

A meeting of the Environment & Regeneration Committee will be held on Thursday 15 May 2025 at 3pm.

Members may attend the meeting in person or via remote online access. Webex joining details will be sent to Members and Officers prior to the meeting. Members are requested to notify Committee Services by 12 noon on Wednesday 14 May 2025 how they intend to access the meeting.

In the event of connectivity issues, Members are asked to use the *join by phone* number in the Webex invitation and as noted above.

Please note that this meeting will be live-streamed via YouTube with the exception of any business which is treated as exempt in terms of the Local Government (Scotland) Act 1973 as amended.

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LYNSEY BROWN
Head of Legal, Democratic, Digital & Customer Services

BUSINESS

****Copy to follow**

1.	Apologies, Substitutions and Declarations of Interest	Page
PERFORMANCE MANAGEMENT		
2.	2024/25 Environment & Regeneration Revenue Budget Report by Interim Chief Financial Officer and Director, Environment & Regeneration	p
3.	Environment & Regeneration Capital Programme 2024/28 - Progress Report by Director, Environment & Regeneration and Chief Financial Officer	p
4.	Environment and Regeneration Committee Delivery and Improvement Plan 2023/26 Annual Refresh and Performance Summary 2024/25 Report by Director, Environment & Regeneration	p
NEW BUSINESS		
5.	UK Shared Prosperity Fund (SPF) Report by Director, Environment & Regeneration	p
6.	Nature Restoration Fund Proposed Projects Report by Director, Environment & Regeneration	p
7.	Energy & Climate Change – Net Zero Action Plan Annual Progress Review Report by Director, Environment & Regeneration	p

8.	Glasgow Region City Deal – Commercial Space Programme Report by Director, Environment & Regeneration	p
9.	Play Area Spend Proposals 2025/26 Report by Head of Service – Regeneration, Planning & Public Protection	p
10.	National Strategy for 20mph – Update Report by Head of Physical Assets	p
11.	Kirn Drive, Gourrock – Outcome of Non-Statutory Consultation for Proposed One-Way Report by Head of Physical Assets	p
12.	Management Rules for Cemeteries and Crematoriums in Inverclyde Report by Head of Legal, Democratic, Digital & Customer Services	p
ROUTINE DECISIONS AND ITEMS FOR NOTING		
13.	Contract Awards – 1 October 2024 to 31 March 2025 Report by Director, Environment & Regeneration	p
14.	Proposed Traffic Regulation Order - The Inverclyde Council Disabled Persons' Parking Places (On-Street) Order No.5 2024 Report by Head of Physical Assets	p
15.	Property Asset Management Public Report – (a) request authority to remarket Neil Street Children's Home (b) result of common good consultation for proposed sale of land at Bogston Lane, Greenock (c) future open space consultation concerning land to the rear of Cloch Road, Gourrock Report by Director, Environment & Regeneration	p
<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>		
NEW BUSINESS		
16. **	Levelling Up Fund Report by Director, Environment & Regeneration providing an update on the Greenock Levelling Up Fund project.	Paras 6 & 8 p
17.	Housing Plots - Leperstone Avenue, Kilmacolm Report by Director, Environment & Regeneration providing an update on the current availability of Leperstone Avenue housing plots.	Para 6 p
18.	Use of Powers Delegated to the Chief Executive in Respect of Clune Park Acquisitions Report by Head of Legal, Democratic, Digital & Customer Services providing notification of the use of powers delegated to the Chief Executive for property acquisitions in the Clune Park estate.	Paras 6, 8 & 9 p
ROUTINE DECISIONS AND ITEMS FOR NOTING		

19.	Property Asset Management Private Report – Report on offers received for Baker Street site and former St Michael’s Primary Schoolhouse; Update on sale of former Holy Cross site; proposed sale of land at Bogston Lane, Greenock Report by Director, Environment & Regeneration making recommendations in respect of a number of property assets.	Paras 6, 8 & 9	p
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The reports are available publicly on the Council’s website and the minute of the meeting will be submitted to the next standing meeting of the Inverclyde Council. The agenda for the meeting of the Inverclyde Council will be available publicly on the Council’s website.

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Enquiries to – **Colin MacDonald** – Tel 01475 712113

Report To:	Environment & Regeneration Committee	Date:	15 May 2025
Report By:	Interim Chief Financial Officer and Director, Environment & Regeneration	Report No:	FIN/27/25/AE/JAW
Contact Officer:	Julie Ann Wilson	Contact No:	01475 712636
Subject:	2024/25 Environment & Regeneration Revenue Budget		

1.0 PURPOSE AND SUMMARY

- 1.1 ☐ For Decision ☒ For Information/Noting
- 1.2 The purpose of this report is to advise the Committee of the Environment & Regeneration Revenue Budget 2024/25 projected position.
- 1.3 The revised 2024/25 Revenue Budget for the Environment and Regeneration Committee is £22,249,020, which excludes Earmarked Reserves. The latest projection is an overspend of £182,000 (0.82%) which is a decrease in the overspend of £38,000 since the previous Committee. More details are provided in section 4 and the appendices.
- 1.4 £60,000 additional budget was approved as part of the 2025/26 budget process to partially address the ongoing pressures in Agency staff, the Director is undertaking a review of the use of Agency staff with a view to further reducing the expenditure in this area. – see 3.1 (a).

2.0 RECOMMENDATIONS

- 2.1 It is recommended that the Committee notes that the Committee's Revenue Budget is currently projected to overspend in 2024/25 by £182,000.
- 2.2 It is recommended that the Committee note that £200,000 of additional funding from 2025/26 was agreed as part of the 2025/26 budget process to address underlying pressures in the Committee budget.
- 2.3 It is recommended that the Committee notes the on-going review of Agency being progressed by the Director and that where appropriate, an update will be provided to future meetings of the Committee.

Angela Edmiston
Interim Chief Financial Officer

Stuart Jamieson
Chief Executive

3.0 BACKGROUND AND CONTEXT

3.1 2024/25 PROJECTED OUT-TURN (£182,000 Overspend – 0.82%)

The revised 2024/25 budget for Environment and Regeneration, excluding earmarked reserves, is £22,249,020. This is an increase of £854,570 from the approved budget, prior to transfers to earmarked reserves., including allocation of funding for the 2024/25 pay award. Appendix 1 gives details of this budget movement.

The main variances contributing to the projected net overspend are listed below.

- a) A projected overspend on Environmental Services agency costs of £66,000 to cover sickness, holidays, and delays in filling vacancies, partly offset by reduced overtime. A further projected overspend of £96,000 on agency staff to provide security at Pottery Street. The Director is undertaking a review of the use of agency employees with a view to reducing expenditure in this area. A budget pressure of £60,000 to address this matter has been approved from 2025/26 in addition to the £50,000 virement previously identified by the service.
- b) A shortfall of £23,000 in parking income due to a delay in progressing the TRO for business parking permits, and £49,000 shortfall PCN income due to less activity.
- c) A projected net under recovery in Roads Operations Unit income of £77,000.
- d) A projected overspend in residual and non-contract waste disposal partly offset by a projected under spend/over recovery on various other waste streams, giving a net projected overspend of £60,000. This is a decrease of £58,000 from the previous report due to a reduction in residential waste tonnages and an increase in income from external tipping charges. Due to new legislation, waste upholstered domestic materials and mattresses must be disposed of separately from the general waste. There is currently no contract for this, but negotiations are taking place. Currently a higher price per tonne is being incurred leading to a projected overspend of £140,000-150,000. It was agreed in the 2025/26 budget process to fund this pressure from the estimated £1.9million due to be received from the UK Government in 2025/26 arising from the Extended Producer Responsibility for Packaging obligations. A report will be presented to Committee in due course.
- e) A projected overspend of £129,000 across the Directorate on non-routine vehicle maintenance. This is due to an increase the price of materials and sub-contractors, and a high number of one-off repairs to vehicles that are due for replacement.
- f) A projected overspend in Roads and Grounds Maintenance of £104,000 in emergency works for damage caused by Storm Eowyn.
- g) A projected under recovery in Property fees from capital of £61,000 which partly offsets the over recovery in the turnover target noted at 3.1 (h).
- h) A projected over recovery of £488,000 against the turnover target across the Directorate, offset by the Property fees from capital noted at 3.1 (g) and the agency costs noted at 3.1 (a).

3.2 EARMARKED RESERVES

Appendix 4 gives an update on the operational Earmarked Reserves, i.e. excluding strategic funding models. Spend on these operational Earmarked Reserves is £1,080,000 (74.29% of projected spend).

4.0 PROPOSALS

4.1 None.

5.0 IMPLICATIONS

The table below shows whether risks and implications apply if the recommendations are agreed:

SUBJECT	YES	NO
Financial		X
Legal/Risk	X	
Human Resources		X
Strategic (Partnership Plan/Council Plan)		X
Equalities, Fairer Scotland Duty & Children/Young People's Rights & Wellbeing		X
Environmental & Sustainability		X
Data Protection		X

5.2 Finance

One off Costs

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

Annually Recurring Costs/ (Savings)

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

5.3 Legal/Risk

The Financial Regulations state the responsibility for ensuring Revenue Budgets are not exceeded lies with the Committee and Chief Officer (Director).

5.4 Human Resources

There are no HR implications arising from this report.

5.5 Strategic

There are no strategic implications arising from this report.

6.0 CONSULTATION

6.1 The figures in this report are based on the discussions with budget holders.

7.0 BACKGROUND PAPERS

7.1 None.

Environment & Regeneration Budget Movement - 2024/25

	Approved Budget		Movements			Revised Budget
	2024/25	Inflation	Virement	Supplementary	Transferred to	
Service	£000	£000	£000	Budgets	EMR	2024/25
				£000	£000	£000
Regeneration, Planning & Public Protection	5,718	161	6	63		5,948
Property Services	2,639	101	57			2,797
Roads	3,625	126				3,751
Environmental	9,271	336				9,607
Director	141	5				146
Totals	21,394	729	63	63	0	22,249

Movement Details**£000**External Resources0Inflation

Pay Inflation 24/25

679,570

Winter Maintenance Salt Inflation

50,000

729,570Virements

Procurement Team funded from HSCP/Education & Workstream Saving

102,000

AMP remaining budget reallocation to ICT

(40,000)

Grounds Maintenance Seasonals

(50,000)

Refuse Collection Agency

50,000

62,000Supplementary Budgets

No-one Left Behind GRG

63,000

63,000854,570

ENVIRONMENT AND REGENERATION COMMITTEE**REVENUE BUDGET MONITORING REPORT****SUBJECTIVE ANALYSIS**

Subjective Heading	Approved Budget 2024/25 £000	Revised Budget 2024/25 £000	Projected Out-turn 2024/25 £000	Projected Over/(Under) Spend £000	Percentage Variance %
Employee Costs	16,381	17,175	17,062	(113)	-0.66%
Property Costs	4,521	4,498	4,581	83	1.85%
Supplies & Services	4,028	4,061	5,640	1,579	38.88%
Transport & Plant Costs	2,613	2,613	2,674	61	2.33%
Administration Costs	480	530	648	117	22.15%
Payments to Other Bodies	6,587	6,601	6,820	219	3.31%
Other Expenditure	1,822	1,822	1,832	10	0.55%
Income	(15,038)	(15,052)	(16,826)	(1,774)	11.79%
TOTAL NET EXPENDITURE	21,394	22,249	22,431	182	0.82%
Transfer to Earmarked Reserves *	0	0	0	0	0.00%
TOTAL NET EXPENDITURE EXCLUDING EARMARKED RESERVES	21,394	22,249	22,431	182	0.82%

ENVIRONMENT AND REGENERATION COMMITTEE**REVENUE BUDGET MONITORING REPORT****OBJECTIVE ANALYSIS**

Objective Heading	Approved Budget 2024/25 £000	Revised Budget 2024/25 £000	Projected Out-turn 2024/25 £000	Projected Over/(Under) Spend £000	Percentage Variance %
Regeneration, Planning & Public Protection	5,718	5,948	5,731	(217)	-3.65%
Property Services	2,640	2,797	2,566	(231)	-8.26%
Roads Services	3,625	3,751	4,116	365	9.73%
Environmental Services	9,271	9,607	9,864	257	2.68%
Director	141	146	154	8	5.49%
TOTAL NET EXPENDITURE	21,394	22,249	22,431	182	0.82%
Transfer to Earmarked Reserves *	0	0	0	0	0.00%
TOTAL NET EXPENDITURE EXCLUDING EARMARKED RESERVES	21,394	22,249	22,431	182	0.82%

APPENDIX 3

ENVIRONMENT AND REGENERATION COMMITTEE

REVENUE BUDGET MONITORING REPORT

MATERIAL VARIANCES

0

[illegible]

REVENUE BUDGET MONITORING REPORT

MATERIAL VARIANCES

O

[illegible]

REVENUE BUDGET MONITORING REPORT

0

Total Material Variances	160
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EARMARKED RESERVES POSITION STATEMENT

Appendix 4

COMMITTEE: Environment & Regeneration

<u>Project</u>	<u>Total Funding</u>	<u>Phased Budget</u>	<u>Actual Spend</u>	<u>Projected Spend</u>	<u>Amount to be Earmarked for 2025/26 & Beyond</u>	<u>Lead Officer Update</u>
	<u>2024/25 £000</u>	<u>2024/25 £000</u>	<u>2024/25 £000</u>	<u>2024/25 £000</u>	<u>£000</u>	
Renewal of Clune Park Area	2,779	135	131	156	2,623	Spent in relation to Clune Park area, covering legal support, security and demolition. Contingency to fund CPO/purchase costs also. Utility disconnections costs ongoing in 24/25. Phase 1 demolitions will begin when this is complete.
Repopulating/Promoting Inverclyde/ Group Action Plan	95	0	0	5	90	Funding a 2 year grade 7 post. External funding will be utilised in 24/25.
City Deal	492	0	0	231	261	Funding City Deal delivery and PMO costs, increased cost of borrowing has resulted in a deficit. £300k from reserves required, approved 05/12/24 Council.
COVID - Jobs Recovery	1,429	715	150	200	1,229	Existing MA & graduate, part contribution to new MA programme and apprentice wage subsidy programme. There may be a reduction to expenditure due to the need to utilise external funding in 24/25.
Roads Assessments due to parking prohibitions.	56	56	38	56	0	Detailed assessment work progressing.
Covid - Temporary Business Development Officers	59	44	49	55	4	Staff Member in place funded up to 24/25.
Covid Recovery - Business Development Interventions	567	0	74	100	467	Range of interventions agreed at March 2024 E&R Committee. £50k write back 23/01/25 at full Council.
Local Plan Preparation	63	0	0	0	63	Smoothing EmR for local plan preparation to be utilised when required.
Business Loans Scotland - SME Activities	230	0	0	0	230	Funding for SME activities. No planned activity 24/25.
Shared Prosperity Fund/Projects	613	459	613	613	0	Spent in full to fund various Communities & Place, Local Business, People & Skills & Multiply projects.
Employability Smoothing Reserve	500	100	0	0	500	Support to smooth the impact of the employability saving approved December 2022 and February 2024. External funding has supported pressure in 24/25. Pressure will occur from 25/26.
Long Term Plan for Towns	50	0	25	38	12	Capacity funding for Towns Fund. Funding consultants costs and part year Towns Fund Manager post.
Empty Property Relief	94	0	0	0	94	E&R Business Support transferred from P&R Committee. Expect grants of £15k to be approved 24/25.
Total Category B to E	7,027	1,509	1,080	1,454	5,573	

Report To:	Environment & Regeneration Committee	Date:	15 May 2025
Report By:	Director Environment & Regeneration and Interim Chief Financial Officer	Report No:	ENV028/25/SJ
Contact Officer:	Stuart Jamieson	Contact No:	01475 712764
Subject:	Environment & Regeneration Capital Programme 2024/28 - Progress		

1.0 PURPOSE AND SUMMARY

- 1.1 ☒ For Decision ☐ For Information/Noting
- 1.2 The purpose of the report is to update the Committee in respect of the status of the projects within the 2024/28 Environment & Regeneration Capital Programme.
- 1.3 This report advises the Committee in respect of the progress of the projects within the Environment & Regeneration Capital Programme incorporating Roads and Environmental Services, Regeneration and Planning, Property and City Deal.
- 1.4 The Environment & Regeneration capital budget is £60.967m with total projected spend on budget. The Committee is projecting to spend £15.427m after net advancement of £0.838m (5.74%) being reported. Slippage of £8.485m is currently being reported against the externally funded capital projects. Appendices 1-3 detail the Capital Programme.

2.0 RECOMMENDATIONS

- 2.1 It is recommended that the Committee:
- notes the current position and the progress on the specific projects of the 2024/28 Capital Programme and externally funded projects as outlined in the report and appendices;
 - notes the on-going work in respect of the further identification of priority projects relating to core asset condition and allocation of funds from Core Property budget; and
 - approve the implementation of the remote parking payment solution utilising the available framework as detailed within section 3.36.

Angela Edmiston
Interim Chief Financial Officer

Stuart Jamieson
Director Environment & Regeneration

3.0 BACKGROUND AND CONTEXT

- 3.1 This report shows the current position of the approved Environment & Regeneration Capital programme reflecting the allocation of resources approved by Inverclyde Council on 29th February 2024.

2024/25 Current Capital Position

- 3.2 The Environment & Regeneration capital budget is £60.967m. The budget for 2024/25 is £14.589m, with spend to date of £12.458m equating to 85.39% of the approved budget (80.75% of the revised projection). The current projection is £59.776m which means total projected spend is on budget.
- 3.3 The Committee is projecting to spend £15.427m in 2024/25 with net advancement of £0.838m (5.74%) being reported. Appendices 1-3 detail the capital programme.
- 3.4 Externally funded projects are not included in the above Committee figures, the City Deal budget is £3.835m with the Greenock Town Centre Levelling Up budget £20.586m. The budget for 2024/25 is £11.392m and the current projection is £2.907m with slippage of £8.485m (74.5%) being reported at this stage. Appendix 3 shows the financial position of the externally funded projects programme.

Regeneration and Planning – Core Regeneration

- 3.5 Town & Village Centres: The West Blackhall Street Streetscape construction works are complete. Additional road signs and cycle parking will be installed and the minor outstanding snagging will be addressed during the maintenance period.
- 3.6 Comet Replica Replacement: Tenders have been issued with a return date at the end of April.
- 3.7 Place Based Funding: The reduced 2024/25 (September 2025) allocation of £170k will address the Customhouse Quay Square (£100k) and Parklea Link (£70k) projects which are currently in development.

Regeneration and Planning – Public Protection

- 3.8 Clune Park Regeneration: As previously reported, dangerous building notices were served on 138 properties across 15 tenement blocks of flats in the Clune Park estate on 16th July 2024, which remain active. It was also reported that in addition to the dangerous building notices served on the flats, notices remain extant for the Former Clune Park Church and Primary School with both buildings in receipt of approval from the Planning Department, in consultation with Historic Environment Scotland, allowing for demolition of the buildings with listed building consent to demolish granted. Tenders were sought for the demolition of the flats subject to the first tranche of dangerous building notices, school and church as a single contract forming the first phase of demolition works with a contract awarded. Utility disconnections have been completed and the contractor has taken possession of the site with the site compound and security measures now in place. Work has commenced initially on removing the elements of the former Clune Park Primary School that are to be retained.

As also previously reported a further two tranches of dangerous building notices were served as follows: i) 149 notices were served on 20th August 24, with notices now live and ii) 33 notices were served on 2nd September 2024, which remains with live Dangerous Building Notice applicable. The value of demolition works relative to these notices (phase 2) is such that a separate procurement exercise is required, tenders have now been issued with a return date in May. Utility disconnections are also being advanced.

The Clune Park estate remains under investigation with further surveys ongoing of other potentially dangerous buildings. The estate remains under supervision with CCTV, community warden patrols and security fencing erected to deter entry by members of the public.

Environmental Services

- 3.9 Vehicle Replacement Programme (VRP): Budget £1.434m, the programme of vehicles scheduled for replacement are to be delivered within 2025/26. Engagement with service users has been undertaken.
- 3.10 Play Area Strategy: The budget for 2025/26 is £314k, a report will be presented to this committee identifying proposed spend. Smithston Play area will be completed by May 2025.
- 3.11 Nature Restoration Fund: Projects for 2024/25 were cancelled due to the withdrawal and redirection of Scottish Government funding. Funding was reinstated for 2025/26, with a budget of £221k now available. Officers will revert to the projects initially identified for 2024/25 within the report to the August 2024 Committee (Cornalees Nature Trail Improvements / Wemyss Bay Woods Survey & Path Upgrades / Coves Reservoir Invasive Species Control / Auchmountain Glen Nature Trail Improvements / Kelburn Park Arboretum Study & Tree Works) as a priority.
- 3.12 Parks, Cemeteries and Open Spaces Asset Management Programme: Nitrous Oxide (NOx) and Mercury abatement equipment is awaiting delivery. Open space and parks maintenance works including path and rails improvement will be progressed in the current financial year.
- 3.13 Former St Ninian's School Site: A contractor has been appointed and works commenced in April 2025.

Property – Core Property Assets

- 3.14 Core Property Provision Prioritisation: The Environment & Regeneration capital programme includes allocations for lifecycle and elemental replacement works across core operational properties in the form of the Core Property allocation. Projects are brought forward throughout the financial year as part of the on-going review and prioritisation based on property condition surveys. The most recent 5 yearly external condition surveys were undertaken via Aecom between October and December 2019 with an annual review carried out by Property Services to provide an overall asset condition rating which is reported as part of a range of Statutory Performance Indicators. The next full external survey exercise is now due and a funding allocation from the capital programme contingency was approved by the June 2024 Policy & Resources Committee. Officers have progressed the specification and documentation for procurement of the necessary consultants with tenders issued and return anticipated in May.
- 3.15 Greenock Municipal Buildings - Greenock Town Hall Re-roofing: Minor damage caused during Storm Eowyn will be addressed by the original contractor who will return to address repairs to slate, leadwork, a wind catcher and replacement of glass within a skylight. Dates for repairs have yet to be confirmed pending co-ordination of the necessary works to minimise disruption to roads, Councillor Car Park and Fire Museum courtyard. Some disruption will be necessary due to scaffold but those affected will be advised.
- 3.16 Waterfront Leisure Complex Lifecycle Works: Previous reports to Committee have advised on the condition of the Waterfront Leisure Centre and specifically the Building Services installations, the majority of which are now over 25 years old and requiring replacement.

Chiller Replacement: Main Contractor has been appointed with pre-start meeting held at the end of March. Main Contractor currently arranging significant purchase of plant with specialist subcontractor. Inverclyde Officers and Inverclyde Leisure Officers are co-ordinating the relocation of all temporary plant which will allow the Main Contractor to take possession of a “cleared site”.

- 3.17 Watt Institute DDA Works: Difficulties have been experienced in procuring the originally proposed specialist lift, due to a change of ownership of manufacturers. An equivalent lift is being sought from alternative manufacturers. Site programme to be agreed with Client Service upon resolution of this item.
- 3.18 New Ways of Working: An initial allocation of £200K was made available to progress alterations associated with the Delivering Differently change programme and the development and implementation of new modern ways of working within the Council. The expenditure to date has facilitated the mothballing of the James Watt Building from the end of March 2024. Further phases of work are being considered to facilitate the relocation of staff from the Ingelston Park building linked to the budget saving exercise. James Watt Building works are now complete and operational. Levelling Up project related works and relocation of remaining HSCP staff from Hector McNeil House is being targeted for end of June 2025. Staff from the Finance 2nd Floor wing of the Greenock Municipal Buildings have been decanted to the refurbished Unity Diner Offices to allow the Building Services Unit to take vacant possession of area. Refurbishment works are targeted to be complete for mid-June to allow final moves to follow on before end of June 2025.
- 3.19 Craigmuschat Quarry Recycling Centre: The welfare unit was delivered and fixed on structural pads as required prior to the Christmas holiday period. Water connections and installation of all associated pipework requires to be by accredited contractors only and involves a water hydrant with the final connections to main having to be by Scottish Water. Full installation cost by Scottish Water has been received and instructed.
- 3.20 Greenock Municipal Buildings Dalrymple Tower Fabric Works: Tender were issued in March and returned in April with evaluation underway. Specialist wildlife surveys require to be conducted relating to birds and bats with survey dates being selected to best mitigate against delays associated with nesting and breeding seasons, it should be noted however that due to heights involved and limited access there remains a risk to programme subject to the survey outcome.
- 3.21 Pottery Street Depot Salt Barn: Technical Services continue to liaise with specialist contractors to develop the design and specification for a replacement dome. Inspection of the existing concrete base being arranged.

Property – Net Zero Action Plan

- 3.22 Energy Use in Buildings – Artificial Pitch LED Floodlighting: Works were substantially completed by the end of March 2025.
- 3.23 Energy Use in Buildings – Solar Photovoltaic Installations: Design work has been progressed across 6 properties (4 primary schools, one leisure asset and one depot building) based on the previous completed feasibility studies. The progression will be subject to further structural engineering support and determining the most cost-effective procurement strategy which will also be informed by overall budget availability.
- 3.24 Energy Use in Buildings – Low Emission Heating Installations: Design work has been progressed across 3 properties (1 education asset, one leisure asset and one office building) based on the previous completed feasibility studies. Progression will consider the most cost-effective procurement strategy informed by overall budget availability.

- 3.25 Transport – Fleet Decarbonisation: The June 2023 Committee approved the replacement of the light commercial vehicles with ULEV and this workstream commenced in 2023/24 with four vehicles. A further fourteen vehicles have been delivered in 2024/25, representing £129K spend in 2024/25. The installation of charge points at the three children's homes linked to the planned replacement of fleet vehicles has also now been completed.
- 3.26 Offsetting – Peatland Restoration: Funding support secured £769k from Peatland Action Fund for restoration of 790ha of peatland at Hardridge Farm (Duchal Moor) and £104k for restoration of 154ha of peatland at Dowries Farm. Works commenced in January 2024 with the Dowries project completed by the end of March 24 and the first phase of the Hardridge Farm (Duchal Moor) project also completed in the same timescale. The Hardridge Farm (Duchal Moor) project is a larger project programmed to be completed over three seasons/phases with final completion projected by the end of March 26. Phase two works commenced in October and were completed in March 2025.

Property – Minor Works

- 3.27 Greenock Waterfront Sea Wall Priority Works – The scope of works has been informed through Marine Engineer survey and report. Works have been partially completed with the final elements yet to be completed programmed to complete in March.

Roads Service – Core Programme

- 3.28 Active Travel (formerly CWSR):

Feasibility studies, drawings and tender packages have been completed for various schemes and these were circulated to all members in March 2025. Any further feasibility and/or detail design of schemes requires to be funded from the internal Active Travel allocation with progression subject to external funding availability and successful bids. The ability to progress schemes also relies on funding support being indicated as early as possible in the financial year to allow sufficient time to address any land purchase requirements and the necessary procurement processes. The projects for 2025/26 are progressing as follows:

- LUF – Diversion Route Works. The design of the schemes is progressing through the external consultant with a draft currently submitted for review/comment.
- A78 Junction Improvements – The works are on site and are progressing after an initial 1-week delay linked to utility provider requirement to repair their apparatus.
- Dropped Kerbs – A list of proposed crossing points is being prepared for construction later in the financial year.
- Minor Safety Measures Around Schools – A list of improvements is being prepared for construction later in the financial year.
- Cycle Storage & Parking – A proposed location list is being finalised for installation later in the financial year.

- 3.29 Sustrans:

The funding for 2025/26 has not yet been confirmed, however the initial funding bids have been through the first phase of governance within Sustrans for the following projects:

- Tarbet Street, Gourrock – cycle route and improved crossing point.
- Kingston Dock – Improved route for A8 at Kingston Dock to join the route at the roundabout.
- Cove Rd - Improvements to the cycle route.

- Battery Park to Laird St. – Design improvements to make the temporary route permanent and in line the Cycling by Design standards.
- Lady Octavia to A8 - Create a route from Lady Octavia to the A8.
- Devol Glen - Design to improve the gradient of the route as it traverses the glen.

Officers will continue to engage to establish funding support possibilities for 2025/26.

- 3.30 Active Travel Infrastructure Fund: Following the late award of this fund in 2024/25, the widening of the existing coastal path between Kingston Dock and Ardgowan Street in front of Tesco's in Port Glasgow was completed before the end of March. A bid has been made for projects for 2025/26, however there has been no confirmation of an award at this time.
- 3.31 SPT: The SPT committee paper confirms that Inverclyde will receive £250k for the bus stops at Inverkip as part of the Inverkip junction improvement project. The installation of the stops will require a signalised pedestrian crossing as part of the signalised junction and also additional footways. This will significantly improve the bus service to Inverkip meaning that every bus can now stop at Inverkip.
- 3.32 Road Safety Improvement Fund: No announcement to date on the funding for 2025/26.
- 3.33 Kirn Drive Passing Places: Will be the subject of a separate report to this committee.
- 3.34 Dunrod Road: The revised site investigation works have been awarded, however, the commencement of the works is subject to the completion of a full ecological survey. The anticipated start date for the site investigation works is June 2025.
- 3.35 Flooding: As previously reported, the recruitment of a Flooding Officer continues to be challenging, officers will continue to investigate other options including training existing employees and the use of external consultants. The proposed works at the corner of Kilmacolm Road and Glenbrae Road are substantially complete with the final grill installation programmed to be completed in May 2025.
- 3.36 Car Parking: The report to the March 2024 Committee on Car Parking Charges included approval to implement a payment App solution to address the current lack of availability for remote payments or card payment. The indicative charges within that report were an annual charge of £10K with a cost per ticket of £0.05 and the cost of the text message confirmation of £0.10 with the ticket/text costs normally charged to the customer. Officers have progressed with exploring opportunities and understanding the impacts relating to the installation and ongoing delivery of remote/card payments for parking within Inverclyde. The Council existing charges for parking will not be changed. However, the additional costs associated with the implementation and use of RingGo as an option are detailed in the table below:

RingGo Remote / Card Payment Parking Costs	Council Costs	Customer Costs	Additional Information
Cost Per Transaction (Customer)	N/A	£0.20	
Optional charge to receive SMS confirmation of transaction (Customer)	N/A	£0.10	Optional
Commission – RingGo Merchant Acquiring	£1,725		£1,725.00 based on forecasted spend. Note this is a mandatory charge to ensure the app remains supported and maintained.

The costs are market tested, and subject to Committee approval, the intention is to contract via the Crown Commercial Services competitively tendered G-Cloud 14 Framework Agreement. The pricing model contained within the Framework Agreement and detailed above is aligned to

Ringo's national commercial charging model and will be reflective of many other public sector bodies who have adopted the solution for remote/card payment for parking. Please note that remote/card payment is intended to offer customers flexibility in their payment method, however the existing method of paying by cash will continue to be available.

Roads Service – Roads Asset Management Plan (RAMP)

- 3.37 Carriageways: One of twelve carriageway resurfacing schemes is now complete. One Large patching scheme is also complete.
- 3.38 Footways: One of twelve footway resurfacing schemes is complete.
- 3.39 Structures: Minor bridge repair work and principal inspections are on-going.
- 3.40 Street Lighting: Design and planning currently being carried out prior to commencing the 2025/26 programme.

Externally Funded

- 3.41 Inverkip: The works will create a new access to the former power station site and will install two signalised junctions at Harbourside and Main Street Inverkip. The junction improvement works started on site in March 2025 and are progressing well. The site clearance for the Brueacre junction is complete and the works at Harbourside are progressing with drainage installation and ducting. The temporary lights have been removed to narrow lanes and the work will continue at Harbourside and Inverkip Main Street under narrow lanes. At the same time there will temporary lights at the Brueacre junction to continue the junction construction. A new dedicated webpage has launched providing key information and updates about the project and is available at: www.inverclyde.gov.uk/inverkipA78
- 3.42 Inchgreen: The Joint Venture Board continues to meet on a regular basis. The City Deal works are complete and enquiries regarding the end of use of the site continue to be progressed.
- 3.43 Greenock Town Centre Levelling Up Fund: Balfour Beatty have submitted a price for the works which requires clarification and some value engineering. A report will be presented to the Committee elsewhere on this agenda. Work to remove the canopy at Oak Mall took place in November 2024, which has enacted Planning consent 19/0285/IC. A Planning application for demolition of part of the shopping centre and installation of the new façade was approved at Planning Board in February 2025; with a building warrant now also submitted. In addition to the above, further site investigation work has taken place to inform the detailed design of the project.
- 3.44 Greenock Towns Fund: Government commitment to the long-term plan for Towns was continued with the November budget, a new prospectus is being developed and will be issued in Spring 2025, however they have not yet set a date for submission of the investment plan. Survey consultation took place at the end of November with an online survey or in-person surveys at key location throughout the town. The fifth Town Board has taken place in December. Officers are awaiting guidance from UK Government to be published imminently setting out procedures for submission of investment plans.
- 3.45 Officers are currently liaising with PMO colleagues to advance opportunities to deliver residual funding within the City Deal Programme that is being reprofiled from underspend or project activity that has been halted elsewhere in the region. City region Cabinet has approved the Strategic Outline Case for the regional commercial space bid in February 2025, with Inverclyde Council being allocated £11.125m of the funds to develop commercial space. A report on this is elsewhere on the Committee Agenda, providing further detail.

4.0 PROPOSALS

- 4.1 The Committee are asked to note the progress on projects and note that relevant reports will be brought back for Committee consideration as and when required.

5.0 IMPLICATIONS

- 5.1 The table below shows whether risks and implications apply if the recommendation(s) is(are) agreed:

SUBJECT	YES	NO
Financial		x
Legal/Risk	x	
Human Resources		x
Strategic (Partnership Plan/Council Plan)		x
Equalities, Fairer Scotland Duty & Children & Young People's Rights & Wellbeing		x
Environmental & Sustainability		x

5.2 Finance

One off Costs

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

Annually Recurring Costs/ (Savings)

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

5.3 Legal/Risk

N/A.

5.4 Human Resources

N/A.

5.5 Strategic

N/A.

6.0 CONSULTATION

- 6.1 This report has been prepared following consultation with the Head of Physical Assets and Finance Services.

7.0 BACKGROUND PAPERS

- 7.1 None.

COMMITTEE: ENVIRONMENT & REGENERATION

	1	2	3	4	5	6	7	8	9
Project Name	Est Total Cost	Actual to 31/3/24	Approved Budget 2024/25	Revised Est 2024/25	Actual to 28/02/2025	Est 2025/26	Est 2026/27	Est 2027/29	Future Years
	£000	£000	£000	£000	£000	£000	£000	£000	£000
Environmental, Regeneration & Planning									
Core Regeneration:									
Port Glasgow Town Centre Regeneration	1,960	1,435	125	25	21	200	300	0	0
Central Gourrock	150	130	20	20	0	0	0	0	0
T&VC - West Blackhall Street	6,263	2,494	2,391	3,400	2,933	19	350	0	0
T&VC - Other	1,202	75	627	27	2	100	1,000	0	0
T&VC - Complete on site	39	-	39	39	0	0	0	0	0
Comet Replacement	541	18	23	23	0	300	200	0	0
Place Based Funding	627		627	457	256	170	0	0	0
Core Regeneration Total	10,782	4,152	3,852	3,991	3,212	789	1,850	0	0
Public Protection:									
Scheme of Assistance	3,284	-	816	916	916	706	856	806	0
Clune Park Regeneration	2,000	1,286	0	300	293	348	66	0	0
Public Protection Total	5,284	1,286	816	1,216	1,209	1,054	922	806	0
Regeneration Services Total	16,066	5,438	4,668	5,207	4,421	1,843	2,772	806	0
Environmental Services									
Zero Waste Fund	324	-	189	120	119	114	45	45	0
Vehicles Replacement Programme	5,518	-	1,181	1,070	1,069	1,390	1,529	1,529	0
Play Area Strategy	555	-	191	219	218	336	0	0	0
Nature Restoration Fund	521	-	0	0	-	221	150	150	0
Park, Cemeteries & Open Spaces AMP	590	-	45	96	91	94	200	200	0
Former St Ninians School Site	195	38	157	57	41	100	0	0	0
Environmental Services Total	7,703	38	1,763	1,562	1,538	2,255	1,924	1,924	0
Environmental, Regeneration & Planning Total	23,769	5,476	6,431	6,769	5,959	4,098	4,696	2,730	0

23,769

COMMITTEE: ENVIRONMENT & REGENERATION

Project Name	1	2	3	4	5	6	7	8	9
	Est Total Cost	Actual to 31/3/24	Approved Budget 2024/25	Revised Est 2024/25	Actual to 28/02/2025	Est 2025/26	Est 2026/27	Est 2027/29	Future Years
	£000	£000	£000	£000	£000	£000	£000	£000	£000
Physical Assets									
Core Property Assets:									
General Provision	7,570	-	224	0	4	1,770	3,400	2,400	0
Additional Covid pressure allowance - General	72	-	29	29	0	0	43	0	0
Feasibility Studies	270	203	17	40	37	6	21	0	0
Waterfront Leisure Centre Lifecycle Works	391	-	268	30	22	361	0	0	0
Various Garages/Stores Replacement	11	11	9	0	0	0	0	0	0
Sea Walls/Retaining Walls	100	70	15	15	1	15	0	0	0
Coastal Change Adaptions	429	-	100	10	0	127	217	75	0
Watt Institute - Risk/DDA Works	252	40	156	6	0	190	16	0	0
Watt Institute - LED Lighting	47	7	0	40	41	0	0	0	0
New Ways of Working	200	172	0	28	52	0	0	0	0
Depot Demolitions - Balance	56	-	16	0	0	50	6	0	0
Kirn Drive Civic Amenity Site	407	173	0	80	9	0	154	0	0
Greenock Town Hall Roofing, Ventilation & Windows	2,175	379	1,289	1,541	1,421	30	225	0	0
Estate Condition Surveys	200	-	200	50	4	150	0	0	0
Net Zero	3,413	608	380	480	520	1,000	1,325	0	0
Vehicle Replacement Programme - Ultra Low Emission Vehicles	373	32	192	129	0	112	100	0	0
Climate Emergency	487	-	0	0	0	487	0	0	0
Minor Works	700	-	0	700	797	0	0	0	0
Statutory Duty Works	460	-	0	260	208	200	0	0	0
Capital Works on Former Tied Houses	600	269	6	6	1	0	200	0	125
Complete on Site Allocation	820	-	346	346	229	0	474	0	0
Core Property Assets Total	19,033	1,964	3,247	3,790	3,345	4,498	6,181	2,475	125
Roads:									
Core Programme									
Cycling, Walking & Safer Routes (CWSR)	1,479	-	345	538	74	341	300	300	0
Active Travel Infrastructure Fund (ATIF)	296	-	296	296	-	0	0	0	0
Sustrans	1,175	-	1,175	1,175	574	0	0	0	0
SPT	29	-	0	29	29	0	0	0	0
Road Safety Improvement Fund	114	-	114	114	-	0	0	0	0
Flooding Strategy - Future Schemes	1,432	1,036	146	40	35	60	296	0	0
Kirn Drive Passing Places	200	8	35	15	2	77	100	0	0
Roads & Footways (Participatory Budgeting)	250	205	45	0	-	45	0	0	0
Feasibility Studies	90	49	41	41	41	0	0	0	0
Complete on Site	8	-	8	8	-	0	0	0	0
Inverkip - City Deal Council Contribution	300	-	0	0	-	200	100	0	0
Community Bus Fund	25	-	25	0	0	25	0	0	0
Dunrod Road	1,500	-	500	150	123	550	800	0	0
Roads - Core Total	6,898	1,298	2,730	2,406	878	1,298	1,596	300	0
Roads Asset Management Plan									
Carriageways	9,087	-	1,509	1,475	1353	1,737	3,015	2,860	0
Footways	415	-	115	199	199	126	90	0	0
Structures	384	-	109	109	78	175	100	0	0
Lighting	399	-	174	174	147	175	50	0	0
Other Assets	322	-	0	175	175	75	72	0	0
Staff Costs	660	-	274	330	324	330	0	0	0
Roads Asset Management Plan Total	11,267	0	2,181	2,462	2,276	2,618	3,327	2,860	0
Roads Total	18,165	1,298	4,911	4,868	3,154	3,916	4,923	3,160	0
Physical Assets Total	37,198	3,262	8,158	8,658	6,499	8,414	11,104	5,635	125

COMMITTEE: ENVIRONMENT & REGENERATION

[illegible]

Report To:	Environment and Regeneration Committee	Date:	15 May 2025
Report By:	Director, Environment & Regeneration	Report No:	ENV017/25/MR/KM
Contact Officer:	Stuart Jamieson	Contact No:	01475 712146
Subject:	Environment and Regeneration Committee Delivery and Improvement Plan 2023/26 Annual Refresh and Performance Summary 2024/25		

1.0 PURPOSE AND SUMMARY

- 1.1 ☒ For Decision ☐ For Information/Noting
- 1.2 The purpose of this report is present the Committee with the refreshed Environment and Regeneration Committee Delivery and Improvement Plan. The Plan contains new, or revised, improvement actions for reporting year 2025/26 that require approval.
- 1.3 The Committee received a comprehensive report providing an update on the progress made in delivering the Committee Plan 2023/26 at its last meeting on 13 March 2024. For completeness, this report includes a summary of the overall progress that was achieved in delivering the Committee Plan at the end of year two (2024/25).

2.0 RECOMMENDATIONS

- 2.1 It is recommended that the Committee:
- Note the progress made in delivering the Environment and Regeneration Committee Delivery and Improvement Plan during 2024/25.
 - Approve the refreshed Environment and Regeneration Committee Delivery and Improvement Plan, to be implemented in 2025/26.

Stuart Jamieson
Director,
Environment and Regeneration

3.0 BACKGROUND AND CONTEXT

- 3.1 Committee Delivery and Improvement Plans (referred to as Committee Plans) are a key component of the Council's refreshed strategic planning and performance management framework. The Committee Plan enables scrutiny of:
- Strategic activity within the Committee remit; and
 - How the Committee is helping to deliver the Council Plan outcomes.
- 3.2 The Environment and Regeneration Committee Plan 2023/26 was approved on 4 May 2023. Committee Plans have also been approved by the Education and Communities Committee and the Policy and Resources Committee.
- 3.3 Now entering the final year of its three-year term, the Committee Plan has been reviewed and refreshed to ensure that actions that continue to be priorities for the Directorate carry forward to the next planning year; actions that have been delivered are closed off and new opportunities, challenges and responsibilities are captured.
- 3.4 **ENVIRONMENT AND REGENERATION COMMITTEE PLAN 2023/26: YEAR END PERFORMANCE SUMMARY**
- 3.5 The Committee Plan 2023/26 contains an action plan with 13 high level actions, each underpinned by a number of sub-actions.
- 3.6 This Committee has previously considered two performance reports relating to the delivery of the Environment and Regeneration Committee Plan in year two, the most recent of which was presented at the last meeting held on 13 March 2025. Details of the status of each action, i.e. complete, on track or slippage, along with a performance narrative was provided within that report. The latest KPI performance data was also provided.
- 3.7 A summary of the status of the 13 high level actions at the end of 2024/25 is provided below for the attention of the Committee.

Status at end March 2025	Fully complete	On track / ongoing	Slippage
	3	6	4
<u>Completed Actions</u>			

Actions that are now fully complete i.e. all associated sub-actions were delivered by the end of year two are as follows:

- The review of the Economic Strategy 2021/25, which included reviewing the existing economic climate and stakeholder engagement, is complete. The new, draft Economic Growth Plan, was presented to this Committee on 13 March 2025.
- Housing led regeneration in central Greenock and Port Glasgow. The Greenock study was approved by the Environment and Regeneration Committee on 31st August 2023 and a consultant report in relation to Port Glasgow is expected in June 2025.
- A Workforce Development Plan has been developed for the Directorate. The Plan identifies the key challenges and themes for the Directorate and includes a new Service Workforce Plan, implemented from May 2024.

Ongoing Actions

The following actions were originally scheduled for delivery beyond 2024/25. As these are ongoing, each has been updated and rolled forward into the refreshed Committee Plan.

- The delivery of placemaking projects, including the Levelling Up project.
- Ongoing monitoring of the implementation of the Local Housing Strategy 2023/28.
- Implementation of projects aimed at increasing biodiversity and improving carbon sequestration.
- The production of an Inverclyde Local Development Plan.
- The review of Asset Management Strategies.

In addition to the above, an update on the Net Zero Strategy, which is an ongoing action within the Committee Plan, appears separately on the agenda for this meeting.

Slippage

Actions where completion of all sub-actions by the original due date was not achieved in 2024/25 are as follows:

- The review of the Socio-Economic Taskforce.
- Proposals relating to pavement parking prohibitions.
- Works relating to the regeneration of Clune Park.
- The development of a new Roads Asset Management Strategy.

These actions have been carried forward into year three, and new delivery dates set.

3.8 KPI performance 2024/25

The most recent performance data for all the Committee Plan KPIs is provided within the refreshed Plan. The Committee is asked to note that data is still being verified for a small number of KPIs.

3.9 Areas where the year-end performance target was achieved include:

- The percentage of household waste that was recycled (subject to SEPA verification).
- Gross weekly median earnings in pounds for employees working in Inverclyde (national data).
- Category 1 Potholes: the percentage made safe/repair within 24 hours of identification
- Category 2 potholes: the percentage that were made safe within 7 days of identification.
- The percentage of street lighting repairs carried out within 7 days.
- The percentage of all planning applications decided in under 2 months.
- The percentage of householder planning applications decided in under 2 months.
- The percentage of all building warrants assessed within 20 working days.
- The proportion of internal floor area of operational buildings in satisfactory (LGBF KPI).
- The proportion of operational buildings that are suitable for current use (LGBF KPI).

