
Report To:	The Petitions Committee	Date:	30 January 2025
Report By:	Head of Legal, Democratic, Digital & Customer Services	Report No:	LS/006/25
Contact Officer:	Peter MacDonald	Contact No:	01475 712618
Subject:	Parking Issues at Cloch Road, Gourock Petition		

1.0 PURPOSE AND SUMMARY

1.1 For Decision For Information/Noting

- 1.2 The purpose of this report is to bring before the Committee for consideration a petition by Gourock Community Council, seeking the Council to address ongoing parking issues for residents living in the stretch of Cloch Road (66-68) beyond McInroy's Point and as related to Western Ferries traffic. Within this petition, the petitioners are also seeking the Council to encourage stronger multi-agency working among Inverclyde Council, Western Ferries, Police Scotland and other partners to better identify this section of Cloch Road as a traffic hub and to resolve parking issues.
- 1.3 A petition has been created on the Council's website seeking the Council to address ongoing parking issues for residents living in the stretch of Cloch Road (66-68) beyond McInroy's Point.
- 1.4 The petition was initiated on 14 June and has gathered 50 signatures within the publication period, it is now being brought before the Committee for consideration.
- 1.5 The comments on the Petition by the Petitioners are set out in Appendix 2 and the comments of Council Services affected are set out in Appendix 3.

2.0 RECOMMENDATIONS

- 2.1 It is recommended that the Committee considers the terms of the petition as set out in this report, and as part of that consideration consider oral representations (if any) made by the relevant Council officers and by the Petitioners, and the written representations included at Appendices 2 and 3 all in accordance with the Rules of Procedure for Oral Representations adopted previously by the Committee (Appendix 1); and
- 2.2 It is recommended that following such consideration the Committee **either**:
- (a) Decides that the issue raised merit further action, remitting to the Head of Physical Assets to bring a report to the Environment & Regeneration Committee with recommendations on this matter: or
 - (b) Rejects the petition, bringing matters to an end.

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

3.0 BACKGROUND AND CONTEXT

- 3.1 The Petitioners created an online petition on the Council's website on 14 June 2024 seeking the Council to address ongoing parking issues for residents living in the stretch of Cloch Road (66-68) beyond McInroy's Point and as related to Western Ferries traffic. Within this petition, the petitioners are also seeking the Council to encourage stronger multi-agency working among Inverclyde Council, Western Ferries, Police Scotland and other partners to better identify this section of Cloch Road as a traffic hub and to resolve parking issues.
- 3.2 The full description of this petition entered by Gourock Community Council is as follows:
- "Gourock Community Council are calling for action by Inverclyde Council to address ongoing parking issues for residents living in the stretch of Cloch Road (68-88) beyond McInroy's Point – and as relates to Western Ferries traffic. This local issue was raised at a 'Have your Say' forum towards the end of last year, and the community council subsequently agreed to submit a petition. Cloch Road residents are regularly unable to access parking spaces close to their homes due to people leaving their cars on this stretch of Cloch Road to travel on the ferry, and often for long periods of time. This impacts the daily lives of the residents but also visiting family and carers. Women living in this section of Cloch Road, including nurses coming off night shift, have also reported about not feeling safe when having to park their cars in dark lanes some walking distance behind their homes. It also has implications for those living in nearby Levanne Place. A road survey of Cloch Road was previously carried out by Inverclyde Council, and the findings did not support/lead to forward action. However, residents believe that the results of the survey were diluted because it was the entirety of Cloch Road which was surveyed, rather than the problematic section. Residents and the community council have also attempted to secure detailed information about this section from the Council but without success. Within this petition, residents also call Inverclyde Council to encourage stronger multi-agency working among Inverclyde Council, Western Ferries, the Police and other partners to better identify this section of Cloch Road as a traffic hub and resolve this parking issue. They are conscious too of the wider road safety issues due to gridlock at peak ferry traffic times, including restricting emergency vehicle access. The Community Council and residents wish to highlight how they value the services of Western Ferries. They also understand the difficulties for local people travelling on the ferry. However, it is very much hoped that the company will be open to working with the Council and others to explore solutions and positive outcomes for the Cloch Road residents and all in the community."
- 3.3 As at the date of this report, this petition has received 50 signatures. As it has received the required number of signatures (the Petitioners being a Community Council), the petition is being brought forward for consideration by the Committee, all as provided for in the Council's Petitions Criteria.
- 3.4 The Rules of Procedure for Oral Representations at the Petitions Committee were approved by the Committee at its meeting of 15 June 2017 and are designed to ensure a fair hearing for all concerned, in relation to petitions coming before the Committee. These will apply in relation to the consideration of this petition by the Committee and are reproduced at Appendix 1 for ease of reference.
- 3.5 The Petitioners have set out their views in relation to the Petition in terms of a written representation which is included at Appendix 2.
- 3.6 The appropriate Council service, in this case Roads and Transportation has also set out its view in relation to the Petition in terms of Appendix 3.

