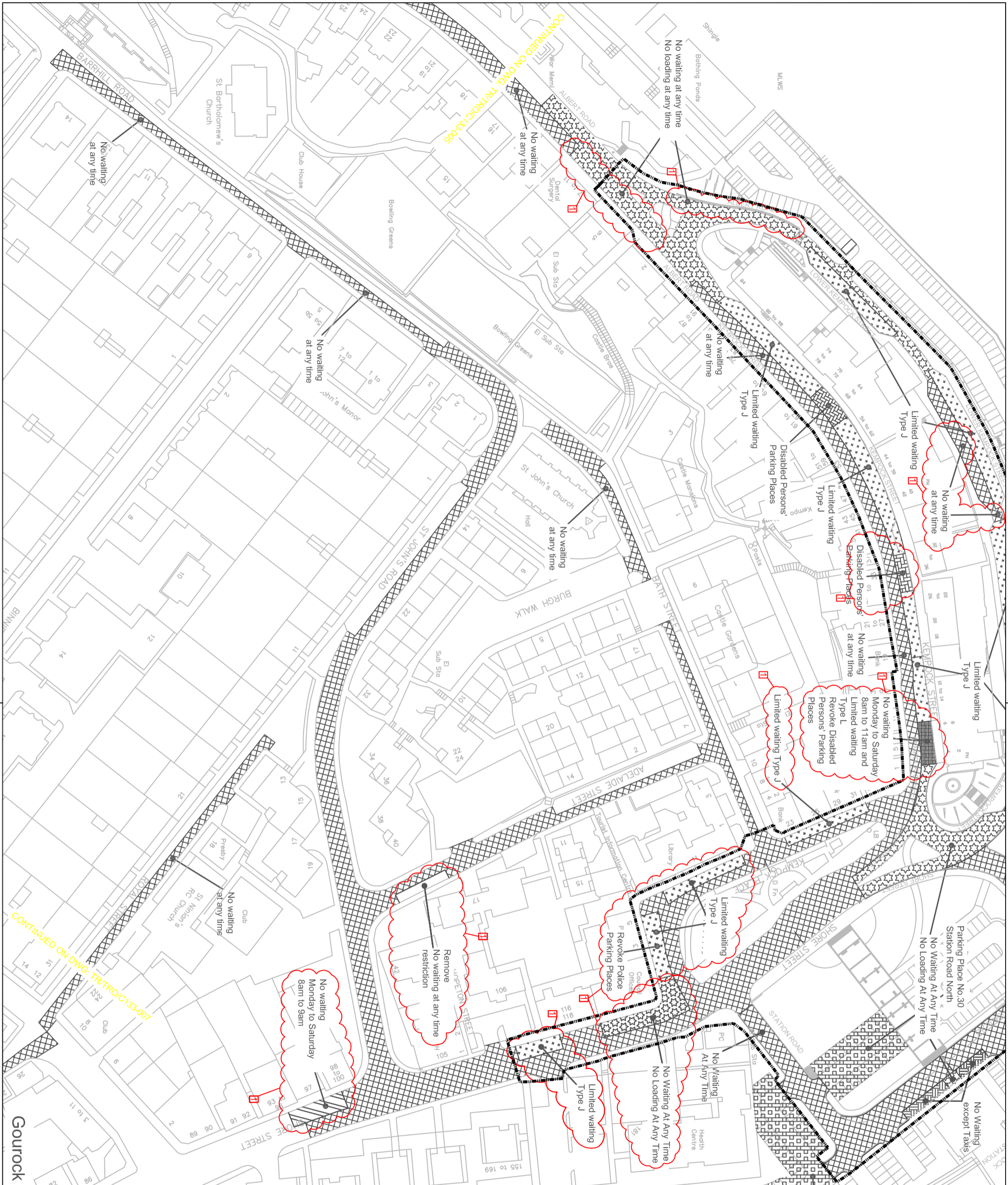
THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (GOUROCK, INVERKIP & WEMYSS BAY)
 (WAITING RESTRICTIONS) (VARIATION NO. 2)
 ORDER 2015

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Status	Drawing Number	Date FEB '13	Date FEB '13	Date FEB '13
P	TR/TRO/C133-005			Rev 1

DO NOT SCALE

A3 0 10 50



Key

	No waiting at any time
	No waiting at any time No loading at any time
	No waiting at times shown
	No waiting at any time No loading at times shown
	No waiting except taxis
	Limited waiting
	Limited waiting (referenced to hours shown)
	Parking place for permit holders at specified times
	Disabled person's parking place (subject to restrictions shown)
	Police parking place (subject to restrictions shown)
	Ambulance parking place (subject to restrictions shown)
	Loading bay
	No waiting at times shown and Limited waiting (see above for types of limited waiting referred to on hours shown)

Parking Disc Area

Limited Waiting

Type A: Mon-Fri: 8am-9pm, 30mins. No return within 30mins

Type B: Mon-Fri: 8am-9pm, Saturday 8am-1pm, 30mins. No return within 1 hour

Type C: Mon-Sat 8am-9pm, 2 hours. No return within 1 hour

Type D: Mon-Sat 8am to 9pm, 30 mins. No return within 30 mins

Type E: Mon-Sat 8am to 9pm, 1 hour. No return within 30 mins

Type F: Mon-Sat 8am to 9pm, 2 hours. No return within 30 mins

Type G: Mon-Sat 8am to 9pm, 2 hours. No return within 30 mins

Type H: Mon-Sat 8am to 9pm, 2 hours. No return within 30 mins

Type I: Mon-Sat 8am to 9pm, 2 hours. No return within 30 mins except Permit holders

Type J: Mon-Sat 11am to 9pm, 1 hour. No return within 1 hour

Type K: Mon-Sat 11am to 9pm, 1 hour. No return within 1 hour

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Stat	Purpose of Issue	Date	Auth
1	VARIOUS CHANGES	EP JUN '15	EP MH
Rev	Description	By	Date
			Chk'd Auth

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Inverclyde Council

THE INVERCLYDE COUNCIL (VARIOUS ROADS) (GOUROCK, INVERKIP & WEMYSS BAY) (WAITING RESTRICTIONS) (VARIATION NO. 2) ORDER 2015

EFFECTIVE DATE:

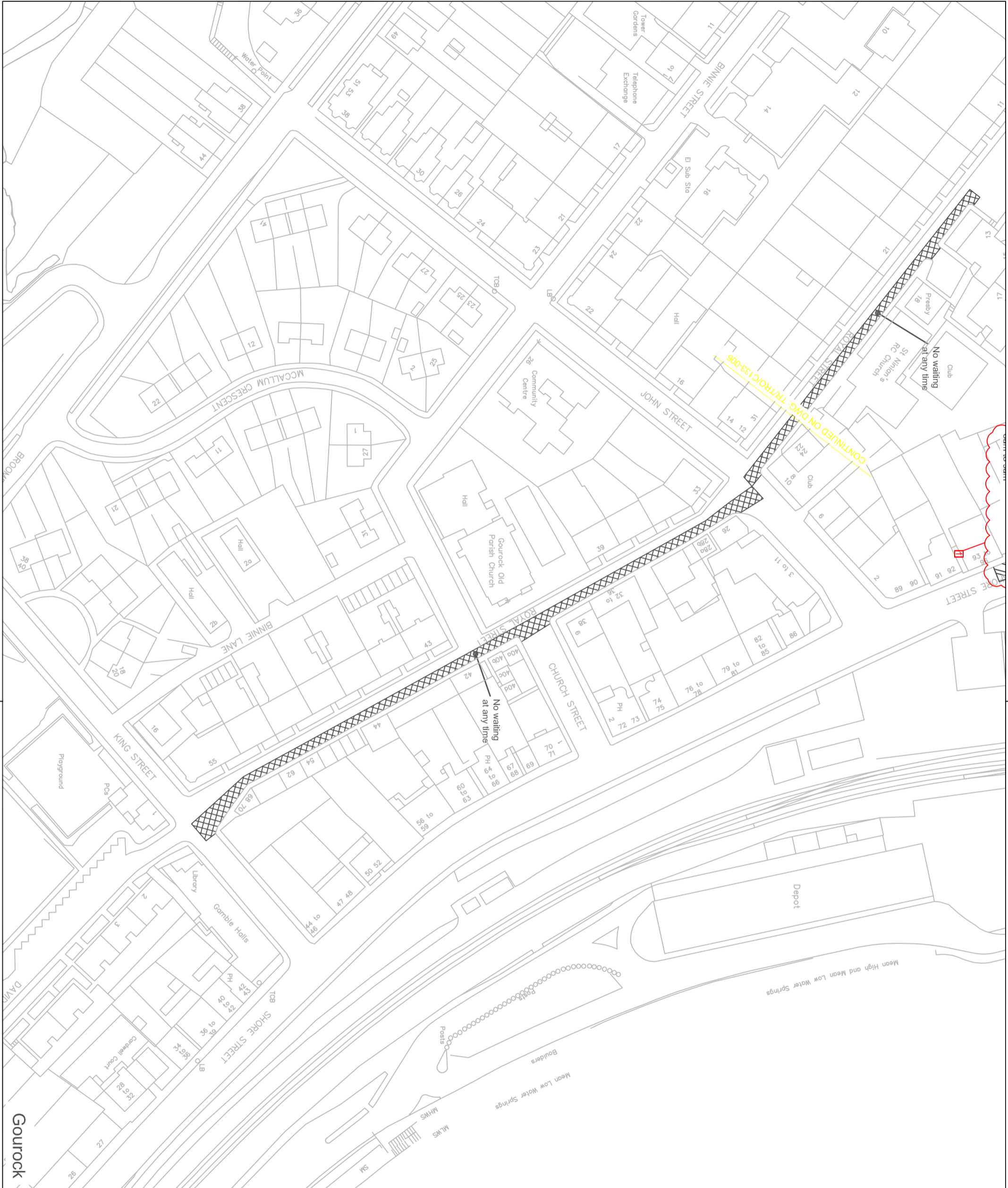
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Drawn	Date	Date	Date	Date
1	FEB '13	FEB '13	FEB '13	FEB '13

Drawing Number: TR/TRO/C133-006

Rev: 1

DO NOT SCALE

A3 0 10 50



Key

	No waiting at any time
	No waiting at any time No loading at any time
	No waiting at times shown
	No waiting at any time No loading at times shown
	No waiting except taxis
	Limited waiting (No waiting at times of fresh water referred to on these drawings)
	Parking place for permit holders at specified times
	Disabled person's parking place (subject to restrictions shown)
	Police parking place (subject to restrictions shown)
	Ambulance parking place (subject to restrictions shown)
	Loading bay
	No waiting at times shown and limited waiting (see above for types of hatched waiting referred to on these drawings)

Limited Waiting
 Type A: Mon-Fri, 8am-9pm, 30mins. No return within 30mins
 Type B: Mon-Fri, 8am-9pm, Saturday 8am-1pm, 30mins.
 No return within 1 hour
 Type C: Mon-Sat 8am-9pm, 30mins. No return within 1 hour
 Type D: Mon-Sat 8am to 9pm, 30 mins. No return within 1 hour
 Type E: Mon-Sat 8am to 9pm, 1 hour. No return within 30 mins
 Type F: Mon-Sat 8am to 9pm, 2 hours. No return within 30 mins
 Type G: Mon-Sat 8am to 9pm, 2 hours. No return within 30 mins
 Type H: Mon-Sat 8am to 9pm, 1 hour. No return within 30 mins
 Type I: Mon-Sat 8am to 9pm, 2 hours. No return within 30 mins except Permit holders
 Type J: Mon-Sat 8am to 9pm, 1 hour. No return within 1 hour
 Type K: Mon-Sat 8am to 9pm, 2 hours. No return within 30 mins except Permit holders
 Type L: Mon-Sat 11am to 9pm, 1 hour. No return within 1 hour

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Slut	Purpose of Issue	Date	Auth
1	NO WAITING SPECIFIED TIMES ON SHORE ST	EP JUN '15	EP MH
Rev	Description	By	Date
			Chk'd Auth

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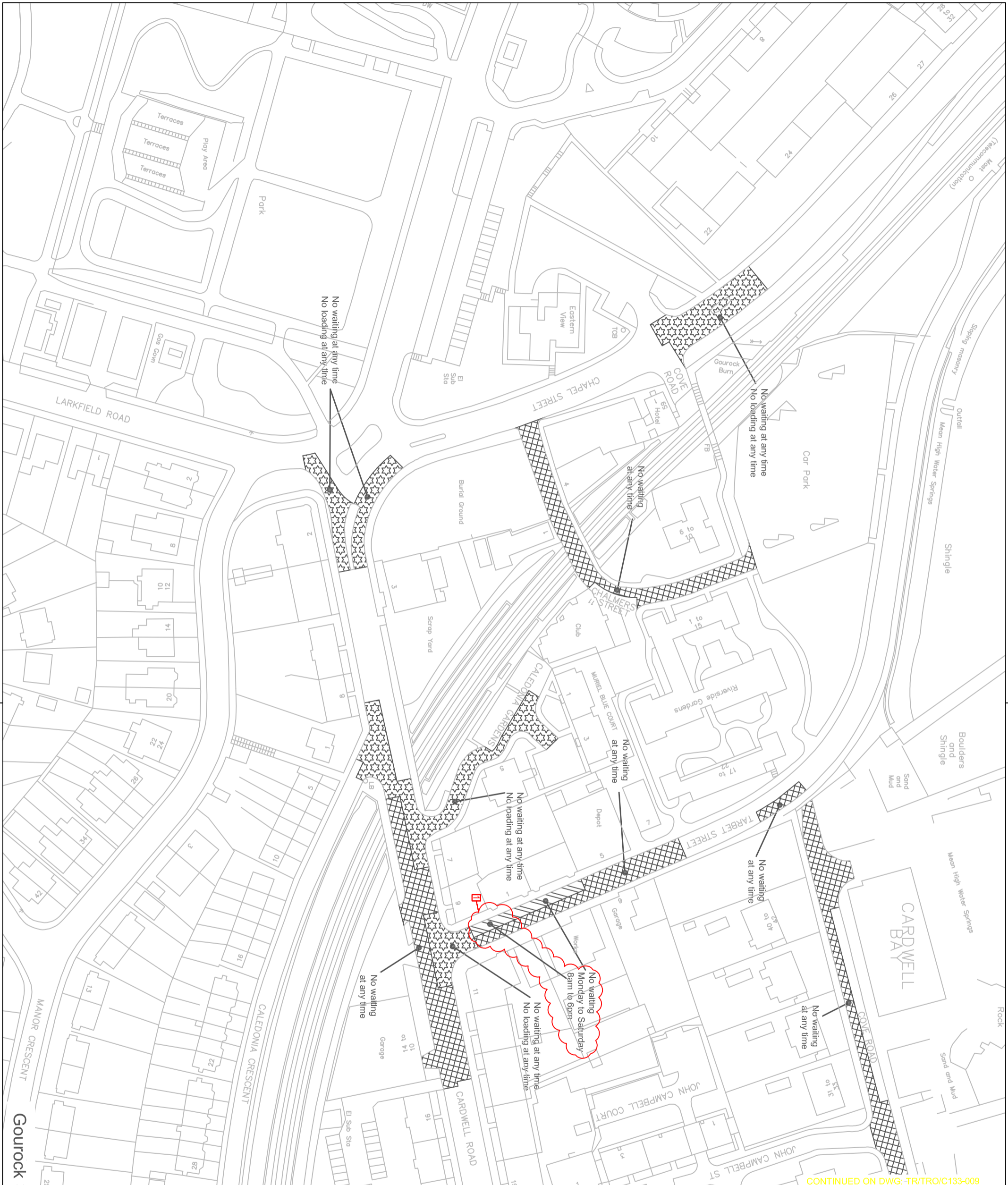
THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (GOURROCK, INVERKIP & WEMYSS BAY)
 (WAITING RESTRICTIONS) (VARIATION No. 2)
 ORDER 2015