3.10 Performance for a small number of national measures fell below target but remained within a 5% tolerance level (amber status). Whilst the direction of travel and performance against comparator authorities is monitored for such measures, performance is influenced by a range of factors, many of which are outwith the Council's control. These KPIs

- The rate of business gateway start-ups per 10,000 population (based on published data over the period April – February 2025) (LGBF KPI).
- The percentage of school leavers in a positive destination approximately 9 months after leaving school.
- The female employment rate in Inverclyde.

3.11 A number of KPIs have a red status, i.e. performance in the year was 5% or more below target. The red status of the following KPIs is based on data that is published nationally:

- The employment rate for both 16-64 year olds and for 16-24 year olds fell in 2024 and both were lower than the Glasgow City Region average.
- The employment rate of males in Inverclyde was below the Glasgow City Region average.
- The three-year business survival rate also decreased.
- The percentage of the road network that requires maintenance treatment increased from the previous year.

In relation to service performance, data for a small number of measures for financial quarter four 2024/25 is currently being verified and therefore the status may be subject to change. KPIs with a red status at the end of **quarter three** are:

- The number of employability clients supported by the Council that gained a full or partial qualification in the reporting year.
- The number of unemployed people that have progressed from employment to participation in council funded / operated employment activities.

In addition, the annual target for tree planting in 2024/25 was not achieved.

3.12 ENVIRONMENT AND REGENERATION COMMITTEE PLAN ANNUAL REFRESH

3.13 The Committee Plans are subject to annual review to ensure that the improvement actions remain relevant and reflect any emerging challenges or legislation that will impact on the Directorate during the remaining term of the Plan.

3.14 Appendix 1 contains an 'Action Tracker' to provide the Committee with full oversight of the changes that have been made to the refreshed action plan. The refreshed Environment and Regeneration Committee Plan is attached as Appendix 2.

3.15 The focus of the Committee Plan continues to be on the areas of strategic importance that support the achievement of Council Plan 2023/28 outcomes. All actions and delivery timescales have been updated to reflect the current position as the Plan enters its final year. Performance in key areas will continue to be monitored and reported to the Committee.

3.16 In particular, the attention of the Committee is drawn to the inclusion of two new actions to be implemented in 2025/26:

- Delivery of a new transformation project relating to district heating.
- Development of commercial and industrial premises utilising the Glasgow City Region Enabling Commercial Space Programme funding.

3.17 The Risk Register has also been reviewed and is included within the refreshed Committee Plan. Updates against the areas of highest risk will continue to be provided on a six-monthly basis.

- 3.18 The refreshed Plan also includes details of Council policies that fall within the remit of this Committee and the date of the next planned review.
- 3.19 Progress in the delivery of the Committee Plan will continue to be reported to every second meeting of this Committee. The Committee will also continue to receive Annual Reports on a range of thematic work related to its remit.

4.0 PROPOSALS

- 4.1 The Committee is asked to note the progress that has been achieved in delivering the Environment and Regeneration Committee Delivery and Improvement Plan 2023/26 in its second year.
- 4.2 The Committee is asked to approve the refreshed Committee Plan, which will be implemented in year three (2025/26).

5.0 IMPLICATIONS

- 5.1 The table below shows whether risks and implications apply if the recommendation(s) is(are) agreed:

SUBJECT	YES	NO
Financial		X
Legal/Risk		X
Human Resources		X
Strategic (Partnership Plan/Council Plan)	X	
Equalities, Fairer Scotland Duty & Children/Young People's Rights & Wellbeing		X
Environmental & Sustainability		X
Data Protection		X

5.2 Finance

One off Costs

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

Annually Recurring Costs/ (Savings)

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

5.3 Legal/Risk

There are no legal implications associated with this report, whilst the key Committee risks are highlighted within the full Committee Plan 2023/26.

5.4 Human Resources

There are no human resources implications associated with this report.

5.5 Strategic

The Environment and Regeneration Committee Delivery and Improvement Plan 2023/26 directly supports the Council Plan 2023/28 and is aligned to the delivery of the Council Plan outcomes.







6.0 CONSULTATION

6.1 None.







7.0 BACKGROUND PAPERS

7.1 None.











Appendix 1: Delivery and Improvement Plan 2024/25 Action Tracker

Ref	Action 2024/25	Overall status 31/03/25	Original key deliverables	Original Due Date	Revised due date	Annual refresh 2025/26: Key points
CMTE/ EVR001	Refresh the Economic Strategy 2021/25 and develop a new Economic Development Strategy	 Complete	Carry out a review of the current Economic Development Strategy. Set Strategy Development Plan <ul style="list-style-type: none"> • Review of existing economic climate • Engagement with key stakeholders e.g. businesses and local groups • Identify priority themes 	31/08/24 31/08/24 31/03/25	Complete Complete Complete	Complete. The focus in 2025/26 will be on the implementation of the new Economic Growth Plan.
CMTE/ EVR002	Agree the next steps for the Inverclyde Socio-Economic Taskforce.	 Slippage	Carry out a review of the future remit of the Taskforce.	30/09/24	31/07/25	This is an ongoing action and the delivery timescales have been updated to reflect the current position.
CMTE/ EVR003	Support regeneration and economic growth via the delivery of key placemaking projects.	 Complete  Ongoing  Complete	Submission and approval of Inverkip Outline Business Case and final Business Case following Committee approval. Implementation of the Levelling Up Project. Establishment of a Towns Fund Board.	30/06/24 31/03/26 30/06/24	Complete 31/12/26 Complete	Complete. A new action for 2025/26 has been developed on the implementation of the Inverkip City Deal Project. This is an ongoing action within the new plan. The revised delivery timescale was previously noted by this Committee at its meeting held on 29 August 2024. Complete. A new action for 2025/26 has been developed on the submission of a Greenock Regeneration Plan to the UK Scottish Government.
CMTE/ EVR004	Development of a Local Housing Strategy 2023/28 which sets out how the Council and its partners	 Complete	Annual Review of the LHS 2023/28 and report to the Committee in the October / November cycle 2024.	30/09/24	Complete	Complete. A year one progress report has previously been considered by this Committee. As the LHS remains a live


Appendix 1: Delivery and Improvement Plan 2024/25 Action Tracker

Ref	Action 2024/25	Overall status 31/03/25	Original key deliverables	Original Due Date	Revised due date	Annual refresh 2025/26: Key points
	will address housing issues over the next 5 years.	 Ongoing	Maintain and monitor the progress of the LHS Outcome Delivery Groups in delivering the 4 Strategy outcomes.	Ongoing	Ongoing	strategy, an annual report will continue to be included in the Committee Plan 2025/26. A new action has been added to host a Housing Summit to address local housing challenges.
CMTE / EVR005	Development of an implementation plan reflecting the implications of Pavement Parking Prohibitions introduced by the Transport Scotland Act 2019.	  Slippage	Development of proposals. Implementation of the Pavement Parking Regulations.	30/09/24 31/03/25	Complete 31/12/25	This has been completed. This is ongoing and the action and delivery timescales have been updated to reflect the current position.
CMTE / EVR006	Increase the levels of biodiversity and improve carbon sequestration capture	 Ongoing	Identification of suitable grounds for tree and naturalised planting. Implement the remainder of the Peatland Restoration Plan in partnership with GCV Green Network. Additional bids to Nature Restoration Fund will be developed and submitted. Implementation will be dependent on level of funding attained.	31/03/26 31/03/26 31/03/26	No change No change No change	This is an ongoing action and has been updated to include reference to the Tree Planting Strategy.
CMTE / EVR007	Set out the Council's spatial planning policy in line with statutory requirements.	 Ongoing	Develop a new Local Development Plan.	31/03/26	No change	This is an ongoing action.
CMTE / EVR008	Establish a programme of housing led regeneration in central Greenock and Port Glasgow.	 Complete	Approval of brief for central Port Glasgow Housing Regeneration Strategy.	30/11/24	Complete	Complete. A new action has been added relating to the production of the PG Housing Report and actions arising from the report.

Appendix 1: Delivery and Improvement Plan 2024/25 Action Tracker

Ref	Action 2024/25	Overall status 31/03/25	Original key deliverables	Original Due Date	Revised due date	Annual refresh 2025/26: Key points
CMTE / EVR009	Progress with the physical regeneration of the Clune Park area.	 Complete	Partner dialogue with RSL provider.	01/04/24	Complete	This is ongoing. This action now reflects the first phase of demolition and the appointment of a registered social landlord as a council partner to develop site. Investigation of legal issues is integral to every stage in the process and as such, will no longer be reported separately.
		 Slippage	Planning consent (in principle) for the Clune Park development.	01/04/24	31/03/26	
		 Slippage	Legal issues fully investigated.	01/05/25	-	
CMTE / EVR010	Progress workstreams to support the achievement of the Net Zero target by 2045.	 Ongoing	Ongoing implementation of the Net Zero Strategy and Action Plan 2022/27 focusing on a wide range of workstreams that will deliver energy efficiency improvements and carbon emission reductions.	31/03/26	No change	Action has been revised to make specific reference to the presentation of an annual report on the Net Zero Strategy and Action Plan 2022/27.
		 Ongoing	Develop Fleet EV charging infrastructure in depots and other council buildings.	31/03/26	No change	No change.
CMTE/ EVR011	Development of a Roads Asset Management Strategy (RAMS) that will shape the Roads Asset Management Plan	 Slippage	Development of a Roads Asset Management Strategy that will shape the Roads Asset Management Plan.	30/09/24	31/05/25	This will continue as a workstream within the Committee Plan 2025/26. Due dates have been revised.
		 Slippage	Report to the Committee to consider recommendations made in the Strategy in relation to investment required in the road network.	30/09/24	31/05/25	
		 Complete	Implementation of annual delivery plans.	30/09/24	Complete	
CMTE / EVR012	Improve workforce / succession planning processes and address the skills gap arising from an ageing workforce.	 Complete	Identify the future skills gap within the Services, in key areas.	31/05/24	Complete	This is complete and will be removed as an action from the Committee Plan going forward.
		 Complete	Develop a training action plan for apprentices and graduates	31/05/24	Complete	

Appendix 1: Delivery and Improvement Plan 2024/25 Action Tracker

Ref	Action 2024/25	Overall status 31/03/25	Original key deliverables	Original Due Date	Revised due date	Annual refresh 2025/26: Key points
CMTE/ EVR013	The usage and management of Council assets will be optimised and support increased efficiency and effectiveness.	 Ongoing	The Asset Management Strategies will be reviewed and refreshed to reflect current requirements.	31/05/26	No change	This will continue as a workstream within the Committee Plan 2025/26.

Environment and Regeneration

COMMITTEE DELIVERY AND IMPROVEMENT PLAN 2023/26

ANNUAL REFRESH 2025/26

Environment and Regeneration Committee Delivery and Improvement Plan 2023/26

In April 2023, Inverclyde Council committed to the delivery of a new, ambitious Council Plan 2023/28. The Council Plan established a number of priorities for the Council.

Theme 1: PEOPLE

- Our young people have the best start in life through high quality support and education;
- Gaps in outcomes linked to poverty are reduced;
- People are supported to improve their health and wellbeing;
- More people will be in employment, with fair pay and conditions; and
- Our most vulnerable families and residents are safeguarded and supported.

Theme 2: PLACE

- Our communities are thriving, growing and sustainable
- Our strategic housing function is robust;
- Our economy and skills base are developed;
- We have a sufficient supply of business premises; and
- Our natural environment is protected.

Theme 3: PERFORMANCE

- High quality and innovative services are provided, giving value for money; and
- Our employees are supported and developed.

Annual Refresh 2025/26

This Committee Delivery and Improvement Plan 2023/26 was developed following an assessment of how the Directorate could support the delivery of Council Plan priorities and the achievement of Best Value. Now entering the final year of its three-year term, the Plan has been reviewed and refreshed to ensure that actions that continue to be priorities carry forward to the next planning year; actions that have been delivered are closed off and new opportunities, challenges and responsibilities are captured.

Directorate Overview

This Plan encompasses the Regeneration, Planning and Public Protection Service and the Physical Assets Service which deliver the key functions of:

Regeneration, Planning and Public Protection	Economic Development, Regeneration, Business Development, Employability, Planning Policy, Building Standards, More Choices More Chances, Public Health, Housing, Environmental and Social Protection, Trading Standards, Parking Management, Waste Strategy and Waste Management, Grounds Maintenance, Street Cleaning and Burial Grounds
Physical Assets	Asset Management & Property Estates, Procurement, Building Services, Energy and Climate Change, Property Management, Technical Services and Capital Programme Management, Roads Repairs & Maintenance, Traffic Management, Vehicle and Fleet Management, Flood Prevention and Street Lighting.

The Delivery and Improvement Plan sets out how the Directorate will help to deliver the Council Plan priorities through the implementation of the following workstreams:

Delivery and Improvement Plan

PEOPLE

What will be delivered?		How will this be delivered?	Due Date	What difference will it make?	Alignment to Council Plan
1.	<u>Economic Growth Plan</u> An Economic Growth Plan is in place to coordinate current and planned actions that delivers sustained benefits for our communities, residents and businesses.	Undertake further stakeholder engagement on the draft Economic Growth Plan. Final Economic Growth Plan presented to the Environment & Regeneration Committee for approval. Lead Officer: Head of Regeneration, Planning and Public Protection	30/06/25 31/08/25	The business base will have grown and be more diverse. The capacity to accommodate private sector jobs is increased. The regeneration of strategic employment sites and town centres is accelerated.	More people will be in employment, with fair pay and conditions
2.	<u>Taskforce</u> Agree the next steps for the Inverclyde Socio-Economic Taskforce.	Carry out a review of the future remit of the Taskforce. Lead Officer: Head of Regeneration, Planning and Public Protection	31/07/25	Local social and economic outcomes are improved.	More people will be in employment, with fair pay and conditions

PLACE

What will be delivered?		How will this be delivered?	Due Date	What difference will it make?	Alignment to Council Plan
3.	<u>Placemaking projects</u> Local regeneration and economic growth will be supported via the delivery of the key placemaking projects	Implementation of the Inverkip City Deal project. Implementation of the Levelling Up Project. Preparation and submission of a Greenock Regeneration Plan to the UK Scottish Government Lead Officer: Head of Regeneration, Planning and Public Protection	31/12/25 31/12/26 30/09/25	Economic benefits via the development of site for housing and commercial use Town centres are more sustainable.	Our economy and skills base are developed
4.	<u>Local Housing Strategy</u> Implementation of the Local Housing Strategy 2023/28.	Annual review of progress made in delivering the Local Housing Strategy and report progress to the Environment & Regeneration Committee. Maintain and monitor the progress of the LHS Outcome Delivery Groups in delivering the 4 Strategy outcomes. Host a Housing Summit with partners to tackle the local housing market challenges. Lead Officer: Head of Regeneration, Planning and Public Protection	31/03/26 Ongoing throughout Strategy term 30/04/25	Local housing provision is enhanced and housing needs better met.	Our strategic housing function is robust

What will be delivered?		How will this be delivered?	Due Date	What difference will it make?	Alignment to Council Plan
5.	<u>Pavement Parking Prohibitions</u> Development of an implementation plan reflecting the implications of Pavement Parking Prohibitions introduced by the Transport Scotland Act 2019.	Consider implementation of the Pavement Parking regulations. Lead Officer: Head of Physical Assets	31/12/25	Pavements are safer and more accessible and statutory regulations are enforced.	Our communities are thriving, growing and sustainable.
6.	<u>Biodiversity</u> Increase the levels of biodiversity and improve carbon sequestration capture.	Identification of suitable grounds for tree and naturalised planting, in line with the Tree Management and Planting Strategy. Additional bids to Nature Restoration Fund will be developed and submitted. Implementation will be dependent on level of funding attained. Implement the final year of the Peatland Restoration Plan in partnership with GCV Green Network. Lead Officer: Head of Physical Assets	31/03/26 31/03/26 31/03/26	Increased biodiversity resulting from additional tree planting and the transition from annual bedding to naturalised planting.	Our natural environment is protected
7.	<u>Local Development Plan</u> A strategy will be in place which sets out the Council's spatial planning policy.	Ongoing development of the new Local Development Plan to focus on: <ul style="list-style-type: none"> Preparation of the Proposed Plan, together with a proposed Delivery Programme, Environment Report and other required assessments. 	31/03/26 31/12/25	The Council will have established policies setting out its spatial planning requirements which will prevent challenge.	Our communities are thriving, growing and sustainable

What will be delivered?		How will this be delivered?	Due Date	What difference will it make?	Alignment to Council Plan
		<p>Submission of Proposed Plan following statutory consultation.</p> <ul style="list-style-type: none"> Required modifications are made and Plan adopted. Publication of Delivery Programme within 3 months of Plan adoption. <p>Lead Officer: Head of Regeneration, Planning and Public Protection</p>	31/03/26		
8.	<p><u>Housing led regeneration</u></p> <p>A programme of housing-led regeneration will be established for Port Glasgow.</p>	<p>Delivery of Lower Port Glasgow Housing Report.</p> <p>Lower Port Glasgow Housing Led Regeneration Strategy developed with partners.</p> <p>Lead Officer: Head of Regeneration, Planning and Public Protection</p>	<p>30/06/25</p> <p>30/06/25</p>	The creation of sustainable communities is supported.	Our communities are thriving, growing and sustainable
9.	<p><u>Clune Park</u></p> <p>The physical regeneration of the Clune Park area.</p>	<p>First phase of the demolition completed.</p> <p>Appointment of a Registered Social Landlord as a Council partner to develop site.</p> <p>Planning consent in principle will follow.</p> <p>Lead Officer: Head of Regeneration, Planning and Public Protection</p>	<p>31/10/25</p> <p>31/10/25</p> <p>31/03/26</p>	The overall social and physical regeneration of the area is promoted.	Our communities are thriving, growing and sustainable

What will be delivered?		How will this be delivered?	Due Date	What difference will it make?	Alignment to Council Plan
10.	<u>Net Zero</u> Further progress will be made towards achievement of the Net Zero target by 2045.	Annual progress report on the implementation of the Net Zero Strategy and Action Plan 2022/27. Development of Fleet EV charging infrastructure in depots and other council buildings. Lead Officer: Head of Physical Assets	31/05/25 31/03/26	Direct greenhouse gas emissions from the Council's operations are reduced; sustainability is improved. The Council's carbon emissions are reduced, contributing towards the achievement of Net Zero targets.	Our natural environment is protected
11.	<u>Commercial and industrial premises (NEW)</u> Creation of new and refurbished commercial space, utilising Inverclyde's funding from the Glasgow City Region Enabling Commercial Space Programme.	Develop commercial space programme to RIBA Stage 2 concept design, with associated project cost plan. Lead Officer: Head of Regeneration, Planning and Public Protection	31/03/26	Sustainable, high-quality business locations to support SMEs, support for chain businesses and start-ups will be in place.	We have a sufficient supply of business premises

PERFORMANCE

	What will be delivered?	How will this be delivered?	Due Date	What difference will it make?	Alignment to Council Plan
12.	<u>Roads Asset Management Strategy</u> The development of the Roads Asset Management Strategy	Development of a new Strategy that will shape the Roads Asset Management Plan (RAMP). Report to Committee to consider recommendations made in Strategy in relation to investment required in the road network. Implementation of Annual Delivery Plans. Lead Officer: Head of Physical Assets	31/05/25	Performance in relation to roads will continue to be maintained.	High quality and innovative services are provided, giving value for money
13.	<u>Asset Management Strategies (incorporates former Corporate Asset Management Strategy action)</u> The usage and management of Council assets will be optimised and support increased efficiency and effectiveness.	The Asset Management Strategies will be reviewed and refreshed to reflect current requirements: Lead Officer: Head of Physical Assets	31/05/26	Efficiency savings, long- term financial and service benefits are realised.	High quality and innovative services are provided, giving value for money
14.	<u>Transformation (NEW)</u> Explore opportunities for district heating systems	Attendance on LHEES training programme and participation in national groups. Participation in the Inverclyde pilot.	31/05/26	Energy savings and reduction in net zero.	High quality and innovative services are provided, giving value for money

Environment and Regeneration Annual Report Schedule

The following reports will be submitted to this Committee on an annual basis:

- Annual Procurement Report
- Planning Annual Performance Framework
- Building Standards Verification Annual Report
- Net Zero Action Plan Performance Report
- Commercial and Industrial Property Portfolio
- Local Employability Action Plan
- Roads Asset Management Plan
- Strategic Housing Investment Plan
- Local Housing Strategy

Environment and Regeneration Policy & Strategy Review Register

The policy and strategy review register brings together all the policies and strategies due to be reviewed by the Physical Assets Service and the Regeneration, Planning and Public Protection Service over the period 2024/28.

The table below shows the status of those policies and strategies that were scheduled for review in 2024 and the date of the next review.

2024

Name of Policy / Strategy	Lead Officer	Service Area	Status	Next review date:
Corporate Asset Management Strategy	Head of Physical Assets	Physical Assets	Reported 16.05.24	March 2028
Roads Asset Management Strategy	Service Manager	Roads	Due May 2025	March 2030
Winter Maintenance Policy, Procedures & Resources 2024/25	Service Manager	Physical Assets	September 2024 – reviewed annually	September 2025
Local Housing Strategy	Service Manager	Public Protection	Reported 31.10.24 & 13.03.25	Annual report every March. Next full review due 2028.
Net Zero Strategy 2021/2045	Head of Physical Assets	Physical Assets	Managed via Action Plan(s)	Annual report due every May.

The table below shows the policies and strategies that are due for review in 2025.

2025

Name of Policy / Strategy	Lead Officer	Service Area	Date of next planned review
Economic Growth Plan (new, requiring approval)	Head of Regeneration, Planning and Public Protection	Regeneration	August 2025
Procurement Strategy 2022/25	Service Manager	Procurement	Annual procurement Report every November, with new three-year strategy due late 2025.
Traffic Calming Policy 2017	Service Manager	Roads	2025

The table below shows the policies and strategies that are due for review in 2026.





2026









Name of Policy / Strategy	Lead Officer	Service Area	Date of next planned review
Local Development Plan	Service Manager	Planning & Building Standards	April 2026
Economic Regeneration Strategy	Service Manager	Environment & Regeneration	2026
Business Continuity Policy	Service Manager	Public Protection	2026








Environment and Regeneration Key Performance Indicators






The Directorate will monitor the performance of these key performance indicators over the lifetime of the Plan. Depending on the data source, new performance data will be provided to the Committee within the performance reports as it becomes available. In the case of national data, this is likely to be annually, however service performance data will be presented to the Committee more frequently.





The latest performance data for reporting year 2024/25 is provided below where data is available. Where it is not yet available, the 'latest status' icon relates to performance against target achieved in most recent year.

Key Performance Measures	Performance				Latest status	Target 2025/26	Comment	Frequency of reporting
	2021/22	2022/23	2023/24	2024/25				
Employment rate in Inverclyde (16-64 year olds) (Source SDS Regional Skills assessment)	2021 73.4%	2022 76.5%	2023 69.9%	2024 65.8%		To meet or exceed the GCR average.	2024/25 target was to meet or exceed GCR performance. The equivalent Glasgow City Region 2024 figure is 71% (provisional, due for update April 2025).	Annual
Employment rate of 16-24 year olds in Inverclyde (Source SDS Regional Skills assessment)	2021 53.4%	2022 62.5%	No data*	2024 39%		To meet or exceed the GCR average.	2024/25 target was to meet or exceed GCR performance. The equivalent Glasgow City Region 2024 figure is 50.5% (provisional, due for update April 2025). *Data in 2023 was suppressed.	Annual
Rate of Business Gateway start-ups, per 10,000 population (LGBF)	28.8	24.9	19.8	10.7 (data up to Feb 2025)		To meet or exceed Family Group average	2024/25 target was to meet or exceed the GCR. This measure is calculated using the population. When comparing performance with previous years please note that Inverclyde's population estimate increased following the Census, which will affect the performance data from 2023 on. Family group figure (to February 2025) = 11.3	Annual
The percentage of household waste that is recycled (LGBF)	48.5%	46.8%	47%	50.3%*		45%	2024/25 target – 45% *Provisional figure. Data is subject to verification by SEPA.	Annual

Key Performance Measures	Performance				Latest status	Target 2025/26	Comment	Frequency of reporting
	2021/22	2022/23	2023/24	2024/25				
CO ₂ emissions area wide; emissions within scope of LA per capita (in tonnes). (LGBF)	2021 4.1t	2022 3.7t	2023 data due July 2025	2024 data due July 2026			This is a 'data only' KPI where the direction of travel is monitored with the aim of achieving an annual reduction. Data is subject to a 2 year time lag. Family group average 2022 = 3.7t Scottish average 2022 = 4.27t.	Annual
Proportion of internal floor area of operational buildings in satisfactory condition	92.4%	94.07%	94%	Due July 2025		94%	2023/24 target = 92.2% Family group performance = 89.8% National average = 85.5%.	Annual
Proportion of operational buildings that are suitable for their current use	92.6%	93.3%	93.4%	Due July 2025		93%	2023/24 target = 92% Our family group performance = 91.5% National average = 89.8%.	Annual
The % of the Inverclyde road network that requires maintenance treatment	32.7%	31.2%	33.2%	33.7%		32%	2024/25 target = 32%	Annual
Business Survival rate (3 year average)	2018/21 59%	2019/22 52.4%	2020/23 51.4%	2021/24 Due Nov 2025		60%	2023 target = 60%	Annual
Gross weekly full time earnings, by workplace (median earnings in pounds for employees working in Inverclyde)	2021 £690.40	2022 £630.70	2023 £647.80	2024 £708.00		To meet or exceed the GCR average	2024 target was to meet or exceed GCR performance. Glasgow City Region average full-time earnings, by workplace = £705.50	Annual
% school leavers in a positive destination approx. 9 months after leaving school year	91.9%	89.3%	Due June 2025	n/a		92%	2022/23 Target = 92%. This data is subject to time lag. 2022/23 data was published in June 2024. The comparable Scottish figure in 2022/23 was 92.8%	Annual

Key Performance Measures	Performance				Latest status	Target 2025/26	Comment	Frequency of reporting
	2021/22	2022/23	2023/24	2024/25				
Employment rate (16-64 year olds) by gender: Inverclyde females Inverclyde males	2021 78.8% 70.9%	2022 77.7% 74.6%	2023 69.8% 66.9%	2024 67.4% 64.4%		To meet or exceed the GCR average	2024 target was to meet or exceed GCR performance. Glasgow City Region females – 69.4% Glasgow City Region males – 72.7%	Annual
Hectares of compromised peatland restored	0	0	Dowries 150Ha Hardridge 333Ha	Data being verified		Dowries: 154ha, Hardridge: 790ha	Targets referred to are the end of project targets.	Annual
Category 1 Potholes – Percentage made safe/repair within 24 hours of identification	100%	92%	100%	100%		92%	2024/25 target = 92% Full year performance figure shown.	Quarterly
Category 2 potholes that were made safe within 7 days of identification.	94%	90%	80.2%	94.45%		90%	2024/25 target = 90% Full year performance figure shown.	Quarterly
The percentage of street lighting repairs carried out within 7 days	96.4%	92%	86.6%	92.86%		92%	2024/25 target = 92% Full year performance figure shown.	Quarterly
The percentage of all planning applications decided in under 2 months	66%	38.6%	49%	80.99%		75%	2024/25 target = 72% Full year performance figure shown.	Quarterly
Percentage of householder planning applications decided in under 2 months	67.9%	41.2%	46.7%	77.56%		76%	2024/25 target = 76% Full year performance figure shown.	Quarterly
% of all building warrants assessed within 20 working days	92.24%	92.9%	94.4%	98.35%		95%	2024/25 target = 95% Full year performance figure shown.	Quarterly

Key Performance Measures	Performance				Latest status	Target 2025/26	Comment	Frequency of reporting
	2021/22	2022/23	2023/24	2024/25				
Number of employability clients supported by the Council that gained a full or partial qualification in the reporting year	363	326	457	306 (as at q3)		400	Performance figure for the year, as at the end of Q3. Status may change depending on final year end figure.	Quarterly
Number of unemployed people that have progressed to employment from participation in council funded /operated employability activities	459	467	414	283 (as at q3)		250	Performance figure for the year, as at the end of Q3. Status may change based on final year end figure	Quarterly
Tonnes sent for Energy from Waste	-	-	-	2024 26,076t			This is a 'data only' KPI where the direction of travel is monitored. From January 2024 the Council no longer sent waste to landfill but moved to Energy from Waste.	Quarterly
Number of trees planted	Not reported	Not reported	11,760	348		500	The target was to plant 500 trees in 2024/25.	Quarterly

PI Status	
	Performance is adrift of target by 5% or more
	Performance is below target, but is within a set tolerance level (between 0%-5%)
	Performance is at target level or higher
	Performance is being monitored but no target has been set (data only PI)

Environment and Regeneration Risk Management

Risk management is an integral part of corporate governance and sound management. The effective identification, assessment and management of risk is key to helping Inverclyde Council be successful in delivering its objectives, whilst protecting the interests of their stakeholders.

The highest risks to the Committee were reviewed in April 2025 and are presented below:

Risk Title	Risk Owner	Risk Description	Potential Causes	Potential Consequences	Impact	L'hood	Risk Score	Current mitigation	Future mitigation
Significant budgetary pressures	Director of Environment and Regeneration	There is a financial risk that 2025/26 will be challenging for the Committee to remain within its Revenue Budget.	<ul style="list-style-type: none"> • Scottish Government Financial Settlements not keeping pace with inflation or demographic pressures • Ring Fencing • Reliance on funding from government for specific projects is not guaranteed • Legislative and demographic pressures • Real term reductions in Capital grant whilst assets require significant investment • Conditionality of funding is sometimes restrictive to the desired deliverables • Timing of funding received makes it difficult to plan some deliverables 	<ul style="list-style-type: none"> • Impact on service levels • Impact on delivery of key projects • Impact on delivery of Committee and Service plans • Overspend in budget • Pressure on allocation of capital for other uses 	4	4	16	Inflation contingency	
								Budget setting and monitoring and in service budget management	
								Bi-Monthly reporting	
								Detailed annual budget exercise	
								Early identification and consideration of overspends	
Inappropriately resourced or resilient workforce	Director of Environment and Regeneration	The risk is that there is a failure to ensure there is an appropriate resourced and resilient workforce in place to meet	<ul style="list-style-type: none"> • Attractiveness of roles to work for Inverclyde council • Skillset availability - smaller pool to draw from with national shortages in some professions • Lack of upskilling and development of workforce, particularly with specific skill sets where there are identified gaps 	<ul style="list-style-type: none"> • Single points of dependency or failure within workforce • Reduced capacity to provide services to the community and to other council services • Impact on quality or continuity of service delivery • Missed regulatory or reporting deadlines 	4	4	16	Use of modern apprenticeship and graduate training schemes	
								Staff development	
								Grow our Own	

Risk Title	Risk Owner	Risk Description	Potential Causes	Potential Consequences	Impact	L'hood	Risk Score	Current mitigation	Future mitigation
		future organisational needs	<ul style="list-style-type: none"> • Aging workforce • Pay disparity between other local authorities 	<ul style="list-style-type: none"> • Reputational damage • Potential regulatory sanctions 				People and Organisational Development Strategy	
Major partner or supplier failure	Director of Environment and Regeneration	The risk is that external factors outwith the control of the Council impact on the Council's ability to deliver services / planned programmes.	<ul style="list-style-type: none"> • Poor selection process • Poor quality or small pool of suppliers / partner • Services provided are ceased • Market forces affecting construction materials & labour supply chains may become unsustainable • Insolvency of supplier 	<ul style="list-style-type: none"> • Impact on quality and/or resilience of service delivery • Financial impact to source new or more expensive options • Reputational impact • Capital slippage • Less projects able to be progressed within budget • Cost implications if a new supplier needs to be procured • Reputational impact if a major project cannot be completed 	4	3	12	Governance reviews	
								Financial checks	
								Committee reporting on project progress against key milestones	
								Major partnership board presence	
								Contract strategy	
Risk to Council's reputation linked to the decisions of the Planning Board or Local Review Body	Director of Environment and Regeneration Head of Legal, Democratic, Digital and Customer Services	There is a reputational risk that the decisions of the Planning Board or Local Review Body expose the Council to judicial review.	<ul style="list-style-type: none"> • Decisions taken based on non-material issues 	<ul style="list-style-type: none"> • Legal action • Reputational impact • Appeal losses • Increase in resources spent e.g. if a decision has to be reviewed or defended or costs awarded 	4	3	12	Governance mechanism in place	
								Procurement processes	
								Legal advice sought externally	
								Relevant and qualified staff supporting the project	
								Strategic lead for council coordinating activity	
								Relevant planning consents gained	

Monitoring and Reporting

Inverclyde Council is committed to ensuring that accountability, transparency and openness is embedded throughout the organisation and in our public performance reporting.

Progress on the delivery of this Plan is monitored using the Council's performance management system, Ideagen Risk, which monitors Actions, KPIs and Risks. Progress reports will continue to be presented to every second Committee meeting for scrutiny and published on the Council's website.

These reports and a range of other performance information is published here:

<https://www.inverclyde.gov.uk/council-and-government/performance>

Report To:	Environment and Regeneration	Date:	15 May 2025
Report By:	Director, Environment and Regeneration	Report No:	ENV024/25/SJ/NM
Contact Officer:	Neale McIlvanney	Contact No:	01475 712402
Subject:	UK Shared Prosperity Fund (SPF)		

1.0 PURPOSE AND SUMMARY

- 1.1 ☒ For Decision ☐ For Information/Noting
- 1.2 The purpose of this report is to note the outturn at March 2025 of Inverclyde projects funded by SPF during the period 2022 – 2025.
- 1.3 The report also seeks approval to deliver projects during 2025-26 funded by Inverclyde's SPF 2025-26 allocation of £1,550,389.

2.0 RECOMMENDATIONS

- 2.1 It is recommended that the Committee:-
- (a) Notes the financial position of SPF projects delivered during 2022 – 2025 (Appendix 1) and the underspend of £277,291 for Multiply projects.
 - (b) Approve projects for delivery during the year April 2025 – March 2026 (Appendix 2).

Stuart W Jamieson
Director, Environment & Regeneration

3.0 BACKGROUND AND CONTEXT

3.1 SPF 2022 - 2025

- 3.2 For 2022 – 2025, as part of the Glasgow City Region Investment Plan, Inverclyde Council had a 3-year UKSPF allocation of £3,528,501 for local delivery.
- 3.3 In April 2023, Committee approved 17 Core SPF projects across the 3 Investment Priorities of 'Communities & Place', 'Local Business' and 'People & Skills', as well as 6 Multiply projects, providing full allocation commitment.
- 3.4 The outturn of each project is shown at Appendix 1, with three 3 Multiply projects having a combined underspend of £277,291.
- 3.5 Whilst efforts were made to look at routes to engage partners, including the 3rd sector, the available timescale prevented one project from taking place, however provision delivered by CLD in some way addressed the outcomes of that project. For the second project, Enable Scotland were able to provide a limited number of places to those working in the health and social care sector, and the third project was delivered by West College Scotland but at a reduced level.
- 3.6 Whilst it is disappointing Multiply funding was not able to be fully utilised, this was in part due to internal resource being reprioritised to support the delivery of other multiply and employability programmes, which would have suffered without support. Options were reviewed to deploy the underspend to other SPF provision, but this was not permissible within the governments redefined criteria for 2024-25.
- 3.7 As there is no ability to carry forward underspend into 2025-2026, it will be off set against this year's SPF allocation.

3.8 SPF 2025 - 2026

- 3.9 UK Government confirmed a 1-year SPF extension to the Glasgow City Region Investment Plan, to enable delivery of projects during 2025 – 2026.
- 3.10 Inverclyde's allocation is £1,550,389, with a requirement that at least 23.3% is allocated to capital projects, however a higher percentage can be attributed if required.
- 3.11 For this delivery period, there is no ring fencing for Multiply provision.
- 3.12 Managing Authorities can continue existing projects and/or deliver new projects, against 3 Investment Priorities of Communities & Place, Business Support, and People & Skills, with further detail set out in Appendix 2.

4.0 PROPOSALS

4.1 2025/26 Allocation

- 4.2 Delivery of projects must take place between April 2025 – March 2026. UK Government has stated there will be no ability to extend beyond this period.
- 4.3 Below provides the suggested split of projects across the 3 Priorities, and Appendix 2 provides the suggested projects for each.

Investment Priority	2025-26 Allocation
Communities & Place	£775,195
Business Support	£330,000
People & Skills	£445,194
Total	£1,550,389

5.0 IMPLICATIONS

5.1 The table below shows whether risks and implications apply if the recommendation(s) is(are) agreed:

SUBJECT	YES	NO
Financial	X	
Legal/Risk		X
Human Resources		X
Strategic (Partnership Plan/Council Plan)	X	
Equalities, Fairer Scotland Duty & Children/Young People's Rights & Wellbeing		X
Environmental & Sustainability		X
Data Protection		X

5.2 Finance

One off Costs

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

Annually Recurring Costs/ (Savings)

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

5.3 Legal/Risk

None.

5.4 Human Resources

None.

5.5 Strategic

The proposal supports the Partnership Plan and the Economic Growth Plan through support of local employment and business sustainability/growth.

5.6 Equalities, Fairer Scotland Duty & Children/Young People

(a) Equalities

This report has been considered under the Corporate Equalities Impact Assessment (EqIA) process with the following outcome:

	YES – Assessed as relevant and an EqIA is required.
X	NO – This report does not introduce a new policy, function or strategy or recommend a substantive change to an existing policy, function or strategy. Therefore, assessed as not relevant and no EqIA is required.

(b) Fairer Scotland Duty

If this report affects or proposes any major strategic decision: -

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

	YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.
X	NO – Assessed as not relevant under the Fairer Scotland Duty.

(c) Children and Young People

Has a Children's Rights and Wellbeing Impact Assessment been carried out?

	YES – Assessed as relevant and a CRWIA is required.
X	NO – Assessed as not relevant as this report does not involve a new policy, function or strategy or recommends a substantive change to an existing policy, function or strategy which will have an impact on children's rights.

5.7 Environmental/Sustainability

Summarise any environmental / climate change impacts, positive or negative, which relate to this report.

None.

Has a Strategic Environmental Assessment been carried out?

	YES – assessed as relevant and a Strategic Environmental Assessment is required.
X	NO – This report does not propose or seek approval for a plan, policy, programme, strategy or document which is like to have significant environmental effects, if implemented.

5.8 Data Protection

Has a Data Protection Impact Assessment been carried out?

	YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.
X	NO – Assessed as not relevant as this report does not involve data processing which may result in a high risk to the rights and freedoms of individuals.

6.0 CONSULTATION

6.1 None.

7.0 BACKGROUND PAPERS

7.1 None.

Appendix 1 - UKSPF 2022-25 Final Outturn

Investment Priority – Communities & Place – 6 Projects

Organisation, Project Name	Project Description	Allocation	Spend	Outcome
Inverclyde Council CLD and Environmental Services. 'Public Lighting'	In response to Inverclyde Women's Safety Survey, this pilot project aims to improve lighting in public parks.	£150,000	£150,000	Battery Park works complete with lighting operational.
Inverclyde Council Regeneration Service 'Town Centre Action Plans'	Consultants to be appointed to create Town Centre Action Plans for Greenock, Gourock and Port Glasgow, with residents, businesses and Town Centre Regeneration Forums views being sought.	£90,000	£90,000	Following public consultations, each town has a published Town Centre Action Plan which sets out short, medium and long term actions which can be delivered over a 10 year timeline, when funding allows, to improve the vibrancy of the town centres.
Inverclyde Council Regeneration Service 'Town Centre Improvements - From Action Plans'	Town Centres and surrounds to benefit from physical works that will make a positive improvement for residents and businesses.	£190,000	£190,000	SPF was used to partly off-set the reduction of Placed Based funding. Capital works were undertaken in each town including Albert Road environmental improvements, Greenock Waterfront and within premises on John Wood Street, Port Glasgow.
Inverclyde Council Road and Environmental Services 'Port Glasgow Shipbuilders Environmental Improvements'	To improve the visitor experience to the Shipbuilders statue through environmental improvements to Coronation Park.	£150,000	£150,000	Works were undertaken to install lighting, refurbish the fountain and plant/landscape around the sculpture and surrounding area.
Parklea Branching Out 'Parklea Community Hub and Gardens'	Support creation of a flexible community-based hub and resource, impacting on the most vulnerable members of our community, by providing inclusive community spaces and building community capacity opportunities.	£80,000	£80,000	Main site works and soft landscaping have been completed, providing enhanced accessibility to the HUB and gardens, improving the surrounding landscape and providing paved pathways to the site, car park and wider Parklea area.
Inverclyde Council CLD and local Food Growing Network 'Invergrow'	This project will support the development of Inverclyde wide	£170,952	£170,952	The project enabled provision of a dedicated resource to engage with existing growing spaces and provided development support to the

	community gardening and food growing in public spaces, to impact on climate change and help alleviate food insecurity and food waste while improving mental health wellbeing.			Inverclyde Community Food Network, including identification of future objectives. A key aspect of the project was the collaborative working with a wide range of local organisations including The Shed, Auchmountain Resource Centre, Broomhill Hub, Branchton Community Centre, Belville Gardens, Wellington Allotment Gardens Association, Blooming Inverkip (Inverclyde Academy & Inverkip Primary), Parklea Branching Out, RIG Arts, Wellington Park Bowling Club and Riverclyde Homes.
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Investment Priority - Local Business – 6 Projects

Organisation, Project Name	Project Description	Allocation	Spend	Outcome
CVS Inverclyde 'Inverclyde Community Enterprise Programme'	The project will work with local social enterprises offering tailored support, including building capacity through a bespoke programme providing the tools to develop and grow their enterprise by tendering for contracts and generating income from charitable sources.	£120,000	£120,000	The Enterprising Project in Communities (EPIC) team worked with 25 individuals and organisations providing training programmes and individual support to help them develop the skills and knowledge to make their social enterprise aspirations a reality. A 'Social Enterprise Showcase' event provided the platform for local and national organisations to share good practice
Inverclyde Council Business Development 'Net Zero How Do I go About It?'	The project will work with businesses to do an audit/online survey to assess the energy efficiency and sustainability of the business and their premises.	£126,500	£126,500	The programme enabled 29 businesses to be supported with energy audit information and/or grant support to improve their energy efficiency.
Inverclyde Council Business Development 'Improving Your Business'	To enhance the skills and knowledge of business owners in Inverclyde which will enable them to operate from a more competitive position.	£155,000	£155,000	Provided resilience support to 62 SME West Blackhall Street traders.

Inverclyde Council Business Development 'Business Networking'	To provide a forum for local business owners to regularly meet to learn about a topic of interest from a presenter, share ideas and explore opportunities to work together.	£22,400	£22,400	Inverclyde Women in Business Network was established, with a schedule of events every 6 – 8 weeks, and has been viewed as a welcome addition to the business networking opportunities available in the area.
Inverclyde Council Business Development 'Supporting Growth and New Start Growth'	Providing grants and expert support to new start businesses or supporting growth of existing business.	£115,000	£115,000	A range of business grants were made available which added value to the Council's core business grants programme. Support for digital activities, including marketing, was particularly well received. A total of 80 businesses received grant support.
Inverclyde Council Business Development 'Business Accelerator Programme'	Through procurement of expert support, this project will develop a programme of training to assist businesses to support their sustainability and diversify the business base of Inverclyde.	£208,855	£208,855	Contractors delivered 4 expert support programmes to 49 local businesses. Two of the programmes were focussed on independent retailers and independent hospitality businesses, with the remaining two open to any sector. The 6 week programmes also included 1-1 advice as well as grant support.

Investment Priority – People and Skills – 5 Projects

Organisation, Project Name	Project Description	Allocation	Spend	Outcome
Inverclyde Council MCMC and CVS Inverclyde 'Youth Volunteering Programme'	The project aims to deliver positive destinations for inactive young people across Inverclyde. It will focus on increasing and enhancing volunteering opportunities, making this a valuable way for young people to gain skills and experience in a supported environment.	£121,486	£121,486	The project developed young people's skills and experiences by supporting them to take up local volunteering opportunities. It created a volunteering mentoring service and developed a youth champion programme, and certification via the national Saltire Awards was available. 120 young people benefitted from the programme.

