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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>1 September 2016</b>
<b>Report By:</b>	<b>Corporate Director Environment, Regeneration &amp; Resources</b>	<b>Report No:</b>	<b>ERC/ENV/RG/16.284</b>
<b>Contact Officer:</b>	<b>Steven Walker</b>	<b>Contact No:</b>	<b>714828</b>
<b>Subject:</b>	<b>Flood Risk Management – Update Report 8</b>		

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to update the Committee of the progress on the Council's flood risk management programme.

## 2.0 SUMMARY

- 2.1 The Central Greenock Flood Prevention Project is progressing at West Station, with Phase 1 (Newton Street) and Phase 2 (South Street Roundabout and Nelson Street) complete; works at Phase 3 (Inverkip Road) are on hold pending a design review following some technical difficulties arising from initial site works. Agreement with Transport Scotland will be required in terms of design changes as Inverkip Road is a Trunk Road. At Crescent Street, it has not been possible to gain Network Rail approval to proceed with pipe installation at Stanners Lane, and alternative design proposals to deal with flows in the Cartsburn and Eastern Line of Falls are being developed. Procurement in respect of the additional automatic trash screens is underway.
- 2.2 Design of the various Flood Prevention Schemes outwith Central Greenock is progressing, with completion of the design anticipated in the coming months; some delay has been experienced due to performance issues with the external consultant.
- 2.3 The Clyde & Lomond Group, of which Inverclyde is a constituent Member Authority, published its "Local Flood Risk Management Plan" in June 2016. The publication of the Plan is an important milestone in implementing the Flood Risk Management (Scotland) Act 2009.
- 2.4 The Scottish Government has awarded Inverclyde Council a further £1.232m as 80% contribution towards approved flood prevention schemes included in 4.5 below. This year's allocation of the award is £372k.

## 3.0 RECOMMENDATIONS

- 3.1 That Committee note the current progress on the Central Greenock Flood Prevention Schemes.
- 3.2 That Committee note the current progress on Flood Prevention Schemes outwith central Greenock.
- 3.3 That Committee note that The Clyde & Lomond Group, published its "Local Flood Risk Management Plan" in June 2016.
- 3.4 That Committee note the further award of £1.232m from the Scottish Government to address approved flood prevention schemes outwith Greenock.

**Robert Graham**  
**Head of Environmental and Commercial Services**

## 4.0 BACKGROUND

- 4.1 The Council has in place a significant programme for the investigation, design and construction of various flood prevention schemes within Inverclyde, both as part of the Central Greenock Flood Prevention Project, and a number of schemes outwith the Central Greenock area.
- 4.2 In 2014, the Scottish Government awarded grant funding to Inverclyde amounting to £1,743,466 for the Central Greenock Flood Prevention Project (comprising a number of discrete schemes) – this represented 79% of the original estimated total cost for the Project at £2,200,000. The balance of the funding (£467,534) was to come from the previously approved Flood Action Plan. The next phase of the Flood Prevention Scheme outwith Greenock is valued at £1.54m and will be 80% funded from a Capital Grant award from the Scottish Government on 18 July 2016. The approved sum is £1.232m.
- 4.3 The Council is a Member Authority of the Clyde & Lomond Local Plan District (CaLL Group). The CaLL Local Plan District is a partnership of ten Local Authorities, with Glasgow City Council as lead. The CaLL Group published its “Local Flood Risk Management Plan” in June 2016; the publication of the Plan is an important milestone in implementing the Flood Risk Management (Scotland) Act 2009 and improving how we cope with and manage flood events in the CaLL District. The Plan translates this legislation into actions to reduce the damage and distress caused by flooding over the first planning cycle from 2016 to 2022. There are a number of schemes arising from the Plan, which are outwith the Central Greenock Flood Prevention Plan.
- 4.4 The Central Greenock Flood Prevention Project is summarised in the table below:

Scheme	Stage	£ (,000)
Crescent Street – Automatic Trash Screen	Complete	120
Drumfrochar Road – Replacement Culvert	Complete	150
Aberfoyle Road – Flow Control	Complete	111
Minor Flood Works - Emergency	Complete	5
Kings Glen – Attenuation	Complete	137
Mearns Street – Flow Control	Complete	25
Brougham Street – Additional Capacity	Complete	40
Design Works Phase 2	Complete	96
West Station (Phases 1 & 2) – Additional Capacity	Complete	280
West Station (Phase 3) – Additional Capacity	Design Review	290
West Station – Transport Scotland Contribution	-	(237)
Crescent Street – Additional Capacity	Design	901
Rankin Park – Automatic Trash Screen	Design	80
Lady Alice Pond – Automatic Trash Screen	Design	80
Craigknowe Burn – Automatic Trash Screen	Design	80
Maintenance of Trash Screen (Crescent Street)	Ongoing (3 year period)	42
<b>Estimated Total</b>		<b>2,200</b>

Notes:

- Mearns Street: This scheme will not be operational until such time as the additional capacity at Crescent Street is constructed and operational; anticipated 2016/18.
- West Station: Works started on site March 2016 and Phase 1 (Newton Street) and Phase 2 (South Street Roundabout & Nelson Street), are complete. Phase 3 (Inverkip Road) started on site early July 2016, but due to technical issues arising following ground excavations, this phase has been put on hold pending a design review and revised proposals. Due to traffic flows it is likely that, depending on the temporary traffic management requirements for the revised proposals, which are unlikely to be significantly different from the original scheme, it will not be possible to start Phase 3 works until the school holiday period of July/August 2017. Agreement with Transport Scotland will be required in terms of the revised design

proposals. Transport Scotland have contributed £237k towards the overall West Station scheme.