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
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Status	Drawing Number	Date FEB '13	Date FEB '13	Date FEB '13
P	TR/TRO/C133-007			Rev 1

DO NOT SCALE

A3 0 10 50



CONTINUED ON DWG: TR/TRO/C133-009

Key	Description
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[Hatched pattern]	No waiting at times shown
[Hatched pattern]	No loading at times shown
[Hatched pattern]	No waiting except taxis
[Hatched pattern]	Unlimited waiting (see notes for further restrictions)
[Hatched pattern]	Parking place for permit holders at specified times
[Hatched pattern]	Disabled person's parking place (subject to restrictions shown)
[Hatched pattern]	Police parking place (subject to restrictions shown)
[Hatched pattern]	Ambulance parking place (subject to restrictions shown)
[Hatched pattern]	Landing bay
[Hatched pattern]	No waiting at times shown and limited waiting (see notes for types of limited waiting reserved to on these drawings)

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Scale

Unlimited waiting
 Type A: Mon-Fri, 8am-6pm, 30mins. No return within 30mins
 Type B: Mon-Fri, 8am-6pm, Saturday 8am-1pm, 30mins. No return within 1 hour
 Type C: Mon-Sat 8am-6pm, 2 hours. No return within 1 hour
 Type D: Mon-Sat 8am to 6pm, 30 mins. No return within 1 hour
 Type E: Mon-Sat 8am to 6pm, 1 hour. No return within 30 mins
 Type F: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
 Type G: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
 Type H: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins
 Type I: Mon-Fri 8am to 6pm, 1 hour. No return within 30 mins except Permit Holders
 Type J: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins except Permit Holders
 Type K: Mon-Fri 8am to 6pm, 1 hour. No return within 1 hour
 Type L: Mon-Sat 11am to 6pm, 1 hour. No return within 1 hour

Stat	Purpose of Issue	Date	Auth
1	CHANGE N/WAIT TO NW SPECIFIED TIMES	EP JUL '15	EP MH

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Inverclyde Council

THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (GOUROCK, INVERKIP & WEMYSS BAY)
 (WAITING RESTRICTIONS) (VARIATION No. 2)
 ORDER 2015

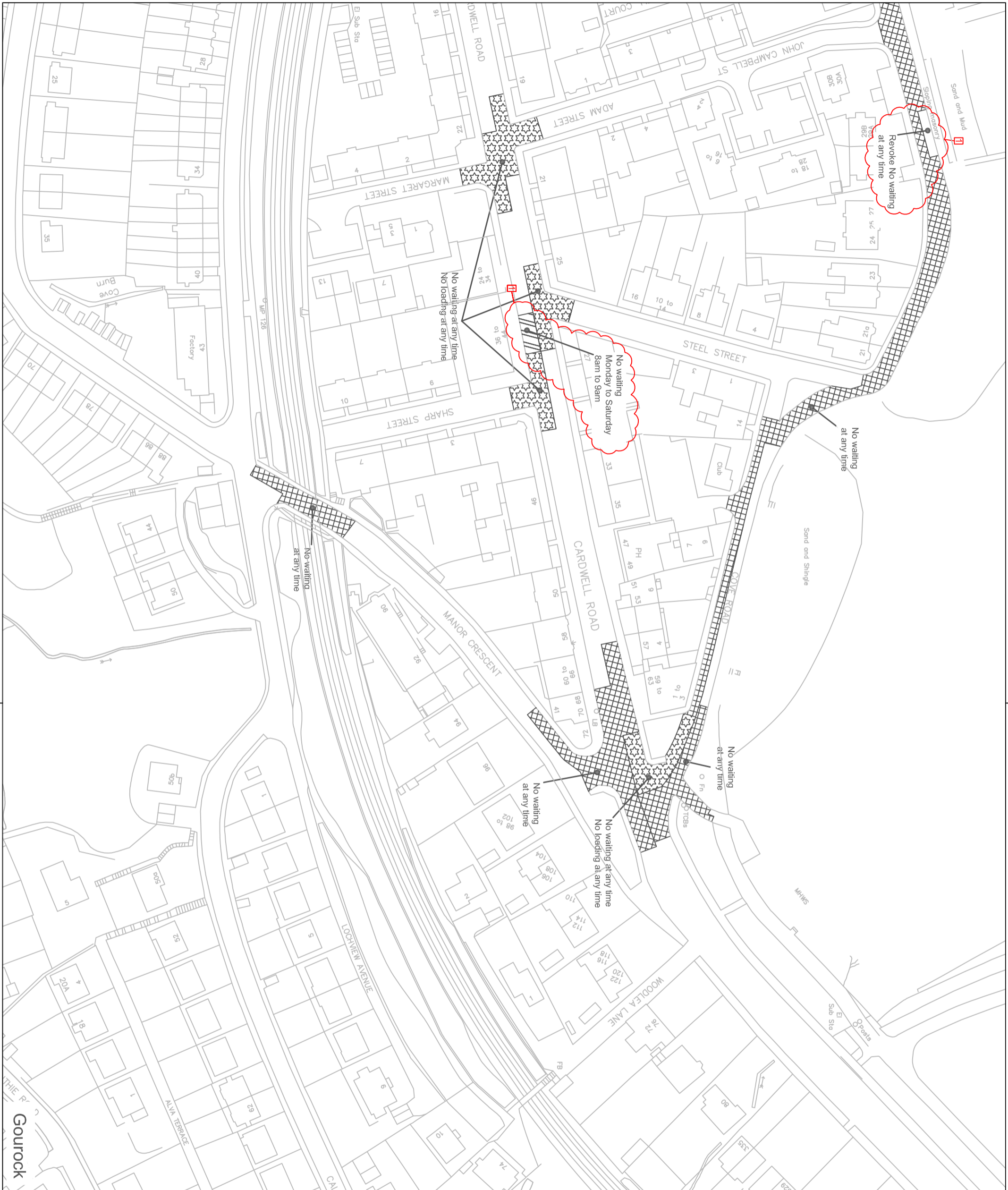
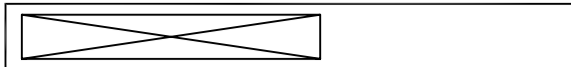
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Drawn	Date	Date	Date	Rev
P	FEB '13	FEB '13	FEB '13	1

Drawing Number: TR/TRO/C133-008

DO NOT SCALE

A3 0 10 50



Key

	No waiting at any time
	No waiting at any time
	No waiting at times shown
	No waiting at times shown
	No waiting at times shown
	No waiting at times shown
	No waiting except taxis
	Limited waiting (see below for times of limited waiting referred to on these drawings)
	Parking place for permit holders at specified times
	Disabled person's parking place (subject to restrictions shown)
	Police parking place (subject to restrictions shown)
	Ambulance parking place (subject to restrictions shown)
	Landing bay
	No waiting at times shown and limited waiting (see above types of limited waiting referred to on these drawings)