Parklea Branching Out 'Parklea Community Option'	<p>This programme will enhance services by enabling provision of a more diverse programme of personal development and skills development opportunities for young people with autism and/or additional support needs, to enable access to further education, training and employability options.</p>	<p>£90,000</p>	<p>£90,000</p>	<p>Working in partnership with West College Scotland, Inverclyde Council CLD and Morton in the Community, the programme provided accredited training in horticulture, gardening, landscaping, and maintenance skills for 85 people with autism and/or additional support needs. In addition, participants were supported to achieve first aid certification, customer service awards, food safety certification and SQA personal development awards, alongside improving communication and teamwork abilities and essential life skills, such as independent travel and budgeting. Branches café provided further opportunities for participants to take part in 'plants to plates' activities, and the Independent Travel programme was able to be expanded, providing 50 young people with skills to travel independently.</p> <p>81 young people have benefitted from the programme and over 95% have sustained positive destinations including school, further education, volunteering and employment including landscaping, joinery, retail and administration positions.</p>
Inverclyde Council MCMC 'Steps 2 Progression'	<p>This is a focussed Youth project which will target 125 young people aged 16 - 19 years who are economically inactive and looking to move into a positive destination. The project will add to the training and life skills provision in the area, and will provide aftercare support to help sustain outcomes.</p>	<p>£350,000</p>	<p>£350,000</p>	<p>The project provided accredited programmes in Customer Service and Employability Award to 130 young people through contracted services with Street League. It also provided one-to-one support for 100 young people leaving school without a positive destination. The formation of the Youth Hub, based in SDS Greenock office, brought together relevant agencies to provide a weekly drop-in service for young people looking for support to move into training, further education, volunteering or employment.</p>

Inverclyde Council Employability & Skills 'Progress to Employment'	Progress to employment will support economically inactive people to move closer to employment by providing end-to-end support including key worker support, action planning, pre-vocational and vocational skills training.	£483,283	£483,283	Provision of an all-age, bespoke employability service, available to any local resident who needed help and support to gain the confidence, pre-vocational and vocational skills to move closer to/into employment. Delivered via Council employability key workers and complimentary contracted provision, including Inverclyde Community Development Trust, Stepwell Consultancy, Financial Fitness and Enable Scotland. The service supported 750 clients, with qualifications gained by 56%, and employment outcomes of 38%.
Inverclyde Council Employability & Skills 'New Opportunities'	The project aims to provide barrier removal activity, pre-vocational training and vocational training to those furthest from the labour market, through provision of person-centred services which will move clients closer to, or into employment.	£199,092	£199,092	The project supported 120 clients with multiple/complex barriers to employment, to overcome those barriers and gain confidence and skills to make employment a consideration. Work experience programmes, alongside mental health support, financial awareness and skills attainment were provided through Council employability staff in conjunction with employability contractors, including ICDT, Stepwell, Financial Fitness and Enable Scotland. 60% of clients achieved certification/qualification attainment.

Investment Priority – Multiply – 6 Projects

Organisation, Project Name, SPF Intervention	Project Description	Allocation	Spend	Outcome
Inverclyde Council CLD 'Prison leavers maths and numeracy'	Group courses aimed at prisoners, those recently released from prison or on temporary licence.	£39,064	£39,064	Delivered in partnership with Fife College, prisoners, those recently released from prison or on temporary license were given 1-1 learning in basic numeracy skills.

Inverclyde Council CLD 'Partnership Maths and Numeracy'	Development and delivery of bespoke programmes to tie in with CLD Partnership services including those on the employability pipeline.	£76,099	£76,099	Local services took part in the programme, enabling service users to be supported through small group learning and 1-1 sessions as required. Participating services were:- Oor Club; Women's Aid; DWP; Jericho House; Inverclyde Faith & Throughcare; Parklea Branching Out; Morton in the Community. Two learners took part in a podcast for Sunny Govan radio covering the themes of helping with children's homework and financial learning.
Inverclyde Council CLD '1:1 Maths and Numeracy Support and Volunteer Training'	New intensive and flexible courses targeted at people without Level 5 maths in Scotland, leading to an equivalent qualification.	£146,745	£146,745	The project supported 45 learners through 1:1 intensive support across a range of numerical areas and tailored to individual need. It improved participants knowledge, skills and understanding of numeracy and developed confidence to use those skills in their everyday contexts.
Inverclyde Council, Regeneration 'Everyday maths'	Everyday numeracy, adult learning programmes based around everyday numeracy relating to shopping, cooking, and supporting children with homework. The courses will support people to upskill their numeracy skills, build confidence and potentially work towards a formal qualification in the future.	£151,203	£0	Due to competing priorities, insufficient capacity was available to secure appropriate delivery mechanisms within available timescales. However, CLD's provision in some way addresses the outcomes originally identified for this project. <u>Underspend £151,203</u>
Inverclyde Council, Employability & Skills 'Workplace Maths and Numeracy Programmes and Staff Training'	Workplace numeracy working alongside employers such as social care staff, health staff, local call centres. Programme delivery will be shaped by the partnership between employer and employability services to ensure maximum uptake of programme.	£76,941	£17,396	Enable Scotland provided numeracy upskilling for 16 people working in the Health and Social Care sector. The programme provided numeracy learning, with additional digital and financial literacy skills, and was delivered via group sessions and additional 1-1 support as required. <u>Underspend £59,545</u>

<p>West College Scotland ‘Multiply – WCS’ <i>New and flexible courses targeted at those without Level 5 maths, leading to an equivalent qualification</i></p>	<p>Additional college programmes to support community members without formal qualification to level 5 maths to achieve an outcome.</p>	<p>£79,000</p>	<p>£12,457</p>	<p>As many of the college courses had numeracy core skills embedded within the curriculum, the uptake of stand alone provision was not as per anticipated numbers. However, 60 clients took part in the numeracy provision, which would not have been possible without SPF funding.</p> <p><u>Underspend £66,543</u></p>
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Appendix 2 – UKSPF 2025-26 – Suggested Projects

Investment Priority – Communities & Place – 3 Projects - £775,195

Organisation & Project Name	Project Description	Allocation
Inverclyde Council 'Town Centre Improvements'	To support capital works within Greenock, Port Glasgow and Gourock town centres, including support to progress actions identified in their Town Centre Action Plans.	£695,195
Inverclyde Council 'Invergrow'	To continue the previously supported project, to ensure the sustainability of the community growers and the Inverclyde Community Food Network and explore opportunities to expand the available space for food growing by local residents and businesses.	£40,000
Parklea Branching Out 'Parklea HUB and Gardens'	To continue the previously supported project, to develop the work undertaken to make the facility and the surrounding area more accessible to the most vulnerable members of the community, providing safe and inclusive spaces to learn, socialise, network and thrive.	£40,000

Investment Priority - Local Business – 3 Projects - £330,000

Organisation & Project Name	Project Description	Allocation
CVS Inverclyde 'Inverclyde Community Enterprise Programme'	To build sustainability to the work previously delivered with local social enterprises and support them to review their income generation sources and partnership/collaborative working options.	£50,000
Inverclyde Council 'Inverclyde in Business'	Provision of business advice, support and grants to new and existing SME businesses to help them start-up, grow, remain resilient and share experiences through networking. Grant support will include equipment, digital skills, marketing and training.	£230,000
Inverclyde Council 'Town Centre Vibrancy'	To provide grant support to town centre SME businesses.	£50,000

Investment Priority – People and Skills – 4 Projects - £445,194

Organisation & Project Name	Project Description	Allocation
CVS Inverclyde 'Youth Volunteering Programme'	To continue, and build upon, this programme being an appropriate route for school leavers and inactive young people to gain work and life skills through good quality volunteering opportunities.	£60,000
Parklea Branching Out 'Life & Work Skills'	To continue, and build upon, the employability services delivered by BPO to people with autism and/or additional support needs, to enable access to training, further education and employment.	£65,194
Inverclyde Council & Street League 'Steps 2 Progression'	Provision of a focussed employability programme for young people aged 16 - 19 years who are looking to move into a positive destination of employment, training, further education or volunteering. The project adds to the training and life skills provision in the area and will provide aftercare support to help sustain outcomes.	£120,000
Inverclyde Council & Contracted Provision 'Progress to Employment'	Progress to employment will support people to move closer to employment by providing end-to-end support including key worker support, action planning, pre-vocational and vocational skills training. It will target those with barriers to employment and will link with other services to provide a holistic approach to barrier removal.	£200,000

Report To:	Environment and Regeneration Committee	Date:	15 May 2025
Report By:	Director Environment and Regeneration	Report No:	ENV018/25/SJ/KL
Contact Officer:	Kenny Lang	Contact No:	01475 715906
Subject:	Nature Restoration Fund Proposed Projects		

1.0 PURPOSE AND SUMMARY

1.1 ☒ For Decision ☐ For Information/Noting Tick any that apply

1.2 The purpose of this report is to make Committee aware of the proposals relating to funding for Nature Restoration Fund (NRF) projects and to seek approval to progress the projects identified.

2.0 RECOMMENDATIONS

2.1 It is recommended that Committee

- notes and approves the proposals identified and specific projects in respect of the Nature Restoration Fund,
- agree that officers progress the projects identified.

Stuart Jamieson
Director
Environment & Regeneration

3.0 BACKGROUND AND CONTEXT

- 3.1 A report was submitted to this committee in August 2024 which identified a number of projects to be undertake using grant funding from the Scottish Government Nature Restoration Fund (NRF).
- 3.2 That funding was pulled to support the 204/205 pay award and as a result the projects were shelved. Funding from the Place Based Investment Programme and Shared Prosperity fund was subsequently allocated which allowed some of those projects to proceed.
- 3.3 The Scottish Government have now reinstated funding for 2025/26 of £221k. The NRF funding is to be used as follows:-
- Habitat and species restoration: Management for enhancement and connectivity.
 - Freshwater restoration, including restoration of natural flows in rural catchments
 - Coastal and marine initiatives which promote restoration, recovery, enhancement or resilience
 - Control of invasive non-native species (INNS) impacting on nature
 - Urban: Enhancing and connecting nature across, and between, towns and cities.

This report identifies the priority spend which was not delivered in 2024/25 and additional projects totalling £64k.

4.0 PROPOSALS

- 4.1 The Nature restoration fund proposals and estimated budget costs are summarised below

Location	Works	Est Value 000s
Cornalees – Clyde Muirshiel Park	Nature Trail improvements and refurbishment.	£94
Wemyss Bay - Woods	Woodland Survey and path upgrades	£25
Coves Reservoir	Invasive species control	£10
Greenock Town Centre	Expansion of Urban Tree Canopy	£10
Kelburn Park	Arboretum study and tree works	£18
		£157

Location	Works	Est Value 000s
Gourock Park	Woodland Survey, wild flower meadows and path upgrades	£15
Auchmountain Glen	Nature trail improvements	34
Cornalees	Habitat and rewilding improvements	£8
Kilmacolm War Memorial and Mill Dam	Habitat and rewilding improvements	£9
		£64

- 4.2 The works identified are in line with the Councils Net Zero Plan and will be reported in detail through the regular net zero updates. In line with our contract the tenders and works awards will be supported by the Green Action Trust.

5.0 IMPLICATIONS

- 5.1 The table below shows whether risks and implications apply if the recommendation(s) is(are) agreed:

SUBJECT	YES	NO
Financial		X
Legal/Risk		X
Human Resources		X
Strategic (Partnership Plan/Council Plan)		X
Equalities, Fairer Scotland Duty & Children/Young People's Rights & Wellbeing		X
Environmental & Sustainability	X	
Data Protection		X

5.2 Finance

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report (£000)	Virement From	Other Comments
	NRF Capital	2025/26	£221		Total costs identified are budget figures and will be contained within the overall NRF allocation.

Annually Recurring Costs/ (Savings)

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

5.3 Legal/Risk

There are no legal issues arising from this report.

5.4 Human Resources

There are no human resources issues arising from this report.

5.5 Strategic

There are no direct strategic implications as a result of this report.

5.6 Equalities, Fairer Scotland Duty & Children/Young People

(a) Equalities

This report has been considered under the Corporate Equalities Impact Assessment (EqIA) process with the following outcome:

	YES – Assessed as relevant and an EqlA is required.
X	NO – This report does not introduce a new policy, function or strategy or recommend a substantive change to an existing policy, function or strategy. Therefore, assessed as not relevant and no EqlA is required. Provide any other relevant reasons why an EqlA is not necessary/screening statement.

(b) Fairer Scotland Duty

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

	YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.
X	NO – Assessed as not relevant under the Fairer Scotland Duty.

(c) Children and Young People

Has a Children's Rights and Wellbeing Impact Assessment been carried out?

	YES – Assessed as relevant and a CRWIA is required.
X	NO – Assessed as not relevant as this report does not involve a new policy, function or strategy or recommends a substantive change to an existing policy, function or strategy which will have an impact on children's rights.

5.7 Environmental/Sustainability

Has a Strategic Environmental Assessment been carried out?

	YES – assessed as relevant and a Strategic Environmental Assessment is required.
X	NO – This report does not propose or seek approval for a plan, policy, programme, strategy or document which is like to have significant environmental effects, if implemented.

5.8 Data Protection

Has a Data Protection Impact Assessment been carried out?

	YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.
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X

NO – Assessed as not relevant as this report does not involve data processing which may result in a high risk to the rights and freedoms of individuals.

6.0 CONSULTATION

6.1 Consultation has been undertaken with the relevant services in the preparation of this report.

7.0 BACKGROUND PAPERS

7.1 None.

Report To:	Environment & Regeneration Committee	Date:	15 May 2025
Report By:	Director, Environment and Regeneration	Report No:	ENV030/25/SJ/EM
Contact Officer:	Eddie Montgomery	Contact No:	01475 712472
Subject:	Energy & Climate Change – Net Zero Action Plan Annual Progress Review		

1.0 PURPOSE AND SUMMARY

- 1.1 ☐ For Decision ☒ For Information/Noting
- 1.2 This report seeks to update the Committee on the progress made against the approved Net Zero Action Plan 2022/27.
- 1.3 The Environment & Regeneration Committee of 28 October 2021 approved the Net Zero Strategy 2021-2045 (https://www.inverclyde.gov.uk/assets/attach/14504/net-zero-strategy_web.pdf) which sets out Inverclyde Council's route map to achieving net zero greenhouse gas emissions by 2045. The Net Zero Action Plan 2022/27 was approved by the Committee in November 2022 with funding allocation agreed in March 2023 as part of the 2023/26 Capital Programme.

2.0 RECOMMENDATIONS

- 2.1 It is recommended that the Committee notes the current position and the progress on the specific actions of the 2022/27 Net Zero Action Plan as outlined in the report and Appendix 1.

Stuart Jamieson
Director Environment & Regeneration

3.0 BACKGROUND AND CONTEXT

- 3.1 Inverclyde Council's Net Zero Strategy sets out a route map to achieving net zero direct greenhouse gas emissions from its operations by 2045, including an interim 2031 target. The primary focus is reducing emissions from the council's buildings, transport, street lighting, water and waste, before considering options for offsetting emissions that cannot be eliminated.
- 3.2 The Strategy will be implemented through a series of Action Plans, the 2022-2027 Action Plan was approved in November 2022 and provides the objectives and associated actions that will target the carbon reductions over the five years of the initial plan, subject to the limit of available funding. It was also agreed that, where appropriate, the proposed action plan projects will require to be brought back to Committee for approval prior to progression following the completion of detailed technical assessments of the one-off capital costs, revenue cost impacts (negative or positive), and carbon reduction improvements.
- 3.3 The Councils Environment & Regeneration Capital programme reflects the allocation of resources approved by Inverclyde Council including £3.3m in March 2023 to address the progression of the agreed 2022/27 Net Zero Action Plan. The Council has also been successful in securing external funding support for a number of Net Zero related projects including peatland restoration (Peatland ACTION Fund) and LED lighting (Museums Galleries Scotland and the Scottish Football Association) projects. The recent allocation from the Scottish Government £40m Climate Change Emergency funding has also been added to current Net Zero fund.

2022/27 Net Zero Action Plan

- 3.4 The Committee has previously approved the Net Zero Action Plan 2022/27 with the last full update presented to the May 2024 Committee and with interim project updates contained within the regular capital programme progress reports to this Committee.
- 3.5 The Actions within the approved Plan have been reviewed by the various Services and Officers with an update on progress included as Appendix 1.

4.0 PROPOSALS

- 4.1 The Committee are asked to note the progress on the specific actions of the 2022/27 Net Zero Action Plan included as Appendix 1 and note that relevant reports will be brought back for Committee consideration as and when required.

5.0 IMPLICATIONS

- 5.1 The table below shows whether risks and implications apply if the recommendation(s) is(are) agreed:

SUBJECT	YES	NO
Financial		x
Legal/Risk	x	
Human Resources		x
Strategic (Partnership Plan/Council Plan)	x	
Equalities, Fairer Scotland Duty & Children/Young People's Rights & Wellbeing		x
Environmental & Sustainability	x	
Data Protection		x

5.2 Finance

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	-	-	-	-	-

5.3 Legal/Risk

The Climate Change (Scotland) Act 2009 set a target to reduce greenhouse gas emissions by 80% by 2050 from a 'baseline' year of 1990. Scotland, in 2019, became one of the first countries in the world to declare a 'climate emergency' and amended the Climate Change (Scotland) Act 2009, to set a new legally binding, national target to reduce net greenhouse gas emissions by 75 percent by 2030 and then to reach net zero by 2045.

In April 2024, following advice from the Committee on Climate Change that the 2030 target could not be achieved, the Scottish Government put to the Scottish Parliament the 'Climate Change (Emissions Reduction Targets) (Scotland) Bill'. The purpose of this Bill is to amend the Climate Change (Scotland) Act 2009 to no longer include the 2030 target. The Scottish Government is instead seeking to establish 'carbon budgets' covering periods of five years. A carbon budget would set a limit on the amount of greenhouse gases emitted in Scotland over a five-year period

The Climate Change (Duties of Public Bodies: Reporting Requirements) (Scotland) Amendment Order 2020' requires public sector bodies to declare a target date for achieving zero direct emissions of their greenhouse gases and annually report on their progress in achieving this.

5.4 Human Resources

There are no human resources issues arising from this report.

5.5 Strategic

There are no direct strategic implications as a result of this report.

5.6 Equalities, Fairer Scotland Duty & Children/Young People

(a) Equalities

This report has been considered under the Corporate Equalities Impact Assessment (EqIA) process with the following outcome:

	YES – Assessed as relevant and an EqlA is required.
X	NO – This report does not introduce a new policy, function or strategy or recommend a substantive change to an existing policy, function or strategy. Therefore, assessed as not relevant and no EqlA is required. Provide any other relevant reasons why an EqlA is not necessary/screening statement.

(b) Fairer Scotland Duty

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

	YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.
X	NO – Assessed as not relevant under the Fairer Scotland Duty.

(c) Children and Young People

Has a Children's Rights and Wellbeing Impact Assessment been carried out?

Where this implication is applicable, the CRWIA process must be followed. If the subject matter of the report requires a CRWIA, it must be referenced as a background paper and if available on the website, the link should be provided.

	YES – Assessed as relevant and a CRWIA is required.
X	NO – Assessed as not relevant as this report does not involve a new policy, function or strategy or recommends a substantive change to an existing policy, function or strategy which will have an impact on children's rights.

5.7 Environmental/Sustainability

The Councils Net Zero Strategy will be implemented through the 2022/27 Action Plan, which provides the objectives and associated actions that will target the Carbon Reduction Actions over the five years of the plan.

Has a Strategic Environmental Assessment been carried out?

	YES – assessed as relevant and a Strategic Environmental Assessment is required.
X	NO – This report does not propose or seek approval for a plan, policy, programme, strategy or document which is like to have significant environmental effects, if implemented.

5.8 Data Protection

Has a Data Protection Impact Assessment been carried out?

Where applicable, the corporate DPIA process must be followed. If the subject matter of the report requires a DPIA, it must be referenced as a background paper and if available on the website, the link should be provided.

	YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.
X	NO – Assessed as not relevant as this report does not involve data processing which may result in a high risk to the rights and freedoms of individuals.

6.0 CONSULTATION

6.1 Consultation has been undertaken with the Council Officers who form the Climate Change Working Group. The terms of reference for the group were updated in March 2025 with the membership of the group updated/widened to reflect staffing changes and to better align with the Action Plan leads.

7.0 BACKGROUND PAPERS

7.1 None.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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1. Carbon Reduction Action Area: Governance

Leadership

1.1	Work with all Council Services and key partners including the Scottish Government to improve the quality of our emissions data and reporting mechanisms, and reduce carbon emissions annually, to reach Net Zero by 2045	Net Zero Strategy; Climate Change Reporting	Chief Executive; Partners including Scottish Government	Annual Climate Change Reporting to the Scottish Government: Council's total annual corporate emissions	2012/13 emissions	Continue to reduce carbon emissions annually to reach Net Zero as soon as possible	Annual	2.1; 2.5; 3.1
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Progress update – May 2025:

The climate change reporting data submitted by the Council (and reported to the January 2025 Committee) shows the emissions figure reported for 2023/24 as being higher than that of recent years and is similar to that reported in 2017/18. The reason for this is that from the beginning of 2023/24, the Council became responsible for gas and electricity charges for Inverclyde Leisure properties. Even with the addition of Inverclyde Leisure properties, emissions have still reduced significantly from the baseline year of 2012/13 with 2023/24 emissions being around 34% less at 12,528 tonnes. The Council decided not to re-baseline by including emissions from Inverclyde Leisure properties' electricity and gas consumption from the baseline year but if it had, emissions would have been 45% less. The Council also decided to only report on internal waste for 2023/24 reporting.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
1.3	Work with partners / ALEO's to encourage them to take action to reduce their own carbon footprint; add this requirement to the terms and conditions associated with grants awarded by the Council, Area Partnerships, procurement contracts etc.	Net Zero Strategy; Procurement Strategy	Climate Change Group; Procurement Manager; Regeneration Manager	N/A	N/A	N/A	2022 / ongoing	2.1; 2.5; 3.1
<p>Progress update – May 2025:</p> <p>A training session and discussion was given to Inverclyde Leisure management in August 2024, showing SystemsLink and the reports that it can produce. Access to particular sites has now been given in the online portal to various members of IL staff who are now using the portal to monitor energy consumption from billing and smart metering. Inverclyde Leisure have 22 specific policies within their Quality Management System designed to enhance their Environmental Performance and Awareness - staff are also trained on the Environmental Policies and a specific Managers course for Environment "<i>Environmental Management, Culture and Awareness Course- Managers</i>".</p> <p>The Council's published LHEES and work in relation to the Local Housing Strategy (Delivery Group 4) involves partnership working with local RSL's.</p>								

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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1.5	Inclusion of a new e-learning module on the Climate Emergency, recommended for all Council employees; explore options to make this available to community / third sector organisations, via the wider e-learning platform	Net Zero Strategy	Human Resources & Organisational Development Team	Production of e-learning module on the Climate Emergency		E-learning module on the Climate Emergency in place	2023	3.1; 3.2
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Progress update – May 2024:

Complete - Courses on climate change on E-Learning and were promoted via ICON in June 2024.

1.6	Ensure that training in carbon efficiency behaviours is provided to all new Council employees via the staff Induction process	Net Zero Strategy; Staff Induction process	Human Resources & Organisational Development Team	Introduction of Induction training in carbon efficiency behaviours for all new staff		Induction training in carbon efficiency behaviours is in place	2023	3.1; 3.2
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Progress update – May 2025:

Complete - 'Caring for our Environment' modules including Net Zero Strategy and Action Plan and Local Heat and Energy Efficiency Strategy incorporated into Council Corporate Induction Course.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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Funding								
1.7	Work with our partners including the Scottish Government to focus specific funding, measures and resources to address Climate Change at local level	Net Zero Strategy	IC Budget Strategy; Scottish Government (SG)	Specific funding, measures and resources to address the Climate Change projects at local level	N/A	Dedicated funding, measures and resources to address Climate Change projects at local level	Annual	2.1; 2.5; 3.1
<p>Progress update – May 2025:</p> <p>LED lighting upgrades carried out in all areas of Watt Institution other than the Art Gallery at total costs of almost £45k. New design lighting is being considered for the Art Gallery with a private donation available specifically for this and looking to supplement with additional funding from Museums Galleries Scotland. Next round of SALIX Public Sector Heat Decarbonisation Fund launched and projects are being considered. Award of up to £135k grant for a Strategic Heat Network Study earlier this year, and awaiting final report from consultants. Business Stream Water Efficiency Fund for 2025/26 now open for applications, Business Stream was contracted by the Council to carry out a number of water audits and will review reports from these with a view to making an application based on them.</p>								

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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Procurement								
1.8	Continue to implement and refresh the Procurement strategy, to ensure that goods and services are procured ethically and responsibly, from ethical and sustainable sources, including through the supply chain and sub-contractors	Net Zero Strategy; Procurement Strategy	Procurement Manager	Procurement Strategy Action Plan	Limited use of previous policy	Production, adoption and implementation of an updated Sustainable Procurement Policy	Dec 2022	2.1; 2.5; 3.1
<p>Progress update – May 2025:</p> <p>The Procurement Strategy for 2025 – 2028 is currently under development. Various sustainability tools are being considered, including the Flexible Framework assessment tool, Prioritisation Tool, and Sustainability Test. Ongoing discussions aim to identify the most relevant tools that will yield meaningful and tangible sustainability outcomes in tender processes. Officers are required to include the standard Fair Work First question in all Inverclyde Council tenders exceeding £50,000 for Goods and Services, and £250,000 for Works. Spend analysis remains a priority, with outcomes reported to the committee and the Scottish Government as part of the annual procurement report.</p>								

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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1.9	Produce and implement a new community benefits in procurement procedure, set out in an updated Social Value Strategy	Net Zero Strategy; Procurement Strategy; Social Value Policy	Procurement Manager	Production of an updated Social Value Policy		Production, adoption and implementation of an updated Social Value Policy	Dec 2022	1.1; 1.2; 1.4; 2.1; 2.3; 3.1
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Progress update – May 2025:

An updated Social Value Outcome Menu has been created through collaboration with members from the Education, Employability, Business Development, and Communities teams. The points allocation on the menu is now more closely aligned with the Glasgow City Region model. Cenefits software has been procured and implemented to capture, monitor, and enhance reporting on social values. Additionally, the Glasgow City Region Community Benefits Hub (Community Wish List) portal has been launched, with local community groups and council supplier registration requests being onboarded. Procurement, supported by members from the Communities Team and CVS Inverclyde, delivered information sessions to local community groups and organisations on the use of the portal. All social value outcomes offered will be monitored and reported as part of the annual procurement report.

1.10	Implement Flexible Framework assessment tool; • Prioritisation Tool; • Sustainability Test	Net Zero Strategy; Procurement Strategy	Procurement Manager	Procurement Strategy Action Plan		Implementation of flexible framework assessment tool	Feb 2023	2.3; 2.5; 3.1
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Progress update – May 2025:

Update as outlined in Action 1.8.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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Education and Learning								
1.11	Continue to support school staff to increase their confidence in embedding 'Learning for Sustainability' (LfS) into the curriculum by working with partner agencies to organise opportunities to share practice	LfS as part of Curriculum for Excellence	Education; national education partners; external partners agencies	Net Zero Strategy objectives embedded into 'LfS' element of school curriculum		Net Zero Strategy objectives embedded into 'LfS' element of school curriculum	Ongoing	1.1; 2.1; 2.3; 2.5
<p>Progress update – May 2025:</p> <p>The Primary Science Development Officer has been supporting schools to develop practice around embedding learning for sustainability. Primary schools across Inverclyde participated in the Keep Scotland Beautiful Climate Ready Classrooms project at the start of 2025 and pupils were tasked with setting actions for what changes they will make to reduce their impact on the environment. The project was positively received by pupils and staff. One of our schools has achieved the STEM Nation Award and we will share this practice with other schools. Sessions delivered by Education Scotland and WOSDEC continue to be offered to all education staff.</p>								

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
1.12	Education establishments to develop a whole setting strategy to the delivery of learning for sustainability	Learning for Sustainability Action Plan – towards 2030 (Education)	Education; external partners	Strategy developed for learning for sustainability for each establishment	Currently 38nr schools / early years facilities registered and 9nr have Green Flags	Education establishments will have a strategy for learning for sustainability	Annual	1.1; 2.1; 2.5
<p>Progress update – May 2025:</p> <p>We continue to maintain number of schools with a green flag at nine. One of our schools is delivering the Climate Emergency Training course at SCQF level 4 to senior pupils. 846 P6/7 pupils from 15 schools participated in Climate Ready Classrooms in March 2025, which saw them create an Action Plan for how they will help to reduce the impact of climate change. As part of the Climate Ready Classroom Day, we ordered over 1,000 trees which were planted in school grounds as part of the Clyde Climate Forest initiative. We will now be moving to focus on all establishments implementing a strategy for Learning for Sustainability, as part of the 2030 Action Plan from Scottish Government rather than focusing solely on Eco School Green Flag Awards.</p>								

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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1.13	Improve sustainability and recycling in schools including reduction / elimination of single-use plastic packaging, a greater selection of recyclable materials across school catering services, improved recycling in schools		Facilities Management; Education; Cleansing Services	Quantities of single-use plastic packaging purchased; quantities of recyclable materials across school catering services; recycling facilities in schools		No single-use plastic packaging in school canteens; increased quantities of recyclable materials across school catering services; recycling facilities in all schools	Annual	2.5; 3.1
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Progress update – May 2025:

School/Council kitchens no longer use single use plastic food packaging/cutlery. The option of moving to cans/cartons being investigated for water in secondary schools was proving too expensive. Two secondary schools (Clydevue Academy & Inverclyde Academy) have provided all pupils with a re-fillable water bottle to encourage pupils to use these instead. This could be rolled out to all secondary schools in the future but to date has not been done. Cleaning chemical containers are now recycled/reused to cut down on the number of 5 litre containers wasted.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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1.14	Reduction of food waste within secondary schools through introduction of pre-ordering system		Facilities Management; Education	Quantities of food purchased		Preparation of pre-ordered food only	2023	2.5; 3.1
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Progress update – May 2025:

New system procured and operational as of February 2025.

1.15	Continue to source local food and achieve the Soil Association's <i>Food for Life Served Here</i> award; and promote/ensure more plant-based food options in schools, including 'meat free' days and vegan options		Facilities Management; Education	Achieving the <i>Food for Life Served Here</i> award; food options available in school canteens	Food for Life Served Here Bronze award has been achieved by IC for past 4 years	Achieve <i>Food for Life Served Here</i> Silver award; more plant-based food options are available in schools, including promoted 'meat free' days and vegan options	Annual	1.3; 2.1; 2.5; 3.1
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Progress update – May 2025:

We have been awarded our 7th year Bronze Food for Life award in March 2025, meat free days are available every day in school. To achieve the Silver Food for Life award, would incur considerable costs as food would all have to be locally sourced and organic. We have now introduced pre-ordering in secondary schools which is cutting down on food waste. Consultation will take place in the coming months as to whether we look at the silver award route.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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Sustainable Transport & Active Travel

1.16	Work in partnership with our communities to identify local travel and transport solutions and to ensure a fair and just transition to a carbon neutral Inverclyde; explore options for shared community transport options, particularly for our rural communities	Local Transport Strategy (LTS)	Roads Services; partners & stakeholders including, Community Councils, Tenants & Residents Associations	Community involvement in decision-making over local transport and travel solutions	Travel and transport actions in LTS	Community approved travel & transport actions	2022 / ongoing	1.3; 2.1; 2.5; 3.1
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Progress update – May 2025:

The previously available 'Paths for All' funding has been withdrawn, this area of activity is currently on hold.

1.17	Continue the promotion of sustainable transport options in Inverclyde	LTS	Roads Services and other external partners	Awareness levels from Residents' Survey; number of behaviour-change interventions produced		Increased levels of awareness from Residents' Survey; increased number of behaviour-change interventions produced	Annual	1.3; 2.1; 2.5; 3.1
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Progress update – May 2025:

No progress in this area due to funding withdrawal for Community engagement studies.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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1.18	Continue the roll-out of new Electric Vehicle (EV) chargepoints around the area; develop management and maintenance of existing chargepoints	Electric Vehicle chargepoint (EVCP) strategy; LTS; LDP and relevant Planning Policy	Roads Services; Transport Scotland (ChargePlace Scotland); Planning Service; partners	Number of EV chargepoints installed and in good working order		A Journey (Rapid) charger in each of our 3 largest towns; An increasing number of on- and off-street destination chargers for residential use	2022 / ongoing	2.1; 2.3; 2.5; 3.1
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Progress update – May 2025:

Work on the Glasgow City Region collaboration is progressing with tender documents being prepared for a potential concession contract that will facilitate the expansion of public charge points across Inverclyde and the Glasgow City Region.

1.19	Support the switch to Electric Vehicles (EVs) in Inverclyde	Electric Vehicle chargepoint strategy	Roads Services; key partners and stakeholders	Nr of electric vehicles registered, as a proportion of the total number of licensed vehicles in Inverclyde		Increased use of EVs	2022 / ongoing	2.1; 2.5
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Progress update – May 2025:

Refer to update for item 1.18 above.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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1.20	Develop guidance for the specification and installation of EV chargepoints in new developments (including for new flatted/ communal parking in developments)	EV chargepoint Strategy; LTS; LDP / Supp. Planning Guidance	Roads Services; Planning Service; partners	EV Strategy and guidance		Implementation of EV Strategy and guidance	2022 / ongoing	2.1; 2.5
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Progress update – May 2025:

There is current guidance for new developments to support planning applications, however further review of this will take place through the development of the emerging LDP.

1.21	Work with NHS to implement Green Travel Plans for staff, and work up a promotional campaign with rewards e.g. Sustrans' Scottish Workplace Journey Challenge		Roads Services; NHS	Nr of Green Travel Plans for Staff produced for businesses / employers; Nr of staff travelling by active & sustainable Modes		Increasing number of Green Travel Plans for Staff produced for businesses / employers; increasing number of staff travelling by active & sustainable modes	2023 / ongoing	1.3; 2.1; 2.5; 3.1
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Progress update – May 2025:

Paused due to withdrawal of behaviour change funding.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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1.22	Progress implementation of the Segregated Active Travel Corridor between Greenock & Port Glasgow	LTS; LDP	Planning Service; Roads Services; developers; Sustrans; SPT	Segregated Active Travel Corridor progressing		Segregated Active Travel Corridor being implemented and being used	Ongoing	1.3; 2.1; 2.5; 3.1
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Progress update – May 2025:

Construction of additional sections along the coastal route and new sections have detailed design ready for construction subject to successful external funding bids.

1.23	Implement the actions in the Active Travel Improvement Plan (ATIP)	ATIP	Roads Services; Sustrans; Cycling Scotland; funding partners; community partners	Community initiated projects are incorporated into future LTS and implemented		Community initiated projects are incorporated into future LTS and implemented	Ongoing	1.3; 2.1; 2.5; 3.1
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Progress update – May 2025:

New Active Travel Strategy to be completed.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
1.24	Improve management and maintenance of walking routes and the Core Path Network, continue to improve path surfaces to ensure access for all abilities, constructed for climate resilience (e.g. porous surfaces); ensure that our places encourage walking, with well-maintained streets, paths and public spaces that are fully accessible and fit for purpose; pedestrian priority; information on walking routes; walking/ pedestrian infrastructure	Core Paths Plan; ATIP	Ground Services; Property Services; Roads Services; funding partners; Inverclyde Local Access Forum	Core Paths Audits data		Improved management and maintenance of Core Paths Network as per Core Paths Audits	Ongoing	1.3; 2.1; 2.5; 3.1
Progress update – May 2025: Works to improve accessibility at Lunderston Bay are complete.								

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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1.25	Work with partners to improve cycling route connectivity and safety, particularly to connect rural communities to larger settlements and/or public transport hubs and connectivity to local amenities	ATIP	Roads Services; funding partners; local cycle groups	Progressing connecting cycle routes		Connecting cycle routes are being implemented and being used	Ongoing	1.3; 2.1; 2.5; 3.1
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Progress update – May 2025:

Outline and detailed design to connect communities is on-going.

1.26	Work in partnership with our communities to identify Green Network Connections initially between Greenock Town Centre and Lady Octavia and Greenock Cut car park	Green Network Connections Project	Roads Service; Planning Service and Sustrans	Outline designs	Existing network	Reduction in Carbon Emissions	2024	1.3; 2.1; 2.5; 3.1
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Progress update – May 2025:

Complete.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
1.27	Ensure connectivity of residential areas with local sustainable transport modes, including buses / bus stops, to reduce reliance on the car; maps of routes available to new residents to encourage active travel	LTS	Roads Services; Transport Services; Planning Service; SPT and other partners	As per LTS		As per LTS	Ongoing	1.3; 2.1; 2.5; 3.1
Progress update – May 2025: Outline and detailed design to connect residential areas is on-going.								

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
1.28	Ensure that Core Path network, active travel network and wider path network are integrated and connect residential areas (including new developments) with settlement amenities, destinations, parks/open space, transport hubs; path networks in and around settlements should include shorter recreational circuits; paths constructed for climate resilience (e.g. porous surfaces)	Core Paths Plan; LTS / ATIP; LDP	Outdoor Access Forum; Roads Services; Planning Service	Length of Core Paths and length of promoted active travel routes; path and active travel connectivity	Current length of Core Paths and length of promoted active travel routes	Increased length of paths & active travel routes; particularly in urban/semi-urban areas; increased path & active travel connectivity	Ongoing	1.3; 2.1; 2.5; 3.1
Progress update – May 2025: On-going programme of work detailed in the Active Travel Strategy.								

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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Town and Village Centre Regeneration

1.29	Continue to support Town and Village Centres to develop and enhance our town and rural centres	LDP; Corporate Plan	Planning Service; Economic Development & Strategic Investment; Roads Service and other partners	As per LDP and Corporate Plan		As per LDP and Corporate Plan	Ongoing	2,1; 2.3; 2.4; 3.1
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Progress update – May 2025:

Projects within Kilmacolm and West Blackhall Street completed. The LDP will review will consider town and village centre guidance as part of its development.

1.30	Digital Towns – Continue to support measures to ensure that all town and village centres have the appropriate future-proofed infrastructure required to enable Inverclyde to have the most digitally-connected local economy and communities.	LDP; Corporate Plan	Economic Development and Strategic Investment; Planning Service; Roads Service and other partners	As per LDP and Town Centre Strategies		As per LDP and Corporate Plan	Ongoing	1.2; 2,1; 2.3; 2.4; 3.1
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Progress update – May 2025:

It is anticipated the development plan review will include a policy to support development and installation of required digital interventions.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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2. Carbon Reduction Action Area: Significant Carbon Emitters

Energy Use in Buildings

2.1	Review / manage IC estate and operations to reduce emissions towards achieving Net Zero: energy efficiency, electricity, heat	Net Zero Strategy; IC Climate Change Reporting	Climate Change Group – all relevant Service Areas; Scottish Government	Emissions reduction towards Net Zero for energy efficiency	2012/13 emissions	Reduce carbon emissions annually to reach Net Zero as soon as possible	Annual	2.5; 3.1
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Progress update – May 2025:

Reviewed policies of a number of Local Authorities and carried out studies in a number of Council properties with respect to heating issues and times of operation. Also engaged with Perth & Kinross Council and South Ayrshire Council in regards its Building Energy Management System to learn how they upgraded and also run their systems efficiently.

2.2	Continue Asset Management and New Ways of Working (NWoW) Pilot; review of operational assets and rationalisation; shift towards flexible, mobile working, to reduce energy costs and carbon footprint. Maximise opportunities presented by digital transformation	Council Asset Strategy & Management Plans; New Ways of Working Pilot; Workforce Plan	Strategic Asset & Capital Plan Management; New Ways of Working Project Board	Proportion of staff undertaking flexible / mobile working	N/A	Increased asset office rationalisation; Property Asset Strategy; increased proportion of staff undertaking flexible / mobile working; and increased sharing of assets	2022 / ongoing	2.4; 2.5; 3.1
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Progress update – May 2025:

HSCP staff now relocated to James Watt building with remainder of staff to relocate to GMB June 2025 as Hector McNeil House is being demolished as part of Levelling-Up project. The decommissioning of the Inverclyde Centre is also being planned.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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2.3	Prepare, publish and update a Local Heat and Energy Efficiency Strategy (LHEES) and Delivery Plan	Local Heat and Energy Efficiency Strategies (Scotland) Order 2022; Net Zero Strategy	Head of Physical Assets; local partners; DNOs; Scottish Government	Production of an Inverclyde Local Heat and Energy Efficiency Strategy and Delivery Plan	N/A	Production, adoption and implementation of an Inverclyde Local Heat and Energy Efficiency Strategy and Delivery Plan	Dec 2023	1.2; 1.5; 2.1; 2.3; 2.5; 3.1
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Progress update – May 2025:

Engaging with consultants, Zero Waste Scotland and Scottish Future Trust in regards Heat Networks Support Unit Strategic Heat Network Support. Consultants have also provided a draft 'Heat Network Vision Statement' and awaiting their final report for the strategic study to prioritise the best potential zones for district heating. Zero Waste Scotland provided a number of workshops on the delivery phase of LHEES.

2.4	Continue to consider and work towards Scottish Government guidance on Net Zero Public Sector Building Standards when taking forward any new and substantially refurbished building projects	Corporate Asset Management Plan; Capital Plans; Net Zero Strategy	Head of Physical Assets; Climate Change Group	energy target value per kWh /sqm/annum for core hour / facilities use	N/A	Maximum 67/kWh /sqm/annum for core hour / facilities use	2023 / ongoing	2.1; 2.5; 3.1
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Progress update – May 2025:

New Community Hub and King George VI (Port Glasgow Community Hub) refurbishment projects both targeting 67/kWh/sqm/annum. Port Glasgow Community Hub has achieved an EPC rating of 'Carbon Neutral'. Community Hub building under construction to complete April 2026.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
2.5	Continue to consider energy efficiency improvements and incorporation of low carbon technologies in Council owned buildings as part of capital programme maintenance and lifecycle replacement activity	Corporate Asset Management Plan; Capital Plans; Net Zero Strategy	Head of Physical Assets; Climate Change Group	Energy efficiency measures / improvements installed	N/A	Energy efficiency measures installed / improvements made in all Council buildings	2022 / ongoing	2.5; 3.1
Progress update – May 2025: Cornalees Visitor Centre, Glenbrae Children’s Centre and Greenock Town Hall Re-Roofing and Window Replacement projects complete. Waterfront Chiller replacement project site commencement imminent. Gibshill Children’s Centre project being prepared for tender (window and roof replacement incorporating PV panels). Dalrymple Tower fabric works will also incorporate works to improve fabric performance and ‘u’ values.								

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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2.6	Continue to address upgrade to LED lighting and intelligent lighting controls in our buildings including grounds and outdoor sports facilities (all new assets specify LED as standard)	Corporate Asset Management Plan; Capital Plans; Net Zero Strategy	Head of Physical Assets	Number of facilities upgraded to LED	To be established	All facilities upgraded to LED	2022 – 2027 and beyond	2.5; 3.1
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Progress update – May 2025:

Watt Institution and Artificial pitch floodlighting projects completed.

A review of lighting across the school estate is being undertaken to determine lamps still to be replaced with LEDs (circa 50-60% LED currently).

2.7	Identify solar PV opportunities for public buildings where technically feasible and payback periods support investment	Net Zero Strategy	Head of Physical Assets	Number of PV installations	16 nr installations total capacity 211.59 kW	Increased number of PV installations and kW generation capacity	2023 - 2027	2.5; 3.1
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Progress update – May 2025:

Detail design and tender information substantially progressed for 6 buildings previously identified in the net Zero Action Plan.

PV panels were incorporated in the Cornalees Visitor Centre, Inverclyde Community Hub, Glenbrae Children's Centre re-roofing, and King George VI retrofit projects.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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2.8	Identify opportunities for lower emission alternatives to fossil fuel boilers for public buildings where existing boilers are reaching end-of-life, where technically feasible and considering existing building fabric performance	Capital Plans; Net Zero Strategy	Head of Physical Assets	Number of low / zero emission installations	5 nr properties with ASHP; 1 nr property with biomass	Increased number of low / zero emission installations	2022 - 2027	2.5; 3.1
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Progress update – May 2025:

Detail design and tender information has been substantially progressed for 3 buildings previously identified in the net Zero Action Plan

2.9	Identify opportunities for replacement of gas catering equipment with efficient electric alternatives for public buildings where existing equipment reaching end-of-life and where technically feasible	Capital Plans; Net Zero Strategy	Head of Physical Assets; Facilities Management	Number of kitchens with gas equipment	N/A	No kitchens with gas equipment	2022 – 2027 and beyond	2.5; 3.1
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Progress update – May 2025:

Equipment is being reviewed for alternative electric operation at point of lifecycle replacement. Additional equipment installed to support free school meals was electric.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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2.10	Review current estate gas AMR provision and invest in additional devices where asset consumption patterns support investment	Net Zero Strategy	Head of Physical Assets	Number of assets with gas AMR	52 nr operational (2 nr half-hourly)	Increased number of assets with gas AMR	2023 / ongoing	2.5; 3.1
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Progress update – May 2025:

Target of 95% consumption having AMRs achieved for both electricity and gas. Now focusing on remaining larger sites left that have had issues trying to get these installed.

2.11	Review current estate electrical classification profiles to address non-half hourly metered sites, install 'Smart' or AMR meters across Profile Class 1-4 assets	Net Zero Strategy	Head of Physical Assets	Number of Profile Class 1-4 assets with 'Smart' or AMR meter	0 – currently only Profile Class O half-hourly available (32 nr)	Increased number of Class 1-4 assets with 'Smart' or AMR meter	2023 / ongoing	2.5; 3.1
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Progress update – May 2025:

Target of 95% consumption having AMRs achieved.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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2.12	Investigate the feasibility of a web-based centralised platform to allow facility and energy management staff to monitor, analyse and predict the performance of buildings to minimise energy consumption, reduce costs and work towards net-zero targets	Net Zero Strategy	Head of Physical Assets	Number of assets linked to centralised platform	Limited ability to view / control data remotely. Installed equipment not used to full potential	Initial pilot involving 20-25 education buildings	2023/24	2.5; 3.1
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Progress update – May 2025:

Complete - SystemsLink now showing clear data. Billing and consumption data uploaded and validated on receipt monthly. Changes in consumption/cost highlighted and queried. AMRs providing accurate reads and consistent data. Software has enabled accounts to be brought up to date and credited where estimates have been identified.