4.0 IMPLICATIONS

4.1 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

4.2 Finance

There are no financial implications arising from this report.

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					

Legal/Risk

4.3 The Committee approved "The Rules of Procedure for Oral Representations at the Petitions Committee" on 15 June 2017, which were designed to ensure a fair hearing for all concerned, in relation to petitions coming before the Committee. These rules will apply at this meeting of the Committee in relation to the consideration of this petition

4.4 In terms of the Council's approved petitions procedures, in their consideration of a petition, the Committee can decide that:

1. that the issues raised merit further action and will refer the matter to the relevant decision making body (which may be within the Council) and which may require further work, resolution or influence from the Council;
2. that the issues raised do not merit any further action; or
3. to take any other action, provided there is no financial impact for the Council's service committees, as may be decided as appropriate.

It is the view of Officers that, by its nature, support of this petition will have financial implications and that the appropriate route, should the Committee decide to support the petition, is that the matter be remitted to the appropriate Service Committee.

4.5 Human Resources

There are no Human Resource implications arising from this report.

4.6 Strategic

There are no Strategic implications arising from this report.

5.0 CONSULTATION

5.1 Officers for the Council's Roads and Transportation Services have been consulted on the terms of this report.

6.0 BACKGROUND PAPERS

6.1 None

Rules of Procedure as approved at the 15 June 2017 meeting of the Petitions Committee.

INVERCLYDE COUNCIL

PETITIONS COMMITTEE

RULES OF PROCEDURE FOR THE ORAL REPRESENTATIONS AT THE PETITIONS COMMITTEE.

During the consideration of a petition as an item of business (“**the Petition**”) at the Petitions Committee, the person responsible for the submission of the Petition (“**the Petitioner**”) will be given an opportunity to make oral representations in relation to the subject matter of the Petition. Council Officers (“**the Council Officer(s)**”) from affected Council Services will also be given the opportunity to make such representations, as will any Ward Members (see g) below). Below are the rules of procedure under which such representations will be heard at meetings of the Petitions Committee (“**the Rules of Procedure**”), and they have been designed to:

- create the right atmosphere for discussion;
- eliminate or reduce formalities; and
- give everybody a fair hearing.

The Rules of Procedure are as follows:

- a) The Convener will conduct the consideration of the Petition.
- b) At commencement of consideration of the Petition, the Convener will identify those intending to make oral representation on the merit of the Petition, namely : the Council Officer(s) present; the Petitioner (if present, or any person who, with the approval of the Convener, the Petitioner wishes to speak on his or her behalf); and any Ward Member in terms of g) below.
- c) The Convener will outline the procedure, explaining that it will take the form of a discussion which he/she will lead based on the Report to the Petitions Committee issued in relation to the Petition (“**the Report**”). The Report will have been circulated to the Members of the Committee, the Council Officer(s) and the Petitioner prior to the meeting. Copies will also be made available at the meeting.
- d) The Convener will ask the Petitioner whether or not he/she is content with the synopsis of the Petition contained in the Report. If the Petitioner disagrees with the summary he/she will be invited to clarify. This allows the Petitioner to ensure that the members of the Committee have a good understanding of the Petition.
- e) The Council Officer(s) will be invited to present the view of the affected Council Services on the merit or otherwise of and implications of the Petition, with their recommendation as to whether or not it should be supported, to set the scene for the discussion, with a time limit of 5 minutes.
- f) The Petitioner will be invited to speak to his/her Petition and comment on the representations made by the Council Officer(s), with a time limit of 5 minutes.