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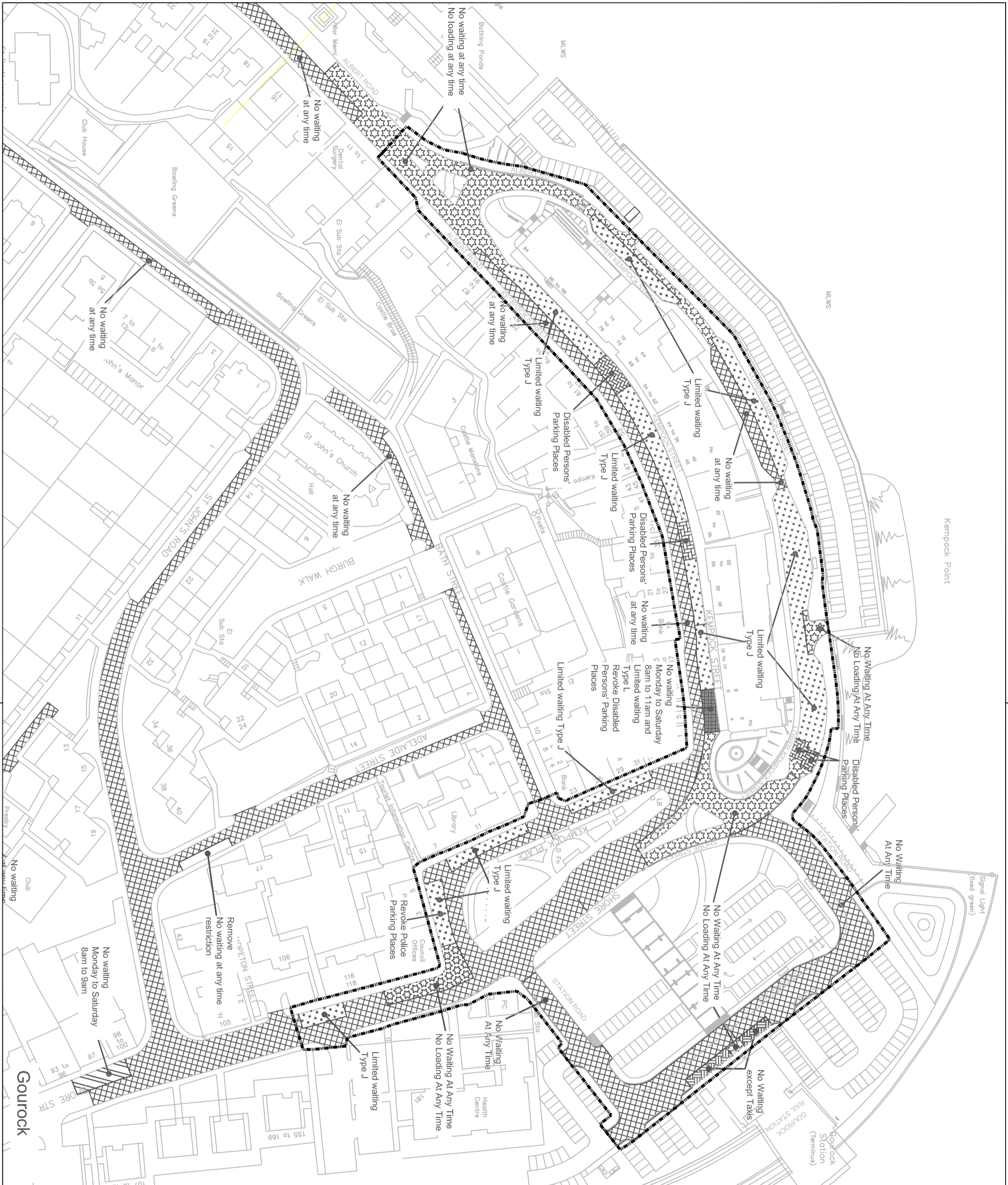
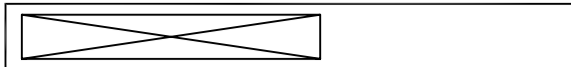
Legend:

- Limited Waiting
- Type A: Mon-Fri, 8am-9pm, 30mins. No return within 30mins
- Type B: Mon-Fri, 8am-9pm, Saturday 8am-1pm, 30mins. No return within 1 hour
- Type C: Mon-Sat 8am-9pm, 30mins. No return within 1 hour
- Type D: Mon-Sat 8am to 9pm, 2 hours. No return within 30 mins
- Type E: Mon-Sat 8am to 9pm, 30 mins. No return within 30 mins
- Type F: Mon-Sat 8am to 9pm, 2 hours. No return within 30 mins
- Type G: Mon-Sat 8am to 9pm, 2 hours. No return within 30 mins
- Type H: Mon-Sat 8am to 9pm, 1 hour. No return within 30 mins
- Type J: Mon-Sat 8am to 9pm, 1 hour. No return within 30 mins except Permit Holders
- Type K: Mon-Sat 8am to 9pm, 2 hours. No return within 30 mins except Permit Holders
- Type L: Mon-Sat 11am to 9pm, 1 hour. No return within 1 hour

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Date	DATE	DATE	DATE	DATE
FEB '13	FEB '13	FEB '13	FEB '13	FEB '13
Revision	Number	By	Date	Chk'd/ Auth
1	1	EP	JUN '15	EP
<p>INVERCLYDE COUNCIL 71 East Hamilton Street Greenock PA15 2UA Tel: 01475 717171 Email: roads@inverclyde.gov.uk www.inverclyde.gov.uk</p>				
<p>THE INVERCLYDE COUNCIL (VARIOUS ROADS) (GOUROCK, INVERKIP & WEMYSS BAY) (WAITING RESTRICTIONS) (VARIATION NO. 2) ORDER 2015</p>				
<p>EFFECTIVE DATE:</p>				
<p>THE INVERCLYDE COUNCIL</p>				
<p>INVERCLYDE COUNCIL</p>				
<p>Gourock</p>				
Scale	Original Scale	Designed/Drawn	Checked	Authorised
P	1:1250	MJH	MJH	MR
Date	DATE	DATE	DATE	DATE
FEB '13	FEB '13	FEB '13	FEB '13	FEB '13
Revision	Number	By	Date	Chk'd/ Auth
1	1	EP	JUN '15	EP

DO NOT SCALE

A3 0 10 50



Symbol	Description
[Diagonal lines /]	No waiting at any time
[Diagonal lines \]	No waiting at any time
[Cross-hatch]	No waiting at times shown
[Dotted]	No waiting at any time
[Horizontal lines]	No waiting at times shown
[Vertical lines]	No waiting except taxis
[Star pattern]	Limited waiting (see below for times of limited waiting referred to on these drawings)
[Star pattern with dots]	Parking place for permit holders at specified times (subject to restrictions shown)
[Star pattern with dots and lines]	Disabled person's parking place (subject to restrictions shown)
[Star pattern with dots and lines]	Police parking place (subject to restrictions shown)
[Star pattern with dots and lines]	Ambulance parking place (subject to restrictions shown)
[Star pattern with dots and lines]	Landing bay
[Star pattern with dots and lines]	No waiting at times shown and Limited waiting (see below for types of limited waiting referred to on these drawings)

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Limited Waiting
 Type A: Mon-Fri, 8am-9pm, 30mins. No return within 30mins
 Type B: Mon-Fri, 8am-9pm, Saturday 8am-1pm, 30mins. No return within 1 hour
 Type C: Mon-Sat 8am-9pm, 30mins. No return within 1 hour
 Type D: Mon-Sat 8am-9pm, 2 hours. No return within 1 hour
 Type E: Mon-Sat 8am to 9pm, 30 mins. No return within 30 mins
 Type F: Mon-Sat 8am to 9pm, 1 hour. No return within 30 mins
 Type G: Mon-Sat 8am to 9pm, 2 hours. No return within 30 mins
 Type H: Mon-Sat 8am to 9pm, 1 hour. No return within 30 mins
 Type I: Mon-Sat 8am to 9pm, 2 hours. No return within 30 mins except Permit Holders
 Type J: Mon-Sat 11am to 9pm, 1 hour. No return within 1 hour
 Type K: Mon-Sat 11am to 9pm, 2 hours. No return within 30 mins except Permit Holders
 Type L: Mon-Sat 11am to 9pm, 1 hour. No return within 1 hour

