

**Report To:** Environment & Regeneration  
Committee

**Date:** 2 March 2017

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

**Report No:** ERC/ENV/RG/16.305

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**Subject:** Flood Risk Management – Update Report 9

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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, phases 1 and 2 are complete with phase 3 currently under construction and programmed to be completed this financial year. Alternative arrangements for the Carts Burn at Crescent Street are progressing with further investigations regarding increased attenuation at Whinhill Reservoir and utilising the old Eastern Line of Falls. Construction of the automatic trash screens is ongoing and is programmed to be completed this financial year.
- 2.2 Design of the various Flood Risk Management Plan Schemes (outwith Central Greenock) is progressing, with completion of the design anticipated in the coming months; some delay has been experienced due to site constraints.

## **3.0 RECOMMENDATIONS**

- 3.1 That the Committee note the current progress on the Central Greenock Flood Prevention Schemes.
- 3.2 That the Committee note the current progress on the Flood Risk Management Act Schemes outwith central 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 £2,216,000. The balance of the funding (£472,534) was to come from the previously approved Flood Action Plan. The next phase of the Flood Prevention Scheme outwith Greenock is funded by the Scottish Government, amounting to £1,232,000; the balance of the funding (£494,000) comes from the previously approved Flood Action Plan.
- 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	£ (000s)
Crescent Street – Automatic Trash Screen	Complete	120
Crescent Street – Maintenance of Trash Screen	Ongoing (3 year period)	42
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 (Gullies)	Complete	10
Design Works Phase 2	Complete	96
West Station – Additional Capacity	Construction	400
Devol Burn – Automatic Trash Screen	Construction	80
Lady Alice Pond – Automatic Trash Screen	Construction	80
Craigknowe Burn – Automatic Trash Screen	Construction	80
Carts Burn – Additional Capacity	Investigation	580
Brougham Street – Additional Capacity	Investigation	300
<b>Estimated Total</b>		<b>2,216</b>

Notes:

- Mearns Street: This scheme will not be operational until such time as the additional capacity associated with the Carts Burn is constructed and operational; anticipated 2017/20.
- West Station: Works started on site March 2016 and Phase 1 (Newton Street) and Phase 2 (South Street Roundabout & Nelson Street), were completed. Phase 3 (Inverkip Road) started on site early July 2016, but due to technical issues arising following ground excavations, this phase was put on hold. A design review and revised proposals were developed and agreed with Transport Scotland – site works started at the end of January 2017 with completion in this financial year. 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 options to provide additional capacity in Brougham Street for the future.
- Carts Burn (Crescent Street): This scheme is proposed to provide additional culvert capacity on the Cartsburn. Following the termination of the contract to provide an additional culvert at Crescent Street, Officers are investigating the feasibility of alternative design proposals on the Carts Burn and the Eastern Line of Falls, along with the potential for attenuation at Whinhill Reservoir, to provide the necessary additional capacity. It is anticipated that works will be undertaken in various phases during 2017/20.
- Automatic Trash Screens: These are currently being constructed at various locations as noted in the tables at paragraphs 4.4 and 4.5.

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

Scheme	Stage	£ (,000)
Bouverie Burn – Automatic Trash Screen	Construction	80
Coves Burn, Gourrock	Design	260
Bouverie Burn, Port Glasgow	Design	334
Gotter Water, Quarriers	Design	205
Glenmosstan Burn, Kilmacolm	Design	360
Integrated Catchment Study (Scottish Water Lead)	Design	130
Various Locations – Removal of Road Drainage from Combined Sewer Network	-	125
Various Locations – Culvert Cleaning, Stilling Ponds, Flap Valves	-	155
Various Locations – Procurement of Additional Plant & Equipment to Assist Drainage Operations	-	77
<b>Estimated Total</b>		<b>1,726</b>
A8 East Hamilton Street (Transport Scotland Lead)	Investigation	Not Known

Notes:

- Coves Burn, Gourrock: The external consultant is examining the attenuation of water upstream of Steel Street, as a possible alternative to the upsizing the culvert at Steel Street; budget spend 2017/19.
- Bouverie Burn, Port Glasgow: The external consultant is finalising the design of additional bypass capacity at Bouverie Motors; budget spend 2017/19.
- Gotter Water, Quarriers: The external consultant is finalising the design of a culvert to cater for the overland flows west of Craigbet Avenue with diversion back into the Gotter water; budget spend 2017/19.
- Glenmosstan Burn, Kilmacolm: The external consultant is concluding their investigations into the capacity of the existing culverts at Market Place, additional capacity at Gowkhouse Road, and the possible attenuation at Glen Moss; budget spend 2017/19.
- Integrated Catchment Study: Scottish Water are leading the ongoing 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 2017/19.

- Various Locations – Culvert Cleaning, Stilling Ponds, Flap Valves: Budget spend 2017/19.
- Various Locations – Procurement of Additional Plant & Equipment to Assist Drainage Operations: Budget spend 2017/19.
- 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	2013/18	2,216		Partially funded by Scottish Government (£1.743m)
	Outwith Central Greenock Flood Prevention Schemes	2013/19	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					

#### Legal

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.

#### 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 & Property Services, and the Corporate Procurement Manager have been consulted on the contents of this report.

## **7.0 LIST OF BACKGROUND PAPERS**

7.1 None.