- Brougham Street: Works to upgrade the existing road gullies are complete. Officers are examining proposals to secure additional capacity at Brougham Street into the future.
- Crescent Street: This scheme is proposed to provide additional culvert capacity on the Cartsburn. Progress has been affected by unforeseen ground conditions and the condition of the existing Scottish Water sewer under the railway bridge. These factors have rendered the original design of thrust boring the pipe under the bridge unviable. The Contractor has been liaising with Network Rail and despite submitting a revised design for the works under the bridge, approval has not been forthcoming. Officers, in liaison with the Contractor, mutually concluded that a termination of this scheme was appropriate. Council Officers are examining the feasibility of alternative design proposals on the Cartsburn and the Eastern Line of Falls to provide the necessary additional capacity. It is anticipated that works will be undertaken and completed during 2016/18.
- Automatic Trash Screens: These are proposed at various locations as noted in the table 4.4 & 4.5 and are currently being procured. Tenders are being prepared for the civil engineering works to receive the screens in the watercourses; anticipated 2016/18.

4.5 The Flood Prevention Schemes outwith Central Greenock are summarised in the table below:

Scheme	Stage	£ (,000)
Coves Burn, Gourock	Design	260
Bouverie Burn, Port Glasgow	Design	334
Gottar Water, Quarriers	Design	205
Glenmosston Burn, Kilmacolm	Design	360
Integrated Catchment Study (Scottish Water Lead)	Design	130
Various Locations – Removal of Road Drainage from Combined Sewer Network		125
Bouverie Burn – Automatic Trash Screen	Design	80
Various Locations – Culvert Cleaning, Stilling Ponds, Flap Valves	-	164
Various Locations – Procurement of Additional Plant & Equipment to Assist Drainage Operations	-	68
<b>Estimated Total</b>		<b>1,726</b>
A8 East Hamilton Street (Transport Scotland Lead)	Feasibility	Not Known

Notes:

- Coves Burn, Gourock: The external consultant is examining the attenuation of water in the Coves Reservoir as a possible alternative to the upsizing the culvert at Steel Street; budget spend 2016/18.
- Bouverie Burn, Port Glasgow: The external consultant is examining the upsizing of the existing culvert at Bouverie Motors, and attenuation of water flows at the Mill Dam; budget spend 2016/18.
- Gottar Water, Quarriers: The external consultant is examining the diversion of peak water flows to another watercourse, and additional attenuation; budget spend 2016/18.
- Glenmosston Burn, Kilmacolm: The external consultant is examining the repairs of the existing culverts at Market Place, additional capacity to pipes at Gowkhouse Road, and the possible attenuation at Glen Moss; budget spend 2016/18.
- The design of the above four schemes is being carried out by an external Consultant; some problems have been experienced with delivery timescales and Officers are working with the Consultants to try and bring the programme back on track.

- Integrated Catchment Study: Scottish Water are leading the catchment based study examining flooding issues at A8 East Hamilton Street, Oak Mall and other flooding hotspots in Inverclyde; the study will provide detailed information regarding flooding mechanisms from overland flow, sewers and watercourses; the Council is contributing £130k towards the study; study completion by the end of 2017/18.
- Various Locations – Removal of Road Drainage from Combined Sewer Network: Budget spend to remove surface water from the sewer network on completion of the Integrated Catchment study 2017/18.
- Various Locations – Culvert Cleaning, Stilling Ponds, Flap Valves: Budget spend 2016/18.
- Various Locations – Procurement of Additional Plant & Equipment to Assist Drainage Operations: Budget spend 2016/18.
- A8 East Hamilton Street: Officers from Inverclyde Council, Scottish Water and Transport Scotland are continuing to hold meetings to discuss the best way forward to bring an early resolution to the problems at this location. As this is a Trunk Road, Transport Scotland will lead on this issue, and are assessing the operation of the existing surface water drainage system to the A8 Trunk Road with a view to determining the way forward. Officers from Inverclyde Council have provided Transport Scotland with locations of known flooding points through the A8 and A78 roads network.

## 5.0 IMPLICATIONS

### 5.1 Finance:

One-off costs:

Cost Centre	Budget Heading	Budget Years	Proposed spend this report (£000s)	Virement from	Other comments
Flooding Strategy	Central Greenock Flood Prevention Scheme	2013/17	2,200		Partially funded by Scottish Government (£1.743m)
	Outwith Central Greenock Flood Prevention Schemes	2013/18	1,726		Partially funded by Scottish Government (£1.232m)

Annually recurring costs:

Cost Centre	Budget Heading	Budget Years	Proposed spend this report (£000s)	Virement from	Other comments
N/A					

5.2 There are no legal implications arising from this report.

### Human Resources

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

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## **Equalities**

- 5.4 As this report does not involve a new policy or a new strategy, there are no equalities issues arising.

## **Repopulation**

- 5.5 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.

## **6.0 CONSULTATIONS**

- 6.1 The Chief Financial Officer, Head of Legal Services, and the Corporate Procurement Manager have been consulted on the contents of this report.

## **7.0 LIST OF BACKGROUND PAPERS**

- 7.1 None.