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised	
A3	1:1250	EP	EP	WH	
Date	JUN '15	Date	JUN '15	Date	JUN '15
Status	Drawing Number	Rev			
P	TR/TRO/C133-013	-			

EFFECTIVE DATE:

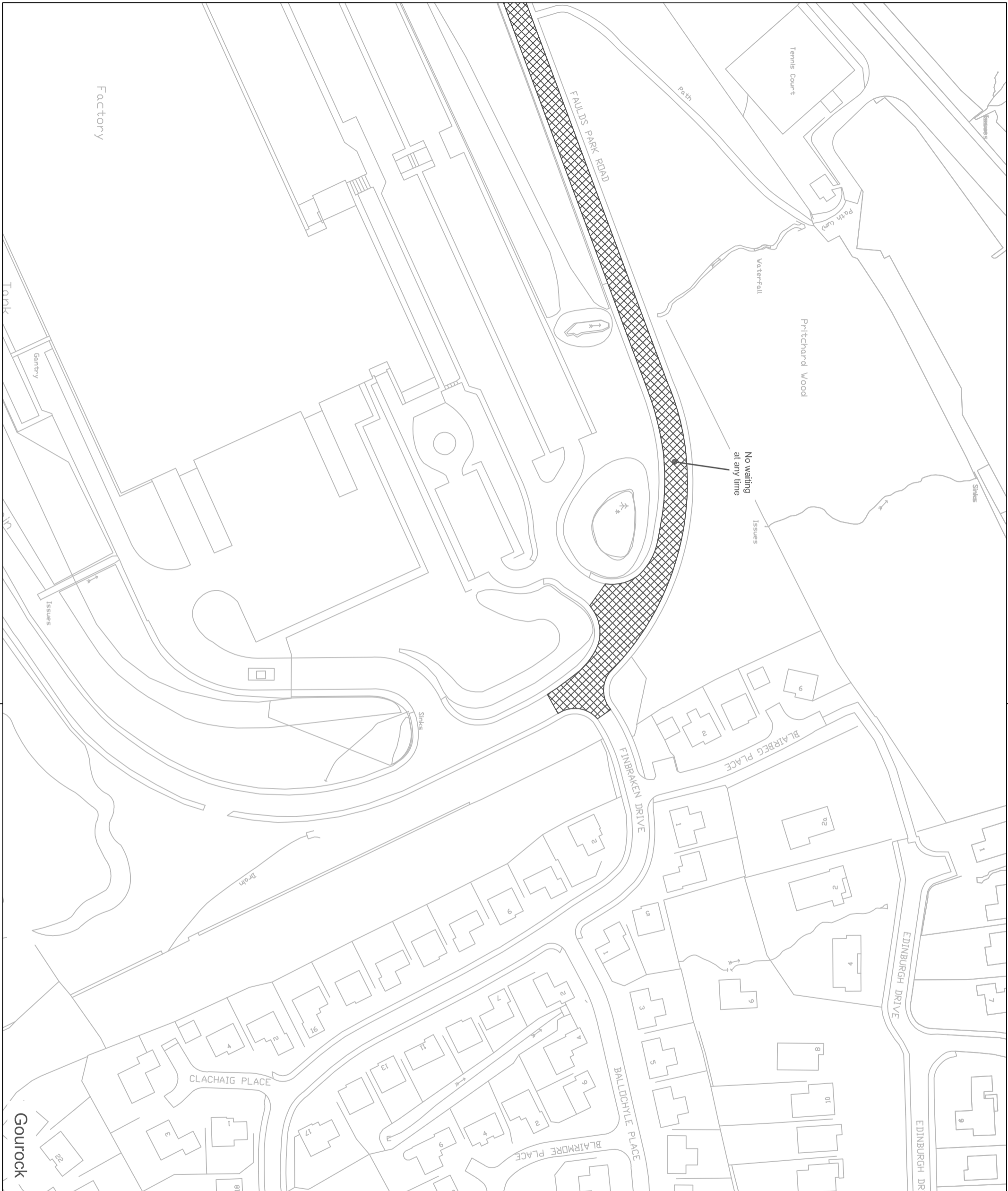
THE INVERCLYDE COUNCIL (VARIOUS ROADS) (GOURROCK, INVERKIP & WENYSS BAY) (WAITING RESTRICTIONS) (VARIATION NO. 2) ORDER 2015

Inverclyde Council

71 East Hamilton Street
 Greenock
 PA15 2UA
 Tel: 01475 717171
 Email: roads@inverclyde.gov.uk
 www.inverclyde.gov.uk

Stat	Purpose of Issue	Date	Auth
-	INCLUDE LOWER KEMPCK ST & STATION RD	EP JUN '15	EP WH

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 Email: roads@inverclyde.gov.uk
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Key

	No waiting at any time
	No waiting at any time No loading at any time
	No waiting at times shown
	No waiting at any time No loading at times shown
	No waiting except taxis
	Limited waiting (times of period waiting referred to on these drawings)
	Parking place for permit holders at specified times (subject to restrictions shown)
	Police parking place (subject to restrictions shown)
	Ambulance parking place (subject to restrictions shown)
	Loading bay
	No waiting at times shown and limited waiting (see above for types of limited waiting referred to on these drawings)

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Scale

Limited Waiting
 Type A: Mon-Fri, 8am-9pm, 30mins. No return within 30mins
 Type B: Mon-Fri, 8am-9pm, Saturday 8am-1pm, 30mins.
 No return within 1 hour
 Type C: Mon-Sat 8am-9pm, 30mins. No return within 1 hour
 Type D: Mon-Sat 8am to 9pm, 2 hours. No return within 30 mins
 Type E: Mon-Sat 8am to 9pm, 1 hour. No return within 30 mins
 Type F: Mon-Sat 8am to 9pm, 2 hours. No return within 30 mins
 Type G: Mon-Sat 8am to 9pm, 2 hours. No return within 30 mins
 Type H: Mon-Sat 8am to 9pm, 1 hour. No return within 30 mins
 Type J: Mon-Sat 8am to 9pm, 1 hour. No return within 30 mins except
 Permit holders
 Type K: Mon-Sat 11am to 9pm, 1 hour. No return within 1 hour
 Type L: Mon-Sat 11am to 9pm, 1 hour. No return within 1 hour

Stat	Purpose of Issue	Date	Auth
-	NEWLY ADDED FALDLS PARK ROAD	EP JUN '15	EP MH
Rev	Description	By	Date
		Chk'd	Auth

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 71 East Hamilton Street
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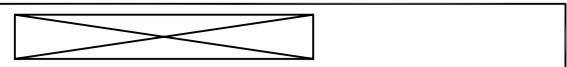


THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (GOUROCK, INVERKIP & WEMYSS BAY)
 (WAITING RESTRICTIONS) (VARIATION NO. 2)
 ORDER 2015

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Autocreated
A3	1:1250	EP	EP	MH
Scale	Drawing Number	Date JUN '15	Date JUN '15	Date JUN '15
P	TR/TRO/C133-014			Rev

DO NOT SCALE



Key

	No waiting at any time
	No waiting at any time
	No loading at any time
	No waiting at times shown
	No waiting at any time
	No loading at times shown
	No waiting except taxis
	Limited waiting (No use of first waiting referred to on these drawings)
	Parking place for permit holders at specified times (subject to restrictions shown)
	Police parking place (subject to restrictions shown)
	Ambulance parking place (subject to restrictions shown)
	Loading bay
	No waiting at times shown and limited waiting (see above for types of limited waiting referred to on these drawings)