- g) Where the Petition relates to a specific part of the Inverclyde Council area, any Member of the Inverclyde Council whose ward includes all or some of that part (“**Ward Member**”) may make representation in support of or against the Petition. Any such Ward Member present will be invited to do so, with a time limit of 5 minutes.
- h) Where a Ward Member makes representation in terms of g) above and is also a Member of the Committee, he or she will not be entitled to participate in the decision of the Committee on the Petition. Similarly, any Member of the Committee who has prior to the consideration of the Petition at the meeting made it clear that he or she is either for or against the Petition will also not be entitled to participate in the decision of the Committee on the Petition. This is essential to ensure that the Petition is given a fair and proper hearing and will avoid any impression of bias in relation to the Committee’s decision-making processes.
- i) The Council Officer(s) will be invited to reply to the representations of the Petitioner or any Ward Member (introducing no new material), restricted to a time limit of 5 minutes.
- j) The Convener will allow the Petitioner the final word (introducing no new material), if he/she wishes it, by way of summary and in relation to any comments by a Ward Member, or the Council Officer(s), restricted again to a time limit of 5 minutes. The Convener will discourage repetitive or superfluous comments. At no time will cross examination be permitted. The Convener will indicate when he or she considers that sufficient clarification of the Petition has been achieved, and the discussion will then move on in terms of these rules, the oral representations element being at an end.
- k) The Committee will then proceed with consideration of the Petition as an item of business in terms of the Standing Orders.

Gourock Community Council

Making your voice heard



18th December 2024

Dear members of the Petitions Committee,

Gourock Community Council would be hugely grateful if committee members would consider the contents of this submission when they meet to discuss the Cloch Road petition on 30th January. This provides an update on the latest developments, and particularly a recent community council decision to request that the Council lead on the organisation of a Round Table to explore any viable solutions with impacted residents.

As already indicated in the petition text, the community council chose the route of the Petitions Committee to best progress this local issue and especially given the lack of success with previous action. This included the failure to secure the specific survey data as requested by residents. It is their belief that the Council decision to survey wider Cloch Road, rather than just the problem area, diluted the end results – and therefore the need for any action.

Since submitting the petition, the community council have been in regular contact with the lead resident, who has, in turn, kept other Cloch Road residents updated. The issue has also been a rolling item on community council agendas and updates have been provided via our community issues tracker and on social media.

In November, Cloch Road was a key agenda item and community views were invited in advance of the meeting via social media, as well as on the night.

The community council have also been in communication with Gordon Ross, Managing Director of Western Ferries and Gordon Leitch, the Roads and Transport Lead for Inverclyde Council. Both were in attendance at the meeting and their time and contributions were appreciated. The Police were unable to attend.

At the meeting, residents from both sides of the ferry terminal on Cloch Road shared their concerns. This included traffic congestion during peak periods, to the point of the road becoming impassable and there being access concerns for any emergency vehicles.

It was highlighted that the current solution appears to be the practice of cars bumping up onto pavements to alleviate the traffic build up.

Residents also shared their experience of the parking issues caused by ferry traffic, particularly during core hours and over the weekend. This included residents and visiting family (including those with a disability) and friends often being unable to park near to their homes, vehicles left for long periods, and dangerous blind spots when exiting Farm Road due to the number of parked cars.

It was clear from the discussion that the views of residents differed from those of Western Ferries and the Council. The latter had provided survey data ahead of the meeting, including the long requested results for the problem area, which concluded that there was ample parking within an acceptable walking distance and that solutions to the traffic congestion had been previously explored without much success.

Western Ferries were of the opinion that the issues were rare and that additional staff were deployed at peak times to help. Reference was given to the drop in numbers since lockdown, CCTV evidence that did not support the level of concerns and there being no accident within the past 21 years. Western Ferries also referred to their jurisdiction being limited to the edge of the ferry terminal and that it required the Police to manage the road traffic.

Whilst though there was a strong feeling across residents, some were less concerned and cautioned that any solutions should not negatively impact any resident.

Given the clear divide between the lived experience of residents and the views of the Council and Western Ferries, the key community council decision was that a Round Table be requested. This would involve the Council taking forward a collaborative meeting with Western Ferries, other agencies and residents to explore any viable solutions. Hence this submission to the Petitions Committee.

To conclude, it is the role of the community council to represent the views of the local community and we want to ensure that their voices are heard. We would, therefore, be grateful if you could give this local issue your fullest consideration and help us to positively progress solutions which are supportive to the community as a whole.

Yours sincerely,

Gourock Community Council
gourockcommunitycouncil@gmail.com

Position of Council Officers

In March 2022 the Roads Service received a request from a resident of Cloch Road to introduce resident permits along the section of Cloch Road between 64 and 84 to prevent foot passengers on the Dunoon ferry leaving their cars as this currently impacts the number of available parking spaces for residents.

The Service responded by agreeing to undertake a survey of the area to assess the position regarding available parking spaces. A survey was undertaken, over a week, in May 2022 from Levan Point to Cloch Brae along Cloch Road to determine the number of available on road spaces in the vicinity of McInroy's Point. The survey results confirmed that the highest occupancy was 43% and that there are sufficient spaces within a reasonable walking distance. The Service also confirmed that resident permits are only allocated to areas where there are time restrictions and that this area does not qualify as there are currently no time limited parking restrictions in place.