2.13	Continue to use benchmarking and historical data to identify the highest emission / energy consuming assets, commission targeted energy audits to inform programme of controls and other improvements	Net Zero Strategy	Head of Physical Assets	Number of targeted audits completed	2 audits completed to date	Increased number of audits completed – prioritising top 10 highest consuming assets	2022 / ongoing	2.5; 3.1
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Progress update – May 2025:

Data has allowed educational establishments to be monitored for utility consumption over the summer/Christmas holiday periods. Able to identify clear consumption and contact site to query/change settings to reduce accordingly.
Reviewing data to determine which sites vary most from expected consumption to prioritise in the detailed study of Building Management System upgrades and replacements and which sites require a full energy audit.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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2.14	Continue to investigate the implications of deep retrofit across the estate to identify potential solutions and associated capital costs including technical and logistical barriers to implementation	Net Zero Strategy	Head of Physical Assets	Number of detailed retrofit feasibility studies completed	2 studies currently in progress	Increased number of retrofit feasibility studies completed	2022 / ongoing	2.5; 3.1
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Progress update – May 2025:

The hub West Scotland study is now complete and individual council workshops are being set up to determine how whole building retrofits can be programmed into capital programmes. We now have five further detailed audits for our own buildings and another ten audits for a mixture between Renfrewshire Council and East Dunbartonshire Council for buildings similar to ours and we can utilise this knowledge for our own estate. Potential costs and carbon savings are being extrapolated from the studies to form a database from which we can estimate potential costs for estate retrofit.

2.15	Increase resources to assist in the development of net zero policy / Local Heat and Energy Efficiency Strategy and plans, including the monitoring, control and reduction of energy use in buildings	Net Zero Strategy; Property Services Restructure; LHEES	Head of Physical Assets	Number of Energy / Carbon Management staff	Currently 1 Carbon Reduction Officer	Increased number of Carbon / Energy Management staff	2022 / ongoing	2.5; 3.1; 3.2
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Progress update – May 2025:

The Projects Officer has not been able to be recruited to at this time, however a Graduate remains employed within the team until the end of 2025. The Project Officer post will be reviewed as part of a review of the Technical Service in 2025/26.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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Transport								
2.16	Review / manage each of the following aspects of IC estate and operations to reduce emissions towards achieving Net Zero: our Transport Fleet and Business Mileage	Net Zero Strategy; IC Climate Change Reporting	Climate Change Group – all relevant Service Areas; Scottish Government	Emissions reduction towards Net Zero for Transport Fleet and Business Mileage	2019/20 data – Grey Fleet 318 CO2e	Reduce carbon emissions annually to reach Net Zero as soon as possible	Annual	2.5; 3.1
Progress update – May 2025: The majority of high mileage users are now on fleet cars, the service will continue to work with managers to review and refine the use of fleet vehicles. HSCP currently have 13 fleet vehicles utilised by HSCP for Home Help Support which should be considered for replacement with fleet ULEV's.								

2.17	Implement an Ultra-Low Emissions Vehicles (ULEV) strategy for our Council vehicle fleet	Vehicle Replacement Programme; ULEV Strategy	Service Manager Grounds & Waste	ULEV Strategy implemented	N/A	ULEV Strategy implemented	2022	2.5; 3.1
Progress update – May 2025: The Vehicle Replacement programme continues to be reported as part of regular capital programme progress reports to Committee.								

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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2.18	Continue to phase out petrol and diesel light commercial vehicles within the Council fleet as part of ULEV strategy and in line with Scottish Government targets	Vehicle Replacement Programme; ULEV Strategy	Service Manager Grounds & Waste	Numbers of ULEV light commercial vehicles in Council Fleet	Annual CO2e 2019/20 base – Car 27 / LCV 279	Replace the Council's light commercial vehicles with ULEV	2022 - 2025	2.5; 3.1
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Progress update – May 2025:

All petrol and diesel cars have been removed from fleet except for one vehicle. Sixteen ULEV's delivered in 2024/25 financial year. A further twenty ULEV's are planned for delivery in 2025/26, fifteen of these are replacing existing ULEV's which have reached their seven-year replacement cycle and five are replacing diesel vehicles.

2.19	Continue the development of ultra-low emissions vehicles (ULEV) options across the Council, including HGV fleet and utilisation of full electric vehicle (EV) and hybrid technology for pool cars and operational vehicles	VRP; ULEV Strategy	Service Manager Grounds & Waste	Numbers of ULEV vehicles in Council Fleet	Annual CO2e 2019/20 base – HDV 683	Replace the Council's fleet with ULEV wherever feasible	2022 – 2027 and beyond	2.5; 3.1
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Progress update – May 2025:

Recent changes in implementation of ELVs with the announcement that the UK Government will be relaxing the ban on sales of new petrol and diesel cars and vans and that the ban on hybrids has been pushed back to 2035.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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2.20	Continue the development of an electric vehicle charging strategy and expansion plan for Glasgow City Region	Electric Vehicle Charging Strategy (EVCS)	Head of Physical Assets / Roads Services	Number of EV chargepoints across the City Region area		Increased number of EV chargepoints installed across the City Region area	Annual	2.5; 3.1
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Progress update – May 2025:

Work on the Glasgow City Region collaboration is progressing with tender documents being prepared for a potential concession contract that will facilitate the expansion of public charge points across Inverclyde and the Glasgow City Region.

2.21	Continue the programme of installation of electric charging points for electric vehicles at all Council offices, depots, public buildings and car parks	Local Transport Strategy (LTS); EVCS	Head of Physical Assets / Roads Services	Number of EV chargepoints installed at Council buildings / public car parks	Currently 29nr + 4nr in planning. The first EV chargepoint was installed in 2015	Increased number of EV chargepoints installed at all Council buildings and public car parks wherever possible	2023 - 2025	2.5; 3.1
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Progress update – May 2025:

Refer to 2.20 above and Glasgow City region workstream. Charge points have been installed at the Council's Children's Homes and the Fitzgerald Centre with further points to be considered to support fleet ULEV phasing.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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Streetlighting and Water

2.22	Continue the programme of replacement of remaining white light / non-LED streetlights, signs and bollards	RAMP; Net Zero Strategy	Head of Physical Assets / Roads Services	Percentage of assets LED	Currently 97.5%	100% - difficult locations, delayed projects etc.	Aug 2023	2.5; 3.1
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Progress update – May 2025:

LED provision over 99% with small number of remaining difficult locations being progressed.

2.23	Review traffic signals for LED conversion and implement programme of conversion / replacement	RAMP; Net Zero Strategy	Head of Physical Assets / Roads Services	Percentage of assets LED	Currently 60%	100%	Dec 2023	2.5; 3.1
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Progress update – May 2025:

The review traffic signals for LED conversion and implementation is on-going. Opportunity for upgrades being progressed e.g. recent Patrick Street / Union Street signal upgrades. All new installations LED as standard.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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2.24	Continue the regular review and monitoring of automatic meter reading (AMR) data showing water usage and correct for consumption anomalies and identified leaks	Net Zero Strategy	Head of Physical Assets	N/A	N/A	N/A	2022 / ongoing	2.5; 3.1
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Progress update – May 2025:

Ongoing action that all big users/sites that have had issues have been corrected and are working well.

2.25	Review current estate water AMR provision and invest in additional devices where asset consumption patterns support investment	Net Zero Strategy	Head of Physical Assets	Number of assets with water AMR	15 nr operational	Increased number of assets with water AMR	2023 / ongoing	2.5; 3.1
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Progress update – May 2025:

Complete – meters installed where sufficient consumption or where there have been issues.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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2.26	Continue to consider water saving devices and improvements in Council owned buildings as part of capital programme maintenance and lifecycle replacement activity	Corporate Asset Management Plan; Capital Plans; Net Zero Strategy	Head of Physical Assets; Climate Change Group	Water saving devices / measures installed	N/A	Water saving devices / measures installed in all Council buildings	2022 / ongoing	2.5; 3.1
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Progress update – May 2025:

Business Stream Water Efficiency Fund for 2025/26 now open for applications. Business Stream has carried out a number of water audits giving recommendations for water savings. Water audit reports will be reviewed for consideration of recommendations for Water Efficiency Fund.

Waste								
2.27	Review of the impacts of our garden waste and food waste services	Waste Services	Service Manager Grounds & Waste	N/A	Pre service change years	Assessment of the carbon impact of service changes	Dec 2024	2.1; 2.5; 3.1

Progress update – May 2025:

A full waste compositional analysis was undertaken in 2024/25, future analysis will form part of our ongoing waste management strategy. The findings have been positively assessed by SEPA.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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2.28	Review our fortnightly co-mingled can, paper, plastic and card collection services in light of anticipated changes in material throughput	Waste Services	Service Manager Grounds & Waste	N/A	Current service delivery model	Following the introduction of Deposit Return Scheme (DRS) and emerging packaging interventions the review will assess the fit for purpose status of existing services	Mar 2025	2.1; 2.5; 3.1
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Progress update – May 2025:

A roll out of 3,500 containers is planned for May/June 2025. Funding for new bins has been made available from Zero Waste Scotland Recycling Improvement Fund.

2.29	Improving the quality of our recyclable materials through targeted marketing and communications campaigns	Waste Services	Service Manager Grounds & Waste	% of household waste recycled	17%	12% - Identify and reduce contamination and offer additional improve materials quality	Mar 2024	2.1; 2.5; 3.1
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Progress update – May 2025:

A revised and updated communications strategy has been developed and is approved by Zero Waste Scotland.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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2.30	Increasing consumer options to enhance recycling at our main recycling centres	Waste Services	Service Manager Grounds & Waste	Increased facilities and routes for disposal	N/A	Identify materials streams for additional recycling not currently offered including reuse options where possible	Mar 2023	2.1; 2.5; 3.1
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Progress update – May 2025:

The service has identified a new service provider for POPs and WUDs, an early- stage trial has shown positive outcomes in terms of loads and reducing vehicle travel.

2.31	Dedicated commercial waste collection services and associated food and recycle collections	Waste Services	Service Manager Grounds & Waste	N/A	Current service levels	Review commercial waste service and	Mar 2023	2.1; 2.5; 3.1
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Progress update – May 2025:

The new prices are now adopted and in place and will be increased annually as appropriate.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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2.32	Improve our recycling targets and work with SG to identify more relevant targets in the face of moving waste up the hierarchy	Waste Services	Service Manager Grounds & Waste	% of household waste recycled	48%	70% - With a reduction in traditionally recycled materials as a result of SG interventions work with ZWS and SEPA to identify long term target metrics	Dec 2027	2.1; 2.5; 3.1
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Progress update – May 2025:

Our new residual Waste Contract ensures that no waste now goes to landfill. Some pre-sorting of the material has generated increased recycling tonnages. The new implementation of recycling to 3,500 properties will further generate increased recycling performance.

2.33	Review existing waste contract arrangements to meet Landfill Diversion ban	Waste Services	Service Manager Grounds & Waste / Procurement Manager	Compliant Contract	N/A New target from 2025	No more than 5% of Biodegradable Municipal Waste to be sent to landfill	Dec 2025	2.1; 2.5; 3.1
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Progress update – May 2025:

Contract now in place no waste now going to Landfill.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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3. Carbon Reduction Action Area: Awareness and Behaviour Change

Natural Environment

3.1	The Council's Ranger Service to interpret / educate / raise awareness of climate change mitigation, adaptation and sequestration as part of their remit	IC Ranger Service Roles and Remit	Service Manager Grounds & Waste / IC Ranger Service	Engagement statistics	200 people per annum	Inclusion of interpretation / education / awareness-raising about climate change mitigation, adaptation and sequestration in ICRS remit and being implemented	Ongoing	1.1; 2.1; 2.5; 3.1
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Progress update – May 2025:

New member of staff in place, options for support within the wider Grounds Team are being explored.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
3.2	Work in partnership with local community to look after the marine environment, including Inverclyde coast and beaches (e.g. beach cleans), including the responsible use and enjoyment of the coast	IC Ranger Service Roles and Remit	Service Manager Grounds & Waste / IC Ranger Service; Partners; Volunteers	Number of beach cleans / promotional events etc.	N/A	Maintain & increase numbers of beach clean events / promotional events etc. as appropriate	Ongoing	2.1; 2.5; 3.1
Progress update – May 2025: The Service will continue to explore support however service users are generally very supportive of the services provided.								

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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Circular Economy								
3.3	Work with Partners to support the establishment of Circular Economy Facilities including the provision of storage facilities	Forward: Public Library Strategy 2021-25	Inverclyde Libraries	Number of circular economy facilities	Toy / gardening equipment Library established in Central Library; Funding procured for Pilot hub in SW Library	Increased Number of circular economy facilities across the Council area	2025	1.2; 1.3; 1.5; 2.1; 2.5; 3.1
<p>Progress update – May 2025:</p> <p>Lend and Mend Hub at South West Library continues to be well used by the community. Sewing classes taught by tutors included a textiles course linked to West College Scotland, a beginner's group, and a New Scots group. People attending the classes are now regularly using the facilities. Examples of workshops delivered: Repairing wool and knitted items; Selling clothes online; Sew Your Own Book Jackets.</p> <p>The Drying Green Garden at South West Library received funding from the Invergrow Fund to provide a polytunnel for winter growing and garden meetings and also resources to support the tending of the Seed Library.</p> <p>Through a small grant from the Inverclyde Climate Action Network (ICAN) the library service has extended its Community Fridge provision following a successful pilot at Greenock Central Library. A freezer is also being utilized at Central Library. A second fridge has now been installed at Port Glasgow Library and will be filled with assistance from Branchton Community Centre's food sharing network. This initiative at once represents a necessary resource for the communities of Greenock and Port Glasgow, whilst also helping to address the environmental challenge of food waste.</p> <p>The clothing rail at Greenock Central Library promotes the circular economy through donation of warm winter coats and other items from library staff and members of the public. The School Library at St Columba's High School is providing a casual clothes swap shop for pupils where they can take or donate items of clothing.</p> <p>Establishment of tool library under review pending advice from health & safety and insurance colleagues. Advice is also being sought from partners in the Lend and Mend network.</p>								

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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Active Travel								
3.4	Support schools to develop Bikeability Scotland training, to teach skills needed to cycle safely on roads, and 'Play on Pedals' (which aims to give all children the chance to learn to ride a pedal bike before they start Primary 1)	Active Travel Strategy; Active Inverclyde	Education; Community Safety and Resilience	Nr pupils undertaking Bikeability Scotland Level 1, 2 & 3 training, and 'Play on Pedals'	Nr pupils undertaking Bikeability training 2021-22: Level 1: 67 Level 2 (on road): 60 Level 2 (playground) : 326 Level 3: 0 Play on pedals: 0	Increased uptake of Bikeability Scotland [In 2023-24 Increased uptake of 'Play on Pedals' [In 2023-24]	Annual	1.1; 1.2; 1.3; 1.5; 2.1; 2.5
<p>Progress update – May 2025:</p> <p>The 2023-24 Bikeability Return shows 10 primary schools overall taking part in the level 2 programme which is an increase from 9 primary schools previously in 2022-23. A more notable increase was in the proportion of these schools going 'on-road' with 7 primary schools making the transition, which resulted in a pupil increase from 65 to 156, a 140% rise.</p> <p>Level 1 training numbers fell slightly in 2023-24, with 3 schools taking part compared to 4 in 2022-23.</p> <p>In 2023 -24, the Bikeability programme within primary schools was the priority for the Service, however, the Play on Pedals programme will be progressed further in the next academic session.</p>								

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
3.5	Active Travel to School campaign and promotion, including parking management around schools, and supporting modal shift from school buses to active travel wherever feasible	Active Travel Strategy; Active Inverclyde	Environmental Services; Education; Community Safety and Resilience	Nr pupils travelling to school by active travel modes (Sustrans Hands Up Scotland Survey data)	49.7% of pupils travelling actively to school in 2021 (Sustrans Hands Up Scotland Survey data)	Increased % of pupils travelling to school by active* travel modes (Sustrans Hands Up Scotland Survey data) *All school types and travel mode = walk, cycle, scooter/skate, park & stride	Annual	1.1; 1.3; 2.1; 2.5
<p>Progress update – May 2025:</p> <p>The Road Safety Officer has provided support to 6 primary schools with their Junior Road Safety Officer (JRSO) programme and continues to encourage active travel and road safety education within their school communities.</p> <p>The Community Safety & Resilience Team continue to Chair the Road Safety (Schools) Working Group. This includes Education, Property, Roads, Environmental and Public Protection, Health and Safety Services and partners including Police Scotland. The group discuss safety improvements around local schools with inconsiderate parking continuing to be a priority.</p>								

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
3.6	Support Bikeability cycle training for secondary school pupils throughout Inverclyde	Active Travel Strategy; Active Inverclyde	Roads Services: Sustrans; Cycling Scotland	Nr of Bikeability training sessions for secondary school pupils and number of participants	None at present	Increased numbers of Bikeability training sessions and participants	Annual	1.1; 1.2; 1.3; 1.5; 2.1; 2.5
<p>Progress update – May 2025:</p> <p>In partnership with Scottish cycling a block of cycling was delivered for local care experience young people. Through the programme they developed their cycling skills while experiencing the mountain bike facility at Rankin park. At the end of the programme each young person got a new bike and cycling equipment to keep, the value was £500 per participant. As a follow on from the programme we secured 12 bikes which have been issued to residential care homes.</p> <p>Discussions are in place to shape the work for the coming year to secure further funding to upskill coaches and explore the capacity to develop a local cycling network.</p> <p>The funding from Sportscotland to develop cycling has now reached its 3rd and final year. This saw the purchase of a fleet of 17 bikes and equipment for Notre Dame High School. This will enable the school to deliver SQA level 1 & 2 cycling safety and level 3 & 4 cycle maintenance.</p>								

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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Awareness Raising & Engagement								
3.7	Support and expand the “Kind Climate” Collections and related programming for Schools as part of Libraries Inspire Schools programming		Inverclyde Libraries Education	Levels of participation in the Libraries Inspire kind climate collections and programming with schools	8 Primary schools in 2020/21; 16 schools registered 2021/22.	Increased levels of participation in the “Kind Climate” Libraries Inspire programme in Inverclyde Schools	Annual	1.1; 2.1; 2.5; 3.1
<p>Progress update – May 2025:</p> <p>Collections continued to be used in primary and secondary schools. Kind climate collections will be refreshed for the launch of the 2025/26 Libraries Inspire School Programme. In the next academic year reading for wellbeing sessions will be delivered in all the secondary school libraries focussing on climate anxiety, and supporting resources will be purchased for the school libraries.</p>								

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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3.8	Support Community initiatives such as cooking classes, community kitchens, food growing including collaboration with the Inverclyde Food Network, community entertainment to reduce the need to travel and support vibrant and sustainable communities	Locality Plans; Inverclyde Food Growing Strategy	CLD; Cultural Services; ICDT Area Partnerships; Dandelion Connected Communities	Number of Community initiatives supported by the council	Harvest festival; Community Pantries; Invergrow project	Increased number of community Initiatives supported by the council and the food growing network; Roll out of Invergrow project and the Food Growing Strategy	Ongoing	1.1; 1.2; 1.3; 1.5; 2.1; 2.3; 2.5; 3.1
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Progress update – May 2025:

The Invergrow project launched its funding initiative from 22nd January to 18th February 2024, supporting community growing spaces in Inverclyde. A total of 14 applications were received, with 11 projects successfully securing funding amounting to £31,000. These projects aimed to align with the priorities of the Food Growing Strategy. In total, an estimated 695 individuals engaged with Invergrow activities, benefiting from its positive community impact. The initiative contributed significantly to food-growing efforts, fostering local engagement and strengthening community-led sustainability in Inverclyde.

In its second year, the Invergrow project continued to provide vital support to community groups, allocating £27,000 to 11 community groups in March 2025 to further enhance local growing spaces. This funding specifically aimed to strengthen volunteer initiatives, ensuring they had the necessary resources to sustain their efforts.

ICFN members have introduced cooking classes that utilise surplus food, helping to reduce waste while promoting sustainability. These classes encourage locals to grow their own produce and use it for personal consumption. The Inverclyde Pantry projects have seen remarkable growth, with strong membership numbers at both locations—John Wood Street (JWS) now has 885 members, while Grieve Road boasts 1,221 members. Additionally, 49 learners have participated in cooking classes through the Multiply project, further supporting community engagement and food education.

For more information visit <https://www.inverclyde.gov.uk/assets/attach/18001/10-Inverclyde-Food-Growing-Strategy-Update-Paper-Year-Two-2025.pdf>

The Watt Institution recently delivered a pigment-making workshop with the Drying Green Volunteers at South West Library, as part of the Drying Green Herbarium project. Participants learned how to create pigment and paint from botanical sources, producing a unique sage-based watercolour from plants grown in the drying green. The group used this alongside other pigments from the Chromatic Cartography project to create a vibrant series of artworks.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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Chromatic Cartography connects Inverclyde communities through a locally sourced colour palette inspired by The Watt Institution's natural sciences collection, exploring climate change, biodiversity, and our relationship with nature.

During Green Libraries Week during October, Inverclyde Libraries programmed a series of events and creative workshops that brought focus to sustainable practice and biodiversity, encouraging exploration of the natural world. Activities on offer included foraging and how to identify and use wild plants; photography, drawing and painting workshops; cyanotype and linocut printing; heritage cooking; and creative writing. All activities sought to engage participants in issues associated with climate and sustainability. Green Libraries Week is coordinated by CILIP (the Chartered Institution of Libraries and Information Professionals).

3.9	Set up a network of "Green Teams" to help promote sustainability, raise awareness and encourage engagement with the move to a low carbon lifestyle		Across Directorates Cultural services	Network of Green teams set up	Many individual departments already engaged	Network of Community Green teams set up	2025	1.3; 2.1; 2.5; 3.1;.3.2
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Progress update – May 2025:

Green Team operational in Inverclyde Libraries – delivering initiatives internally and externally. One example was the popular "Crafternoon" family sessions in libraries during the summer holidays becoming completely sustainable, only using existing materials with no new materials purchased. "How to" guides for staff were distributed with ideas for sustainable craft sessions. The Make Do sessions involve low-cost activities involving recycling cardboard boxes to build and design objects. The library service is a signatory to the CILIP Green Libraries Manifesto, to bring environmental sustainability to the heart of decision making.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
3.10	Work with Communities to encourage and support the formation of local volunteer groups, such as Blooms and Biccies / Chatty Café @SW to support the enhancement of specific open space	Forward _ Public Library strategy 21-25	Cultural services; Local Groups; Partners	Number of Local Chatty cafes underway	Currently 4 focussed chatty cafes up and running	Increased number of Climate focussed Chatty cafes underway and supported	Ongoing	1.2: 1.3; 1.5; 2.1; 2.5; 3.1
<p>Progress update – May 2025:</p> <p>The Inverclyde Community Food Network continues to serve as a vital platform for local volunteers, enabling collaboration, resource-sharing, and access to training. Groups such as the Inverclyde Shed have successfully repurposed open spaces, transforming Gourock Park into the thriving Walled Garden. Further progress has been made in Greenock’s East End through the St. Laurence Orchard project, where 22 fruit trees will be planted with support from Unpaid Work and West College Scotland.</p> <p>Additionally, a newly formed community group has revitalized a dormant piece of land in Larkfield, converting it into a flourishing community garden. The group holds a license to occupy the space and is in discussions about securing a formal lease for long-term use.</p> <p>The Greening Officer from RIG Arts at the Drying Green at South West Library provides guidance and support to a team of volunteers who have come who regularly meet to work together to develop and nurture the garden.</p>								

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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3.11	Continue to use our collections to explore and respond to aspirations around climate change and planetary limits		Cultural services Inverclyde	Nr of objects / resources linked to the climate crisis, sustainability and the environment		Increase in investment in climate focussed collections / programming	Ongoing	1.1; 1.3; 2.1; 2.5; 3.1
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Progress update – May 2025:

Over the last twelve months, the Watt Institution has delivered a Museums Galleries Scotland (MGS) funded project under the banner 'Re-animating the Past'. This project has focused on utilising the Watt's Natural Sciences collections (a core founding collection) to engage new and existing audiences with collections-based narratives linked to the climate crisis; biodiversity in Inverclyde; and the history of collecting. The project has begun the process of digitising the Natural Science collection to increase accessibility and has used digital technologies to deliver innovative interpretation solutions, including 3D scanning, 3D printing, animation, virtual reality, and augmented reality. Workshops have been delivered with school groups, adult support groups, and community groups, alongside family drop-in sessions, variously exploring our understanding of the natural world with reference to the Watt's historic collections.

A new display has been developed within the Watt Institution's Natural Science Gallery looking at extinction level events, both natural and those potentially driven by human activity, as reflected within our collections – this is also supported by a display and film telling the story of the project itself.

This work feeds into an ongoing programme of improvements to the displays within the galleries, using collection objects to engage audiences with narratives around climate change, loss of biodiversity, empire and colonialisation.

To date, a series of resources have been developed to complement work ongoing at the Watt, focusing on the climate crisis, sustainability and the environment:

- *HerbARium*, an augmented reality resource that blends digital engagement with sustainability. By scanning a QR code, users can see historic herbarium specimens come to life with butterflies visiting their food plants. The AR prints are made from handmade paper using recycled museum waste, each embedded with wildflower seeds. After exploring the digital resource, users can plant the prints, helping create pollinator-friendly habitats. This resource has been trailed with Inverclyde primary schools who following using the digital aspect of the sheets will plant the sheets in their school garden to promote biodiversity.
- Peatland VR is a virtual reality experience that brings Inverclyde's peatlands to life, linking The Watt Institution's natural sciences collection to Inverclyde's ongoing peatland restoration project led by NatureScot Peatland Action. Visitors can interact with 3D-scanned specimens handling

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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butterflies, insects, birds, and plants while exploring detailed facts through audio descriptions. A portal transports users from the museum to the Inverclyde peatlands, immersing them in the sights and sounds of this vital ecosystem. Experience native bird calls, interact with insects, and discover the unique plant life thriving in these habitats. An online resource has also been created utilising digitised collection of interactive 3D scans and high-resolution photography. <https://sway.cloud.microsoft/OgHMEeVmaPMOTtfl?ref=Link>

- Chromatic Cartography was a community-driven project where locals created handmade pigments from locally sourced materials across Inverclyde. Inspired by The Watt Institution's natural sciences collection, participants foraged for materials both organic and inorganic, transforming them into a set of wholly unique colours that reflected the local environment. The project sparked conversations about climate change, biodiversity, and invasive species. Combining foraging, identification, chemistry, art history, and paint making, each participant also created a personal artwork using their custom pigment palette.

Looking ahead, the Watt team has successfully secured £1,300 in funding from ART Fund UK to be part of the Global Herds Project in spring / early summer 2025. This is a community-driven programming inspired by *THE HERDS*, an act of public art and climate action on a global scale which will see an ever-growing procession of life size puppets of endangered species make a journey from Central Africa to the Arctic Circle. As part of the project, and in partnership with local schools and the community, the Watt will collect ocean plastic from River Clyde beaches and transform it into 3D-printed puppets representing the local marine animals impacted by plastic pollution.

Three Inverclyde schools—Inverkip Primary, Moorfoot Primary, and St John's Primary—will participate in workshops learning about plastic pollution inspired by The Watt Institution's natural sciences collection. Each school will contribute by creating a large puppet (either a dolphin, gull or lobster) alongside smaller individual puppets. These puppets will come together in a vibrant procession along Lunderston Bay to raise awareness of ocean pollution and its effects on marine life. The procession will take place on Saturday 7th June during Great Big Green Week and will mark the beginning of Inverclyde STEAM Festival 2025.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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4. Carbon Reduction Action Area: Offsetting

Natural Environment

4.1	Review existing tree/flora to establish current carbon sequestration / carbon storage levels	OSAMP	Service Manager Grounds & Waste	Production of Management Plan	To be established	Increase tree / hedgerow planting	2022 - 2024	2.5
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Progress update – May 2025:

Tree strategy developed and now online, successfully delivered Coves Reservoir project and recipient of CoSLA and Scottish government awards.

4.2	Develop and incorporate into LDP and implement measures for new developments e.g. landscaping species list to optimise biodiversity	LDP	Planning Service; Service Manager Grounds & Waste	Planning Guidance	To be established	Development of adaptation measures.	2022 - 2023	2.1; 2.5
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Progress update – May 2025:

To be considered through the LDP review and related strategic environmental assessment.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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4.3	Continue to control invasive species	OSAMP, Council Policy	Service Manager Grounds & Waste	Eradication of non-native invasive plant species	As per management of invasive species	Work towards eradication of non-native invasive plant species	Ongoing - 2027	2.5
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Progress update – May 2025:

Works continue to control and mitigate invasive species.

4.4	Undertake projects to naturalise amenity grassland to enhance local biodiversity, improve natural habitats and support wildlife through wildflower meadow planting	OSAMP	Service Manager Grounds & Waste	% of amenity grassland naturalised	Current level is under 5% (to include survey work of newly introduced species)	20% of amenity grassland naturalised (insect/species count)	2022 - 2027	2.5
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Progress update – May 2025:

Further expansion and continuation of meadow and naturalised planting in place for 2025/26.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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4.5	Undertake projects for woodland creation / enhancement, native tree planting and hedgerow planting in and around our communities (in appropriate locations) to offset the carbon emissions, including mitigation of impact of tree diseases (e.g. Ash dieback)	OSAMP	Service Manager Grounds & Waste	Areas of native woodland planted; number of native urban / street trees planted	To be established	Increased areas of woodland in and around urban areas; increased numbers of urban / street trees	2022 - 2027	2.5
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Progress update – May 2025:

The reintroduction of Nature Restoration Funding in 2025/26 will allow for further tree planting.

4.6	Undertake projects to maximise carbon storage potential of land through peatland restoration and conservation.	OSAMP	Service Manager Grounds & Waste	Implement projects working in partnership	As per national indicators	Restoration of up to 1100 hectares of compromised peatland at Hardridge and Dowries Farms	2022 - 2027	2.5
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Progress update – May 2025:

Two schemes (Dowries and Hardridge) have been identified and externally funded, Dowries works consisting of 140ha have been completed and Hardridge at 790ha is ongoing and due for completion in 2026.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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COMPLETED ACTIONS

1. Carbon Reduction Action Area: Governance								
Leadership								
1.2	Embed our aims to tackle Climate Change and to achieve emission reductions within our Council Corporate Plan and Inverclyde Outcomes Improvement Plan (IOIP)	Council Corporate Plan; IOIP	Corporate Policy & Performance Team	Council Corporate Plan and IOIP	Outcomes within IOIP 2017–2022	Key objectives and organisational priorities within the Council Corporate Plan	2023	1.2; 2.1; 2.5; 3.1
<p>Progress update – June 2023: New Inverclyde Council Plan 2023-28 and Inverclyde Alliance Partnership Plan 2023-33 approved April 2023. The Partnership Plan includes the outcome “Our natural capital is looked after, and we are effectively adapting and mitigating the effects of climate change” with the Council Plan including “Our natural environment is protected” as a key outcome. A strengthened performance management approach for the Council Plan will include regular updates on progress against our carbon reduction aims. The Council Plan links column has been updated to reflect the new plan themes and outcomes.</p>								
<p>Progress Update – May 2024: Action complete, with 5-year action plan requiring refresh within the life of current Council and Partnership Plans.</p>								

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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1.4	Review Council standard committee report format to introduce Environmental / Sustainability implications section to ensure elected members and other readers of reports are alerted to any carbon, climate change or sustainability impacts	Net Zero Strategy	Head of Legal, Democratic, Digital & Customer Services	Production of new report template and guidance		New templates and guidance is in place	2022	2.1; 2.5; 3.1
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Progress update – June 2023:

New Committee report format in place and approved by June 2022 Policy & Resources Committee (minor changes agreed May 2023).

Climate Adaptation								
1.31	Implementation of Glen Mosston Wildlife Reserve Flood Attenuation	Flood Risk Management Strategy	Roads Services	Progress Flood Protection Scheme		Reduce flooding incidences	Ongoing to 2023	2.5

Progress update – June 2023:

Works are complete.

Ref	Action	Relevant Strategy / Plan	Lead Person / Service	Service Indicator	Baseline	Target (where applicable)	Target date	Council Plan Links
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1.32	Implementation of Gotters Water Flood Prevention Scheme	Flood Risk Management Strategy	Roads Services	Progress Flood Protection Scheme		Reduce flooding incidences	Ongoing to 2023	2.5
Progress update – June 2023: Works are on-going and programmed to be complete in 2023.								
Progress update – May 2024: Gottes Water Flood Protection scheme is complete.								

Report To:	Environment and Regeneration	Date:	15 May 2025
Report By:	Director, Environment and Regeneration	Report No:	ENV019/25/SJ/NM
Contact Officer:	Neale McIlvanney	Contact No:	01475 712402
Subject:	Glasgow Region City Deal – Commercial Space Programme		

1.0 PURPOSE AND SUMMARY

- 1.1 ☒ For Decision ☐ For Information/Noting
- 1.2 To advise Committee of the Glasgow City Region City Deal project to support commercial space development.
- 1.3 At the Glasgow City Region Cabinet meeting in February 2025, it was agreed to attribute reallocated City Deal funds to a regional commercial space project. This resulted in an allocation of £11.125m capital funding to support delivery of new and upgraded commercial space within Inverclyde.
- <https://onlineservices.glasgow.gov.uk/councillorsandcommittees/submissiondocuments.asp?submissionid=117010>
- 1.4 This report provides an update on the programme and anticipated future stages of project development. The report also seeks delegated authority to advance with project development in line with funding requirements to Full Business Case stage for the project.

2.0 RECOMMENDATIONS

- 2.1 It is recommended that the Committee: -
- (a) Notes progress on the Glasgow City Region Deal Commercial Space programme; and
 - (b) Delegates authority to officers to advance preparation of the project to Full Business Case stage.

Stuart W Jamieson
Director, Environment & Regeneration

3.0 BACKGROUND AND CONTEXT

- 3.1 At the February 2025 Cabinet, Glasgow City Region agreed to reallocate residual funds within the Glasgow Region City Deal to a commercial space regional project. The project initiated from an expression of interest submitted to the Glasgow City Region Project Management Office by Inverclyde Council in May 2024, which sought to establish a regional '*enabling commercial space*' project. This reflects established Inverclyde Taskforce prioritisation of seeking to deliver new commercial space for Inverclyde.
- 3.2 Through an assessment process, and liaison and support from governments, the commercial space proposal emerged as the preferred project for utilisation of a residual £64.5m fund, and the City Region Project Management Office thereafter developed a Strategic Outline Case, which was presented to, and approved by, Cabinet in February 2025.
- 3.3 The Strategic Outline Case was formed from bids from member authorities for utilisation of the funds to deliver new or refurbished commercial space in each local authority area. Through this approval, an allocation of funds was agreed in line with City Deal distribution methodology (i.e. per population); however, with the exception of an additional nearly £10m funding attributed to Inverclyde Council, which recognises the priority status given to Inverclyde in the same Cabinet meeting. A total of £11.125m has been allocated to Inverclyde Council for delivery of new or refurbished commercial space. The proposal provides 100% project intervention; therefore, no member authority capital contribution is required.
- 3.4 The submissions from Inverclyde Council, which informed the Strategic Outline Case, were:
- Proposed Phase 2 for Kelburn Industrial Estate, Port Glasgow
 - Proposed new terrace/workshop units at the former Council depot site at Crescent Street, Greenock
 - Proposed refurbishment of the Council's Ingleston depot (Greenock) for sale or let to commercial occupiers (note – the depot has already been earmarked for closure as a saving on the transformation workstream)
 - Proposed commercial/incubator space, with potential skills/innovation centre, at Inchgreen; or potential business hub at Wallace Place, Greenock offices, dependant on project scoping.
- 3.5 Within the Strategic Outline Case, the governance for the programme is identified as requiring each constituent project to advance directly to Full Business Case, to accelerate spend on the project, which requires to be complete by 2030. For Inverclyde Council, this means projects will require to be advanced through concept and technical design stages, including being informed by ground investigations/service plans. Cost plans will be developed at each stage as part of project control mechanisms. Planning permission (where necessary) and procurement processes will be concluded prior to Full Business Case for each of the projects. The Strategic Outline Case secured seed funding across the programme to 6% of project costs and this will be utilised to advance the work required to produce a Full Business Case.
- 3.6 Whilst at the early stages of project development, officers are exploring the strategic, economic, financial, commercial and management aspects of the programme, including reviewing funding mechanisms, operating model (which will consider the role of Riverside Inverclyde), partnership requirements, and potential for secondary investment (i.e. whether capital receipts or income can provide additional project benefits through secondary investment). Thereafter, project development will be monitored through regional and local City Deal governance/project meetings, which are already established. Updates to members will be provided to Committee through regular reporting of the Capital programme. It is noteworthy that while the programme was supported in part due to its lesser complexity than some City Deal projects, given the early stage of development of projects, should any of the proposed options in 3.4 fail to emerge as deliverable

projects, the City Deal change process would be utilised to identify alternative expenditure, which would be reported to Environment and Regeneration Committee.

- 3.7 In addition to the update provided above, this report seeks approval to delegate authority to officers to advance the projects to Full Business Case stage, at which time further (final) approval for projects will be sought from Environment & Regeneration Committee.

4.0 PROPOSALS

- 4.1 It is recommended that the Committee:-

- (a) Notes progress on the Glasgow City Region Deal Commercial Space programme; and
- (b) Delegates authority to officers to advance preparation of the project to Full Business Case stage.

5.0 IMPLICATIONS

- 5.1 The table below shows whether risks and implications apply if the recommendation(s) is(are) agreed:

SUBJECT	YES	NO
Financial	X	
Legal/Risk		X
Human Resources		X
Strategic (Partnership Plan/Council Plan)		X
Equalities, Fairer Scotland Duty & Children/Young People's Rights & Wellbeing		X
Environmental & Sustainability		X
Data Protection		X

5.2 Finance

A financial overview of the expenditure of grant, project development costs and income will be produced as the project develops.

One off Costs

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

Annually Recurring Costs/ (Savings)

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

5.3 Legal/Risk

Legal matters and risks related to the projects will be set out in business cases, within the management case section. Risk registers have been developed as part of the Strategic Outline Case and will continue to be updated as the project advances.

5.4 Human Resources

None arising through this report.

5.5 Strategic

The proposals will support the delivery of Inverclyde Taskforce and Draft Economic Growth Plan priorities.

5.6 Equalities, Fairer Scotland Duty & Children/Young People

(a) Equalities

This report has been considered under the Corporate Equalities Impact Assessment (EqIA) process with the following outcome:

	YES – Assessed as relevant and an EqIA is required.
X	NO – This report does not introduce a new policy, function or strategy or recommend a substantive change to an existing policy, function or strategy. Therefore, assessed as not relevant and no EqIA is required. EqIA requirements will be further explored in the production of Full Business Cases.

(b) Fairer Scotland Duty

If this report affects or proposes any major strategic decision:-

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

	YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.
X	NO – Assessed as not relevant under the Fairer Scotland Duty. Further requirements will be further explored in the production of Full Business Cases.

(c) Children and Young People

Has a Children's Rights and Wellbeing Impact Assessment been carried out?

	YES – Assessed as relevant and a CRWIA is required.
X	NO – Assessed as not relevant as this report does not involve a new policy, function or strategy or recommends a substantive change to an existing policy, function or strategy which will have an impact on children's rights.

5.7 Environmental/Sustainability

Summarise any environmental / climate change impacts, positive or negative, which relate to this report.

None.

Has a Strategic Environmental Assessment been carried out?

	YES – assessed as relevant and a Strategic Environmental Assessment is required.
X	NO – This report does not propose or seek approval for a plan, policy, programme, strategy or document which is like to have significant environmental effects, if implemented. Project requirements will be concluded through planning and other statutory approvals.

5.8 Data Protection

Has a Data Protection Impact Assessment been carried out?

	YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.
X	NO – Assessed as not relevant as this report does not involve data processing which may result in a high risk to the rights and freedoms of individuals.

6.0 CONSULTATION

- 6.1 As outlined above, partnership requirements will be explored through project development and engagement will be outlined in Full Business Case for projects.

7.0 BACKGROUND PAPERS

- 7.1 N/A.

Report To:	Environment & Regeneration Committee	Date:	15 May 2025
Report By:	Head of Service - Regeneration, Planning and Public Protection	Report No:	ENV020/25/SJ/KL
Contact Officer:	Kenny Lang	Contact No:	01475 715906
Subject:	Play Area Spend Proposals 2025/26		

1.0 PURPOSE AND SUMMARY

- 1.1 ☒ For Decision ☐ For Information/Noting
- 1.2 The purpose of the report is to update the Committee in respect of the proposed play area projects to be undertaken within the 2025/26 Play Area Strategy.
- 1.3 The available Play Area Strategy budget for 2025/26 is £358k, full spend of this amount is anticipated in the current financial year and the projects are detailed within the body of this report.

2.0 RECOMMENDATIONS

- 2.1 It is recommended that the Committee agrees the proposed play area projects identified within this report.

Neale McIlvanney
Head of Service - Regeneration, Planning and Public Protection

3.0 BACKGROUND AND CONTEXT

- 3.1 Inverclyde Council currently have 54 play areas of varying sizes. These play areas have been developed over a number of years and upgraded to improve the overall play experience and ensuring that as far as practicable that our play areas are accessible.
- 3.2 The Scottish Government identified funding of £314k for play areas in 2025/2026 as part of the General Capital allocation. This final tranche will complete the Scottish Governments pledge to fund play areas over a 5-year period.
- 3.3 Play areas are regularly checked and maintained by Council staff with ad hoc repairs being paid through the revenue account. As a result of this ongoing maintenance there is no major repair or replacement required. All larger equipment, new facilities or surfacing are generally included in the Capital Spend. Over the year a priority list is developed with input from Staff identifying replacements and other Capital works. The majority of our play areas are in good condition and only minor works have been identified which will be undertaken throughout the year.

Area	Works	Spend 000s (est)
Parklea	New destination style play area	£224
Battery Park	Replacement of outdoor gym	£40
Burns Square	Resurfacing and new equipment	£50
		£314

- 3.4 The new destination style play area at Parklea will mean that we have 3 large destination type play areas throughout the district. The installation of a destination play park in the East of Inverclyde ensures coverage of play park facilities with a balanced geographical coverage. Furthermore the Parklea development would join up with a number of other key initiatives in this area and enhances and supports the works carried out by both Inverclyde Leisure and Parklea Branching Out. The overall footfall lends itself to this type of facility.
- 3.5 Progress on the approved projects will be reported to this committee via the regular Capital Report.

4.0 PROPOSALS

- 4.1 The Committee are asked to note the progress on projects and note that relevant reports will be brought back for Committee consideration as and when required.

5.0 IMPLICATIONS

- 5.1 The table below shows whether risks and implications apply if the recommendation(s) is(are) agreed:

SUBJECT	YES	NO
Financial		x
Legal/Risk		x
Human Resources		x
Strategic (Partnership Plan/Council Plan)		x
Equalities, Fairer Scotland Duty & Children & Young People's Rights & Wellbeing		x
Environmental & Sustainability		x

5.2 Finance

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report (000s)	Virement From	Other Comments
Play Area Strategy		2025/26	£314	NA	NA

Annually Recurring Costs/ (Savings)

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

5.3 Legal/Risk

N/A.

5.4 Human Resources

N/A.

5.5 Strategic

N/A.

6.0 CONSULTATION

6.1 Consultation will be undertaken in respect of the new play area within Parklea.

7.0 BACKGROUND PAPERS

7.1 None.

Report To:	Environment & Regeneration Committee	Date:	15 May 2025
Report By:	Head of Physical Assets	Report No:	ENV029/25/SJ/EM
Contact Officer:	Eddie Montgomery	Contact No:	01475 712472
Subject:	National Strategy for 20mph - Update		

1.0 PURPOSE AND SUMMARY

1.1 ☒ For Decision ☐ For Information/Noting

1.2 The purpose of this report is to inform the Committee of the ongoing engagement with Transport Scotland on the commitment from the Scottish Government to implement the National Strategy for 20mph speed limits in all appropriate roads in built up areas by 2025.

1.3 The report confirms the recent communication from Transport Scotland indicating a commitment to a funding award in 2025/26 for implementation and outlines the next steps and anticipated time frames subject to Committee direction on implementation.

2.0 RECOMMENDATIONS

2.1 It is recommended that the Committee:

- Note that Transport Scotland have indicated that £493,000 of funding will be made available in 2025/26 to implement 20mph Speed Limits across Inverclyde.
- Note Transport Scotland's proposed route to implementation by promotion of a number of Temporary Traffic Regulation Orders (TTRO), followed by consultation to assess the success of the schemes to identify any changes and with final implementation through formal consultation and promotion of permanent Speed Limit Orders (SLOs).
- Note projected programme for implementation and the challenges associated with meeting those timescales.
- Provide direction on whether to progress the implementation of 20mph speed limits on the 1,073 roads across Inverclyde identified as being suitable for speed limit reduction based on the Transport Scotland issued roads assessment guidance and criteria.
- Note the Transport Scotland position on funding for implementation which is only able to be confirmed for 2025/26 at this time and the risks passed to the Council associated with funding for the final promotion of SLO's in 2026/27, and any further soft measures and (where deemed necessary) any physical speed management measures, for roads not reaching a desired level of speed compliance.