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Seal

Limited Waiting
 Type A: Mon-Fri, 8am-6pm, 30mins. No return within 30mins
 Type B: Mon-Fri, 8am-6pm, Saturday 8am-1pm, 30mins. No return within 1 hour
 Type C: Mon-Sat 8am-6pm, 30mins. No return within 1 hour
 Type D: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
 Type E: Mon-Sat 8am to 6pm, 1 hour. No return within 30 mins
 Type F: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
 Type G: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
 Type H: Mon-Fri 8am to 6pm, 1 hour. No return within 30 mins
 Type J: Mon-Sat 8am to 6pm, 1 hour. No return within 30 mins except Permit Holders
 Type K: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins except Permit Holders
 Type L: Mon-Sat 11am to 6pm, 1 hour. No return within 1 hour

Stat	Purpose of Issue	Date	Auth
-	NWMT ADDED FALDLS PARK ROAD	EP JUN '15	EP MH
Rev	Description	By	Date
1		CHK'D	Auth

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 Greenock
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 Email: roads@inverclyde.gov.uk
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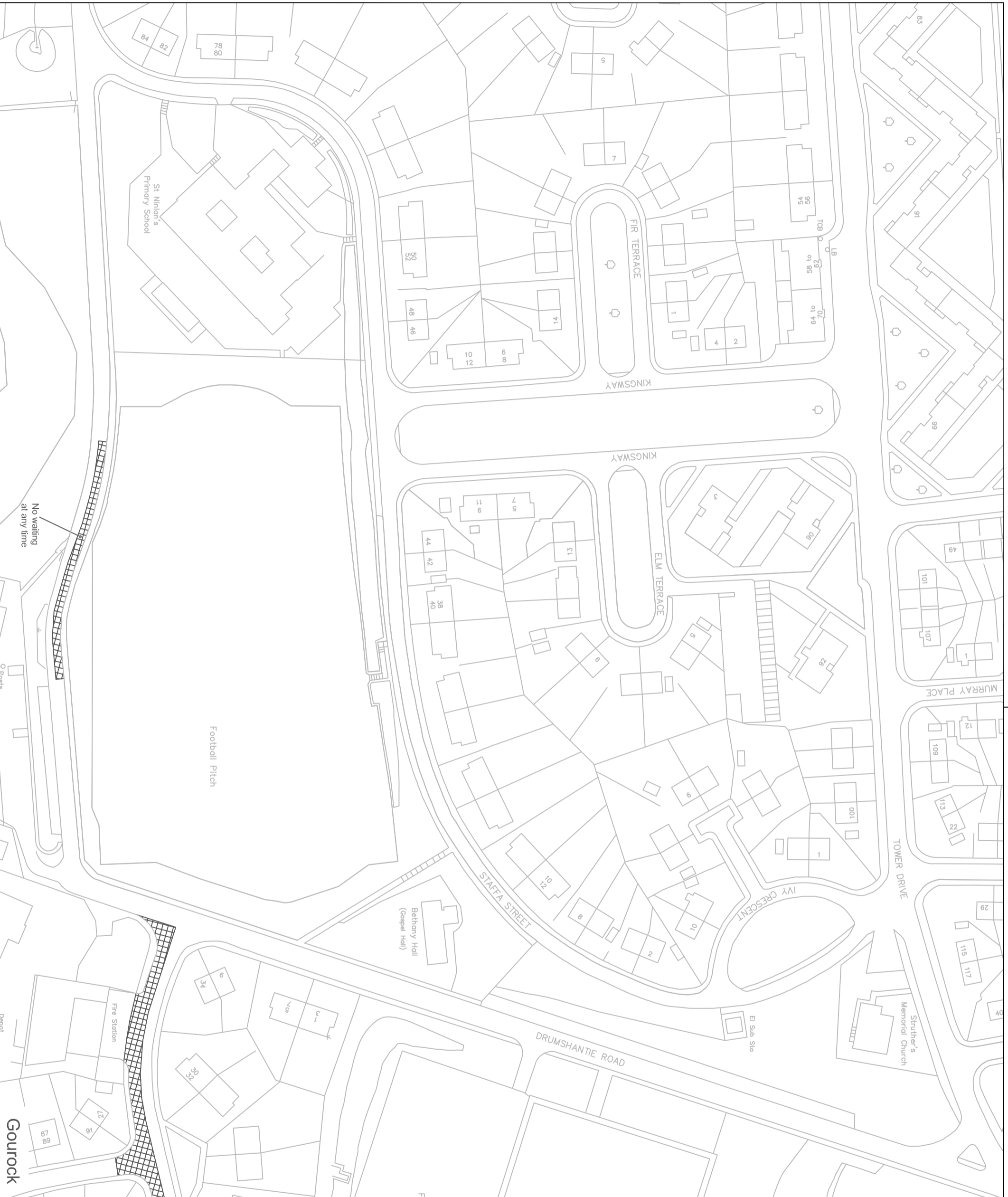
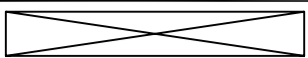


THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (GOUROCK, INVERKIP & WEMYSS BAY)
 (WAITING RESTRICTIONS) (VARIATION No. 2)
 ORDER 2015

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	EP	EP	MH
Drawn	Date	Date	Date	Date
EP	JUN '15	JUN '15	JUN '15	JUN '15
Stat	Drawn Number	Rev		
P	TR/TRO/C133-015	-		

DO NOT SCALE



Key

	No waiting at any time
	No loading at any time
	No waiting at times shown
	No loading at times shown
	No waiting except taxis
	Limited waiting of freight vehicles referred to on these drawings
	Parking place for permit holders at specified times
	Disabled person's parking place (subject to restrictions shown)
	Police parking place (subject to restrictions shown)
	Ambulance parking place (subject to restrictions shown)
	Loading bay
	No waiting at times shown and limited waiting (see above for types of limited waiting referred to on these drawings)

Limited Waiting
 Type A: Mon-Fri, 8am-9pm, 30mins. No return within 30mins
 Type B: Mon-Fri, 8am-9pm, Saturday 8am-1pm, 30mins. No return within 1 hour
 Type C: Mon-Sat 8am-9pm, 30mins. No return within 1 hour
 Type D: Mon-Sat 8am to 6pm, 30 mins. No return within 1 hour
 Type E: Mon-Sat 8am to 6pm, 1 hour. No return within 30 mins
 Type F: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
 Type G: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
 Type H: Mon-Fri 8am to 6pm, 1 hour. No return within 30 mins
 Type J: Mon-Sat 8am to 6pm, 1 hour. No return within 30 mins except Permit Holders
 Type K: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins except Permit Holders
 Type L: Mon-Sat 11am to 6pm, 1 hour. No return within 1 hour

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Stat	Purpose of Issue	Date	Auth
-	INMAT ADDED KIRK DRIVE	EP JUN '15	EP MH
Rev	Description	By	Date
		Chk'd	Auth

INVERCLYDE COUNCIL
 71 East Hamilton Street
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THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (GOURKIP, INVERKIP & WEMYSS BAY)
 (WAITING RESTRICTIONS) (VARIATION NO. 2)
 ORDER 2015

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Autocreated
A3	1:1250	EP	EP	MH
Status	Drawing Number	Date JUN '15	Date JUN '15	Date JUN '15
P	TR/TRO/C133-016			

Report To: ENVIRONMENT & REGENERATION COMMITTEE **Date:** 14 JANUARY 2016

Report By: CORPORATE DIRECTOR,
ENVIRONMENT, REGENERATION &
RESOURCES **Report No:** ERC/ENV/IM/15.256

Contact Officer: ROBERT GRAHAM **Contact No:** 01475 714800

Subject: PROPOSED VARIATIONS TO TRAFFIC REGULATION ORDERS
– MANOR CRESCENT AND CARDWELL ROAD, GOUROCK

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 Orders – The Inverclyde Council Cardwell Road, Gourock (Waiting Restrictions) (Amendment No. 1) (Variation No. 1) Order 2015 and The Inverclyde Council Manor Crescent, Gourock (Waiting Restrictions) (Variation No.1) Order 2015.