Available Parking Spaces

The petition requests a more detailed summary of the results only taking cognisance of the area between 64 & 84 Cloch Road and this information was supplied to the Community Council in November 2024. The original survey did not pick up this information solely as the purpose of the survey was to determine if there were suitable parking spaces within an acceptable walking distance from these houses. The Scottish National Roads Development Guide states that an acceptable walking distance to a disabled parking space is 150m and that 400m is an acceptable distance to walk to a bus stop. Based on this guidance, an acceptable walking distance from a home to a car is therefore somewhere between these figures.

The average occupancy along the section of Cloch Road between number 64 and 84 was established via the survey and on the week of the survey 18 of 23 available spaces directly in front of the properties were occupied.

There are 16 houses between 64 and 84 Cloch Road, assuming the most onerous case that each house has 4 bedrooms and based on the Scottish National Roads Development Guide for new housing, then they would require 3 parking spaces per house giving a total parking requirement of 48 spaces.

The number of available unrestricted spaces within 300m of the relevant section of Cloch Road are: 23 directly in front of the properties, 22 between Farm Road and Levan Point, and 13 off street parking spaces giving a total of 58 spaces within an acceptable walking distance.

Multi-Agency Working

Inverclyde Council, Western Ferries and Police Scotland met in 2020 to discuss the operation of the ferry terminal and potential solutions to the issues. The outcome of the meeting at that time was that there was no viable solution to the queueing traffic issue.

At the Gourock Community Council meeting in November 2024 the Western Ferry representative explained that they have installed a CCTV camera to monitor the road and, if a queue is identified, they will alter the ferry operation by preventing the ferry from collecting cars at Dunoon in order that the turn-a-round time is reduced and the queue is reduced by increasing the frequency of the ferries at Gourock. The queues can happen quickly and there are no defined times for the queues nor any consistent length of queue, thus making it difficult to plan for and /or remove all queues.

Other Options

Apart from Western Ferries mitigation measures currently in operation other options (also raised at the Nov 24 Community Council meeting) include extending the existing parking area or widening the road into the River Clyde to provide an additional stacking lane. Both these suggestions however would not be viable due to the significant cost involved.

It may be possible to consider reducing the width of the existing footway, however the seaward side footway is a shared active travel footway for cyclists and pedestrians and current roads hierarchy puts these users first. Therefore, narrowing the footway is not a proposal Inverclyde Council would promote or support and this consideration was also raised by residents at the Community Council meeting.

Congestion

To date the Roads Service have not been contacted by any of the emergency services regarding any issues with congestion at McInroy's Point.

The Scottish National Roads Development Guide for a 30mph road notes that the minimum road running lane width should be 6.3m wide (where HGV's are passing cars). The average road width along the relevant section of Cloch Road is 9m, if a car is parked on one side of the road (at 2m wide) then this takes the overall width to 8.3m leaving 0.7m left which is not enough space to accommodate cars queueing on the other side of the road. Therefore, when queues start and extend back to number 64 Cloch Road with cars parked on the opposite side, the running lane is reduced to 5m which is not wide enough for an HGV to pass a car.

As noted above, Western Ferries do monitor the queue lengths with mitigation measures to reduce the queues. However, these queues can happen at any time and there is no way to stop queueing vehicles or stacking them at a different location.

It would be possible for the Roads Service to monitor the section of road for a period of time, to confirm whether there are repeated issues of queueing traffic leading to the reduction of the running lane as outlined above. It should be noted however, that the only economically viable solution to address this may be to remove the parking outside the properties to facilitate a sufficient running lane and allow 2 lanes of traffic to pass unimpeded during periods of queueing traffic.

Conclusion

The survey results have concluded that there are sufficient on-street parking spaces available within a suitable walking distance and at this time the Roads Service do not intend to introduce any parking restrictions within the area. The available parking is on a well-lit main road and safe for users to walk to their properties.

There is currently no plan to further survey, monitor or implement any measures regarding the issues raised. It should also be noted that given the engagement to date and the limited options available it is unlikely that further multi-agency meetings will result in identification of viable interventions.

Please also note there have been no reported accidents or requests from the emergency services regarding this section of road.

It should also be noted that there are numerous other locations across Inverclyde that experience similar traffic issues including locations at train stations, schools, bus stations, retail premises and fast-food premises that we are unfortunately unable to directly rectify due to existing network constraints.