Eddie Montgomery
Head of Physical Assets

3.0 BACKGROUND AND CONTEXT

- 3.1 The report to the Environment and Regeneration Committee of 13th March 2025 provided the background on the National Strategy for 20mph and the procedure, based on road assessment guidance issued by Transport Scotland, for determining what roads are suitable to have their speed limits reduced including the outcome of that assessment. That Committee noted and agreed the principles of 20mph speed limits and the roads identified during the March 2023 assessment (and subsequent amendments) which indicated the number of roads suitable for a speed limit reduction based on the Road Assessment Guidance issued by Transport Scotland.
- 3.2 Transport Scotland have also confirmed in communications that the road criteria originated from article 11 of the UN Stockholm declaration: mandate a maximum road travel speed of 30km/h in areas where vulnerable roads users and vehicles mix in a frequent and planned manner, except where strong evidence exists that higher speeds are safe (decision should no longer be influenced by traffic speeds). This declaration is supported by the Scottish Government.
- 3.3 An updated summary of the findings is outlined in the table below:

Total Number of Existing	Total Number (Re-assessed)
Section A - 20mph roads remaining at 20mph	34
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	25
Section D - 30mph roads changing to 20mph	1,073

The roads which are proposed to remain at 30mph are listed in Appendix 1 (these exclude trunk roads which are being actioned by Transport Scotland). The numbers have altered slightly from those reported to the March Committee following re-assessment/checking.

- 3.4 As outlined in the March 25 report, Transport Scotland recommendations are that the implementation of 20mph speed limits be progressed using TTROs followed by permanent SLOs to align with the timescales being targeted.
- 3.5 The estimated costs and indicative timescales to introduce the 20mph speed limits including promotion of TTROs, promotion of SLOs, Independent Reporter, etc. are as outlined below:

Item / Action	Estimated Timescales	Estimated Costs £000
Promotion of TTROs	Sept 25	36
Effective date of TTROs	Sept 25	-
Signs & Lines	May-Nov 25	442
Public Feedback	Dec 25-Feb 26	5
Amendments to extent of 20mph speed limits (if any following consultation and officer observations)	Jan-Mar 26	10
Estimated Cost 2025/26		493
<i>Without objections</i>		
Promotion of SLOs	Jan-June 26	25
Effective date of SLOs	Dec 26	-
<i>With Maintained objections</i>		
Independent Reporter	Dec 26-April 27	22.5
Effective date of SLOs	May 27	-
Monitoring and Evaluation	Jan-May 27	51
Estimated Cost 2026/27		98.5
Total Cost		591.5

3.6 As also confirmed in the March 2025 report the assessment of the roads undertaken using the Transport Scotland guidance and criteria resulted in the majority of roads requiring 20mph signage only, however, 15 roads were identified for speed reduction measures with a further 97 roads which may require speed reduction measures. As previously confirmed the most recent Transport Scotland Guidance (31st October 2024) states that Local Authorities should consider the introduction of 20mph speed limits indicated **by speed limit signs only, with no supporting speed reduction features and with monitoring and evaluation post implementation** to identify any not reaching a desired level of speed compliance through the following criteria:

- 0-25 mph - No speed management required;
- 26-30 mph – Softer measures required, signs and lines;
- Above 30 mph – speed management measures are required to achieve better compliance. These should again be signs and lines. This should be monitored again prior to implementing any physical measures. All these should be exhausted before consideration is given to return a road to 30mph.

During the engagement with Transport Scotland to date, earlier estimates for implementation have included costs for traffic calming consultation and installation for the 15 identified and 97 potential roads totalling circa £2.36m. The position adopted by Transport Scotland has previously been clarified as outlined above with no commitment to funding for speed reduction measures.

3.7 It should be noted that more recent communication with Transport Scotland indicates that the position on speed reduction measures may be revisited with the most recent advice stating that the funding of speed reduction measures would be considered by Transport Scotland as long as they were evidence based and reasonable. There remains a risk associated with this as outlined in 5.3 below.

3.8 The Committee is requested to note the following summary of the engagement with Transport Scotland in 2025 to date:

- there has been email communication confirming the commitment to a funding award of £493,000 in 2025/26 to progress the implementation of 20mph Speed Limits across Inverclyde.
- the email communication also acknowledged the funding requirement for 2026/27 and confirmed that they are unable to advise on awards of multi-year funding due to the Scottish Budget being agreed on an annual basis. It was confirmed that this would be revisited nearer the time.
- there has been no confirmation of any funding for physical speed reduction measures should recorded speeds be higher than anticipated post implementation, however it has been confirmed that they would consider funding subject to any request being evidence based and reasonable.

4.0 PROPOSALS

4.1 The Committee is requested to note the communication from Transport Scotland and the commitment to funding in 2025/26 for the implementation of 20mph speed limits across Inverclyde.

4.2 The Committee is requested to provide direction on implementation to allow Officers to commence the Temporary Traffic Regulation Order (TTRO) process to reduce the speed limits on the 1,073 roads across Inverclyde. Officers will also engage with external contractors to install the signs and road markings required.

- 4.3 On completion of the TTRO and the installation of the signs and markings there will be a consultation to assess the success of the schemes, and this will include traffic surveys in addition to public consultations.
- 4.4 Officers will evaluate any changes required and these will be implemented prior to the formal consultation and the promotion of the permanent Speed Limit Orders (SLOs). It should also be noted that the progression of the orders is likely to be on a phased basis prioritising areas with the highest number of accidents and number of trip generators and will also be subject to a further funding commitment from Transport Scotland for 2026/27.
- 4.5 On completion of the SLOs a traffic survey will be conducted to determine if any further measures are required. As outlined above, Transport Scotland have not made any firm commitment to fund physical measures. Officers will continue dialogue with Transport Scotland on completion of the traffic surveys and assessments.

5.0 IMPLICATIONS

- 5.1 The table below shows whether risks and implications apply if the recommendation(s) is(are) agreed:

SUBJECT	YES	NO
Financial	X	
Legal/Risk	X	
Human Resources		X
Strategic (Partnership Plan/Council Plan)	X	
Equalities, Fairer Scotland Duty & Children/Young People's Rights & Wellbeing		X
Environmental & Sustainability		X
Data Protection		X

5.2 Finance

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
Roads	20MPH	2025/26	423		Implementation of 20mph speed limits
Roads /Legal	20MPH	2025/26	70		Staff Costs for Roads and Legal Services.
			493		Funding from Transport Scotland

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Proposed Spend this Report £000	Virement From (If Applicable)	Other Comments
Roads	-	-	**1		Maintenance of road markings, signs and traffic calming.
Roads			**1		Sign lighting

**will be contained within existing budgets

5.3 Legal/Risk

It will be necessary to promote a number of Temporary Traffic Regulation Orders at the implementation stage followed by permanent Speed Limiting Orders. There are inherent risks of objections to these orders which could lead to delays and which may have implications for increased costs.

As outlined above, Transport Scotland implementation guidance is that Local Authorities should consider the introduction of 20mph speed limits indicated by speed limit signs only, with no supporting speed reduction features and with no funding currently being provided for speed reduction measures. There is a risk associated with any monitoring and evaluation post implementation identifying roads that have not reached a desired level of speed compliance where either soft measures or physical speed reduction measures may require to be considered with the funding risk of these currently unresolved and potentially falling to the Council. There are associated reputational risks linked to the inability of the Council to fund any further measures ahead of decisions to return roads to 30mph.

5.4 Human Resources

The work involved for the Roads Service and the Legal Service will require the existing workload/waiting list for TRO's and other orders to be analysed and decisions made as to prioritisation.

5.5 Strategic

The implementation of the National Strategy for 20mph speed limits in all appropriate roads in built up areas in Inverclyde by 2025 aligns with the Council Plan vision and priorities to ensure Inverclyde is a safe place to work and live.

5.6 Equalities, Fairer Scotland Duty & Children/Young People

(a) Equalities

This report has been considered under the Corporate Equalities Impact Assessment (EqIA) process with the following outcome:

x	YES – Assessed as relevant and an EqIA is required.
	NO – This report does not introduce a new policy, function or strategy or recommend a substantive change to an existing policy, function or strategy. Therefore, assessed as not relevant and no EqIA is required.

(b) Fairer Scotland Duty

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

	YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.
x	NO – Assessed as not relevant under the Fairer Scotland Duty.

(c) Children and Young People

Has a Children's Rights and Wellbeing Impact Assessment been carried out?

	YES – Assessed as relevant and a CRWIA is required.
x	NO – Assessed as not relevant as this report does not involve a new policy, function or strategy or recommends a substantive change to an existing policy, function or strategy which will have an impact on children's rights.

5.7 Environmental/Sustainability

Has a Strategic Environmental Assessment been carried out?

	YES – assessed as relevant and a Strategic Environmental Assessment is required.
x	NO – This report does not propose or seek approval for a plan, policy, programme, strategy or document which is like to have significant environmental effects, if implemented.

5.8 Data Protection

Has a Data Protection Impact Assessment been carried out?

	YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.
x	NO – Assessed as not relevant as this report does not involve data processing which may result in a high risk to the rights and freedoms of individuals.

6.0 CONSULTATION

6.1 Legal Services have been consulted.

7.0 BACKGROUND PAPERS

7.1 National Strategy for 20mph – Update. Environment and Regeneration Committee 13 March 2025.

Roads Proposed to Remain at 30mph

- A761 Clune Brae, Port Glasgow – (full length)
- A761 Kilmacolm Road, Port Glasgow (Clune Brae to Arran Avenue)
- A770 Albert Road, Gourock (from the northwest boundary of No. 15 Albert Road to Ashton Road)
- A770 Ashton Road, Gourock (full length)
- A770 Cloch Road, Gourock (full length)
- A770 Eldon Street, Greenock (Brougham Street to Battery Park Avenue)
- Auchenfoil Lane, Port Glasgow (full length)
- Auchenfoil Road, Port Glasgow (full length)
- Barr's Brae, Port Glasgow (full length)
- Bogston Lane, Greenock (full length)
- Burnhead Road, Port Glasgow (full length)
- Burnhead Lane, Port Glasgow (full length)
- Duchal Street, Port Glasgow (full length)
- Faulds Park Road, Gourock (full length)
- Fullarton Lane, Greenock (full length)
- Gareloch Lane, Port Glasgow (full length)
- Gareloch Road, Port Glasgow (full length)
- Glasgow Road, Port Glasgow (full length)
- Kilallan Road, (full length)
- Knocknair Street, Port Glasgow (full length)
- Lurg Street, Port Glasgow (full length)
- Muirshel Lane, Port Glasgow (full length)
- Muirshel Road, Port Glasgow (full length)
- Old Largs Road, Greenock (Drumfrochar Road to Speed Limit change)
- Parklea Road, Port Glasgow (full length)

Report To:	Environment & Regeneration Committee	Date:	15 May 2025
Report By:	Head of Physical Assets	Report No:	ENV031/25/SJ/EM
Contact Officer:	Eddie Montgomery	Contact No:	01475 712115
Subject:	Kirn Drive, Gourock – Outcome of Non-Statutory Consultation for Proposed One-Way		

1.0 PURPOSE AND SUMMARY

- 1.1 ☒ For Decision ☐ For Information/Noting
- 1.2 The purpose of this report is to inform Committee of the outcome of the non-statutory consultation which is based on the commissioned study on the impact of making Kirn Drive in Gourock one-way, reported to this Committee on 14 March 2024.
- 1.3 The report seeks approval for the scheme to be implemented under an Experimental Traffic Regulation Order (ETRO) i.e. an experimental order prior to consideration of a formal one-way Traffic Regulation Order (TRO). This will allow a temporary arrangement to be implemented in a shorter time frame and allow for monitoring to be undertaken including implementation of changes prior to consideration of a formal TRO process.

2.0 RECOMMENDATIONS

2.1 It is recommended that the Committee:

- Note the outcome of the non-statutory consultation and that 75.4% are in favour of a scheme (with a proportion of those in favour requesting additional measures as outlined in 3.5).
- Note that the previously considered widening and/or passing places were not taken forward as reports to this committee in October 2019.
- Approve the implementation of an Experimental Traffic Regulation Order ETRO to enable the experimental implementation of a one-way system (Kirn Drive one-way westbound between Arran Road and Divert Road as well as Staffa Street southbound between Ivy Crescent and Kingsway East) and thereafter monitoring of traffic flow.
- As the current Scheme of Delegation does not authorise officers to make ETRO's, it is recommended that the committee:
 - authorise the Head of Physical Assets, to carry out the functions Road Traffic Regulation Act 1984 under section 9, in relation to the proposed Experimental Traffic Regulation Order; and
 - authorise the Head of Legal, Democratic, Digital & Customer Services to make the ETRO.

- Notes that 6 months after implementation of the scheme officers will conduct further consultation on the scheme the outcome of which will be reported to a future meeting of this committee and direction sought on whether to proceed with the making of a permanent Traffic Regulation Order, seek amendments to the scheme or remove the scheme.

Eddie Montgomery
Head of Physical Assets

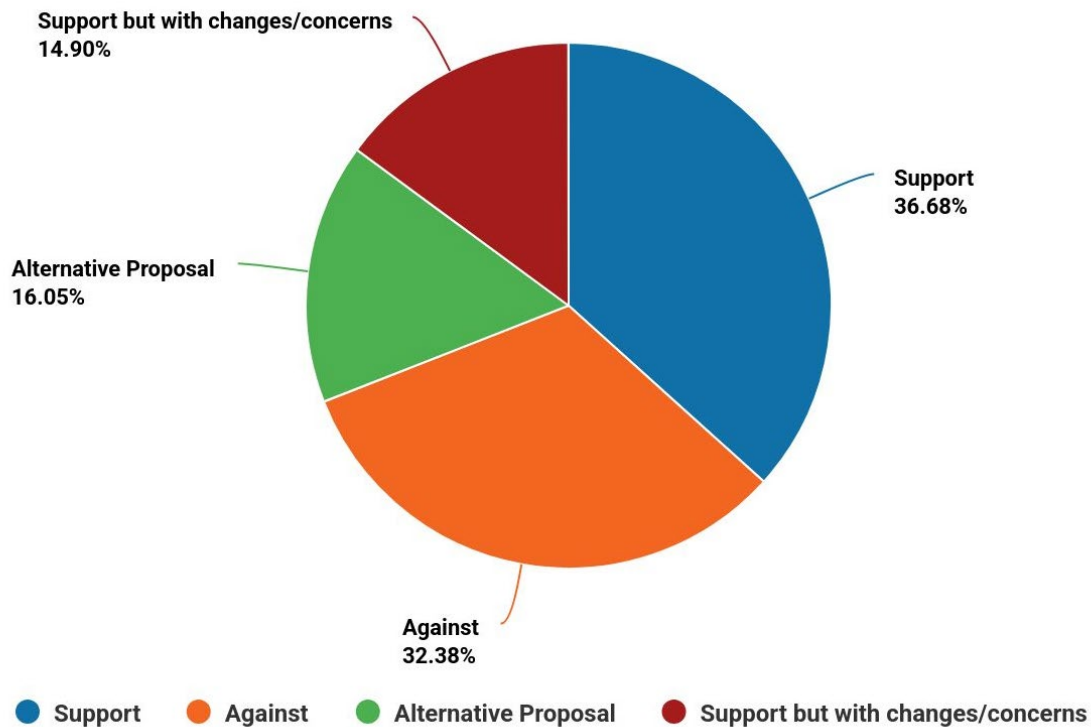
3.0 BACKGROUND

- 3.1 The Environment and Regeneration Committee of 31 October 2019 considered a report on a proposed residential development and road widening at Upper Kirn Drive in Gourock which included proposals to widen Kirn Drive from the potential receipt connected with the sale of the land to the South of Kirn Drive for residential development. This report summarised the numerous studies that had been undertaken over a number of years, and that no consensus had been reached on a solution to the Kirn Drive congestion. The Committee decision was that, having regard to the representations received in response to the public open space consultation, Officers were instructed to withdraw from negotiations for the proposed disposal and as such the widening of Kirn Drive was not taken forward.
- 3.2 A petition was created on the Council's website on 12th January 2020 calling on the Council to make Kirn Drive, Gourock a one-way system running east to west (westbound). The petition gathered in excess of 100 signatures within the publication period and was heard by the Petitions Committee on 19th March 2020. The Petitions Committee supported the petition and remitted it to the Director of Environment, Regeneration & Resources to submit a report to a future meeting of the Environment and Regeneration Committee with recommendations on the matter. The report was presented to this Committee on 14th March 2024. Committee decided that the findings of the modelling study for Kirn Drive be noted and that it be agreed to hold a non-statutory consultation on the proposed scheme with the outcome subject to a further report to this Committee. This report addresses that action.
- 3.3 A non-statutory consultation was undertaken between 20th January and the 7th February 2025. The consultation comprised of the following:
- Leaflets delivered to 1000+ properties in the area;
 - Hard copies of the consultation and plans accessible at Coppermine Community Centre, Gourock Library, Municipal Building and Roads and Transportation office, Pottery Street;
 - Social media coverage with links to Inverclyde Council's website;
 - Website with access to plans and online survey.

The outcome of the non-statutory consultation is summarised below and within Appendix 1 of this report.

Non-Statutory Consultation Outcome

- 3.4 The non-statutory consultation received 581 responses with 75.4% supporting the proposals of making Kirn Drive one-way westbound between Arran Road and Divert Road as well as Staffa Street southbound between Ivy Crescent and Kingsway East (refer Appendix 1).
- 3.5 From the 581 responses, 293 comments were received with the % split below. Due to the varied nature of the comments, they have been categorised as follows:
- Support (36.68%);
 - Support but with changes/concerns (14.90%);
 - Against (32.38%);
 - Alternative Proposal (16.05%)



- 3.6 54 of the 293 responses were in support of the proposals but with suggested changes/concerns. Of the 54 responses 29 are in support but with suggested changes that range from extending the proposals to other streets, installing traffic calming on other streets, vegetation maintenance on the south side of Kirn Drive, widening Kirn Drive or providing passing places and reducing the speed limit.
- 3.7 31 of the 54 responses are in support but with concerns that range from creating rat runs on other roads, road safety on other roads, affecting the 'unofficial' one-way operating on Moorfoot Drive in connection with Moorfoot Primary and congestion on other roads.
- 3.8 48 of the 293 responses were against the proposals with alternative proposals provided. The alternative proposals range from widening Kirn Drive, making Ailsa Road one-way, parking restrictions at certain points to create passing places, use the land on the south side of Kirn Drive to create parking, stop the one-way at Moorfoot Drive and creating passing places using the land on the south side of Kirn Drive.
- 3.9 Three hard copy responses were received which were in support of the proposals. A summary of all responses to the non-statutory consultation is provided in Appendix 1.

4.0 PROPOSALS

- 4.1 As a consequence of the time it has taken to progress to the current stage, and reflecting the position that the community consultation has not resulted in a consensus on the proposals as presented, it is Officers recommendation that it would be beneficial to promote an Experimental Traffic Regulation Order (ETRO) to make Kirn Drive and Staffa Street one-way. This would allow a scheme to be implemented in a shorter time frame and also allow for any additional measures to be considered and amendments made prior to the making of a TRO. ETROs can only remain in place for a maximum of 18 months.

4.2 The proposed process would involve the following stages:

- Finalise the tender package and award for the construction work (anticipated time frame 6 months).
- Implement the Kirn Drive one-way westbound between Arran Road and Divert Road as well as Staffa Street southbound between Ivy Crescent and Kingsway East via ETRO. Do not install traffic calming measures at this time.
- Monitor the traffic movement (after 3 and 6 months post implementation) and consult on the scheme.
- Report on the consultation responses to this Committee.
- Subject to Committee direction, either proceed with the scheme, make amendments and proceed to TRO, or remove the scheme.

4.3 Any necessary formal consultation on the one-way scheme and any traffic calming would follow the formal Traffic Regulation Order procedures approved by the Environment & Regeneration Committee in January 2021, and any maintained objections would be heard in accordance with those procedures. More detail on this process will be contained in the future report referred to above.

4.4 Further monitoring will be undertaken one year after the completion of the TRO. Should significant issues be identified during the monitoring, then additional measures may be required on surrounding streets and a study with proposed solutions would be brought back to a future meeting of this Committee.

5.0 IMPLICATIONS

5.1 The table below shows whether risks and implications apply if the recommendation(s) is(are) agreed:

SUBJECT	YES	NO
Financial	X	
Legal/Risk	X	
Human Resources		X
Strategic (Partnership Plan/Council Plan)		X
Equalities, Fairer Scotland Duty & Children/Young People's Rights & Wellbeing	X	
Environmental & Sustainability		X
Data Protection		X

5.2 Finance

The report to the 14 March 2024 Committee confirmed that the original £200K allocation for Kirn Drive Passing Places and an allocation from CWSR of £44K are available to progress the proposals.

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
ETRO Process					
Capital Programme 83536	Kirn Drive	25/26	5		Legal and External Reporter.
Capital Programme 83536	Kirn Drive	26/27	150		Temporary Construction works
Capital Programme 83536	Kirn Drive	26/27	9		Monitoring and evaluation
			164		
TRO (Subject to further report and approval)					
Capital Programme 83536	Kirn Drive	26/27	80		Make permanent and minor amendments

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
-	-	-	**1	-	Maintenance of road markings, signs and traffic calming.
-	-	-	**1	-	Lighting of signs.

**will be contained within existing budgets

5.3 Legal/Risk

In order to introduce any one-way restrictions, it would be necessary to promote an ETRO.

5.4 Human Resources

There are no human resources issues arising from this report.

5.5 Strategic

There are no direct strategic implications as a result of this report.

5.6 Equalities, Fairer Scotland Duty & Children/Young People

(a) Equalities

This report has been considered under the Corporate Equalities Impact Assessment (EqIA) process with the following outcome:

X	YES – Assessed as relevant and an EqIA is required.
	NO – This report does not introduce a new policy, function or strategy or recommend a substantive change to an existing policy, function or strategy. Therefore, assessed as not relevant and no EqIA is required. Provide any other relevant reasons why an EqIA is not necessary/screening statement.

(b) Fairer Scotland Duty

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

X	YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.
	NO – Assessed as not relevant under the Fairer Scotland Duty.

(c) Children and Young People

Has a Children's Rights and Wellbeing Impact Assessment been carried out?

Where this implication is applicable, the CRWIA process must be followed. If the subject matter of the report requires a CRWIA, it must be referenced as a background paper and if available on the website, the link should be provided.

	YES – Assessed as relevant and a CRWIA is required.
X	NO – Assessed as not relevant as this report does not involve a new policy, function or strategy or recommends a substantive change to an existing policy, function or strategy which will have an impact on children's rights.

5.7 Environmental/Sustainability

Has a Strategic Environmental Assessment been carried out?

	YES – assessed as relevant and a Strategic Environmental Assessment is required.
X	NO – This report does not propose or seek approval for a plan, policy, programme, strategy or document which is like to have significant environmental effects, if implemented.

5.8 Data Protection

Has a Data Protection Impact Assessment been carried out?

Where applicable, the corporate DPIA process must be followed. If the subject matter of the report requires a DPIA, it must be referenced as a background paper and if available on the website, the link should be provided.

	YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.
X	NO – Assessed as not relevant as this report does not involve data processing which may result in a high risk to the rights and freedoms of individuals.

6.0 CONSULTATION

6.1 An initial consultation will be necessary with Police Scotland who are the enforcing authority of moving traffic offences such as speeding and travelling the wrong way on a one-way road.

7.0 BACKGROUND PAPERS

Environment and Regeneration Committee - 29 August 2019: Upper Kirn Drive, Gourock – (a) open space consultation; and (b) proposed residential development and road widening

Environment and Regeneration Committee - 31 October 2019: Upper Kirn Drive, Gourock
Proposed Residential Development and Road Widening

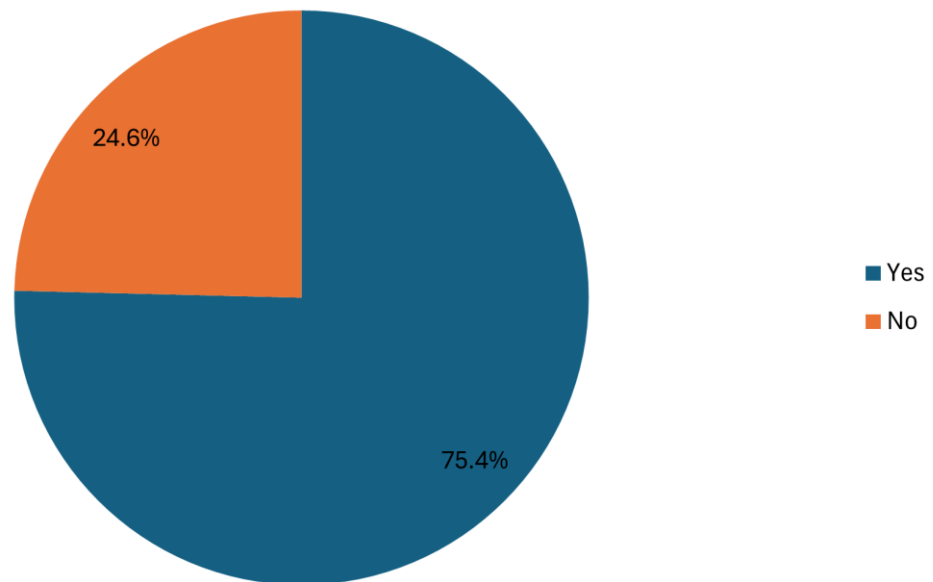
Petitions Committee – 19 March 2020: “Make Kirn Drive One Way”

Environment and Regeneration Committee - 14 March 2024: Kirn Drive, Gourock – One-way
Study Findings

Kirn Drive and Staffa Street Proposed one-way and traffic calming

Do you support the proposals for Kirn Drive and Staffa Street?			
Answer Choice		Response Percent	Response Total
1	Yes	75.4%	438
2	No	24.6%	143
		answered	581
		skipped	0

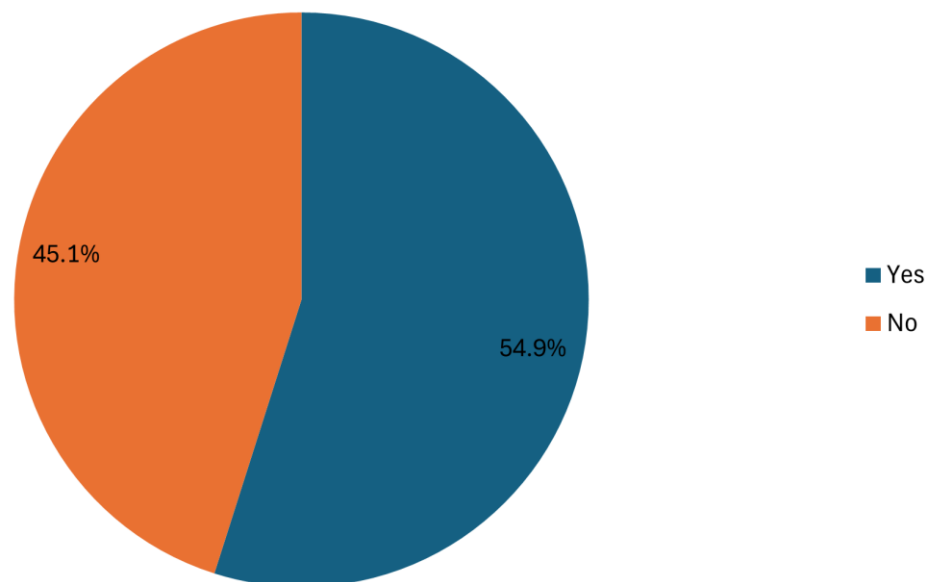
Do you support the proposals for Kirn Drive and Staffa Street?



Kirn Drive and Staffa Street Proposed one-way and traffic calming

Would these proposals impact your journey times?			
Answer Choice		Response Percent	Response Total
1	Yes	54.9%	319
2	No	45.1%	262
		answered	581
		skipped	0

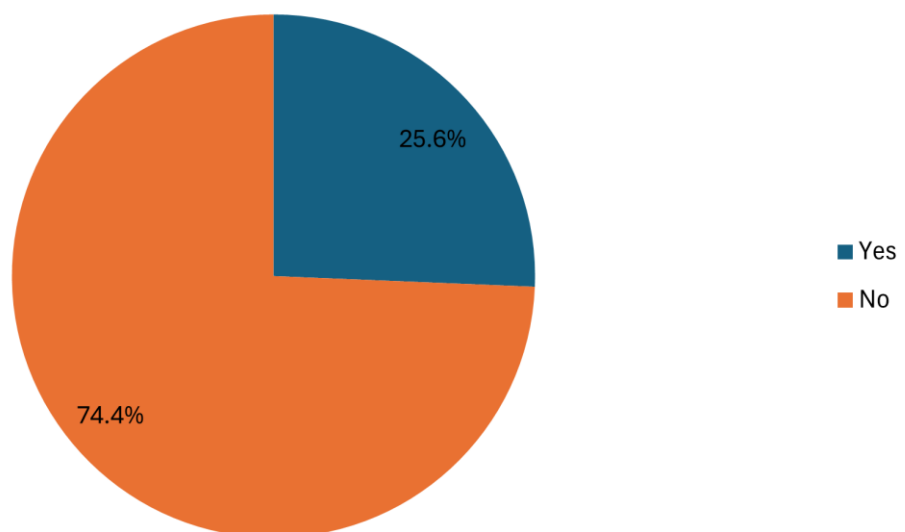
Would these proposals impact your journey times?



Kirn Drive and Staffa Street Proposed one-way and traffic calming

Would these proposals encourage you to increase active travel by walking, wheeling and cycling?			
Answer Choice		Response Percent	Response Total
1	Yes	25.6%	148
2	No	74.4%	429
		answered	577
		skipped	4

Would these proposals encourage you to increase active travel by walking, wheeling and cycling?



Kirn Drive and Staffa Street Proposed one-way and traffic calming

Comments (please add any further comments relevant to the proposals)			
Answer Choice		Response Percent	Response Total
1		100.0%	293
		answered	293
		skipped	288

#	Date Ended:		Categories	
262659621	21/01/2025 6:10 PM	The road was to be increased size at one time to make it 2 ways with parking agreed at either side for public. I feel this would be best. You will just move issues along the road so will still fill up on moorfoot Drive.	Against, Alternative Proposal	
262660226	21/01/2025 6:18 PM	Trying to get home at peak times is horrendous, we considered moving from here because of how bad the traffic is on kirn drive.	Support	
262660501	21/01/2025 6:23 PM	Would prevent traffic becoming blocked	Support	
262660747	21/01/2025 6:27 PM	One way system is the best option.	Support	
262661342	21/01/2025 6:36 PM	Waited a long time for this. The sooner the better. Nightmare at night driving along that road.	Support	
262661345	21/01/2025 6:37 PM	Golf Road should also be included in one way plans as it is the cause of many traffic problems too.	Support but with changes/concerns	
262661013	21/01/2025 6:39 PM	This would make smaller roads within the Midton area more congested and libal to more traffic. These roads, eg Bute St, Tower drive and Arran Rd, already are too small with some areas within them having vehicles on each side of the road making them like Kirn drive	Against	

262661475	21/01/2025 6:41 PM	I live on Kirn Drive and there are numerous "stand off's" daily between drivers regarding who has the right of way. My car has been hit a few times while parked outside my front door due to cars having to reverse back or squeeze by as drivers refuse to move. It is extremely dangerous due to the speed of some drivers and due to the number of parked cars/vans visibility can be very dangerous.	Support	
262661481	21/01/2025 6:43 PM	It would potentially reduce journey time to the school. We already walk when the weather is not really bad so it wouldn't encourage that anymore than usual.	Support	
262662003	21/01/2025 6:45 PM	Totally agree with plans. I use Kirn Drive daily and it's only getting worse. Aggressive drivers and the speed of cars is also an issue.	Support	
262662020	21/01/2025 6:45 PM	More traffic would be travelling directly in front of my drive on Divert rd. It's hard enough to park/exit my drive as it is without a higher volume of traffic.	Against	
262662319	21/01/2025 6:49 PM	Kirn.drive is an accident waiting to happen. Quicker this work is done the better	Support	
262664045	21/01/2025 7:13 PM	Kirn Drive at its current state is an accident waiting to happen. With schools and nurseries so close by I am surprised this has not been considered sooner. The area gets far too congested from staffa street - up around Moorfoot Drive to Cowal View. It's about time it was a one way system!	Support	
262666124	21/01/2025 7:22 PM	Long overdue	Support	
262666698	21/01/2025 7:28 PM	This is only needed because of the number of parked cars on this route. If the council had widened the road years ago it would not be an issue.	Support	
262667246	21/01/2025 7:32 PM	Very much needed. Currently to avoid you already detour all the surrounding streets.	Support	
262667428	21/01/2025 7:35 PM	These proposals are long overdue and should bring both release of the congestion and the reduction in residents vehicles being damaged etc.	Support	

262667599	21/01/2025 7:37 PM	<p>I use Ailsa Road to cycle, as it's quieter. This proposed change will move the issue to the quieter, more residential Ailsa Road, making it dangerous for residents & cyclists.</p> <p>Ailsa Road should be made one-way Easterly to take the displaced traffic safely, and the one-way system in Kirn Drive should be reduced to only from Skye Crescent to Moorfoot Drive.</p> <p>Or just put in some double yellow lines for passing places, or create additional space on the moor side.</p>	Against, Alternative Proposal	
262668103	21/01/2025 7:43 PM	Road is far to narrow for two way traffic as one side has parked cars this proposal would benefit the community greatly	Support	
262668235	21/01/2025 7:44 PM	<p>I am a resident on Ailsa Road. Making Kirby drive one way will only force traffic onto surrounding streets which are already congested heavily with parked cars and full of children playing. I am not happy about this proposal and do not support it at all.</p>	Against	

262664443	21/01/2025 7:46 PM	<p>way proposals for both Kirn Drive & Staffa Street which are long overdue, I am concerned that no provision has been made to extend the one-way system to both Moorfoot Drive & Firth Crescent.</p> <p>Both of these streets are also subject to increased traffic volume at peak times which regularly results in congestion & increased journey times in these areas. In particular, drivers traveling Southbound on Firth Crescent & Eastbound on Moorfoot Drive are the primary cause of congestion problems as they are traveling against the volume flow of traffic which feeds these routes from Kirn Drive. The proposals will only exacerbate this problem.</p> <p>As traffic from Divert Road & Golf Road will be prohibited traveling from traveling Southbound on Kirn Drive then Westbound on Moorfoot Drive, these vehicles will now be channelled onto Cowal View,</p>	Support but with changes/concerns	
262668503	21/01/2025 7:48 PM	<p>I only ever drive one way on Kirn Drive because of parked cars. I find this journey very stressful.</p>	Support	
262668559	21/01/2025 7:50 PM	<p>Road safety would be greatly increased if these proposals go ahead. It would encourage cycling and walking in the area and stop traffic congestion.</p> <p>Cars and buses could pass with ease with no added time would eventually decrease journey time.</p>	Support	
262668902	21/01/2025 7:54 PM	<p>The extension of the Southbound Kirn Drive one-way system beyond Moorfoot Drive is problematic & will only divert increased volumes of traffic onto Cowal View & surrounding streets at peak times. This will bottleneck at Moorfoot Primary School, presenting increased risk to school children. Vehicles regularly mount the pavements in these areas already. This needs to be reviewed & reconsidered.</p>	Against	

262669505	21/01/2025 7:57 PM	This would have an impact on me taking my child to school and then going to work.	Against	
262669506	21/01/2025 8:00 PM	This will put a stop to the people having to drive on the wrong side of the road causing congestion and increasing road rage instances where they think they are in the right when. Infact when I'm travelling on the correct side of the road I have right of way. These should infact no be driving if they think they are in right. I am all for the proposal	Support	
262670428	21/01/2025 8:09 PM	Needs to be done asap	Support	
262670508	21/01/2025 8:11 PM	Fully support this	Support	
262672092	21/01/2025 8:32 PM	This has been needed for a very long time Please make this happen	Support	
262664070	21/01/2025 8:37 PM	1. Would it not be better to continue the one way on Staffa St. all the way to Kirn Drive? 2. Journey times are only impacted due to traffic build up in front of St Ninians School. 3. How will this impact access to the proposed park area on the site of the OLD St Ninians School.	Against, Alternative Proposal	
262672317	21/01/2025 8:37 PM	Needed this change for a long long time, accident waiting to happen the way it currently is. Also need a speed camera or bumps outside St Ninians school further along as people treat this like a race track, often see cars on the wrong side of the road as they approach the corner of Kirn drive onto Drumshantie road ar high speeds	Support but with changes/conce rns	
262672976	21/01/2025 8:48 PM	This proposal would make me feel much safer driving this route, as usually I worry about the traffic coming head-on in the opposite direction. A one-way route would get rid of this issue.	Support	
262675041	21/01/2025 9:24 PM	Hopefully stop the aggressive drivers - usually men - who consistently believe they have right of way when they are driving on right hand side of road heading to Coppermine direction. Usually after dark so I don't feel able to challenge behaviour.	Support	

262675755	21/01/2025 9:33 PM	It will only move the problem elsewhere unless you make a complete circular one way with Divert Road and Tower Drive	Alternative Proposal, Support but with changes/concerns	
262676029	21/01/2025 9:38 PM	The proposal would improve my journey time in a positive way. This would make Kirn Drive much safer. As a resident of the area please implement this asap.	Support	
262676058	21/01/2025 9:42 PM	Fantastic long overdue so glad this is moving forward.	Support	
262676274	21/01/2025 9:44 PM	I also think that there should be no parking on Kirn drive as parking could be created across into the hillside.	Support but with changes/concerns	
262676329	21/01/2025 9:45 PM	Due to congestion on this road, I avoid using this route which increases my journey time	Support	
262676461	21/01/2025 9:47 PM	Being a bus route this is a dangerous road at times with traffic coming to a standstill head on due to lack of passing places. Dangerous overhangs of trees and lack of visibility at certain points on the road.	Support	
262676593	21/01/2025 9:49 PM	This would reduce journey times. Broomberry drive should also be one way.	Support	
262676906	21/01/2025 9:56 PM	Improve the local environment, safer roads, reduced traffic, more defined parking	Support	
262677671	21/01/2025 10:17 PM	A one way system or widening of the road is necessary! Long overdue. With the number of cars (quite rightly) parked outside their home a single lane is in no way adequate to drive along Kirn drive at even off peak times never mind school times etc. An accident waiting to happen that should be addressed ASAP.	Support	
262678367	21/01/2025 10:27 PM	Concerned about cars travelling to Moorfoot primary. They will be forced along my street which will make it really busy at peak times	Against	
262678436	21/01/2025 10:30 PM	Additionally cut the bushes back that overgrow on to the carriageway - maintenance looks to have been abandoned by the council.	Support but with changes/concerns	

262678421	21/01/2025 10:32 PM	In my opinion as a daily commuter on this road, formalising parking would allow necessary passing places. A solution to speeding vehicles who have no intention of stopping or reversing to allow safe travel along the road is required. Making Kirn drive at suggested sections one way just moves the vehicles into neighbouring streets with a higher density of housing and will create further congestion as these side roads meet Kirn drive. Can the existing road be widened? Create residential parking? Could parking restrictions like on Glen Huntly road in Port Glasgow be a solution? However these restrictions need to be enforced.	Against, Alternative Proposal	
262678756	21/01/2025 10:39 PM	Current situation on Kirby Drive unacceptable, one way system urgently needed.	Support	
262678637	21/01/2025 10:40 PM	Trees and bushes on left-hand side of proposed one way route would need to be better maintained than they are today to ensure vehicles are not scratched or damaged. Unsure rubber speed bumps would be required. Will one way traffic also be enforced along Moorfoot Drive?	Support but with changes/concerns	
262679157	21/01/2025 10:52 PM	Issues with making linear and safe progress along Kirn Drive are very frequent, so much so that I often seek alternative routes depending on the time of day. I have been forced to reverse for many metres on many occasions when drivers speed past points where they could pause or pull in to let traffic move freely. This can be dangerous and has, on occasion, been aggressive.	Support	

262680196	21/01/2025 11:28 PM	<p>Speed cushions should be avoided as the larger vehicles such as 4x4 vehicles vans and buses can traverse this type of speed bump with negligible impact to their speed, due to their widened track and ground clearance.</p> <p>Speed bumps are certainly required on this road at present and if the one way goes ahead there will only be more incentive to speed, given the fact that there will be no "danger" to the motorist from oncoming traffic.</p> <p>I strongly suggest traditional type speed bumps or full lane width speed bumps than these ineffective speed cushions.</p> <p>Other than that I wholeheartedly welcome the proposal and agree that it's about time something was done here.</p>	Support but with changes/concerns	
262680386	21/01/2025 11:32 PM	<p>Proper Speed bumps would be better than these little things like the ones on weir street, big cars don't slow down for them so their pointless.</p>	Support but with changes/concerns	
262679988	21/01/2025 11:33 PM	<p>Has there been any consultation with Moorfoot Primary School??? as this affects the schools unofficial one way system which alleviates traffic flow around the school at drop off and pick up times. Why has the easy way out been used (a one way system) ?? It would have been much more beneficial to use the land that runs along road to the moor side. Make that land into single lane parking for residents thus freeing up the road for traffic. THIS IS COUNCIL OWNED LAND. At the end of the day the only real benefit is for the parents at St Ninians</p>	Against	

262680444	21/01/2025 11:38 PM	We really need to address the traffic issues on Kirn Drive because it's just a nightmare. I'm not convinced that making it one-way is the solution, though. Maybe we could widen the road, particularly where there's a footpath. Also, that kind of speed bump is pretty ineffective—people just zoom over them because they're not the kind that would harm your car unless you're in an old mini.	Against, Alternative Proposal	
262680552	21/01/2025 11:45 PM	In principle I support making Kirn Drive one way; however this is only going to move the problem onto even smaller residential streets as people looking to go eastbound will divert onto Ailsa Road/Skye Crescent/MacMillan Drive/Queensway/Iona Crescent/Bute Street etc. instead of following the official Divert Rd - Tower Drive diversion. This can be seen anytime there's roadworks on Kirn Drive. It's not solving a problem if you just move it elsewhere. And far more children play on those smaller streets than on Kirn Drive and Divert Road. More cars, possibly driving faster due to inconvenience makes it more likely a child will be hit and injured	Against	
262680570	21/01/2025 11:47 PM	Kirn Drive :- Where would the redirected traffic go. This is an easy option and NOT the way this problem should be rectified. Utilise the land to the moor side to make parking for residents/visitors thus freeing up the road for traffic flow in both directions. Staffa Street :- Agree with this as there is an easy "loop" system.	Against, Alternative Proposal	

262682321	22/01/2025 1:41 AM	As a disabled person, I rely on public transport and taxis ,, I live on Kirn Drive and its the disrespectful drivers thst cause the problems. A large amount cannot reverse when needed which causes a lot of the congestion and frustration to other drivers,, including buses who aren't able to reverse. The one sided parking issues are probably the most inconvenient as there is no other passing places.The council won't spend any money on proposals for passing places as it won't generate a money back approach.	Against	
262683171	22/01/2025 3:22 AM	Road is too narrow and will not/cannot be widened. Something has to be done. Please restrict speed on Barrhill Road also. Someone will be hurt one day. Race track! Thank you.	Support	
262683811	22/01/2025 4:39 AM	Kirn Drive needs to be one way. There is at least one 'stand-off' between motorists that I see every day and causes friction between drivers. Journey times can be unnecessarily long and any objections to emergency responders being impacted by a one way system are negated by the current impracticalities of the road.	Support	
262685021	22/01/2025 6:28 AM	As usual..instead of looking at simpler options for Kirn Drive..let's spend a fortune and make it worse. Forcing traffic down DIVERT road and GOLF road instead of back along Kirn Drive. Encouraging more traffic into scheme...using Ailsa Road and McMillan Drive, as they try to go towards George Road from Moorfoot or Trumpethill. By simply creating PASSING PLACES IN GRASS VERGES would resolve current issues. No imagination at all. You always choose the path of most resistance.	Against	

262685418	22/01/2025 6:47 AM	Adding passing spaces along kirn drive would surely be easier and cheaper	Against, Alternative Proposal	
262690982	22/01/2025 8:17 AM	I like on street below kirn drive and we already have enough traffic coming off of kirn drive. Turning this into one way will increase the amount of cars travelling down our road that has a lot of families and increase the cars who already speed down it	Against	
262692183	22/01/2025 8:29 AM	The roads around would suffer	Against	
262692304	22/01/2025 8:34 AM	KIRN DRIVE IS AN OBSTACLE COURSE AND IS DANGEROUS AND FRUSTRATING FOR DRIVERS. Broomberry Drive should also be one way.	Support	
262693528	22/01/2025 8:46 AM	I only travel one way on Kirn Drive anyway. Coming from Divert Road to Staffa Street along Kirn Drive is too difficult and often dangerous.	Support	
262693864	22/01/2025 8:49 AM	A one way on moorfoot drive also	Support but with changes/concerns	
262698245	22/01/2025 9:34 AM	Why does the one way extend beyond Moorfoot Dr and Kirn Gardens? This will lead to increased traffic around the Moorfoot school area & other residential streets in Midton such as Ailsa Rd, Bute St & Tower Dr. The one way on Kirn Dr should stop at Moorfoot Dr, allowing traffic from Cowal View, Golf Rd and Divert Rd to continue up Kirn Dr and turn right onto Moorfoot Dr.	Against, Alternative Proposal	
262704861	22/01/2025 10:33 AM	Drivers travelling west frequently cause delays by forcing those travelling east to reverse, this particularly so at school entry and exit times where desperation seems to take over. Also, many drivers appear not to be able to reverse.	Support	