2.0 SUMMARY

- 2.1 Whilst the Council was progressing the introduction of Decriminalised Parking Enforcement (DPE) and the new Traffic Regulation Orders (TROs) there was a requirement to introduce and/ or amend TROs on Cardwell Road and Manor Crescent both Gourock. Due to the fact that the new DPE TROs were being promoted at the same time as the Cardwell Road and Manor Crescent TROs it was not possible to include, in the TROs for Cardwell Road and Manor Crescent, powers for Parking Attendants to enforce the restrictions.
- 2.2 As a result of the desire to alter the new DPE TROs in Greenock and the preparation of the Village Strategies TROs it was not possible to update the Cardwell Road and Manor Crescent TROs until now.

3.0 RECOMMENDATION

- 3.1 That the Committee recommend to The Inverclyde Council the making of the Traffic Regulation Orders – The Inverclyde Council Cardwell Road, Gourock (Waiting Restrictions) (Amendment No. 1) (Variation No. 1) Order 2015 and The Inverclyde Council Manor Crescent, Gourock (Waiting Restrictions) (Variation No.1) Order 2015 and remit it to the Head of Environmental and Commercial Services and Head of Legal and Property Services to arrange for their implementation.

Ian Moffat
Head of Environmental & Commercial Services

4.0 BACKGROUND

- 4.1 In 2013 when the new DPE TROs were being drafted there was a requirement to amend the waiting and loading restrictions at the junction of Cardwell Road, Manor Crescent and Cove Road to ensure that parking did not interfere with the operation of the traffic signals. There were also road safety concerns about parking on the railway bridge on Manor Crescent as it was obstructing sightlines from the adjoining streets.
- 4.2 As the timescale for the introduction of the new DPE TROs was unknown due to the potential for objections it was decided that it would be best to promote new TROs for both of these locations. This meant there was less risk of delay to the introduction of the restrictions on Cardwell Road and Manor Crescent.
- 4.3 At the time of promoting the Cardwell Road and Manor Crescent TROs the Council did not have the powers to enforce parking in Inverclyde. Therefore, it was not possible to include the provisions for the enforcement of the restrictions by Parking Attendants.
- 4.4 Due to the requirement to promote TROs for Greenock and outlying settlements staff resources have been unavailable to amend the Cardwell Road and Manor Crescent TROs.
- 4.5 Variations to the TROs entitled "The Inverclyde Council Cardwell Road, Gourock (Waiting Restrictions) (Amendment No. 1) Order 2013" and "The Inverclyde Council Manor Crescent, Gourock (Waiting Restrictions) Order 2013" were advertised for public consultation with a closing date of 13 November 2015. These variations to the TROs do not alter the extent or type of any of the restrictions already in place. They simply vary the TROs so as to include the powers which will allow the Inverclyde Council to enforce the waiting restrictions.
- 4.6 No valid objections have been received to the proposed Traffic Regulation Orders.
- 4.7 The Committee is asked to note that, if approved, the Order may not be implemented until the making of the Orders 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. This is a change to the enforcement of the restrictions and no additional signs or road markings are required.

Legal

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

Human Resources

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

Equalities

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

Repopulation

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

6.0 CONSULTATIONS

- 6.1 The proposals have been advertised in the Greenock Telegraph and full details of the proposals have been made available for public inspection during normal office hours at the offices of the Head of Environmental and Commercial Services, the Inverclyde Council Customer Service Centre and at Central Library. A copy of the draft Orders is appended hereto for Members' information.
- 6.2 No valid objections have been received to the proposed Traffic Regulation Orders.
- 6.3 The Head of Legal and Property Services, Safer Communities and the Chief Financial Officer have been consulted on this report.

7.0 LIST OF BACKGROUND PAPERS

- 7.1 None.

THE INVERCLYDE COUNCIL

**MANOR CRESCENT, GOUROCK
(WAITING RESTRICTIONS) (VARIATION NO.1)
ORDER 2015**

TRAFFIC REGULATION ORDER

**THE INVERCLYDE COUNCIL,
MANOR CRESCENT, GOUROCK
(WAITING RESTRICTIONS) (VARIATION NO. 1) ORDER 2015**

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

1.0 Commencement and citation

1.1 This Order shall come into operation on the ** day of **, Two thousand and ** and may be cited as "The Inverclyde Council, Manor Crescent, Gourrock (Waiting Restrictions) (Variation No.1) Order 2015".

2.0 Interpretation

2.1 In this Order except where the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:

"Authorised Person" means an employee or agent of the Council authorised to exercise all or any of the functions of the Council under this Order;

"Driver" means the person driving or having control or charge of a Motor Vehicle at any given time and, in particular, in relation to a Motor Vehicle waiting in a Parking Place, the person driving when it was left in the Parking Place;

"Motor Vehicle" means a mechanically propelled vehicle intended or adapted for use on Roads;

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

"Penalty Charge Notice" means a notice issued and fixed to a Motor Vehicle by or on behalf of the Council in relation to a contravention of one or more of the provisions of this Order;

"Registered Keeper" means the person or organisation recorded by the Driver and Vehicle Licensing Agency as being the legal keeper of a Motor Vehicle; and

"Road" means all Carriageways, Footways and verges.

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

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

- 2.4 The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any regulation made or having effect as if made under the Act or by or under any other enactment provided that where a prohibition or restriction which is imposed, varied or revoked by this Order is in conflict with a prohibition or restriction imposed by a previous Order, then the provision of this Order shall prevail.
- 2.5 The Interpretation Act 1978 (as amended) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
- 3.0 **General**
- 3.1 When a Motor Vehicle is left in a Road in contravention of any of the provisions of "The Inverclyde Council, Manor Crescent, Gourock (Waiting Restrictions) Order 2013", the Registered Keeper will become liable for a penalty charge and a police constable in uniform, a Parking Attendant or an Authorised Person may affix a Penalty Charge Notice to the Motor Vehicle and, subsequently, may remove or arrange for the removal of the Motor Vehicle from that Road.
- 3.2 An Authorised Person removing a Motor Vehicle by virtue of Article 3.1 may do so by towing or driving the Motor Vehicle or in such other manner as he may think necessary and may take such measures in relation to the Motor Vehicle as he may think necessary to enable him to remove it as aforesaid.
- 3.3 When an Authorised Person removes or makes arrangements for the removal of a Motor Vehicle from a Road by virtue of Article 3.2, he shall make such arrangements as may be reasonably necessary for the safe custody of the Motor Vehicle.
- 3.4 Any expenses incurred by the Council in removing a Motor Vehicle from a Road by virtue of Article 3.2 or in making arrangements for the safe custody of the Motor Vehicle by virtue of Article 3.3 shall be recoverable by the Council from the Registered Keeper of the Motor Vehicle.
- 3.5 The Council may, as respects a Motor Vehicle which has been removed from a Road in pursuance of Article 3.1, if it appears to have been abandoned, sell or otherwise dispose of the Motor Vehicle after having made reasonable enquiry to ascertain the name and address of the Registered Keeper of the Motor Vehicle in accordance with the procedure set out in the Refuse Disposal (Amenity) Act 1978.
- 3.6 Where a Penalty Charge Notice or any other notice has been attached to a Motor Vehicle as a result of a failure to comply with the provisions of this Order, no person not being the Driver of the Motor Vehicle, a police constable in uniform, a Parking Attendant or an Authorised Person shall remove the notice from the Motor Vehicle unless authorised to do so by the Driver.