262711049	22/01/2025 11:36 AM	<p>Drive. However, the solution presented does not work for those living in Kirn Gardens. If residents are wanting to access Kirn Gardens from Divert or Golf Road a lengthy and needless diversion is required via Cowal View > Firth Crescent > Moorfoot Drive.</p> <p>The risk of the solution presented is increased traffic past the Keystore which is already chaotic due to the parking arrangement outside the shop and Moorfoot Primary which is chaotic at peak times. Firth Crescent and Moorfoot Drive are narrow roads with cars parked on the road and is a bus route. Your solution will move the issue on Kirn Drive to Firth Crescent and Moorfoot Drive. The one way system needs to end at the Moorfoot Drive junction not at Divert Road.</p> <p>The parking at the junction of Kirn Gardens needs addressed as it is becoming a dangerous junction due to cars being parked across from the</p>	Against, Alternative Proposal	
262713234	22/01/2025 11:44 AM	<p>There's no plans for eastbound traffic.</p> <p>Would impact surrounding 2-way streets like Staffa & Kingsway.</p> <p>Speed cameras or traffic calming "humps" would a difference to speeding motorists especially since it's a very busy residential area with a lot of families. On primary school route.</p>	Support but with changes/concerns	

		<p>This is a poor proposal to placate householders on kirn drive who insist on parking outside their homes built without off street parking provision. A succession of weak planning decisions over the past 50 years has created the problem. Junctions at kirn drive/ divert road, golf road/ Victoria road and tower drive/Barr hill road which are unsuitable to cope with the increased volume of traffic will become overwhelmed.</p> <p>Find the money to widen kirn drive to allow two way traffic to flow. Estate roads are overrun. Treat them as single track by introducing intervisible passing places controlled with double yellow lines. The whole of Inverclyde is beset with similar problems with accommodating too many cars within an outdated and inadequate road system created when local car ownership was some 50% of the national average. 🚗</p>		
262717875	22/01/2025 12:38 PM		Against	
262732956	22/01/2025 2:01 PM	Please implement proposed one way system ASAP.	Support	
262738559	22/01/2025 2:49 PM	<p>One way would be an improvement but this would also require speed reduction measures such as speed bumps as cars already drive too fast along this road. The speed limit would also need to be reduced too. Widening the road on the moor side by 2 metres would be a better solution but far more costly. Zero impact on promoting less car driving and more walking and cycling. The two issues are completely unrelated and practically nobody ever cycles along this route and still would not, even if it was one way.</p>	Support, Alternative Proposal	

262746546	22/01/2025 3:43 PM	<p>This one way system is long overdue. Please implement it as soon as possible.</p> <p>Thank you James Wall 26 Kirn Gardens Gourock.</p>	Support	
262750687	22/01/2025 4:11 PM	These improvements are well overdue. Thank you.	Support	
262758032	22/01/2025 5:13 PM	<p>These changes will have a huge impact on traffic volumes on surrounding roads such as Tower Drive. New houses have recently been built here with a number of young families living in them. Increasing traffic on roads such as this will be dangerous, especially due the number of children living in these areas. Also, there are a number of drive ways on these roads trying to merge with traffic coming around corners.</p>	Against	
262764252	22/01/2025 5:33 PM	Widen the carriage way to allow for two way traffic and/or create dedicated parking in place of the grass verge outside the house	Against, Alternative Proposal	

262776677	22/01/2025 7:18 PM	<p>traffic travelling westbound on Kirn Drive. I do not feel that you have considered why that is and have just read the outcomes of a traffic survey.</p> <p>People already know that for approximately 30 minutes twice a day, morning and afternoon school runs, the road is busier. So they already go along Divert Road and just push traffic towards the congestion at St Columbus High School.</p> <p>Adding to this is only going to move the problem to a new location. This is before we even think about the additional environmental impact of making forced journey times longer due to the increase in distance travelled and the likely reduced fuel consumption from the varying heights across the terrain travelled.</p> <p>I also believe it is simply not worth it for the short periods of time that are actually affected. There is no impact to current traffic any other time of the day.</p>	Against	
262778996	22/01/2025 7:31 PM	<p>I live at 48, Staffa Street, Gourrock, PA19 1SL</p> <p>I dont think it really affects my street end. - west longways.</p> <p>Changes overdue</p>	Support	
262785100	22/01/2025 8:46 PM	<p>Why is their a requirement for speed cushions on this stretch of Kirn Drive.</p> <p>Having resided in this area for 30 years or so this section of road is not prone to speeding vehicles.</p> <p>The impact on other surrounding roads will be clearly evident with increased traffic.</p> <p>A better solution would be to purchase a portion of moorland parallel along the length of Kirn Drive and either widen the road or introduce passing places.</p>	Against, Alternative Proposal	

262802326	23/01/2025 8:35 AM	As a resident of Staffa within the proposed one way section. I welcome the changes. As every day I witness frequent 'near misses' as vehicles travelling in opposite directions nearly collide due to the width of the road. In addition during the 'school run' for St Ninians primary, the congestion on Staffa Street is horrendous with vehicles trying to travel in opposite directions causing gridlock and on several occasions I have witnessed 'road rage' incidents between drivers. This gridlock also affects a number of Retained(part-time firefighters) who live on Staffa st from responding timeously to operational incidents as they are delayed in responding due to the gridlock. Overall from a public health, safety and welfare perspective, this change to a one way system is a positive step in the council ensuring the safety of the residents, school children and drivers Therefore it has my full support	Support	
262814779	23/01/2025 10:49 AM	The one way system should be a secondary option. There is plenty of land on the south side of Kirn Drive to extend the road (or make a slip exclusively for parking). The main issue with that is the section between Skye Crescent and Moorfoot drive where there is housing on either side. Narrowing both pavements is an option but I suspect unlikely as wheelchairs and prams could not use. The newer houses on the south side have driveways and it should be possible to sacrifice the pavement on that side for what is a short distance between the junctions.	Support but with changes/concerns	
262822027	23/01/2025 11:43 AM	On Ailsa Road this will cause more speeding, increased traffic and dangerous driving in a residential area. Traffic calming (for example speed bumps) are essential on Ailsa Road to safeguard children and elderly!	Support but with changes/concerns	

262822956	23/01/2025 12:35 PM	<p>What about the residents on Ailsa Road Iona Crescent and Queens Way with the excess traffic along their roads, will there be traffic calming measures ?</p> <p>Would it not be easier and cheaper to just put in passing places on Kirn drive ? As usually there is not a problem on Kirn drive just at school times with people who do not adhere to the rules of right of way!</p>	Against, Alternative Proposal	
262837526	23/01/2025 2:17 PM	<p>The problems relating to this road are overstated, and those problems that do exist are largely overcome by motorists making intelligent use of alternative routes at peak times. These proposals will simply divert all traffic onto other routes 24/7 and shift congestion problems elsewhere at peak times.</p> <p>A more useful solution would be to provide off-street parking for those properties adjacent to Kirn drive.</p>	Against, Alternative Proposal	
262845122	23/01/2025 3:06 PM	<p>Great idea but concern for roads off June drive especially Bute Street. This is already a place where people speed and if the traffic increases there will be more accidents and congestion</p>	Support but with changes/concerns	

262843230	23/01/2025 3:24 PM	<p>process covering over twelve years since I first asked the council to consider this proposal of making Kirn Drive one way to provide a safer environment for everyone who uses this road and for the residents many of whom have had their own parked vehicles damaged by inconsiderate drivers. Not best pleased with the head of roads department who would appear to have done everything to stall a solution to this problem that we the residents have to suffer in a daily manner. Making Kirn Drive one way is the cheapest and most sensible solution to this problem. There was an outrageous suggestion of making passing places which they suggested would cost £200,000 there is stream about twelve feet from the moor side of the road which when we have rain is like a small river if this was altered in any way could result in severe flooding which did happen a few years ago and the bank had to be built up by council workers. When I attended the the petition</p>	Support	
262861096	23/01/2025 5:06 PM	<p>I think these proposals are correct in the interest of safety and to reduce congestion in the area</p>	Support	
262861211	23/01/2025 5:14 PM	<p>Sensible. Overdue. Reason more westbound than eastbound traffic is that many people (including myself) already use an alternative route eastbound (Divert Road -> Tower Drive) since it's more difficult to navigate Kirn drive eastbound. Make it 20mph at the same time - close to a school. You should consider decluttering the return route (Divert Road) with some strategic yellow lines as that is also a bit of a bottleneck.</p>	Support but with changes/concerns	

262861945	23/01/2025 5:21 PM	<p>I completely agree with the proposal to make Kirn Drive one way from Arran Road westwards , however , I do not agree with the laying of speed pads as part of it as I feel they are completely unnecessary given that there has never been a problem with speeding vehicles along Kirn Drive as I have travelled to and from home along here for over thirty years , actually quite the contrary , and the fact there will still be parked cars along the road renders this traffic calming measure unnecessary .</p>	Support but with changes/concerns	
262874109	23/01/2025 7:39 PM	<p>head westbound towards St Ninians primary to go into town centre & work every morning. It would be inconvenient for us to go away from our destination to loop round. I think this will cause congestion on other areas like tower drive, midton areas.</p> <p>I do think something needs to be done I am just not sure one way is the best option. There is a lot of waste land on the left hand side. Could this not be used to widen the road or provide parking for those who are currently parking on the street. Could certain areas of the road have double yellow lines to provide designated give way. Or could pull in areas be made in the wasteland to let people pass. I feel like you are prioritising people heading to Moorfoot primary but not considering those on Kirn Drive who travel towards st ninians, Clydeview etc. Also how would this affect the bus routes.</p> <p>There has to be an alternative than making a one way that forces</p>	Against, Alternative Proposal	

262884600	24/01/2025 12:02 AM	<p>This proposal would stop the frequent stand offs between cars unable to pass each other as cars parked on one side of road. Also damage to at least one car damaged by a bus trying to squeeze through. At school times this is far worse as you have cars going to St Ninians P S at one end of Kirn Drive and Moorfoot Drive (access to Moorfoot PS) at the opposite end.</p>	Support but with changes/concerns	
262889054	24/01/2025 7:27 AM	<p>1) just widen the road. It's just a case of cutting down vegetation and widening the road as far as it could be. The resistance to doing this has later for more than 50 years - just widen the road.</p> <p>2) if there is determination to go ahead with the one-way then the no entry point is in the wrong place. Moving this 18m to the bottom of Kirn Gardens would mean saving tens of thousands of car journeys which otherwise mean residents have to trail round Ailsa Road or along Cowal view and down moorfoot drive. This would massively add to road wear and tear and pollution. The no entry point is completely wrong.</p> <p>3) I would be interested in what pollution studies have been done.</p> <p>4) why is ailsa road not also being one-way as part of this?</p>	Against, Alternative Proposal	

262898451	24/01/2025 9:59 AM	There is an urgent need to address the traffic issues particularly at Kirn Drive and I do support the proposals on the basis that in addition to these proposals there are traffic calming measures such as speed bumps, reduced speed limit etc put in place at streets in the immediate vicinity such as Ailsa Road, McMillan Drive, Kingsway etc as there undoubtedly will be more traffic on these streets as a direct result of the one way system. There are already some concerns regarding vehicles speeding along Ailsa Road etc and these streets frequently have young children out playing and coming and going from the middle field park.	Support but with changes/concerns	
262899085	24/01/2025 10:03 AM	Kirn drive at times can come to a standstill due to the volume of parked cars and limited passing places. One way system would most certainly resolve this issue	Support	
262943135	24/01/2025 5:13 PM	I live on Kirn Drive and have witnessed bumps and crashes through the impatience of drivers and have had my own cars hit over various years. Being one way will alleviate this, however I hope it doesn't encourage speeding without drivers having the fear of meeting oncoming traffic.	Support but with changes/concerns	
262955922	24/01/2025 7:09 PM	Should have been done a long time ago!	Support	
262978844	25/01/2025 10:51 AM	No one who lives here thinks that it's a good idea	Against	
262981734	25/01/2025 12:04 PM	I think it will cause more rat runs. It will create more problems with St Ninian school parent drivers	Support but with changes/concerns	

262988501	25/01/2025 3:18 PM	<p>Kirn drive ,in its current form is unsafe to drive along especially at peak times .</p> <p>As its used so frequently due to its close proximity to primary and high schools</p> <p>I feel that the proposal to make it one way is an excellent proposition and I'm sure the residents of Kirn fmdrive feel the same</p> <p>The staffa Street proposal would also benefit the residents of that street plus those in ivy crescent as it can be a dangerous road during school drop off and pick up</p>	Support	
262997809	25/01/2025 7:37 PM	<p>Plan 5 should be Golf Road not Golf Drive. Should have made Golf Road one way as well as multiple residents cars damaged there every year with 2 cars squeezing past each other, resulting in crashing into parked cars or driving on the pavement putting pedestrians in danger and residents trying to come out of their driveways.</p>	Support but with changes/concerns	
262998604	25/01/2025 8:15 PM	<p>As a resident of Kirn Drive I am all for a one way system to be implemented, my concern is the traffic calming that is proposed. The traffic calming on Lyle Hill is to me pointless as you can drive over it without the need to slow down as it is to small, if this was to be used on Kirn Drive then my fear is its going to be a race track (which it already is) without the fear another car coming towards them.</p>	Support but with changes/concerns	

263013853	26/01/2025 10:18 AM	<p>Scottish Fire and Rescue as these proposals may have an impact to the response times of crew members getting to the fire station when their pager is activated for a fire call. An indirect route may add minutes to the response times and move any congestion to another location causing further delays. The position we find ourselves in is due to the council failings of the past allowing the likes of Kirn Gardens and the vast developments in the cowl view and beyond to expand without imposing a levy on the builders which could have been used to go to improving the infrastructure of the area such as widening Kirn drive along with school and nursery provision for the additional families that have come in to the area due to new builds.the Council now take the path of least resistance and cost instead of whats the best solution for today and in the years ahead. You the council have caused this issue by continually passing planning</p>	Against	
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263052563	27/01/2025 6:58 AM	<p>frequent user of Kirn Drive and other local roads I wholeheartedly applaud the action on this.</p> <p>I am however very concerned that the proposed action will not resolve the wider problem across this locality. There is an equivalent problem (if not worse due to the hill and multiple blind corners) between Golf Road and Victoria Road. I believe that the proposed action will actually magnify issues at Golf Road/Victoria Road given for the likely increased volume of traffic that will be encouraged down that way.</p> <p>Further, at the T-junction of Kirn Drive and Divert Road, there are almost always cars parked at the head of the junction, which act as an obstruction/bottleneck. Again, with the increased flow of traffic heading into this area, I would encourage some action be taken to mitigate for these obstructions.</p>	Support but with changes/concerns	
263072425	27/01/2025 11:21 AM	<p>By doing these proposals, you are effectively increasing traffic on Bute street making it a main road shortcut past this 1 way system. You are just moving the issue from one street to another with very few passing places on bute street. I raised this issue at a meeting 4 or 5 years ago and by the sounds of things it's fell on deaf ears as usual.</p> <p>If you are going to do it, do it properly! Spend the money... widen the road on staffa street.</p>	Against	
263073564	27/01/2025 11:22 AM	Long overdue	Support	

263073983	27/01/2025 11:34 AM	<p>drive one way is a good idea but think it should be east bound one way due to congestion that will arise at school pick up and drop off times. Your road traffic survey is flawed as the reason there is 50% more traffic going west bound is you currently have the right of way travelling west bound due to the parked cars, have you considered the volume of traffic trying to get to St Ninians that will now have to go via tower drive which is already congested with traffic from St Columbas not to add into the buses that sit all the way down tower drive from 2.30pm onwards making tower drive limited to one lane too! Think this will cause worse congestion on tower drive</p> <p>Also please consider putting a no right turn sign on left hand lane at the fork junction at the bottom of Drumshantie road where it meets Broomberry drive as the number of cars at peak morning time that skip the queue wait in to turn right and cut in front of cars waiting on</p>	Against, Alternative Proposal	
263080336	27/01/2025 12:16 PM	It makes sense for this proposal to go ahead.	Support	
263086046	27/01/2025 1:00 PM	<p>Nothing more to add however, a serious look at the parking of vehicles off of these streets mentioned should be addressed. Parking over corners parking vans directly over entry/exit streets and parking on pavements is a huge issue on Macmillan, Arran Road and surrounding streets</p>	Support but with changes/concerns	
263086434	27/01/2025 1:00 PM	<p>Conflict between drivers is a common thing. Bus passengers are often witness to unpleasantness towards bus drivers who try to explain to irate car drivers that they (bus drivers) cannot reverse when passengers are onboard</p>	Support	

263091736	27/01/2025 2:01 PM	<p>make Kirn Drive one way. There is ample vacant ground available on the southern side of Kirn Drive for the construction of a series of 'passing places' which would allow for two-way traffic flow to be retained and improved. As an existing example, the series of existing private driveways on Broomberry Drive between Barrhill Road & John Street provides natural passing places with little problem; a more formalised system on Kirk Drive would work perfectly well. Right of way would be given to traffic heading east, and traffic heading west would pull into the passing places when necessary. This would prevent an increase in eastbound traffic on Divert Road, Victoria Road and Barrhill Road, where two-way traffic flow is already problematic due to lack of adequate parking availability for residents.</p> <p>The only drawback that I can see would be the cost of constructing passing places, but the overall</p>	Against, Alternative Proposal	
263100993	27/01/2025 2:31 PM	<p>why has it taken this long for this idea to come to fruition.</p>	Support	
263106133	27/01/2025 2:59 PM	<p>I have been avoiding Kirn Drive for years. Too many angry people. Should have been made one way years ago.....!!!!</p>	Support	

263105354	27/01/2025 3:01 PM	<p>I live on moorfoot drive...your measurements re traffic number westbound and eastbound are a LIE.the traffic flows equally west and east..</p> <p>As to encouraging walking,, cycling and this new fangled 'wheeling'?? You are having a laugh .given the state of the road and pavement surfaces.</p> <p>As has been suggested several times before in 2020. Widen the road..acquire the land you need to create parking on the south side of Kirn drive.....Sorted .</p> <p>Residents are already inconvenienced by the increased number of cars driven by parents dropping off kids at the two schools in the area.</p> <p>The kids seen unable to walk !</p>	Against	
263111924	27/01/2025 3:46 PM	<p>westbound one way system for Kirn Drive, as, at present there are far too many moments when on Kirn Drive, whomever is driving East on Kirn Drive has to find a space at the nearside footpath to pull into and allow westbound traffic to pass. This is worse when you are being approached by a bus and you can see a space a short distance away but the bus driver point blank refuses to reverse that short distance to let you in, moaning that he is not allowed to reverse unaided. I have had this happen to me on numerous occasions.</p> <p>Another, being unhelpful car drivers speeding up passed spaces to not allow an eastbound driver into that space. I'm sure I'm not the only one this has happened to. I reside on Moorfoot Drive and have stopped travelling on Kirn Drive due to the reasons above and use Divert Road, Tower Drive then onto Drumshantie Road down to the main road and same route in reverse or come up from Albert</p>	Support	
263120265	27/01/2025 4:36 PM	<p>Less congestion and road rage from angry and frustrated drivers especially at morning and afternoon school times.</p>	Support	

263123590	27/01/2025 5:01 PM	I agree with the whole idea will make a much safer community	Support	
		<p>This will just add to traffic congestion elsewhere in the Midton area.</p> <p>This is simply moving the goalposts to try and resolve the issue on Kirn Drive, and as such other roads in the area will therefore have the same issues.</p> <p>As for speed cushions, what purpose will they serve on a section of Kirn Dr that is not prone to speeding.</p> <p>Speed cushions would be suited on the section of Kirn Drive between Staffa St and George Road, and perhaps replace the 20mph signs in respect of St.Ninians Primary.</p>		
263125955	27/01/2025 5:24 PM		Against	
		<p>This has been proposed/discussed in several occasions.</p> <p>The lack of passing places and bus route along this road leads to tailbacks on a daily basis.</p> <p>Unless we are going with the flow of traffic(from st ninians to cowl view) we avoid this route altogether due to the congestion that we face. I think this is the only cost effective solution.</p>		
263127788	27/01/2025 5:36 PM		Support	
		Long overdue improvement ; I have suggested this to numerous council candidates over several elections...at long last?		
263127782	27/01/2025 5:36 PM		Support	
		<p>Arran Road/Staffa Street are residential, narrow streets with lots of car parking on both sides, children playing and walking to and from the many schools in the midtown/ trumpet hill area. This is not a satisfactory solution to the traffic in Kirk drive. People have made unofficial passing places in kiln drive and I propose a solution would be to make official passing places in the right hand side of the road westward.</p> <p>Safety of the children in this residential area should be a priority.</p>		
263127385	27/01/2025 5:37 PM		Against, Alternative Proposal	
263131007	27/01/2025 6:04 PM	Must be for the better.	Support	

263133736	27/01/2025 6:24 PM	Great idea as these roads are accidents waiting to happen. I do think you need to think of the impact on Golf Road as this is becoming a nightmare to drive on, especially in the evening when the street is jam packed with cars.	Support but with changes/concerns	
263135259	27/01/2025 6:41 PM	A one way system on Kirn Drive would make life a lot easier for people who stay in this area and for bus drivers.	Support	
263138043	27/01/2025 7:03 PM	Much needed and would be a vast improvement, thanks	Support	
263138682	27/01/2025 7:28 PM	The biggest issue with these roads is that people drive too fast and have no consideration for others while showing a complete lack of road awareness. With any luck this change will make things more simple for them. This should be used as an opportunity to also tidy up the moors side of Kirn drive that has recently grown out of control due to lack of any maintenance (not sure who is responsible for this land). Buses and other large vehicles are crashing through branches and overgrown scrub while driving along this round.	Support but with changes/concerns	
263142214	27/01/2025 7:47 PM	I don't think there is one ideal solution but something really needs to be done, whether it is the one-way system suggested or widening of Kirn Drive or Passing Places. Doing nothing cannot be an option as the situation is rapidly getting worse!!!	Support but with changes/concerns	
263142174	27/01/2025 7:53 PM	This will however cause increased traffic on Tower Drive from Divert Road to Drumshantie Road. New build house on Tower Drive have increased number of cars parked on road at all times of day. Dangerous at present coming up and down Tower Drive before junction with Fletcher Ave to Staffa Street due to parked cars on both sides of the street. Those cars after having dropped children off at school will return this way from Moorfoot and St Ninian's and there is also St Columba's traffic to consider.	Support but with changes/concerns	

263146999	27/01/2025 8:49 PM	By introducing the one way system on Kirn Drive, more traffic will use Ailsa Road and MacMillan Drive. Both these roads are narrow and have multiple parked cars on them which will create the same 'stand off' situation that the proposed Kirn Drive one way system is trying to eliminate. The proposed action should not be implemented until there is an understanding and guarantee of no negative impact to surrounding roads.	Against	
263152448	27/01/2025 9:54 PM	As a Bute St resident I am concerned that if these proposals are passed it will in effect make our street a "rat run ".We have seen evidence of this last year where various road works forced motorists on to Bute St .If the proposed changes do go ahead then speed calming measures would be essential.Many children walk to school on our street and increased traffic and its would be a danger to the children and the residents	Against	
263155919	27/01/2025 11:13 PM	This should have been done years ago the sooner it's done , the better and while you're on the subject can you also consider Broomberry drive from John St to St John's road . How is a fire engine or ambulance is supposed to get through with cars parked on both sides of the street ?	Support	

263162871	28/01/2025 7:30 AM	<p>These proposals will help with a section of Kirn Drive but creating one way means that more volume will be pushed into other road areas forced to go this way because of the block going east by new proposed one way system.</p> <p>Anything coming from Moorfoot or Cowal view area will now force traffic down Victoria Road or Divert where there are already issues.</p> <p>Much better to keep road system as is but have enlarged section of road at Kirn drive allowing two way car movement</p>	Against, Alternative Proposal	
263166976	28/01/2025 8:38 AM	Kirn Drive would be better served as a one way, the street is actively avoided due to passing issues	Support	
263168114	28/01/2025 8:50 AM	The current setup is very dangerous and leads to snarl-ups on a daily basis. Please change this to the proposed one-way system	Support	
263170358	28/01/2025 9:26 AM	<p>No to 3 because I actively do this anyway.</p> <p>Another alternative is to perhaps make use of a section of the overgrown woodlands of kirn drive (extending width of road slightly)</p>	Support but with changes/concerns	
263174851	28/01/2025 10:01 AM	<p>I support the one-way proposals, but only in-part. The Kirn Drive & Staffa Street sections seem justified & sensible, however I am concerned that the Kirn Drive system extends too far (i.e. beyond Moorfoot Drive heading towards Divert Road), as this will cause even more congestion in Midton & Trumpethill side streets. Traffic is already particularly problematic on Moorfoot Drive, Firth Crescent & Cowal View at peak times. These proposals will funnel traffic into these areas creating further issues. I would like to see the Kirn Dive system either cease at Moorfoot Drive, or extend onto Moorfoot Drive & round onto Firth Crescent to improve traffic flow & road safety for school & nursery children in the area.</p>	Support but with changes/concerns	

263181669	28/01/2025 10:57 AM	It's always cheapest option with this council. Not good for carbon footprint, longer journeys. I know 4 retain firefighters who stay in Midton and will have to drive further to get to fire station. Putting lives at RISK.	Against	
263188888	28/01/2025 11:54 AM	The current situation with this road is a disgrace and should have been remedied years ago. Common sense should prevail and the simplest solution applied without any further delay. Council members involved will be under the microscope so expedient action required.	Support	
263192349	28/01/2025 12:22 PM	The one way should end at Moorfoot drive to complement the unofficial one way system that is in place for Moorfoot primary by agreement between the school and parents. If it goes ahead as planned, parents dropping off from the bottom of Trumpethill will instead try and fight their way up Firth Crescent and down Moorfoot Drive to avoid having to loop right round into Midton, which might put children that are walking in danger as they are used to cars coming only from the other direction at the beginning and end of the school day and will have impact on the residents near the school.	Support but with changes/concerns	
263165581	28/01/2025 1:28 PM	The current system on Kirn Drive is dangerous, especially at peak times when schools drop off/collections. In addition, many drivers appear not to keep to the speed limit which compounds the issue. With regard to question 3, it is about using the mode of transport needed for the activity being undertaken.	Support	

263210743	28/01/2025 2:35 PM	The traffic along Kirn Drive is a nightmare at times having to reverse along road to let traffic pass especially buses as on occasions there is nowhere to pull in . A one way system would be advantageous for all concerned. I know from experience there is a lot of road rage Kirn Drive in particular.	Support	
263209296	28/01/2025 2:41 PM	Why doesn't the council look at doing away with the pavement and grass verge along Kirn Drive between Arran Rd and Skye Cres. and making that stretch into residential car parking spaces. There is already a pavement outside all the houses on that stretch of road, 2 pavements are not required, plus it would save on grass cutting in the summer months. As for the waste land on the other side of Kirn Drive, the trees, bushes and general vegetation should be cut right back as various branches of fallen trees and overgrown bushes protrude onto the roadway causing damage to vehicles.	Against, Alternative Proposal	

263219770	28/01/2025 4:04 PM	<p>Moorfoot Drive/ Firth Credcent Parents taking children to Moorfoot School, from Castle Levan via Golf Road currently travel Along Moorfoot Drive and home via Firth Crescent using the “unofficial one way system for school hours” . Using the proposal theses parents would have to go along Cowel View and up Firth Crescent which will then find them stuck facing on coming traffic on their side with total parking on the opposite side - GRIDLOCK - At this time of the day both Moorfoot Drive and Firth Crescent become single track roads due to heavy parking. This could be avoided by ending the Kirn Drive one way system, at Moorfoot Drive. The stretch between Moorfoot drive And Divert Road has very little congestion at this or any other time.</p>	Against	
263224374	28/01/2025 4:33 PM	<p>Journeys will be longer in total as queues will just be moved to other streets. Rattruns will happen increasing risk on other streets, just moving problem from one road to others. Buses will still block the road. Put passing places within the parking spaces and problem solved. None of the houses are guaranteed a parking space at their door so why should others suffer? One way will increase speed and lack of attention. Arran road junction will more dangerous as Kirn drive traffic speed will increase. People will park on other roads and walk to school rather than go round a large loop, more parking, more congestion, more risk to children. Could make the whole of Kirn drive no parking, probably best all round.</p>	Against, Alternative Proposal	

263229803	28/01/2025 5:24 PM	I live on Ailsa Road. The last 10 years traffic has increased, and too many cars speeding. There are a lot of children in this area and it worries me. I think the road would decrease in traffic if the proposal goes ahead.	Support	
263233937	28/01/2025 6:26 PM	Has the council spoke to the members of Gourrock fire station who stay in the midton area. It will impact Gourrock residents when it takes the firefighters longer to turn up to the station Health and safety first.	Against	
263234477	28/01/2025 6:33 PM	Not before time! A nightmare Only concern would be for emergency service vehicle to get through.... A set of lights like at rail crossing... flashing!! Maybe a bit far fetched!!	Support	
263241797	28/01/2025 7:57 PM	Long overdue the sooner it implemented the better. However, could possibly lead to more congestion on Moorfoot Drive Especially at school times with people coming along Canh drive up to Moorfoot other people coming along Cowal View then up to Moorfoot Drive	Support but with changes/concerns	
263247092	28/01/2025 9:08 PM	I believe another solution has to be looked at for example a widening of Kirn drive is required. The proposed solution will only drive traffic through already congested areas such as divert road and tower drive	Against, Alternative Proposal	
263247982	28/01/2025 9:22 PM	Nothing to add	Support	
263275565	29/01/2025 10:42 AM	This will put an end to a lot of aggression I have seen from drivers over the years. Please get it done.	Support	
263282469	29/01/2025 11:47 AM	This would put traffic on already congested side streets and with 2 pinch points on divert road and tower drive shifting the problem to another area. A complete rethink and strategy for the whole midton area is required first before any decisions can be made	Against	

263302192	29/01/2025 3:02 PM	<p>The money required to implement these changes would be better spent on improving Gourock town. I have raised several issues with my councillor who is looking at them and will get back to me these include :</p> <p>buildings in such poor condition that pedestrian pathways permanently closed - safety issues and eyesore shops un-occupied and eyesore eg old post office drains severely blocked, never cleaned causing flooding pavements covered in dog excrement benches treated as shrines - covered in football colours, dead flowers, wreathes, lights - absolute eyesore and defeating purpose of benches the town in a disgraceful state I viewed this recently after reading in tele that Kempock Street is SMELLIEST in Inverclyde</p>	Against	
263317305	29/01/2025 5:11 PM	This is long overdue. I feel it would definitely improve the safety of residents and all road users.	Support	
263328301	29/01/2025 6:35 PM	Something badly needs done with this road - the sooner the better!	Support	
263340681	29/01/2025 8:36 PM	<p>I can't support this proposal without knowing what impact it will have on all neighbouring streets. Is there not any way of adding it passing places as it is mostly school times it can be crazy.</p> <p>Surely if you are making kirn drive one way then moorfoot drive should be one way also??</p>	Against, Alternative Proposal	

263122167	29/01/2025 9:26 PM	I have serious concerns that this proposal will only increase the traffic on Divert Road , Golf Road and shift the problem from Kirn drive to more populated narrower streets. The entrance to Divert Road from the kirn drive end is already very congested with parked cars and buses have issues getting turned there. The parked cars on kirn drive/Golf Road are causing issues at the moment with this proposal the all the traffic going to and from trumpet hill and moorfoot drive will be congested is a tight street with parked cars and bus routes I can already see this being a mess.	Against	
263346377	29/01/2025 9:49 PM	I agree with this idea. My only slight concern is if traffic will increase on Ailsa road and other roads around there, but I think it will make a big difference	Support but with changes/concerns	
263374995	30/01/2025 10:34 AM	I feel as a resident of Ailsa Road that you would be causing travellers to drive along our street as a shortcut causing damage to our residential road, more noise and possibly endangering children as it is a street heavily populated by kids! I feel you would be better to make kirn drive either wider or use the land on the left to put passing places in I feel this would be a better option than one way	Against, Alternative Proposal	
263382042	30/01/2025 11:42 AM	More important issues should be addressed eg end brae one way.	Against	
263382690	30/01/2025 11:50 AM	You are not resolving the issue, only moving the issue to bute street which already has very few passing places. Spend the money, fix the issue properly and widen the road towards the houses for parking.	Against, Alternative Proposal	

263382721	30/01/2025 11:51 AM	<p>Only moving the problem to other streets that are already difficult to drive without pulling in and passing or having congestion. This isn't a resolution it's a fix it one place make it worse in multiple others. A waste of tax payers money.</p> <p>Use the waste land on Kirn drive for resident parking and put double yellow lines in. More cost effective, safer and actually resolves a problem rather than creating more.</p>	Against	
263385910	30/01/2025 12:23 PM	<p>problem, especially at Tower drive which already suffers from congestion at school hours. Or move it to surrounding narrower streets. Time to fix the problem Kirn Drive Road structure has not changed since 1960. Since then Trumpethill, St. Andrews Drive, Kirn Gardens, Divert farm houses have all been built as well as the traffic from two schools. All of these, equating to thousands of houses have been expected to use this road as the main way out of the areas. Kirn Drive was also built to cope with cars probably amounting to 1 car per 6 households leaving the area and two buses every hour. There has been no investment to the road structure in all of this time although the council allowed for this increase to happen. There is the facility to widen the road from the school all the way to just before Moorfoot Drive. By making it one way will only cause added congestion and cause accidents in other streets on the roads within Midton. Time to invest,</p>	Against, Alternative Proposal	

263391512	30/01/2025 1:24 PM	<p>the proposed changes appear to give no benefit to those residing on Kirn Drive, instead would increase distance and expense for those residents who travel to east to work and would also increase traffic on Tower Drive and delays at School times as several buses stop and wait for school children. Kirn Drive has been a problem for as long as I can remember I suggest a long term solution such as utilizing the waste ground on the moor side of Kirn Drive for resident parking, finally only in making it one way will benefit those that don't live in the immediate area and delivery to the shops at Cowal View</p>	Against	
263398125	30/01/2025 2:17 PM	<p>Part of the traffic flow will make Tower Drive a potential problem, extreme congestion already there with pedestrians already endangered by number of vehicles parked illegally on pavements and junctions. Would suggest parking measures (enforcement) be put in place here to support safety.</p>	Support but with changes/concerns	
263398768	30/01/2025 2:23 PM	<p>I do only drive westbound along Kirn Drive, if all traffic only went in that direction it would avoid conflicts with traffic which does occasionally cause problems. At busy periods I presently use alternative routes.</p>	Support	

263412458	30/01/2025 4:18 PM	I agree to the one way system but it should stop before divert road and Kirn gardens. As a resident of Ailsa Road, this proposal is going to cause major increase in traffic along Ailsa Road, Divert road and McMillan drive, the last of which is a small, narrow street. I also have a child and the increase in traffic along Ailsa Road concerns me for her safety when out playing with friends. I thi k the proposal plans need to be changed.	Against, Alternative Proposal	
263420629	30/01/2025 5:48 PM	Although something needs to be done about the traffic flow and parking on kirn drive and the surrounding area, I don't think increasing the flow of traffic onto surrounding streets is a good idea. The whole area has two many cars and no suitable parking.	Against	
263420837	30/01/2025 5:51 PM	Although I know that something needs to done about the flow of traffic on Kirn drive and the surrounding area, I don't think it's a clever idea to be increasing the traffic flow onto divert road. It would be a better idea to remove the grass verge from divert road to allow parking and remove the pavement on kirn drive as it already has a walk way. I know that's just one part to mention but a one way system is not a step forward. Maybe if the council never wasted money on stupid cycle lanes funding would be available to do it properly.	Against, Alternative Proposal	
263424576	30/01/2025 6:53 PM	Definitely agree with the one way proposal, I think it would be alot safer for people within the community.	Support	

263430169	30/01/2025 8:55 PM	<p>I live on Divert Road and I suggest that this proposal will cause even more traffic on Divert Road. It is already too busy with cars parked on pavements, often on both sides of the street. Tower Drive is another road that will be impacted by this proposal. It is already miserable to drive along with cars parked on both sides of the street and fully on the pavement. New houses were built which has exacerbated the issue. Kirn Drive, Divert Road and Tower Drive all have useless grass areas, mainly used by dog walkers. I understand it is an expense, but these grass areas could be removed and used for parking so cars are moved off of the road and leave Kirn Drive as a two way street. Please, stop people parking on pavements, a law they are starting to enforce in other councils.</p>	Against, Alternative Proposal	
263435989	30/01/2025 11:53 PM	<p>Pavements are an utter disgrace on Kirn drive for walking especially bad with a wheelchair. Been raised several times with councillors. Main route for families to the schools on the area. Needs urgent attention. Rather drive than walk.</p> <p>The passing place created on Kirn drive at Kirn Gardens is permanently full of cars and especially hazardous is the massive tractor left there all the time obstructing View for drivers and pedestrians at the bend in the road. This section causes the most road rage and near misses. Issues with parking on pavements on divert Rd and speed of traffic. Poor parking often blocking Ailsa road especially on corners and opposite junctions</p> <p>One way for kirn drive is ideal but only work if the bottlenecks on roads coming off it are addressed and pavements improve encouraging people to walk</p>	Support but with changes/concerns	

263436599	31/01/2025 12:21 AM	I like to cycle occasionally, however , I am to afraid to do so on Kirn Drive. I don't even feel safe driving on Kirn Drive. Some drivers can get very annoyed and lots of hand gestures and angry faces. They expect you to be able to magic a space or just park on top of another car for them to pass! I try to avoid it as much as I can, which then means I'm on the smaller quieter streets, which to be honest are getting just as bad. A lot of other drivers have the same idea and so the congestion just goes elsewhere	Support	
263451905	31/01/2025 10:19 AM	Kirn Drive is a 30 MPH road. Why not reduce the speed to 20MPH rather than speed bumps that can damage vehicles at 20 MPH let alone 30MPH.	Support but with changes/concerns	
263513447	01/02/2025 10:13 AM	Traffic calming also required on Arran Road due to boy racers	Support but with changes/concerns	
263535235	01/02/2025 8:54 PM	<p>It will have a HUGE impact on the other streets in Midton like Bute St and Tower Dr, with the traffic going in the other direction. When work was going on with the new builds on Tower Drive/ Jacobs Dr, the traffic on Bute St was HORRENDOUS and very few go at 20miles/hour or indicate where they are going.</p> <p>Suggestion.: Why don't you widen parts Kirn Drive into the moors and put traffic calming with give way signs every so often so everyone has a chance of passing.</p> <p>As for Staffa Street, if you encouraged the parents of the children that go to St Ninians to use the parking made available on the old football pitch opposite St Ninians and WALK it would take away the need for making it one way.</p> <p>Folk virtually want to drive into the school to drop off their children!!!</p>	Against, Alternative Proposal	

263548783	02/02/2025 12:02 PM	It just makes sense to make these narrow roads one way.	Support	
263549403	02/02/2025 12:23 PM	A ONE WAY SYSTEM AND CALMING MEASURES WOULD GREATLY IMPROVE TRAFFIC FLOW AND SAFETY	Support	
263552142	02/02/2025 1:51 PM	Does not solve the problem all it will do is put traffic via smaller more congested streets where more children will be exposed to the increased traffic. Look at current traffic issues on Ailsa Road as one simple example	Against	
263551557	02/02/2025 1:52 PM	Whilst I support the current proposal wholeheartedly, I fear that Bute st. which already is a rat run will inevitably get worse. Vehicles from Trumpet Hill heading for George Rd. Hilltop etc will use Divert Rd. Bute St. Arran Rd to access lower Kirn Dr. Arguably they could use Ailsa Rd Sky Cres. and McMillan Drive but that would be too slow as they are already congested with parked cars. My point therefore would be to have speed bumps in Bute street put in position while there is a budget available for this project .	Support but with changes/concerns	
263552307	02/02/2025 2:32 PM	Looking at proposal I agree something needs done but it is only going to move problem onto the other surrounding busy streets in front which are already really busy with cars and children The congestion which we already have on divert road and Ailsa road Bute street and Iona crescent for cars going eastbound taking shortcuts through surrounding streets Iona crescent bute street and Ailsa road is hardly passable now with cars parked on both side of streets I don't think this proposal is a solution at all it's just going to be a nightmare for surrounding streets in the area 🙄	Against	

263553296	02/02/2025 2:35 PM	<p>No plan for Eastbound traffic on Kirn Drive!</p> <p>If the traffic can't go Eastbound it will be forced onto Divert Road then where?</p> <p>Ailsa Road ... housing on both sides with young children and cars on both sides</p> <p>Bute street... housing on both sides with young children and cars on both sides</p> <p>Via Ailsa road then Queensway and Iona? Cars on Iona are currently ridiculous with no way an Ambulance or fire Brigade could get through at present</p> <p>The proposal only creates further problems</p> <p>The issue is parked cars on Kirn drive would it solve the issue if off street parking was created on Kirn drive ... yes. Or Kirn drive was widened .. yes. Making it one way ... No!</p>	Against, Alternative Proposal	
263555933	02/02/2025 3:52 PM	<p>I believe that these proposals are the only workable solution to the difficulties in traffic management in the area. I live in Moorfoot Drive and never use Kirn Drive due to the issues with traffic control.</p> <p>However, the council really have to take ownership of their role in this issue. Planning consent for houses in Kirn Gardens should never have been granted. Likewise the increased congestion at the MacPherson Development on Tower Drive is further evidence of poor planning and implementation. Despite two car driveways, there is an increased number of parked cars in the street leading to a busier road and increased journey times.</p>	Support but with changes/concerns	
263558704	02/02/2025 5:23 PM	<p>Will not help with the flow of traffic round the community, the whole area has a problem</p>	Against	

		<p>one man's obsession for over a decade! Yes, from time to time there are problems on Kirn Drive - what road hasn't? This proposal to implement a one way system will only shift the same problem onto more minor roads in the vicinity less able to cope.</p> <p>The Telegraph reports that this proposal would cost £200,000 - a gross misuse of public funds.</p> <p>A cheap solution would be to stop the house owners on Kirn Drive from parking their cars on this road. Another remedy would be to remove the upper pavement as they also have a lower one accessing the houses. The grass slope could also be reclaimed thereby saving on grass cutting costs.</p> <p>I am 76yrs old & have a life long experience of Kirn Drive, moving into Ailsa Road when I was two & the new Midton scheme was built. For the last 45 yrs I have lived in Trumpethill. I therefore feel justified in saying that the problem is NOT the road but their parked</p>		
263571181	03/02/2025 8:10 AM	is NOT the road but their parked	Against	
263585208	03/02/2025 10:50 AM	Long overdue	Support	
263585352	03/02/2025 10:53 AM	Being a care worker it had a huge impact on our daily run and we would benefit massively if it was a one way system.	Support	
263585535	03/02/2025 10:54 AM	Definitely required, can be a nightmare of a road to use.	Support	
263585406	03/02/2025 10:56 AM	<p>Please include the section of Victoria Road from the junction at Golf Road to the junction at Ashton Road. This section of road is unfit for the volume of traffic with daily confrontation between drivers on the single track sections. In addition, the speed at which vehicles are travelling on this section of road is unacceptable and is putting residents and pedestrians at risk.</p>	Support but with changes/concerns	

263585866	03/02/2025 10:59 AM	This is just going to make other streets which also do not have enough space busier, Arran road is bad enough as it is and with the busses on divert Road it'll make the street more unsafe. Kirn drive should be widened to allow 2 way traffic and parking	Against, Alternative Proposal	
263586070	03/02/2025 11:00 AM	These changes would greatly improve driving conditions and safety. Travel time would be improved.	Support	
263586759	03/02/2025 11:07 AM	Just moving issue elsewhere. Putting other streets under pressure. Non of them are wide..they all need careful navigation. This comes down to bad drivers.	Against	
263587061	03/02/2025 11:08 AM	The current set up is an absolute nightmare.	Support	
263586773	03/02/2025 11:15 AM	No alternative route suggested for traffic coming from the Golf Road end of Kirn Drive to the Drumshantie Road end. This will result in an increase of traffic on Ailsa Road/Skye Crescent and McMillan Drive. People living on these streets already experience difficulties with cars parked on both sides of the road. The added volume of traffic will increase these difficulties and present increased danger to pedestrians attempting to cross. At present, cars on Skye Crescent are often damaged by passing vehicles, this proposal will increase these incidents. In order for the one way system to be successful on Kirn Drive, a one way system would also need to be implemented for traffic coming the other way. Otherwise the problem will just be moved down a street and made worse on these streets with the added danger to pedestrians.	Against, Alternative Proposal	
263588035	03/02/2025 11:18 AM	Only an occasional user but can see benefits of this proposal for the residents and local community	Support	

263588034	03/02/2025 11:19 AM	Concerns about congestion as a result of one way on Kirn in other Midton streets e.g bute street, arran, macmillan, as these streets are congested as is with only side of road available to drive on much like Kirn Drive due to parking.	Support but with changes/concerns	
263588244	03/02/2025 11:22 AM	Currently vehicles use Ailsa Road to skip Kirn Drive and not within the speed limit. Commercial vehicles, mainly vans travel at excessive speed along Ailsa Road, risking pedestrians and other road users. There is no road markings at all especially at the junctions with Queensway which means vehicles also come up Queensway and fail to stop at the junction.	Against	
263589584	03/02/2025 11:32 AM	Long time coming - consideration of additional traffic on side streets as a result. Traffic calming measures on them, or making some of them one way also.	Support but with changes/concerns	
263589692	03/02/2025 11:33 AM	It's needs to be changed or alternatively widened to allow proper flow of traffic. Widening would be the optimal improvement	Support, Alternative Proposal	
263589710	03/02/2025 11:35 AM	If the proposal for one way isn't passed could we possibly look at having passing points put in. Would mean digging into the land a bit but not as much as would be needed to make the road bigger. Ideally I would like to see it one way this is just another solution I had thought about if not approved as something has to be done.	Support, Alternative Proposal	
263591037	03/02/2025 11:46 AM	Kirn Drive is a ticking time bomb just waiting for a serious incident. One way is the only way.	Support	
263592741	03/02/2025 12:02 PM	Any proposal to ease congestion and also aid parking outside homes is welcome as long as it is safe.	Support	
263592877	03/02/2025 12:03 PM	Would make the section of the road a lot safer as there would be less near misses as the road is on a constant bend which is blind during the day as you can see lights during darker times.	Support	

263593392	03/02/2025 12:12 PM	In light of the enforcement of the Pavement Parking ban across Scotland coming into being, this proposal should not go ahead until a full assessment of the impacts on other streets is undertaken. Elsewhere in Scotland, streets are becoming blocked because cars are no allowed to park partially on a pavement. This consultation makes no reference to this and as such, should not move forward until this matter is properly considered.	Against	
263593825	03/02/2025 12:13 PM	Kirk Drive is usually a nightmare to drive along - especially as it is a McGills bus route. This one way system is long overdue. Perhaps some thought could also be given to Broomberry Drive?	Support	
263594232	03/02/2025 12:16 PM	As a delivery driver with customer on the street. It will improve in some aspects but widening the road where possible to allow for additional parking or a wider roadway would be a comprehensive solution.	Support but with changes/concerns	
263595545	03/02/2025 12:37 PM	Would hope it alleviates some of the volume passing through western part of junction at top of larkfield road - less structural load, less accidents, improved pedestrian crossing at that junction	Support	
263596824	03/02/2025 12:50 PM	Will increase traffic at already busy and difficult Divert Road/Golf Road junction. If Kirn Drive to be one way it would be safer to be in Easterly direction (almost all houses are on North side and safe parking should be near side to the kerb in direction of traffic , especially for child passengers - see Highway Code). Would be better to improve traffic flow with some passing places.	Against, Alternative Proposal	
263598099	03/02/2025 12:51 PM	Will create additional traffic problems on surrounding streets. Kirn drive required to be widened but incorporating grass area into parking for residents.	Against, Alternative Proposal	

263600091	03/02/2025 1:13 PM	You should have a 'maybe' option. If I meet 3 cars and a bus on Kirn Drive currently, then a 1 way system would reduce my travel time. If it's 'clear' then new 1 way system will make my journey longer. We're talking about less than a minute with 1 way system. It's not really to do with time. In evenings there are very few spaces to 'pull into'. In spite of having passed their driving test many people not comfortable/confident in reversing a distance.	Support	
263601490	03/02/2025 1:18 PM	It simply makes good sense and it's a safe option.	Support	
263601312	03/02/2025 1:20 PM	I am concerned about increase flow of traffic on other already busy roads as a result of re-routing. The surrounding roads are often used by kids walking to and from school and there is no crossing point. The congestion on Kirn drive is caused by parked cars allowing for ease of access to property, has other considerations been taken to find an alternative parking place for residents?	Support but with changes/concerns	
263603629	03/02/2025 1:36 PM	Potential for removal of uppermost paved path to decrease likelihood of accidents on the 'one-way' proposal.	Support but with changes/concerns	
263604627	03/02/2025 1:43 PM	Would stop stand offs with people assuming they have right of way when they don't and nowhere to reverse to	Support	

263605030	03/02/2025 2:01 PM	<p>Kirn Drive all the way along using moorland on L hand side. Over many years there has been no consideration of new housing increasing the amount of traffic.</p> <p>Alternative is to remove the top pavement on a large stretch of the road - two pedestrian walkways seems unnecessary. This would mean widening the road would only have to use a little strip of moorland to allow two-way traffic.</p> <p>The rat runs of Ailsa Road and McMillan Drive are already congested with many parked cars on both sides of the road. It seems impossible for them to cope with the extra traffic especially at weekends and in the evening when there are lots of parked cars.</p> <p>Why do we need so many speed bumps when there will be no-one crossing the road?</p> <p>Additional question - why is there a privately owned bulldozer</p>	Against, Alternative Proposal	
263608809	03/02/2025 2:28 PM	<p>A one way system would only move the issue on to surrounding roads. Issues of concern would be increased traffic creating bottle necks from junction of Kirn drive/divert road to junction of divert road/tower drive. Also along the whole length of tower drive due to parked cars. Essentially moving the issue to these areas. This would also increase turnout times for retained fire fighters as it would result in increased travels times for personnel getting to the station.</p> <p>A more balanced approach would be constructing passing places and utilising and removal of the pavements between arran road and skye crescent creating parking for these residents. As there is already a pavement area lower down next to housing there is no need for 2 pavements.</p>	Against, Alternative Proposal	
263610663	03/02/2025 2:30 PM	Sens solution one way	Support	

263610745	03/02/2025 2:31 PM	Should have been done years ago, constant stand offs and escalating conflicts. Simple fix with the benefit of minimum cost. A few one way signs	Support	
263610947	03/02/2025 2:32 PM	It's absolutely awful driving these streets and something needs to happen, a one way system looks the most obvious.	Support	
263613054	03/02/2025 2:49 PM	This proposal would greatly improve efficiency for travel in both directions, too many times I've had to drive into grass or bump up on kerbs !	Support	
263613640	03/02/2025 2:58 PM	As an Ailsa Road resident, my only concern would be Ailsa Road becoming an aforementioned rat-run i.e. folk skipping the one way system back East by heading along Ailsa Rd/Skye Crescent/Macmillan Drive/Arran Road/Kirn Dr, unless I'm missing something of course.	Support but with changes/concerns	
263615561	03/02/2025 3:09 PM	I avoid Kirn Drive like the plague but would use it more often if it was one way	Support	
263615893	03/02/2025 3:12 PM	About time as currently dangerous	Support	
263618087	03/02/2025 3:31 PM	This might encourage McGills to reinstate the 545 bus service during the week & not just Sunday.	Support	
263618004	03/02/2025 3:33 PM	Kirn Drive is pretty much a one way system anyway thanks to all the cars parked on one side of street.	Support	
263619273	03/02/2025 3:41 PM	Getting worse with parking in these areas would help massively to alleviate this issue & stop build up of traffic on Kirn drive with cars trying to find a space to pull in	Support	

263618960	03/02/2025 3:44 PM	<p>Drive, however the solution proposed does not work for those living in Kirn Gardens.</p> <p>If residents want to access Kirn Gardens from Divert or Golf road we will be required to travel a lengthy and needless diversion on Cowal View, Finnart Crescent, Firth Crescent and Moorfoot drive.</p> <p>The solution proposed causes more traffic on Cowal Views Key Store which is already Chaotic due to parking on street at the store and Moorfoot primary traffic at peak times.</p> <p>There is also bus routes on those streets, so feel you're just moving the problem to those areas rather than Kirn Drive.</p> <p>I would suggest ending the Kirn Drive one way at the junction to Moorfoot Drive, not the junction at Divert road.</p>	Against	
263624191	03/02/2025 4:19 PM	Take away high pavement and grass and make drive in parking!	Against, Alternative Proposal	
263622637	03/02/2025 4:28 PM	While on street parking on Kirn Drive can make passing a little challenging, making it one way would clog up other roads in the area unnecessarily	Against	
263624762	03/02/2025 4:36 PM	<p>This change is very needed and over due for the reason of:-</p> <p>Safety of children, parents, teachers education staff going to and from the primary and secondary schools and for pedestrians to get around in the area ie shops etc.</p> <p>ease road and traffic congestion in the area to make it easier and safer to get around the area especially for buses and emergency service vehicles to get to and from there destinations.</p>	Support	

263626349	03/02/2025 4:45 PM	By making this one way in Kirn Drive it will stop the terrible scenes we witness from our window. The arguments, swearing and horn blasting will stop. We can also relax instead of constantly looking out to make sure no-one has damaged our cars. This has happened a few times especially when they pull in to let others pass. It has in the past cost us a lot of money through wing mirrors, scratches, having to go to garage for repainting of side. It will also make lifting the litter across at the Moorside a lot safer as traffic will be going one way. Passengers alighting from your car will be safer as hopefully the traffic will slow as no need to rush to get to the end of the road.	Support	
263628923	03/02/2025 5:02 PM	While I believe the need for improvement on Kirk drive, no provision has been made for east bound traffic, so doing this will simply move the problem to other streets in the area. A complete one way system with provision for both east and west bound traffic would solve the issue or the provision of parking on the moor side of Kirn Drive and no parking on the other side would also resolve the current situation	Against, Alternative Proposal	
263631061	03/02/2025 5:19 PM	The volume of traffic using this route daily is currently unsustainable and parking is very difficult for householders as it is. I think making it one way will be safer for everyone although the impact on the surrounding streets may also need to be addressed also as parked cars do cause significant obstructions.	Support	
263631942	03/02/2025 5:28 PM	One way systems are great ideas as it controls the flow of traffic and as long as there is parking for residents living on Mirn drive there should not be the hassle we have just now. Plus speed bumps to stop the Stirling mosses of the area.	Support	

263634993	03/02/2025 5:58 PM	Although I don't live in area, it's currently a rat run, so one-way makes sense.	Support	
263639721	03/02/2025 6:26 PM	Traffic needs to be slowed down, and one-way would stop the daily stand off of cars, buses and vans refusing to give way	Support	
263639542	03/02/2025 6:29 PM	I use kirn drive every day to commute to work and visit family it can be very challenging especially at peak times ,evening and weekend due to the amount of parked cars One way would make things a bit easier and make my journey less stressful because sometimes you are having to reverse to allow other car uses to find a space to allow the other traffic by during the school rush well it's just not worthy even trying to use this road I do cycle and walk regularly it's mai work purposes I use my car	Support	
263641084	03/02/2025 6:36 PM	widening the road to allow parking on the other side of the road would reduce the congestion and allow vehicles to pass each other. Making Kirn drive one way will result in cars speeding up the road because they are sure that they will not meet anything coming the other way. Speeding on Kirn Drive is bad enough as it is.	Against, Alternative Proposal	
263643202	03/02/2025 6:52 PM	Need the same idea for Broomberry Road and Weymouth Crescent	Support	
263648123	03/02/2025 7:48 PM	I hope the one way system goes ahead as kirn drive along where the houses are is terrible when all the cars are parked and the traffic can not move, seen how some drivers will sit in the middle of the road and will not move for other cars to pass This should have been sorted years ago please stop talking about making this a one way system and just do it.	Support	

263649196	03/02/2025 7:59 PM	This would affect my travel times as wouldn't be able to gain access to Kirn gardens from divert drive, so it would increase traffic in quieter streets such as firth crescent and moorfoot drive.	Against	
263649515	03/02/2025 8:03 PM	it's taken too long.	Support	
263652265	03/02/2025 8:38 PM	It's long overdue These roads are an accident waiting to happen	Support	
263658345	03/02/2025 10:24 PM	Kirn Drive has always been different this will more people to travel and reduce road rage and accidents. Tho speed bumps will be required	Support	
263659662	03/02/2025 11:13 PM	Ailsa Road will end up with additional traffic due to one way system on Kirn drive, due to parked cars on each side of road accident waiting to happen.	Against	
263659647	03/02/2025 11:14 PM	One way system should follow example of bus route. Kirn drive isnt just the issue. Its also moorfoot drive and drumshantie road/george road at school hours and all from two way traffic Also one way system should follow midton like a circular. Kirn drive>divert road>tower drive>drumshantie road Moofoot one way system Kirn drive>moorfoot drive>firth crescent>cowal veiwi>golf road>divert road to join back on to circular	Against, Alternative Proposal	
263664136	04/02/2025 5:40 AM	This is only moving the problem elsewhere. Widen Road. Kirn drive has two pavements from Skye crescent to Arran Rd. Removing this would be a start.	Against, Alternative Proposal	
263665369	04/02/2025 6:56 AM	Kirn drive at peak times is a nightmare.	Support	
263668532	04/02/2025 8:10 AM	I think the proposals would make the area feel safer and easier to navigate.	Support	

263669139	04/02/2025 8:26 AM	Most of the problem is the school run, people should be walking children to school, also loads of cars waiting for school to finish parking everywhere with engines running. What ever happened to children walking home!	Against	
263679563	04/02/2025 9:58 AM	Long overdue Traffic lights at the top of George Road needed too.	Support	
263697971	04/02/2025 12:35 PM	As I use this route to Moorfoot primary school, I am totally in favour of the proposal. Making it safer and easier to get to school	Support	
263700922	04/02/2025 12:59 PM	Our street will be used as a rat run	Against	
263702395	04/02/2025 1:14 PM	No consideration has been made to how this will impact road usage on other surrounding streets in the area. Cars will use Arran Rd, McMillan Dr, Bute St, Ailsa Rd and Skye Crescent which will be dangerous for children playing, damage to parked cars etc. This change would only move the issue to other streets rather than providing a resolution.	Against	
263703513	04/02/2025 1:20 PM	I live in Kirn Gardens and when driving I avoid Kirn Drive due to the constant need to maneuver to allow oncoming traffic to pass	Support	
263711129	04/02/2025 2:18 PM	I live on Kirn Drive and the traffic congestion is ridiculous. The one way traffic proposal is a great idea as something needs to be done about this traffic problem.	Support	
263727711	04/02/2025 4:45 PM	This would force traffic down Ailsa Road, which is a built up street, with houses on both sides of road. Plus cars parked up on both sides of the road. There are a lot of children out playing on bikes, and playing in the street. The Entrance to the Swing Park is on Ailsa Road. Which kids use constantly, More Cars down the road, is an accident, waiting to happen.	Against	
263728846	04/02/2025 4:50 PM	Just going to force traffic down other streets. Creating a rat run, and cars driving faster.	Against	

263730546	04/02/2025 5:07 PM	The way it's now forces the traffic to Slow down. If changed more traffic in other streets and they would drive faster.	Against	
263739040	04/02/2025 7:10 PM	Just widen the road	Against, Alternative Proposal	
263740509	04/02/2025 7:34 PM	The give way at the end of Arran Road entering Kirn Drive is already a problem with drivers failing to stop at the give way and driving at speed onto Kirn Drive when turning left. The end of Arran Road is broad adding to the increased dangers when cross for pedestrians and cyclists. Whilst I support the one way system plan consideration should be give to changing this corner to reduce the increased risk to pedestrians as I predict driver will fail to even slow down slightly or look as there will be no cars approaching from the right. A speed bump placed at end of Arran Road on the give way may be of benefit forcing drivers to slow down before accessing Kirn Drive when turning left, increase the size of the pavements at each corner , put in a central island for pedestrians half way across.	Support but with changes/concerns	
263743200	04/02/2025 7:59 PM	Will cause significant congestion increase at Golf Road junctions with Cowal View and Divert Road. Any Kirn Drive one-way should be in Easterly direction as almost all dwellings are on the North side.Safe parking for passengers ,especially children , should be near side to the kerb in direction of travel (see Highway Code).Also would reduce blind corner turn into Divert Road from Golf Road.	Against	
263747428	04/02/2025 8:49 PM	This change will just move the problem to other streets in the area	Against	
263748187	04/02/2025 9:04 PM	Long overdue that Kirn Drive becomes one way. It is farcical in the morning during the school run.	Support	

263785440	05/02/2025 12:04 PM	I live on the street and witness daily the chaos caused by people not being able to pull in to pass oncoming traffic, whole lines of traffic being forced to reverse, several stand offs when people refuse or are unable to reverse their car in a straight line, sometimes even McGill's bus has to reverse. This change can't come soon enough in my opinion	Support	
263791302	05/02/2025 12:53 PM	Add more cars in other streets	Against	
263791203	05/02/2025 12:59 PM	Agree that it's time something was done to alleviate the congestion on Kirn Drive and subsequent stand-offs that regularly occur. It would also be beneficial to have a 20mph in the area generally. Think the one way proposal should stop at Moorfoot and not Divert Road which is going to push more traffic into Trumpethill and cause more jams at school times on Firth Crescent and Finnart Crescent.	Support but with changes/concerns	
263818742	05/02/2025 4:37 PM	Certain parts of Kirn Drive become blocked as no place to pull in to let on coming traffic pass. Very bad at schools times with traffic going to schools at either end of Kirn Drive.	Support	

263828752	05/02/2025 6:32 PM	<p>Living in Ailsa Road I have concerns that it will now be come busier. Traffic coming from Trumpethill, Kirn Gardens and Kirn Drive going in the Greenock direction will now use Ailsa Road instead of Kirn Drive. I would myself.</p> <p>I agree the two way system in Kirn Drive is a nightmare and I avoid it at all costs.</p> <p>I think if the proposal goes through then Ailsa Road would need speed bumps to control the excess traffic that would be on it.</p> <p>At the moment outside my house there is a Twenty Sign painted on the road. This sign is very much ignored.</p> <p>Speed cameras would also be a bonus.</p> <p>I hope you listen to my concerns and act accordingly.</p> <p>Thanks in advance</p> <p>Caroline Cameron</p>	Support but with changes/concerns	
263827543	05/02/2025 8:32 PM	<p>analysing traffic issues on Kirn Drive and working towards a solution that aims to improve safety and reduce congestion. It is encouraging to see that action is being taken to address these challenges, and I welcome the opportunity to contribute to the discussion.</p> <p>While I understand the rationale behind the proposal to introduce a one-way system, I believe that an alternative approach could provide a more balanced, long-term solution that enhances safety while maintaining existing travel routes.</p> <p>My concerns primarily relate to the impact on emergency response times, the redistribution of traffic onto surrounding streets, and whether the proposal fully addresses the root cause of congestion.</p> <p>The March 2023 traffic surveys indicate that 50% more vehicles travel westbound (east to west) than eastbound (west to east). While this suggests a directional preference, it is likely that this</p>	Against, Alternative Proposal	

263838845	05/02/2025 9:38 PM	do something, current situation is unsafe. However, I'm struggling to understand why simply enforcing 'no parking zones' and two key points along kirn drive (at the brow of the two hills where visibility to oncoming traffic is restricted) would not be an effective (and cheaper) option? These 'no parking zones' need to be no bigger than the no parking zones enforced around bus stops and would ensure cars travelling eastbound would have somewhere to pull into should they meet oncoming westbound traffic. Could we at least give this option a trial? Alternatively could the one way zone be stopped BEFORE kirn gardens? The plans as they are mean Kirn Gardens residents would be prohibited from turning left out of divert road or going straight ahead from golf road I.e. we could only access Kirn Gardens travelling westbound along kirn drive. Given the small number of residents in this estate (and given its a cul-de-sac with no through road out of the	Against, Alternative Proposal	
263849642	06/02/2025 8:06 AM	Agree we need a one way system but think stopping the one way at Moorfoot Drive would be a better option.	Support but with changes/concerns	

263856726	06/02/2025 9:49 AM	<p>the issues in Kirk Drive, which is welcome. It will create problems on Golf Road instead. Golf Road is already very difficult to navigate due to the volume of parked cars making it single lane. Since the cars now park on the same side as cars coming up the hill it means any cars coming up the hill (which is very steep) are forced to try to find spaces between the parked cars to pull in and let the traffic coming down pass. The road is also on a bend so visibility is poor. During the school drop off and pick up windows the road is incredibly busy. Making Kirn Drive one way will make that worse.</p> <p>The solution would be to create proper parking areas on Golf Road on the side heading down the hill, these parking areas would need a sufficient number of gaps to allow cars and buses coming down the hill to pull in. Cars going up the hill would then have right of way and the traffic would flow much better</p>	Support but with changes/concerns	
263870680	06/02/2025 11:33 AM	Something needs to be done with this area. Parking and passage is and always has been dangerous. If not one way then use plenty of land to widen the road.	Support	
263866505	06/02/2025 2:27 PM	I am a resident of Kirn Drive, and I would say I occasionally encounter problems travelling Eastbound so I am not fully against a one way system. However, it would add time to my journey having to go via Divert Road etc. I would also have concerns about increased traffic on Divert road (the problem moving from one place to another)	Against	
263930649	06/02/2025 10:20 PM	The one way system should end at divert road junction with kirn drive to avoid further congestion there	Support but with changes/concerns	
263935566	07/02/2025 5:45 AM	3. Feel safer to do so knowing traffic direction	Support	

263921804	07/02/2025 11:24 AM	<p>proposal, making more problems than it solves. It is creating access problems for the residents in the surrounding areas. It will have a negative impact on the lives of residents on Moorfoot drive, Kirn drive, Firth crescent, Arran road, Ivy crescent, Kingsway and the surrounding streets. The issues arise with heavy traffic, during the two hundred school days a year at school drop off/pick up times. This is the same as streets surrounding, Gourock primary , St Columba, and Clydeview Academy and other Inverclyde schools. A national problem also impacting many towns throughout Scotland.</p> <p>The solution would be to install a number of passing places on the west side of the street, like many of the single track roads in Argyle and Bute. These would be placed strategically to avoid the long single passage sections. This would help alleviate the congestion without impacting the access for the residents in the surrounding streets.</p>	Against, Alternative Proposal	
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263947462	07/02/2025 11:39 AM	<p>there were no diagrams and it referred to 'Benefits of Proposals' without adequate explanation. It did not even say that drawings were available on the website. Even on the website, information is scant.</p> <p>The focus seems to be on a Kirn Drive which I suspect is where the petition originated.</p> <p>Many people who live in streets nearby will probably be blissfully unaware of the negative impact the proposal would have on them. Responses will probably be low for that reason.</p> <p>Congestion in upper Gourrock is not confined to one particular section of Kirn Drive. Indeed, the proposal as presented would undoubtedly aggravate the problem on Golf Road, Divert Road, Moorfoot Drive (where there is a Primary School with considerable associated congestion), Cowal View (where there is a busy shop), Firth Crescent,</p>	Against	
263964910	07/02/2025 12:58 PM	<p>I find this road often congested, with many drivers failing to follow the highway code.</p> <p>A one -way system would reduce the amount of on-coming traffic, and so decrease journey times.</p> <p>Additionally, it would be beneficial to cyclists, like myself, who are often intimidated on this road due to limited passing places.</p>	Support	
263965536	07/02/2025 12:59 PM	<p>I am delivery driver delivering along these axis. This change will delay my travel time and in turn delay delivery times. It is a potential less warmer temp food for customer.</p>	Against	

263955937	07/02/2025 1:07 PM	<p>the Gourrock roads area is needed.</p> <p>This proposal is far from an integrated solution for the wider area. This proposal will: (a) worsen existing traffic congestion at the key junctions at Golf Road/Cowal View and at Golf Road/Victoria Road; (b) worsen congestion and adversely affect any viable traffic movements on the steep hill at Golf Road; and, (c) cause significant additional and unnecessary traffic movements in neighbourhood streets at Cowal View, Firth Crescent, Finnart Crescent and Moorfoot Drive.</p> <p>For purposes of clarity, please note your consultation plan is incorrect in that there is no "Golf Drive" and that roadway is called Golf Road.</p> <p>Golf Road is already a junction (with Cowal View) and is a roadway which is congested with current traffic movements and it is a steep hill with only one viable lane. The proposal will cause greater congestion to the</p>	Against, Alternative Proposal	
263969919	07/02/2025 1:41 PM	<p>Congestion would be diverted to areas West of Kirn Drive that are residential. This could result in more accidents due to forcing all the traffic into these residential areas. Given that there is a primary school in this area there is a genuine concern for the safety of the children who at present walk to and from school.</p>	Against	

263988940	07/02/2025 4:38 PM	<p>This proposal has not acknowledged the impact it will have to the west of this one way system, the already problems at the corner of Cowal View at the shops and parking there, parking for moor foot school. This school already has an 'unofficial' one way system around moorfoot drive, firth crescent, cowal view and kirn drive. Has this been taken into account in these proposals and how it will affect more residential streets? Definitely more consultation and clarity of plans particularly acknowledging how this will affect the trumpethill area.</p>	Against	
264004437	07/02/2025 6:38 PM	<p>Ill-considered proposals that do not appear to have considered the adverse impact on other roads in upper Gourock. Very worrying.</p>	Against	
264011761	07/02/2025 10:01 PM	<p>impact of this one way system on traffic flow around Moorfoot Primary?</p> <p>There is a lot of congestion around Moorfoot Drive and Firth Crescent with the high volume of parent's cars.</p> <p>Very sensibly and with extremely good effect, Moorfoot Primary have had an unofficial one way system around the school for at least 20 years, probably a lot more! Parents are asked to go in a circle one way, up Moorfoot Drive, down Firth Crescent, along Cowal View, along Kirn Drive & back up Moorfoot Drive! This has alleviated build up of traffic, helped a continuous flow & stopped a bottle neck at the top of Moorfoot Drive at junction of Firth crescent. Having traffic all flowing in the one direction around the school is paramount to the safety of pupils walking to school.</p> <p>My disagreement with the proposed one way system on Kirn Drive is that if this plan goes ahead, people from Trumpethill and further down</p>	Against, Alternative Proposal	

264015969	07/02/2025 10:37 PM	This proposed new one way system will only push the problems onto surrounding roads and will have an impact at moorfoot at busy drop off and pick up times.	Against	
264029889	08/02/2025 11:26 AM	This road is not wide enough for two vehicles and delays happen with waiting and reversing to keep the road moving and this is at none peak times.		
264047492	08/02/2025 8:23 PM	<p>Why can't the council use the land on the Moor side of Kirn Drive to provide parking where the garages used to be? If the land was suitable for garages and drives then it is suitable for a lay-by! This would solve the parking problem at this stretch as a double yellow line could then be put on the other side allowing a clear 2 way route with no cars! This is common in other areas.</p> <p>There are also 2 pavements further down Kirn Drive! One along the front of the houses & one up beside the parked cars! There is no requirement for the pavement up beside the cars! Divert Road has a similar set up for the houses between Iona Walk & Divert Walk who have a pavement along the front of their houses but not along the lay-by where they park their cars so there is no reason why this wouldn't work on Kirn Drive! This would be an easy solution for widening the road at this stretch!</p>		

264047788	08/02/2025 8:41 PM	<p>your traffic survey!</p> <p>You state that there are 50% more cars travelling West bound than East bound! That is purely because of the side of the road that the cars are parked on! If they were parked on the other side of the road the figures would change to be 50% more travelling East bound than West bound!</p> <p>The problem is therefore where the cars are parked! That should be what the council should be looking at!</p> <p>The land opposite the houses should be used either for parking or for widening the road! There is a section that is flat and previously privately used for parking with garages for as long as the houses have been built. There is also so much wasted land where the houses are set back!! Why do they need 2 pavements? One pavement is all that is needed & I regularly walk down Kirn Drive & see no issue</p>		
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		<p>who lives at nearly the furthest point of Trumpethill. Currently I when taking my young children to the nursery there and the school, I adhere to the request from the school to follow the unofficial one way system of going up Moorfoot Drive and down Firth Crescent. This is also the direction that the bus goes. This unofficial one way system has proved to be extremely successful. I travel from Trumpethill along Cowal View to the end and turn right to get along Kirn Drive to go up Moorfoot Drive.</p> <p>If you make the short section of Kirn Drive between Divert Road and Moorfoot Drive one way you are only moving the traffic problem from one area to another! You are breaking the circle round the school that so many parents use!</p> <p>I know that people from my end would just start going up Firth Crescent and come face to face with traffic at the junction of Firth Crescent & Moorfoot Drive. It is a</p>		
264048135	08/02/2025 9:01 PM			
264079958	09/02/2025 9:00 PM	Ridiculous proposal		

264105625	10/02/2025 11:47 AM	<p>way Staffa St should be made one-way, as should either side of Kingsway.</p> <p>Making Kirn Dr one-way will significantly increase traffic on surrounding roads, including Divert Rd, Tower Drive and Arran Rd. These roads are narrow with parked cars, used by heavy traffic such as school buses and the proposal will lead to further congestion on these roads at peak times. On Arran Road in particular, there is little room for traffic between the cars leading to vehicles frequently mounting the pavements to 'squeeze by', leading to an unsafe environment for pedestrians. The increased traffic from the proposal will worsen this situation.</p> <p>The proposal will also increase the miles driven for vehicles travelling from the Trumpethill/golf club area of Gourock towards Greenock/hospital, increasing emissions.</p>		
264332978	12/02/2025 11:46 AM	<p>There is no mention of the impact on public transport, ie bus route or creation of modern accessible bus stops. As a wheelchair user the loss or rerouting of them bus service would negatively impact my journey time. With out creation of a safe cycle/ wheeling path then I would not be encouraged to use active travel.</p>		

264756334	16/02/2025 10:23 AM	<p>I think making Kirn Drive a one way system would be safer. I have oftentimes experienced people speeding along it, not paying being cautious of oncoming traffic.</p> <p>The current layout also negatively impacts journey time regularly as there are often standstills until a number of cars can manoeuvre to solve the situation. I have on numerous occasions been forced to reverse back along the majority of the street, to react to oncoming traffic. This becomes increasingly difficult when there are a number of cars queued trying to travel in both directions, and a lack of spaces to use to allow traffic to pass at certain times of the day.</p>		
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Report To:	Environment & Regeneration Committee	Date:	15 May 2025
Report By:	Head of Legal, Democratic, Digital & Customer Services	Report No:	LS/034/25
Contact Officer:	Emma Peacock	Contact No:	01475 712115
Subject:	Management Rules for Cemeteries and Crematoriums in Inverclyde		

1.0 PURPOSE AND SUMMARY

- 1.1 ☒ For Decision ☐ For Information/Noting
- 1.2 Local Authorities have the power to make management rules regulating the use of and conduct of persons within any land or premises owned, occupied, managed or controlled by the Council to which the public have access, in terms of Section 112 of the Civic Government Scotland Act 1982 ("the Act").
- 1.3 Prior to making management rules, the Council is required to conduct a statutory consultation on the proposed management rules. The Committee approved draft Management Rules for Cemeteries and Crematoriums in Inverclyde on 16 January 2025 and authorised officers to conduct the necessary statutory consultation in this connection.
- 1.4 The purpose of this report is to:
- (i) advise the Committee that no objections were received in respect of the proposed management rules during the statutory consultation period, although one representation was received from Police Scotland as appended to this report as Annex 3 and accordingly one minor amendment has been proposed by Officers; and
 - (ii) to request the Committee approve the Management Rules for Cemeteries and Crematoriums 2025-2035, as appended to this report as Appendix 1 and remit them to the next meeting of the Inverclyde Council.

2.0 RECOMMENDATIONS

- 2.1 It is recommended that the Committee approve the Management Rules as appended to this report as Appendix 1 and refer them to the next meeting of the Inverclyde Council recommending that it formally approve the said Management Rules and authorise Officers to formally make the rules in accordance with the statutory procedure.

Lynsey Brown
Head of Legal, Democratic, Digital & Customer Services

3.0 BACKGROUND AND CONTEXT

- 3.1 The current Management Rules for Cemeteries and Crematoriums came into force in July 2015. However, management rules expire after a period of 10 years.
- 3.2 A local authority may, but is not required to, set management rules to regulate (i) the use of and (ii) the conduct of persons while on or in, any land or premises which is owned, occupied or managed by the authority or is otherwise under their control and to which the public have access, whether on payment or not.
- 3.3 The amendments proposed by the new draft 2025 Management Rules are shown as attached to this report as Appendix 2. The amendments made for the 2025 Rules are mainly updates to wording and references to policies within the Rules.
- 3.4 Prior to making any management rules, the Council must conduct a statutory public consultation in terms of which the Council is required to:
- Advertise that it intends to make such rules;
 - Make copies of the proposed rules available for public inspection throughout that period;
 - Allow a period of at least one month from the date of first advertisement for objections to be lodged; and
 - Before the management rules are made, take into account any objection received and give any objector the opportunity to be heard by the Council.
- 3.5 At least one month before making management rules, the Council is required to give notice (by advertising in a newspaper or newspapers circulating in the Council's area) of –
- their intention to do so;
 - the general purpose of the proposed rules
 - the place where a copy of the proposed rules may be inspected
 - the fact that and time within which objections may be made
 - the address to which objections may be sent
- 3.6 The Council also must make copies of the proposed rules available for public inspection without payment at their offices and so far as the authority considers practicable at the land or premises to which the rules are to apply. Any person may, within one month after notice has first been advertised by the Council, notify in writing their objection and the ground of their objection to the Council. Before making management rules, the Council is required take into consideration any objections timeously received by them and give any objector an opportunity to be heard by them.
- 3.7 The Committee approved the said draft Management Rules for Cemeteries and Crematoriums 2025-2035 at its meeting of 16 January 2025 and authorised officers to carry out the statutory consultation. The statutory consultation took place from 3 February 2025 until 3 March 2025. No objections were received during the statutory consultation period. However, Police Scotland have made a representation, as attached hereto as Appendix 3, and accordingly Officers have proposed an additional minor amendment following the consultation period. This amendment is shown as a tracked change on the document attached to this report as Appendix 2.
- 3.8 Officers now therefore recommend approval of the said Management Rules by this Committee and that this matter be remitted to the next meeting of the Inverclyde Council for approval in order for the said Management Rules to be formally made.

- 3.9 Management rules made by the Council must, together with a notice stating where copies of the rules may be obtained, be displayed at the entrance to the land or premises to which they apply or elsewhere so that they may be seen by members of the public intending to have access to the land or premises.
- 3.10 Breach of the management rules does not in itself create any criminal offence which can be subject of prosecution, but the principal sanction available is to allow an authorised Officer of the Council who believes that the rules have been or are about to be breached to either expel or exclude the person(s) concerned from the premises. Police Scotland were consulted on the draft management rules, as part of the consultation process, and as indicated above, they made a representation as attached at Appendix 3.
- 3.11 If the authorised Officer requires the person concerned to leave the premises and he fails to do so, or alternatively if the person is excluded from the premises and attempts to re-enter then that action itself is a criminal offence and the individual concerned may be liable, on summary conviction, to a fine not exceeding level 1 on the standard scale, currently £200.00.
- 3.12 Copies of management rules shall be open to public inspection without payment and a copy of them shall on application be furnished to any person on payment of such reasonable charge as the local authority may determine. The management rules, once approved by full Council, will be made available on the Council's website.

4.0 PROPOSALS

- 4.1 The Committee is asked to note that no objections have been received following the end of the statutory consultation period although one representation has been received from Police Scotland as attached hereto as Appendix 3. Accordingly, one further amendment has been made to the Rules as shown as a tracked change on the document attached hereto as Appendix 2. The Committee is asked to approve the Management Rules attached to this report as Appendix 1 and to refer same to the next meeting of the Inverclyde Council recommending that it formally approve the said Management Rules and authorise Officers to formally make the rules in accordance with statutory procedure.

5.0 IMPLICATIONS

- 5.1 The table below shows whether risks and implications apply if the recommendation(s) is(are) agreed:

SUBJECT	YES	NO
Financial		X
Legal/Risk	X	
Human Resources		X
Strategic (Partnership Plan/Council Plan)		X
Equalities, Fairer Scotland Duty & Children/Young People's Rights & Wellbeing	X	
Environmental & Sustainability		X
Data Protection		X

5.2 Finance

One off Costs

There will be minor costs associated with the publication of notices and signage which will be contained within existing budgets.

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

Annually Recurring Costs/ (Savings)

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

5.3 Legal/Risk

The legal implications are summarised in this report. The making of new Management Rules will help mitigate risk of inappropriate behaviour at the Council's Cemeteries and Crematoriums and support the use of them by the public.

5.4 Human Resources

There are no Human Resources implications directly associated with the proposal.

5.5 Strategic

There are no strategic implications arising from this report.

5.6 Equalities, Fairer Scotland Duty & Children/Young People

(a) Equalities

This report has been considered under the Corporate Equalities Impact Assessment (EqIA) process with the following outcome:

X	YES – Assessed as relevant and an EqIA has been carried out and can be accessed via the following link . https://www.inverclyde.gov.uk/council-and-government/equality-impact-assessments/equality-impact-assessments-2025
	NO

(b) Fairer Scotland Duty

If this report affects or proposes any major strategic decision:-

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

	YES – A written statement showing how this report’s recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.
X	NO – Assessed as not relevant under the Fairer Scotland Duty.

(c) Children and Young People

Has a Children’s Rights and Wellbeing Impact Assessment been carried out?

	YES – Assessed as relevant and a CRWIA is required.
X	NO – Assessed as not relevant as this report does not involve a new policy, function or strategy or recommends a substantive change to an existing policy, function or strategy which will have an impact on children’s rights.

6.0 CONSULTATION

6.1 A statutory public consultation has been carried out as detailed in this report.

7.0 BACKGROUND PAPERS

7.1 N/A.

Cemeteries and Crematoriums Management Rules

The Inverclyde Council constituted under the Local Government etc. (Scotland) Act 1994 (hereinafter referred to as “the Council”) have made the following Rules for the Management of Cemeteries and Crematoria in Inverclyde in terms of Section 112 of the Civic Government (Scotland) Act 1982 which will apply to all cemeteries under the control of the Council.

1 Interpretation

In these Rules:

- a “Cemetery” means any cemetery or churchyard under the ownership or control of the Council, and includes a crematorium as defined below.
- b “Crematorium” means any crematorium under the ownership or control of the Council.
- c "Certificate" means the Certificate of the Exclusive Right of Burial granted by the Council to the "Owner".
- d "Owner" means the person who purchases the Exclusive Right of Burial to the Lair and to whom the Certificate is granted and his/her successors in terms of Rule 2 below, who are registered as the Owner in the Lair Register maintained by the Council.
- e "Lair" means the piece of ground in which the Exclusive Right of Burial is granted by the Council.
- f “Appropriate Officer” means the burial grounds officer, or any other officer employed by the Council in connection with the management or operation of any Cemetery or Crematorium.
- g “Memorial” means any gravestone or other monument erected at the head of the “Lair”.
- h “Funeral Director” means the agent appointed by the next of kin or executors of a deceased to undertake the arrangement of the burial or cremation of that deceased.
- i “Crematorium Attendant” means an officer of the Council employed by the Council to carry out cremation duties.

Cemeteries and Crematoriums Management Rules

2 The Exclusive Right of Burial

- a The Exclusive Right of Burial in a Lair will, subject to these Rules, be granted to the Owner and his/her successors (as described in Rule 2) in perpetuity subject to Rule 3 below. The Owner of a Lair owns only the Exclusive Right of Burial in the Lair. The Lair in which the right is exercised remains wholly within the ownership of the Council. The Appropriate Officer will furnish the Owner with a Certificate describing the location of the Lair to which he/she has an Exclusive Right of Burial. An Owner, duly registered in the books of the Council, will have Exclusive Right of permitting the Lair to be opened and the production of the Certificate and suitable proof of identification will be held as sufficient authority. One person only will be registered as the Owner of the Exclusive Right of Burial in a Lair or Lairs subject to parts (c) and (d) of this Rule 2. The Owner will not be entitled to sell, transfer or assign the Exclusive Right of Burial without the agreement of the Appropriate Officer, and such agreement will only be provided in the case of a transfer or assignation to a family member or relation of the transferring/assigning Owner. The Owner will not be entitled to transfer or assign the Exclusive Right of Burial to another in exchange for payment. The Owner will not be entitled to inter anyone in the Lair to which they have the Exclusive Right of Burial in exchange for payment. The Owner will be given a copy of these Rules at the time of purchase or transfer of the Lair and will be required to sign a receipt agreeing that they have read the Rules and agree to comply with them.
- b The Owner will not be entitled to use the Lair until any outstanding burial dues are paid. Purchased Lairs will be allocated in rotation at the discretion of the Appropriate Officer of the Council. Only such Lairs as are numbered on the Cemetery Plans will be allocated.
- c On the death of the Owner, the Lair will pass to the individual nominated on the application for interment. In such cases, a memorandum of entry may be engrossed upon the original Lair Certificate, or a new one may be issued. No new Certificate will be granted until the original Certificate is produced or accounted for satisfactorily. The new Owner will indemnify the Council against any subsequent claims resulting from their registration as the new Owner.
- d The next of kin or executors of the registered Owner can, on production of the Certificate in the name of the registered Owner, instruct the burial of the said registered Owner in the Lair, subject always to the terms of these Rules.
- e No new Lair will be sold by the Council without an interment taking place at that time. Purchase should be transacted through the Funeral Director undertaking the funeral arrangements.

3 Forfeiture

Failing interment in or transfer of a Lair for a period of 100 years, the Council may terminate the Exclusive Right of Burial therein, provided that such notice of intention to terminate will be advertised once in a national newspaper and twice in two local newspapers and a period of twelve months allowed to elapse, following the publication of the last advertisement. Whereupon, failing any claimant, the Council may, by simple resolution duly minuted, declare such Right of Burial to be terminated and may grant the Exclusive Right of Burial of the Lair anew if no persons are interred in the Lair.

4 Notice of Burial

Cemeteries and Crematoriums Management Rules

- a All burials must be authorised by the Appropriate Officer prior to funeral arrangements being publicly announced.
- b Notice of interment must be submitted to the Council's Burial Grounds Office in Greenock Cemetery at least two working days (excluding Saturdays, Sundays and Public Holidays) before any proposed interment. Such notice should include the following information about the deceased:
 - Name & address
 - Age
 - Date of death
 - Relationship of the deceased to the Lair Owner (if any)
 - Residence at the time of death
 - Proposed day and hour of the interment
 - Any other such information deemed necessary by the Council from time to time.

If the deceased was the registered Owner, notice should be given as to the individual who is to be registered as the new Owner. Upon checking the Lair Register, the order for digging the grave will then be issued.

- c No Owner will be entitled to have the Lair opened to a greater depth than 2.0 metres, and no interment will be made without there being at least 900mm of soil between the ordinary surface of the ground and the upper side of the coffin. In a Lair excavated to a depth of 2.0 metres, not more than three standard sized adult coffins may be interred, subject to Rule 4d below. A standard sized coffin is deemed to be not more than 300mm in depth. The number of interments permitted in any Lair may be reduced if the coffin chosen exceeds the standard depth. Only persons authorised by the Appropriate Officer will excavate graves and carry out the laying of foundations for monuments.
- d Ground conditions at each Cemetery are variable, therefore the number of interments possible will be determined by the ground conditions discovered at the time of opening. In cases of all new lairs and interments, the depth will be recorded after each burial.
- e A coffin containing an infant, stillborn baby or non-viable foetus interred in a full-sized adult Lair will be counted as one full interment and recorded as such in the Lair Register.
- f Any Lair that has had the maximum number of interments possible, subject to Rule 4d above, will not be opened again for interment except in the case of cremated remains.
- g The Council will keep registers in which will be entered every interment, specifying the Lair, the depth of the grave, the date of interment, the name and age of the deceased and all other requisite particulars.
- h A plan of the Cemetery and a Table of Interment Fees and other charges will be kept at the Burial Grounds Office in Greenock Cemetery. All fees and charges in connection with interments, Lair Certificates, etc., will be acknowledged on official printed receipt forms.
- i The Funeral Director is responsible for the provision of sufficient bearers to convey the coffin reverently from the hearse to the graveside and for lowering the coffin into the grave.

Cemeteries and Crematoriums Management Rules

5 Areas for the Interment of Cremated Remains

- a Designated areas for the interment of cremated remains will be provided in some cemeteries. Each Lair will be one metre square and capable of holding up to six caskets of cremated remains. The Exclusive Right of Burial in a Lair for cremated remains will be sold with the right to erect a memorial. The base of the memorial may contain a flower vase holder. No other forms of memorials, vases or planting will be allowed on the Lair space.
- b The Exclusive Right of Burial for the interment of cremated remains will be sold subject to these Rules insofar as not inconsistent with this Rule 5.
- c Application for the interment of cremated remains must be made in the same manner and providing the same information as in Rule 4, above.
- d Cremated remains may not be scattered in any part of a Cemetery without the permission of the Appropriate Officer and the appropriate documents being completed and recorded.

6 Areas for the Interment of Stillborn Babies and Non-Viable Foetuses

- a A maximum of five interments will be permitted in a Rankin Memorial Garden Lair, in Greenock Cemetery. A central memorial feature will be provided. There will be no Exclusive Right of Burial in the said communal Lair only a Right of Burial.
- b Application for the interment of stillborn babies and non-viable foetuses must be made in the same manner and providing the same information as in Rule 4, above.

7 Memorials

- a The erection of memorials will be permitted only on Lairs where an Exclusive Right of Burial has been granted and only by a monumental mason registered with the Council. No headstone or any other memorial may be erected in a Cemetery without the express written permission of the Appropriate Officer. Memorial permits must be made available for inspection when entering a Cemetery to carry out these works and before any works commence. Memorials must consist of natural stone or terrazzo and contain no wood, plastic or glass.
- b A registered Owner will be entitled to have a memorial erected at the head of the Lair but such memorial will not protrude in any way over that part of the Lair to be opened for burial and will be restricted to at least 100mm less in width than the width of the Lair. Wooden crosses, plastic flowers, windmills, teddy bears, kerbs, copes, railings, fences, gravel, corner stones etc. will not be permitted around or over the Lair. The said Owner is liable for any damage or injury caused by the state of repair of the memorial erected on the Lair. Only one flower vase will be allowed on each Lair and must be placed in the space provided at the head of each Lair, i.e. the crownhead or on the base of the memorial. The Council will not be responsible for any loss or damage to such vase or memorial.