- 3.7 Where a Penalty Charge Notice has been issued, the penalty charge shall be paid to the Council in accordance with the instructions on the Penalty Charge Notice.

This Order is sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by ##

DRAFT

THE INVERCLYDE COUNCIL

**CARDWELL ROAD, GOUROCK
(WAITING RESTRICTIONS) (AMENDMENT NO. 1)
(VARIATION NO. 1) ORDER 2015**

TRAFFIC REGULATION ORDER

**THE INVERCLYDE COUNCIL,
CARDWELL ROAD, GOUROCK
(WAITING RESTRICTIONS) (AMENDMENT NO. 1)
(VARIATION NO. 1) ORDER 2015**

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

1.0 Commencement and citation

1.1 This Order shall come into operation on the ** day of **, Two thousand and ** and may be cited as “The Inverclyde Council, Cardwell Road, Gourock (Waiting Restrictions) (Amendment No.1) (Variation No.1) Order 2015”.

2.0 Interpretation

2.1 In this Order except where the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:

“Authorised Person” means an employee or agent of the Council authorised to exercise all or any of the functions of the Council under this Order;

“Driver” means the person driving or having control or charge of a Motor Vehicle at any given time and, in particular, in relation to a Motor Vehicle waiting in a Parking Place, the person driving when it was left in the Parking Place;

“Motor Vehicle” means a mechanically propelled vehicle intended or adapted for use on Roads;

“Parking Attendant” means a person employed in accordance with Section 63A of the Act to carry out the functions therein;

“Penalty Charge Notice” means a notice issued and fixed to a Motor Vehicle by or on behalf of the Council in relation to a contravention of one or more of the provisions of this Order;

“Registered Keeper” means the person or organisation recorded by the Driver and Vehicle Licensing Agency as being the legal keeper of a Motor Vehicle; and

“Road” means all Carriageways, Footways and verges.

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

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

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

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

3.0 **General**

3.1 When a Motor Vehicle is left in a Road in contravention of any of the provisions of "The Inverclyde Council, Cardwell Road, Gourock, Waiting Restrictions (Amendment No.1) Order 2013, the Registered Keeper will become liable for a penalty charge and a police constable in uniform, a Parking Attendant or an Authorised Person may affix a Penalty Charge Notice to the Motor Vehicle and, subsequently, may remove or arrange for the removal of the Motor Vehicle from that Road.

3.2 An Authorised Person removing a Motor Vehicle by virtue of Article 3.1 may do so by towing or driving the Motor Vehicle or in such other manner as he may think necessary and may take such measures in relation to the Motor Vehicle as he may think necessary to enable him to remove it as aforesaid.

3.3 When an Authorised Person removes or makes arrangements for the removal of a Motor Vehicle from a Road by virtue of Article 3.2, he shall make such arrangements as may be reasonably necessary for the safe custody of the Motor Vehicle.

3.4 Any expenses incurred by the Council in removing a Motor Vehicle from a Road by virtue of Article 3.2 or in making arrangements for the safe custody of the Motor Vehicle by virtue of Article 3.3 shall be recoverable by the Council from the Registered Keeper of the Motor Vehicle.

3.5 The Council may, as respects a Motor Vehicle which has been removed from a Road in pursuance of Article 3.1, if it appears to have been abandoned, sell or otherwise dispose of the Motor Vehicle after having made reasonable enquiry to ascertain the name and address of the Registered Keeper of the Motor Vehicle in accordance with the procedure set out in the Refuse Disposal (Amenity) Act 1978.

3.6 Where a Penalty Charge Notice or any other notice has been attached to a Motor Vehicle as a result of a failure to comply with the provisions of this Order, no person not being the Driver of the Motor Vehicle, a police constable in uniform, a Parking Attendant or an Authorised Person shall remove the notice from the Motor Vehicle unless authorised to do so by the Driver.

- 3.7 Where a Penalty Charge Notice has been issued, the penalty charge shall be paid to the Council in accordance with the instructions on the Penalty Charge Notice.

This Order is sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by ##

Report To:	ENVIRONMENT AND REGENERATION COMMITTEE	Date:	14 JANUARY 2016
Report By:	CORPORATE DIRECTOR ENVIRONMENT, REGENERATION AND RESOURCES	Report No:	LP/167/15
Contact Officer:	CAROLINE SHAW	Contact No:	2115
Subject:	PROPOSED TRAFFIC REGULATION ORDER – LINNET ROAD, GREENOCK (ONE WAY ONLY) ORDER 2015		

1.0 PURPOSE

- 1.1 The purpose of the report is to introduce the Traffic Regulation Order – Linnet Road, Greenock (One Way Only) Order 2015.

2.0 SUMMARY

- 2.1 Linnet Road is a local residential road which links Curlew Crescent and Grieve Road. There is a high demand for on-road parking in this area which, along with the narrowness of the road and lack of footway on the east side, results in difficulties when vehicles approach each other from opposite directions. There is also a right-angled bend with severely restricted forward visibility.
- 2.2 It is considered necessary to make the above Order to avoid danger to persons and other traffic using the road.

3.0 RECOMMENDATION

- 3.1 That the Committee recommend to The Inverclyde Council the making of the Traffic Regulation Order – Linnet Road, Greenock (One Way Only) Order 2015 and remit it to the Head of Environmental and Commercial Services and Head of Legal and Property Services to arrange for its implementation.

4.0 BACKGROUND

- 4.1 Local Authorities are empowered to make Orders under the Road Traffic Regulation and Roads (Scotland) Acts 1984 and under the Council's Scheme of Administration the Environment and Regeneration Committee is responsible for the making, implementation and review of Traffic Management Orders and Traffic Regulation Orders.
- 4.2 The Council has received a petition signed by all the residents of Linnet Road requesting One Way restrictions.
- 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

- 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 & Commercial Services, the Head of Legal and Property Services and at the Central Library. A copy of the draft Order is appended hereto for Members' information. Appendix
- 6.2 No objections to the proposals have been received and, accordingly, the Committee is requested to approve the Order.

7.0 LIST OF BACKGROUND PAPERS

- 7.1 None.

THE INVERCLYDE COUNCIL

**LINNET ROAD, GREENOCK
(ONE WAY ONLY) ORDER 2015**

TRAFFIC REGULATION ORDER

THE INVERCLYDE COUNCIL

LINNET ROAD, GREENOCK (ONE WAY ONLY) ORDER 2015

We, The Inverclyde Council in exercise of the powers conferred on us by Sections 1(1), 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, Linnet Road, Greenock (One Way Only) Order 2015" 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 on the lengths of road specified in Column 1 of the Schedule to this Order otherwise than in the direction specified in Column 2 of the said Schedule as referred to in the plan annexed to this Order.

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

SCHEDULE

**LINNET ROAD, GREENOCK
(ONE WAY ONLY) ORDER 2015**

**Length of Road in Inverclyde
within the Town of Greenock**

Permitted Direction of Travel

Linnet Road

For its entire length, from the junction with Curlew Crescent to the junction with Grieve Road.

Northwards then Eastwards

DRAFT

INVERCLYDE COUNCIL

LINNET ROAD, GREENOCK

ONE WAY ONLY

Statement of Reasons for Proposing to Make the above Order

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

Ian Moffat
Head of Environmental & Commercial Services

1 Ingleston Park
Cartsburn Street
GREENOCK
PA15 4UE



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Consultancy Section Original Drawing Size 297x210 (A4)	HEAD OF SERVICE Ian Moffat	TRAFFIC REGULATION ORDER C169 LINNET ROAD, GREENOCK ONE WAY ONLY	Scale : 1:1,000	Date : Sep 2015
	71 EAST HAMILTON STREET GREENOCK, PA15 2UA		Prepared by : R. Mackay	Checked by :
			Drawn by : R. Mackay	Approved by :
			Drawing No. : TR/TRO/	File No. : 19/38