Cemeteries and Crematoriums Management Rules

- c The Owner will keep the memorial in a neat and proper condition, of which the Appropriate Officer will be the sole judge. Upon failure by the registered Owner to comply with this Rule, within twenty-one days of being given written notice of any failures at the owner's last known address, the Council will be entitled either to repair the memorial or to have the memorial removed. If said memorial is in a state that the Appropriate Officer considers dangerous the Council will be entitled to, without notice, take action as necessary to make it safe. Any costs incurred by the Council will be recovered from the Owner and until the cost of such repairs or removal is paid, the Right of Burial in the Lair will be withheld.
- d Any unauthorised planting will be removed.
- e All memorials must be constructed and erected in accordance with such recommendations formulated by the National Association of Monumental Masons from time to time.
- f The application for the erection of a memorial or additional inscription on a memorial must be approved by the Appropriate Officer and must conform to the requirements of the Council, as are stated on the application form.
- g The Council will not be responsible for any loss or damage to memorials.
- h The section and number of the Lair must be cut plainly upon the side of the memorial at the expense of the person erecting the memorial.
- i No memorial or part thereof will be removed from the Cemetery by the registered Owner or their agents without prior written notification to the Council.
- j No works of any kind will be permitted inside the grounds of the Cemetery without a permit and the sanction of the Appropriate Officer, who must be satisfied that the authority of the registered Owner has been obtained before work commences.
- k A permit must be obtained for the installation of a small marker. A charge will be applied, but should a headstone be erected at a later date no charge will be made for the 2nd permit issued.

8 Memorial Benches

- a There is the opportunity to have a memorial plaque placed on a memorial bench in one of following Inverclyde's cemeteries: Port Glasgow; Gourock; Kilmacolm; or Knocknairshill cemeteries or in the Garden of Remembrance at Greenock Crematorium. A maximum of 10 plaques are available per bench on a 10 year lease basis. Ownership and Installation of memorial benches will be the responsibility of Inverclyde Council on application this will be at the discretion of the Appropriate Officer subject to availability.
- b Application to have a memorial bench plaque placed within a Cemetery must be put in writing to the Appropriate Officer. The bench will be purchased and installed by the Inverclyde Council.
- c Subsequent to the application being accepted, the memorial bench plaque must be purchased through the burial grounds office. The memorial bench containing the plaques, once installed, will become the property of Inverclyde Council and be available for use by visitors to the Cemetery. Maintenance, as considered appropriate, will be assessed and carried out by Inverclyde Council.

Cemeteries and Crematoriums Management Rules

- d If the memorial bench is vandalised or damaged beyond economical repair, the bench will be removed and disposed of at the discretion of the Appropriate Officer. Inverclyde Council will be responsible for replacement of the damaged bench. The applicant will be notified of the removal at their last known address.
- e Applications will be dealt with in date order, and the applicant given the choice of available sites for the memorial bench plaque.

9 General

- a Cemetery opening hours will be:

April to August: 8.00 a.m. - 9.00 p.m.

September to October: 8.00 a.m. - 6.00 p.m.

November to March: 8.00 a.m. - 5.00 p.m.

The Council may, by notices posted at or near the place to which it refers, close to the public any part of any Cemetery for such time as it may consider necessary.

- b No persons may enter or leave any Cemetery except by the entrances and exits provided for that purpose.
- c No persons may enter or wilfully remain within any cemetery except during the opening hours, as intimated at part (a) above.
- d Children under 14 years of age must be accompanied by a parent, guardian or a responsible adult when entering any Cemetery and must be supervised at all times.
- e Old memorial wreaths and floral decorations will be removed and disposed of at the discretion of the Appropriate Officer.
- f Dogs are not permitted in a Cemetery **unless** they are kept at all times:
 - under proper control;
 - on a short lead of no more than 2 metres length;
 - off Lairs or any other grass areas within a cemetery;
 - only on paved roads or paths; and
 - out of sight and earshot of funeral services.

Fouling must be removed by the person responsible for the dog and disposed of properly. Dogs are not permitted to enter waiting rooms, toilets, crematoriums, or any buildings in a cemetery; guide or assistance dogs are excepted. Failure to comply with any part of this Rule will result in the person in charge of the dog being expelled from the Cemetery and persistent offenders may be excluded from entering the Cemetery in future.

Cemeteries and Crematoriums Management Rules

10 Vehicles

- a Car parking facilities provided by the Council for the convenience of patrons will only be available during such times as the facilities of the Cemetery are being used. In all cases, the direction of the Appropriate Officer must be complied with and all vehicles must be driven at a speed not exceeding 15 miles per hour and with due care and attention. The Council will not be held responsible for any damage to vehicles or other property left in the car parking facilities.
- b Vehicles conveying memorials or goods into any Cemetery grounds will be allowed entry only with the consent of the Appropriate Officer. The person or persons responsible for such a vehicle must comply with the directions of the Appropriate Officer as to the route to be followed within the grounds.
- c The Appropriate Officer may instruct the removal of parked vehicles at his/her discretion if he/she considers that they interfere or may interfere with access or egress to the Cemetery or Crematorium. Removal means towed away or otherwise removed to a compound, all costs associated with same will be borne by the vehicle owner.

11 Prevention of Nuisance

No person will:

- a Use any profane or offensive language or behave in an offensive, disorderly or insulting manner whilst in any Cemetery.
- b Wilfully or carelessly, obstruct any Officer or Servant of the Council in the exercise of their duties or in the execution of any work associated therewith.
- c Wilfully or improperly interfere with any other person using the facilities provided by the Council in any Cemetery, or behave in such a manner as to endanger their own safety or the safety of others.
- d Ignore any proper instructions given by any member of the Cemetery staff to ensure the safety of all persons using the Cemetery.
- e Bring into any Cemetery any object or objects which may be considered by any member of the Cemetery staff to be dangerous.
- f In any Cemetery, climb upon any tree, shrub, wall, fence or railing, or upon any monument, fountain, statue, building or other structure.
- g. Wilfully or carelessly break, damage, deface, disfigure, tamper with or improperly soil any tree, shrub, wall, fence, monument, fountain, statue, building, Lair, other structure, or any property owned by the Council in the Cemetery.
- h. Place unauthorised memorial plaques or other forms of memorialisation on land, walls, trees, or benches within the Cemetery or Crematorium grounds. The Appropriate Officer will have

Cemeteries and Crematoriums Management Rules

the discretion to remove unauthorised memorials without further notice. Inverclyde Council will not be held responsible for any damage or loss arising out of the removal. Removed memorials not uplifted by their owners within a period of 3 months from the date of removal will be disposed of.

12 Disputes

Should any dispute arise as to the interpretation of these Rules or in relation to the Tables of Fees and Charges, the same will be clarified by the Appropriate Officer, whose decision will be final.

13 Right of Amendment

The Council will be at liberty to alter these Rules or any part of them from time to time as they may see fit and make and enforce such Rules as they may consider necessary for any legal or statutory requirements or for the proper or better management of the Council's Cemeteries and Crematoriums.

14 Cremations

- a Cremations must be conducted strictly in accordance with the legal requirements from time to time applying to them.
- b Application for cremation must be made to the Appropriate Officer, 1 South Street, Greenock, PA16 8UG, between the hours of 8.30 a.m. and 4.00 p.m on Mondays to Thursdays; 8.00 a.m. to 3.30pm on Fridays and 8.00 a.m. - 11.45am on Saturdays and at least 24 hours before the proposed hour for cremation. No Cremations will take place on Saturday afternoons, Sundays or local holiday Mondays.
- c Cremation Services may take place only between the Hours of 9.00 a.m. and 3.00 p.m. Mondays to Fridays and 9.00 a.m. to 11.00 a.m. Saturdays.
- d Arrangement may be made for Cremation at other times in special circumstances at the discretion of the Appropriate Officer.
- e Funeral Directors are responsible for ensuring that any coffin brought for Cremation bears the Name, Age, and Date of death of the deceased contained therein. If there appears to be any discrepancy regarding the details recorded on the coffin against those in the application for cremation, the Appropriate Officer will refuse the coffin access until he/she is satisfied the correct details are contained thereon.
- f Any service or demonstration in connection with a funeral shall be subject in all things to the control of the Crematorium Attendant.
- g All persons admitted to the Crematorium shall abide by these rules. The Crematorium Attendant will have the full power to exclude or remove from the Crematorium any member of the public as he/she thinks appropriate. All persons attending the funeral shall leave the building, car park and environs immediately after the conclusion of the service, in order to permit subsequent services to take place.
- h The public may obtain permission to inspect the building, this at the discretion of the Appropriate Officer when no cremation is proceeding, by appointment only.

Cemeteries and Crematoriums Management Rules

- i For the disposal of the ashes, the written authority of the applicant is required, subject to part (k) of this Rule.
- j The ashes from each cremation shall be reduced and placed in separate containers whilst awaiting final disposal on instruction given by relatives. Specimens of urns may be seen on application to the Appropriate Officer, and provision of same is included in the fees.
- k If the Council is unable to ascertain the wishes of the applicant, the Council shall retain or dispose of the ashes in a manner specified in any regulations made by the Scottish Ministers.
- l A body will not be accepted for cremation unless it is enclosed in a coffin of the traditional type. Details of any such type of coffin or container proposed must be referred to and approved by the Appropriate Officer at the time when initial reservation of service is made.

15 Contravention

The following provisions apply to a contravention by any person of these Rules

- a Should an Appropriate Officer of the Council have reasonable grounds for believing that any person has contravened, is contravening or is about to contravene any of the foregoing Management Rules, they may expel that person from the Cemetery or Crematorium. Any person who fails to leave the Cemetery or Crematorium on being so expelled or attempts to re-enter the Cemetery or Crematorium, will be guilty of an offence and liable on summary conviction to a fine not exceeding Level 1 on the standard scale
- b The Council may decide that a person who has persistently contravened or attempted to contravene the foregoing Management Rules and is, in their opinion likely to contravene them again, be made the subject of an Exclusion Order and they will give any person subject to an Exclusion Order notice of their decision.
- c The said notice will contain a statement of the reasons for the decision and a statement as to the right to make representations subject to part (e) of this Rule.
- d. Such Exclusion Order will take effect upon a person on such date as the Council may decide which will not be less than 14 days after their decision to make the Exclusion Order.
- e Any person who has been made the subject of an Exclusion Order will be entitled to make written or oral representation to the Council at any time up to the date when the Order will take effect in terms of part (d) of this Rule. The Council will suspend the effect of their decision, consider the representations and decide whether to confirm their decision or to revoke or amend it.
- f An Exclusion Order will have effect for such a period, not exceeding one year, as the Council may determine and the Council may at any time reduce the period of, or revoke, an Exclusion Order made by them.
- g Any person who, being a person subject to an Exclusion Order, enters or attempts to enter the Cemetery/Cemeteries or Crematorium(s) to which the Exclusion Order relates will be guilty of an offence and liable, on summary conviction, to a fine not exceeding Level 1 on the standard scale.

Cemeteries and Crematoriums Management Rules

These Management Rules are made by being sealed with the Common Seal of the Inverclyde Council and signed by #####, Proper Officer of the Inverclyde Council, at Greenock on the ##### Two thousand and #####

SUMMARY OF PROPOSED REVISIONS TO THE MANAGEMENT RULES FOR CEMETERIES AND CREMATORIA

PAGE	TITLE	SECTION	PROPOSED CHANGE
1.	Interpretation	1.	Removal of reference to “Burial Grounds Officer”
2	The Exclusive Right of Burial	2.a	Replacement of “Burial Grounds Officer” with “Appropriate Officer”
5	Memorial Benches	8.a	Updated procedure in relation to memorial benches and memorial plaques
<u>6</u>	<u>General</u>	<u>9.d.</u>	<u>The words “and must be supervised at all times” inserted after “when entering any Cemetery”</u>
8.	Prevention of Nuisance	11.h	Reference to “unauthorised memorial plaques” inserted
8	Disputes	12	Replacement of “Burial Grounds Officer” with “Appropriate Officer”
	Cremations	14	
8	Rights of Amendment	13	The words “and Crematoriums” inserted after “the Council’s Cemeteries”
8	Cremations	14.b	Amendments to opening hours
9	Cremations	14.k	Amendment to procedure for storage of ashes
9 and 10	Contravention	15	The words “or Crematorium” inserted after “Cemetery”

From: [Renfrewshire Inverclyde Licensing](#)
To: [Emma Peacock](#)
Subject: RE: (Official - Sensitive) (Official) IC Management Rules - Cemeteries [OFFICIAL SENSITIVE: POLICE AND PARTNERS]
Date: 20 February 2025 13:24:31
Attachments: [image002.png](#)

Classification - Official - Sensitive

OFFICIAL SENSITIVE: POLICE AND PARTNERS

Good afternoon Emma,

I am temporarily substituting for Sgt Ian Robertson.

From a policing perspective, the only point that comes to mind is from a Health & Safety view, in relation to reports (from other areas) of children being injured or killed by insecure headstones.

I see in the proposed rules that point 9d:

Children under 14 years of age must be accompanied by a parent, guardian or a responsible adult when entering any Cemetery.

May it be worth extending that rule to stipulate that any children must be supervised at all times, to prevent accident or injury? To highlight, that not only must children have an adult with them but they must be supervised by the adult? Point 9f goes to this extent regarding dogs:

Dogs are not permitted in a Cemetery **unless** they are kept at all times:

- under proper control;
- on a short lead of no more than 2 metres length;
- off Lairs or any other grass areas within a cemetery;
- only on paved roads or paths; and
- out of sight and earshot of funeral services.

For your consideration.

Kind regards,

Sharon

Sharon Finlay
Police Sergeant

POLICE SCOTLAND | Renfrewshire & Inverclyde Division | Divisional Coordination Unit
Paisley Police Office, Mill Street, Paisley, PA1 1JU
t. [REDACTED]
e.mail [REDACTED]

Website www.scotland.police.uk
Twitter: @policescotland
Facebook: www.facebook.com/policescotland



From: Emma Peacock <Emma.Peacock@inverclyde.gov.uk>

Sent: 28 January 2025 11:57

To: Renfrewshire Inverclyde Licensing [REDACTED];
Robertson, Ian-2 [REDACTED]

Subject: FW: (Official - Sensitive) (Official) IC Management Rules - Cemeteries

Classification - Official - Sensitive

Good morning,

Please find attached Notice and proposed Management rules for Cemeteries and Crematoriums in Inverclyde. The Council is carrying out a statutory public consultation on the proposed Management Rules from 3 February 2025 – 3 March 2025.

Please let me know, by no later than 3 March 2025, whether you would have any comment on the proposed Management Rules.

Kind regards,

Emma

Emma Peacock

Solicitor

Legal, Democratic, Digital and Customer Services

Inverclyde Council

Municipal Buildings

Clyde Square

Greenock

PA15 1LY

Tel: 01475 712115

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Report To:	Environment & Regeneration Committee	Date:	15 May 2025
Report By:	Director Environment & Regeneration	Report No:	ENV023/25/SJ/DA
Contact Officer:	David Aitken	Contact No:	01475 712964
Subject:	Contract Awards - 1 October 2024 to 31 March 2025		

1.0 PURPOSE AND SUMMARY

- 1.1 ☐ For Decision ☒ For Information/Noting
- 1.2 The purpose of this report is to advise the Committee of contracts awarded for the supply of goods or materials, provision of services and execution of works during the period 1 October 2024 to 31 March 2025.

2.0 RECOMMENDATIONS

- 2.1 That the Committee note the contracts awarded by the Council during the period 1 October 2024 to 31 March 2025.

Stuart Jamieson
Director
Environment & Regeneration

3.0 BACKGROUND AND CONTEXT

3.1 The Council has adopted a process, within its Standing Orders Relating to Contracts (20.4), to ensure that all Contract Awards, Direct Awards, Negotiated Contracts and Modifications are reported on a six monthly basis to Committee. The financial thresholds for reporting were revised in March 2022 as part of the Council's review of key governance documents. The revised thresholds for reporting are as per Contract Standing Order 8.1 for contracts that exceed the amounts below:

- Supplies and Services £50,000;
- Works £250,000.

It is also a requirement of this governance process to report the outcome of any blacklisting protocol applications.

3.2 Appendix 1 provides details of contracts awarded for the period 1 October 2024 to 31 March 2025 where the estimated price of the contract exceeds £50,000 for the supply of goods or materials/ the provision of services and where the estimated price of the contract exceeds £250,000 for the execution of works.

3.3 Appendix 2 provides details of direct awards; direct call-offs from frameworks; ICT negotiated contracts; and contract modifications made in the period 1 October 2024 to 31 March 2025 where the value of the contract exceeds £50,000 for the supply of goods or materials/ the provision of services.

3.4 There have been no blacklisting protocol applications during the period 1 October 2024 to 31 March 2025.

4.0 PROPOSALS

4.1 That the Committee note the contracts awarded by the Council during the reporting period.

5.0 IMPLICATIONS

5.1 The table below shows whether risks and implications apply if the recommendation(s) is(are) agreed:

SUBJECT	YES	NO
Financial		X
Legal/Risk		X
Human Resources		X
Strategic (Partnership Plan/Council Plan)		X
Equalities, Fairer Scotland Duty & Children/Young People's Rights & Wellbeing		X
Environmental & Sustainability		X
Data Protection		X

5.2 Finance

There are no finance implications directly arising as a result of this report.

One off Costs

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

Annually Recurring Costs/ (Savings)

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

5.3 Legal/Risk

There are no legal/risk implications directly arising as a result of this report.

5.4 Human Resources

There are no direct human resources implications directly arising as a result of this report.

5.5 Strategic

None.

6.0 CONSULTATION

- 6.1 The information within the appendices is collated from the contract register maintained by the Procurement Team including contract awards through Legal, Democratic, Digital & Customer Services.

7.0 BACKGROUND PAPERS

- 7.1 None.

CONTRACT AWARDS - 1st October 2024 to 31st March 2025

Appendix 1

[illegible]

CONTRACT AWARDS - 1st October 2024 to 31st March 2025

Appendix 2

DATE OF AWARD	TITLE	SUPPLIER	LOCATION OF SUPPLIER	TOTAL CONTRACT AMOUNT	CONTRACT TERM	SME YES/NO
DIRECT AWARDS						
31/10/2024	Wellbeing Support Worker for Families	Barnardo's	Essex	£86,000.00	1 year	N
15/01/2025	Provision of a Play Therapy Service in Education	Mind Mosaic Child and Family Therapies	Greenock	£61,200.00	11 months	Y
20/01/2025	Provision of Affordable After School and School Holiday Childcare Lot 1 - Port Glasgow Lot 2 - South/Southwest Inverclyde	BASK Childcare Ltd	Gourock	£220,000.00	15 Months	Y
DIRECT CALL OFF FROM FRAMEWORK						
06/03/2025	Local Development Plan	Ironside Farrar Ltd	Edinburgh	£70,705.00	1 year	N
06/03/2025	Levelling Up Fund - Master Planning Phase 2	Ironside Farrar Ltd	Edinburgh	£954,427.00	3 years 3 months	N
06/03/2025	Long Term Plan Development and Support	Ironside Farrar Ltd	Edinburgh	£68,308.80	1 year	N
10/03/2025	Glasgow City Region – Enabling Commercial Spaces - Inverclyde	Ironside Farrar Ltd	Edinburgh	£395,672.00	14 months	N
11/03/2025	System	Democracy Counts Limited	Warrington	£66,541.50	4 years	Y
ICT NEGOTIATED CONTRACTS						
N/A	-	-	-	-	-	-
MODIFICATIONS						
N/A	-	-	-	-	-	-

Report To:	Environment & Regeneration Committee	Date:	15 May 2025
Report By:	Head of Physical Assets	Report No:	ENV025/25/SJ/EM
Contact Officer:	Eddie Montgomery	Contact No:	01475 714800
Subject:	Proposed Traffic Regulation Order - The Inverclyde Council Disabled Persons' Parking Places (On-Street) Order No.5 2024		

1.0 PURPOSE AND SUMMARY

- 1.1 ☒ For Decision ☐ For Information/Noting
- 1.2 The purpose of this report is to inform the Committee of the outcome of the consultation procedure undertaken for the Traffic Regulation Order (TRO) entitled The Inverclyde Council Disabled Persons' Parking Places (On-Street) Order No.5 2024 where 1 maintained objection has been received.
- 1.3 The report also seeks a decision as to whether the Committee will hear the objection relating to the TRO themselves or appoint an Independent Reporter.

2.0 RECOMMENDATIONS

- 2.1 It is recommended that the Committee:
- note the requirement to hold a public hearing to consider the maintained objection;
 - decides either to hear this before a special meeting of this Committee or by an Independent Reporter, and;
 - remits to the Head of Physical Assets and the Head of Legal, Democratic, Digital & Customer Services to make the necessary arrangements for the public hearing.
 - Note that, if the Committee decides to appoint an independent Reporter, the cost associated with this is approximately £5,000 which would be funded from the Decriminalised Parking Enforcement Revenue Budget.

Eddie Montgomery
Head of Physical Assets

3.0 BACKGROUND AND CONTEXT

- 3.1 Local Authorities are empowered to make certain road orders under the Road Traffic Regulation Act 1984 as amended and under the Council's Scheme of Delegation the Head of Physical Assets and the Head of Legal, Democratic, Digital & Customer Services are responsible for the making, implementation and review of Traffic Management Orders and Traffic Regulation Orders.
- 3.2 The provision of on-street parking places for use by disabled drivers, who are the holders of a Disabled Driver's Badge, is regulated by The Disabled Persons' Parking Places (Scotland) Act 2009. The Council is required to promote a Traffic Regulation Order to regulate the use of such parking places.
- 3.3 The proposed TRO will have the effect of creating a Disabled Persons' Parking Place at No. 16 Lomond Avenue, Port Glasgow and was issued for public consultation on 14 February 2025 with responses invited by 21 March 2025. At the end of this consultation period, 1 objection was received
- 3.4 Officers wrote to the objector following the public consultation in connection with this proposed TRO however the objector has confirmed they wish their objection to be maintained.

4.0 PROPOSALS

- 4.1 In order to comply with The Disabled Persons' Parking Places (Scotland) Act 2009, Section 5, the Council propose to introduce a TRO to accompany the provision of parking places for disabled persons' vehicles. This will restrict parking to vehicles displaying a Blue Badge only and will enable enforcement of such restrictions at the locations shown on the plans attached to the TRO.
- 4.2 The Committee is asked to consider the proposed TRO, a copy of which is included as Appendix 1, and to accordingly note the requirement to hold a public hearing to consider the maintained objection to this Order. The Committee is also asked to consider whether to hear this before a special meeting of this Committee or by an independent Reporter.

5.0 IMPLICATIONS

- 5.1 The table below shows whether risks and implications apply if the recommendation(s) is(are) agreed:

SUBJECT	YES	NO
Financial	x	
Legal/Risk	x	
Human Resources		x
Strategic (Partnership Plan/Council Plan)		x
Equalities, Fairer Scotland Duty & Children & Young People's Rights & Wellbeing		x
Environmental & Sustainability		x
Data Protection		x

5.2 Finance

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
DPE	02506	25/26	5		If Independent Reporter is appointed
Capital	Other Assets	25/26	0.5		Spend on road sign and lines if DPPP approved. Proposed spend does not include potential cost of hearing.

Annually Recurring Costs/ (Savings)

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

5.3 Legal/Risk

The legal implications are summarised in this report.

5.4 Human Resources

There are no Human Resources implications directly associated with the proposal.

5.5 Strategic

There are no direct strategic implications as a result of this report.

5.6 Equalities, Fairer Scotland Duty & Children/Young People

(a) Equalities

This report has been considered under the Corporate Equalities Impact Assessment (EqIA) process with the following outcome:

	YES – Assessed as relevant and an EqIA is required
X	NO – This report does not introduce a new policy, function or strategy or recommend a substantive change to an existing policy, function or strategy. Therefore, assessed as not relevant and no EqIA is required. Provide any other relevant reasons why an EqIA is not necessary/screening statement.

(b) Fairer Scotland Duty

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

	YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.
X	NO – Assessed as not relevant under the Fairer Scotland Duty for the following reasons: Provide reasons why the report has been assessed as not relevant.

(c) Children & Young People

Has a Children's Rights and Wellbeing Impact Assessment been carried out?

	YES – Assessed as relevant and a CRWIA is required.
X	NO – Assessed as not relevant as this report does not involve a new policy, function or strategy or recommends a substantive change to an existing policy, function or strategy which will have an impact on children's rights.

5.7 Environmental/Sustainability

Has a Strategic Environmental Assessment been carried out?

	YES – assessed as relevant and a Strategic Environmental Assessment is required.
X	NO – This report does not propose or seek approval for a plan, policy, programme, strategy or document which is like to have significant environmental effects, if implemented.

5.8 Data Protection

Has a Data Protection Impact Assessment been carried out?

	YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.
X	NO – Assessed as not relevant as this report does not involve data processing which may result in a high risk to the rights and freedoms of individuals.

6.0 CONSULTATION

- 6.1 The proposal has been advertised in the Greenock Telegraph and full details of the proposal has been made available for public inspection on the Council's website. A copy of the draft Order forms Appendix 1.

7.0 BACKGROUND PAPERS

- 7.1 N/A.

THE INVERCLYDE COUNCIL
DISABLED PERSONS' PARKING PLACES
(ON-STREET) ORDER NO.5 2024
TRAFFIC REGULATION ORDER

THE INVERCLYDE COUNCIL
DISABLED PERSONS' PARKING PLACES (ON-STREET)
ORDER NO.5 2024

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

1. This Order may be cited as "The Inverclyde Council Disabled Persons' Parking Places (On-Street) Order No.5 2024" and shall come into operation on #####.

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

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

"disabled person's badge" means:

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

and which has not ceased to be in force;

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

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

"parking place" means an area of land specified by number and name in Columns 1 and 2 in the Schedule to this Order;

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

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

3. The Schedule titled "Disabled Persons' Parking Places (On Street) Order No.5 2024" forms the Schedule to this Order.
4. Each area of road which is described in the Schedule to this Order and the plans relative to this Order is hereby designated as a parking place.
5. The parking places shall only be used for the leaving of disabled persons' vehicles displaying a valid disabled person's badge.

6. The limits of each parking place shall be indicated on the carriageway as prescribed by The Traffic Signs Regulations and General Directions 2016, as amended.
7. Every vehicle left in any parking place shall stand such that no parking place is occupied by more than one vehicle and that every part of the vehicle is within the limits of the parking place provided that, where the length of a vehicle precludes compliance with this paragraph, such vehicle shall be deemed to be within the limits of a parking place if:-

the extreme front portion or, as the case may be, the extreme rear portion of the vehicle is within 300mm of an indication on the carriageway provided under this Order in relation to the parking place; and

the vehicle, or any part thereof, is not within the limits of any adjoining parking place.
8. Any person duly authorised by the Council or a police officer in uniform or a traffic warden or parking attendant may move or cause to be moved in case of any emergency, to any place they think fit, vehicles left in a parking place.
9. Any person duly authorised by the Council may suspend the use of a parking place or any part thereof whenever such suspension is considered reasonably necessary:-

for the purpose of facilitating the movement of traffic or promoting its safety;

for the purpose of any building operation, demolition, or excavation in or adjacent to the parking place or the laying, erection, alteration, removal or repair in or adjacent to the parking place of any sewer or of any main, pipe, apparatus for the supply of gas, water electricity or of any telecommunications apparatus, traffic sign or parking meter;

for the convenience of occupiers of premises adjacent to the parking place on any occasion of the removal of furniture from one office or dwellinghouse to another or the removal of furniture from such premises to a depository or to such premises from a depository;

on any occasion on which it is likely by reason of some special attraction that any street will be thronged or obstructed; or

for the convenience of occupiers of premises adjacent to the parking place at times of weddings or funerals or on other special occasions.
10. A police officer in uniform may suspend for not longer than twenty four hours the use of a parking place or part thereof whenever such suspension is considered reasonably necessary for the purpose of facilitating the movement of traffic or promoting its safety.

Sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by #####, Proper Officer, on the ##### day of #####, Two Thousand and Twenty Four.

INVERCLYDE COUNCIL

**DISABLED PERSONS' PARKING PLACES (ON-STREET)
ORDER No.5 2024**

SCHEDULE (Part 1)

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

Column 1	Column 2
<u>Ref No.</u>	<u>Address of Disabled Person's Parking Place to be created "ex-adverso"</u>
2325	16 Lomond Avenue, Port Glasgow

Report To:	Environment & Regeneration Committee	Date:	15 May 2025
Report By:	Director, Environment & Regeneration	Report No:	ENV026/25/SJ/AG
Contact Officer:	Audrey Galloway	Contact No:	01475 712102
Subject:	Property Asset Management Public Report – (a) request authority to remarket Neil Street Children’s Home (b) result of common good consultation for proposed sale of land at Bogston Lane, Greenock (c) future open space consultation concerning land to the rear of Cloch Road, Gourrock		

1.0 PURPOSE AND SUMMARY

1.1 ☒ For Decision ☐ For Information/Noting

1.2 The purposes of this report are to:

1. request authority to remarket the former Neil Street Children’s Home, Neil Street, Greenock;
2. to advise the Committee of the outcome of a consultation process recently completed in relation to a proposal to sell an area of ground at Bogston Lane Greenock, which is classed as common good. This consultation was carried out to obtain and consider the views of the community in relation to the proposal;
3. request that Committee notes that a report on an ongoing Open Space Consultation concerning a request to sell land to the rear of 54 Cloch Road Gourrock, will be brought before this Committee at a later date for consideration.

2.0 RECOMMENDATIONS

It is recommended that Committee

- 2.1 grants delegated authority to the Director, Environment & Regeneration to place the former Neil Street Children’s Home on the open market for sale, thereafter, to set a closing date when the level of interest justifies it and notes that a further report will be brought before this Committee with a recommendation to accept whichever offer is deemed to provide the greatest economic benefit to the Council
- 2.2 notes the outcome of the common good consultation in relation to a proposed sale of land at Bogston Lane, Greenock; notes that no representations were received either for or against the proposal prior to consideration of the recommendations in the private report of this agenda.
- 2.3 Notes that a report on the outcome of an open space consultation in relation to a proposed sale of land to the rear of 54 Cloch Road, Gourrock will be brought before this Committee for a decision once the consultation has completed on the 16th May 2025.

Stuart Jamieson
Director Environment and Regeneration

3.0 BACKGROUND AND CONTEXT

Neil Street Children's Home

- 3.1 In August 2022, this Committee granted delegated authority to declare the former Neil Street Children's Home as surplus to requirements and to market it for sale, with a report on offers received being brought back to Committee for a final decision to sell. In March 2024, this Committee was advised there may be a service requirement for the property, and it was taken off the market whilst investigations were completed.
- 3.2 It has now been confirmed to Property Services that HSCP have no requirement for the former Neil Street Home and therefore Committee is requested to grant authority to remarket it, with a report on offers received being brought back to Committee for a final decision to sell. The site is shown on the plan attached at **Appendix 1**.

Bogston Lane, Greenock

- 3.3 The current proprietor acquired the site of the former Esso Filling Station at Bogston Lane from the Council in 2018, following which they built 9 small class 4 industrial units. Last year they approached council officers to request that the council sell them the remaining adjacent land at Bogston Lane, as shown outlined on the plan at **Appendix 2**, all as reported in the private papers of this Committee.
- 3.4 As the land at Bogston Lane is common good property, consultation under Section 104 of the Community Empowerment (Scotland) Act 2015 is required. Officers have now completed the necessary consultation. This was advertised on the Council website, sent to all active community councils and various other community groups, and Notices of the proposal were posted at various locations around the site. No representations, either for or against the proposal, were obtained by the end of the consultation period, which was the 1st May 2025.

54 Cloch Road, Gourock – land to rear

- 3.5 Last year an agent for the owner of 54 Cloch Road, Gourock contacted council officers to request that the council sell the land to the rear of that property, which land is shown outlined on the plan attached at **Appendix 3**, to his client. The agent advised his client wished to purchase the land to prevent any future development of the site.
- 3.6 The site sits directly to the rear of number 54 Cloch Road and there is pedestrian access only to it from the higher level at Dunrobbin Drive, Gourock. The site is very steeply sloping and there is little development value in it to the council as there is no vehicular access, as the car park servicing the flats in this location, is situated along the south boundary and is private.
- 3.7 The site is currently classed as open space and the Council is therefore required in terms Section 27 (2A) of the Town and Country Planning (Scotland) Act 1959 to carry out an open space consultation and to have regard to any responses to that consultation when deciding whether or not to proceed with the disposal. That consultation is currently ongoing. It will not be completed by the date of the May Committee, however, it was considered prudent to bring this to Committee's attention now as a full report on same may be brought to a special meeting in June if thought necessary.

4.0 IMPLICATIONS

4.1 The table below shows whether risks and implications apply if the recommendations are agreed:

SUBJECT	YES	NO
Financial	X	
Legal/Risk	X	
Human Resources		X
Strategic (Partnership Plan/Council Plan)		X
Equalities, Fairer Scotland Duty & Children/Young People's Rights & Wellbeing		X
Environmental & Sustainability		X
Data Protection		X

4.2 Finance

One off Costs

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

Annually Recurring Costs/ (Savings)

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

4.3 Legal/Risk

The legal implications are set out in the body of the report.

4.4 Human Resources

None.

4.5 Strategic

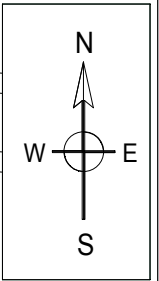
None.

5.0 CONSULTATION

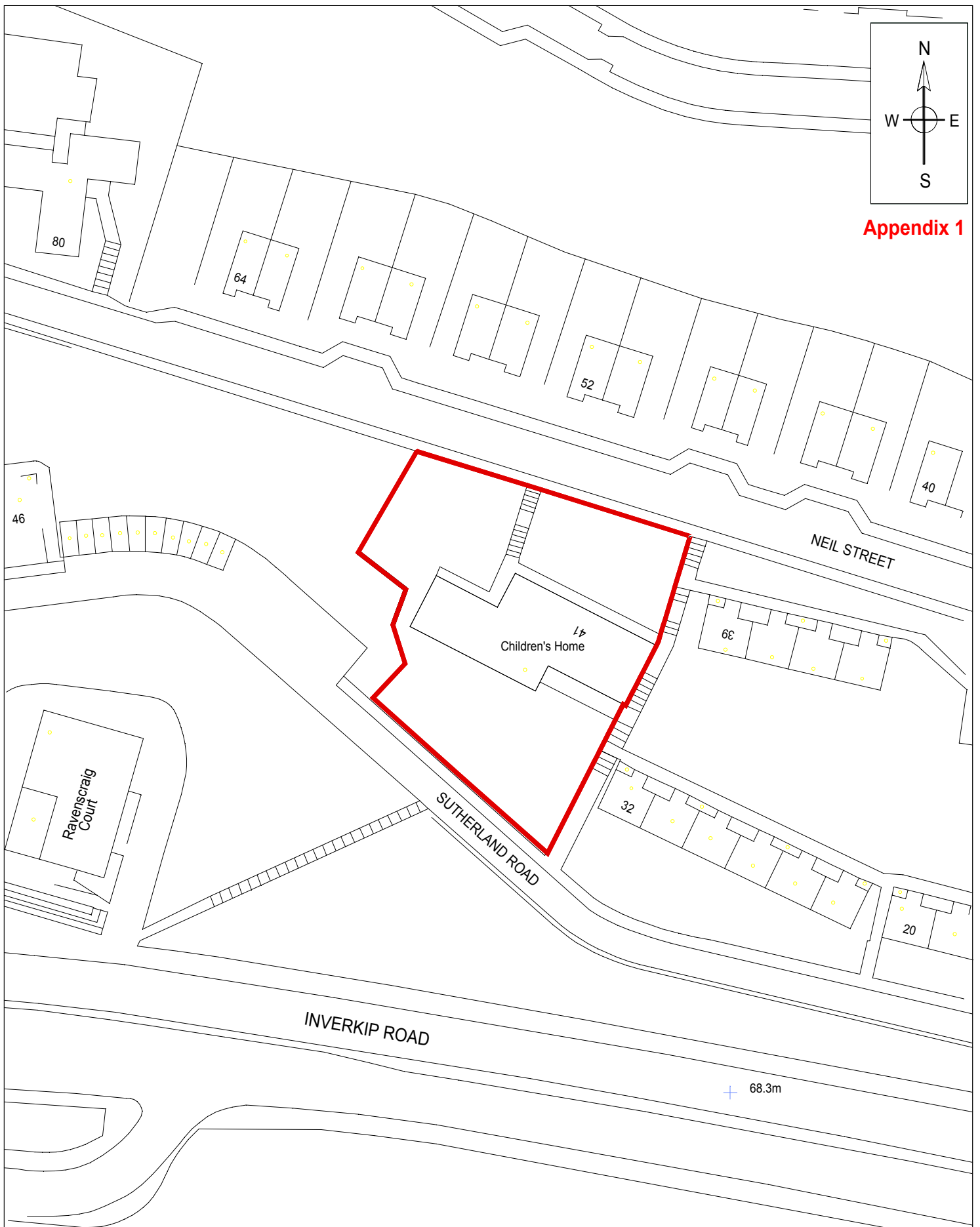
5.1 The report has been prepared following consultation with Legal, Democratic, Digital and Customer Services.

6.0 BACKGROUND PAPERS

6.1 None.



Appendix 1



Neil Street Children's Home

SCALE: 1:750

DRAWN BY:

Originating Group:

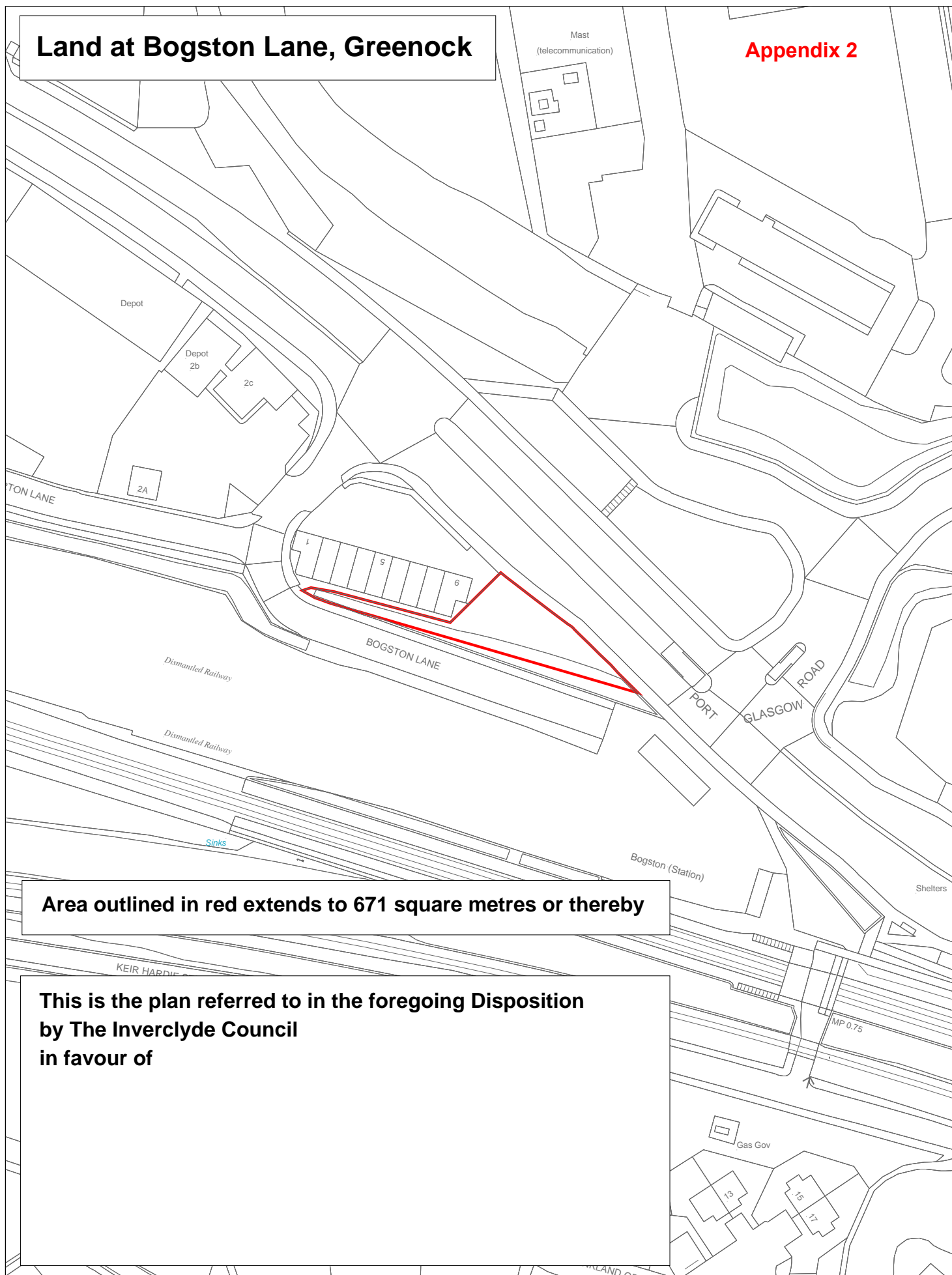
DATE 03/08/2022

Drawing No.

Neil Street Children's
Home, Greenock

Land at Bogston Lane, Greenock

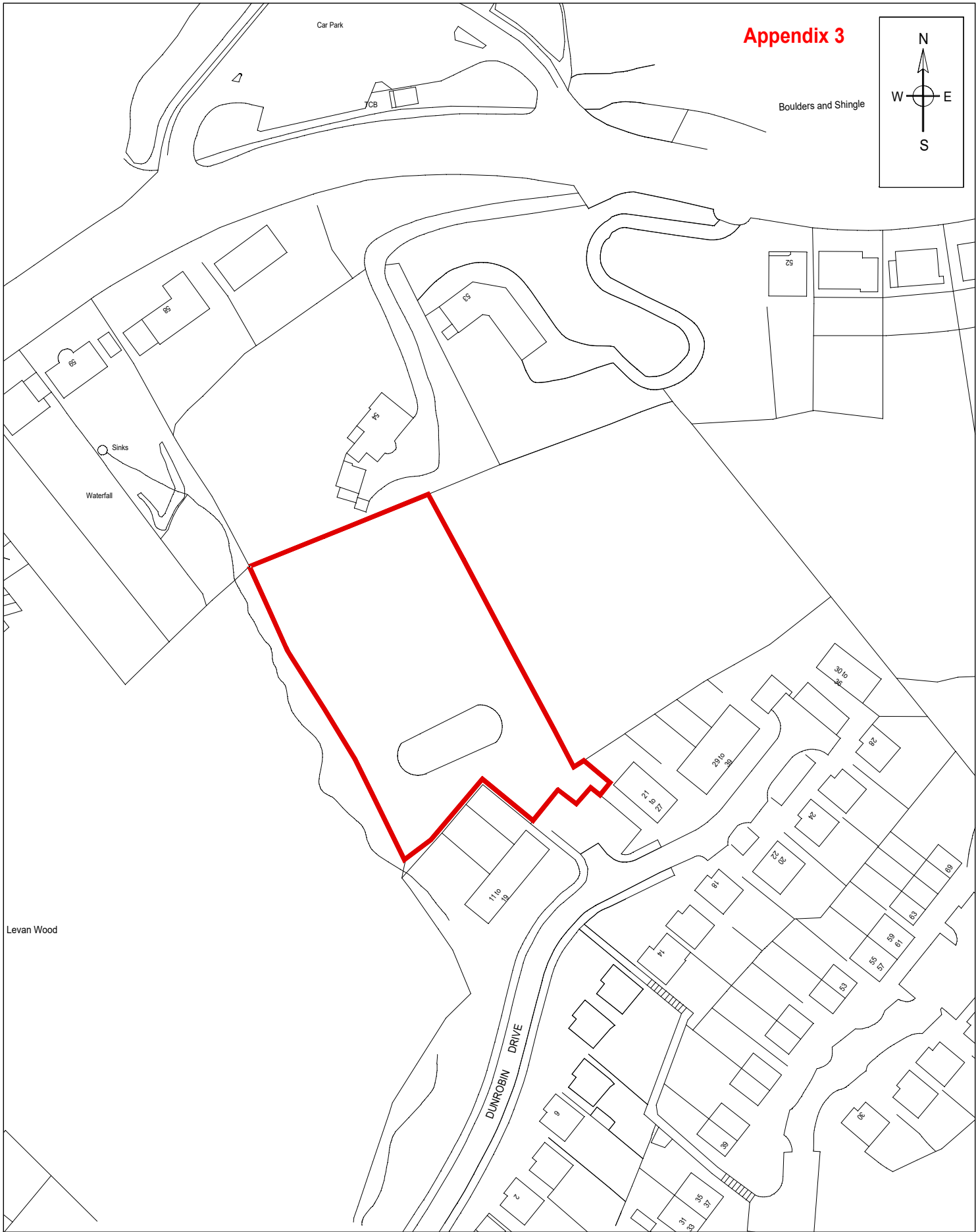
Appendix 2



Area outlined in red extends to 671 square metres or thereby

This is the plan referred to in the foregoing Disposition
by The Inverclyde Council
in favour of





The area shown bounded in red extends to 0.393 Hectares or thereby.

SCALE: 1:1250

DRAWN BY:

DATE 28/02/2025

Originating Group:

Drawing No. 54 Cloch Rd, Gourack - Land at rear of

THIS PLAN IS INDICATIVE ONLY.

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