

**Report To:** Safe, Sustainable Communities Committee

**Date:** 25 October 2011

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

**Report No:**

**Contact Officer:** Elaine Provan

**Contact No:** 714788

**Subject:** Greenock Town Centre Parking Strategy and Decriminalised Parking  
Enforcement

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## **1.0 PURPOSE**

- 1.1 To inform the Safe, Sustainable Communities Committee of the progress of the Greenock Town Centre Parking Strategy and to seek approval to incorporate consideration for the introduction of decriminalised parking enforcement (DPE) within Inverclyde into this strategy.

## **2.0 SUMMARY**

- 2.1 Following competitive tendering the Consultant, Atkins, were appointed to further develop schemes 4 and 5 of the Greenock Town Centre Parking Strategy in terms of further detailed proposals, design, and the supporting business case.
- 2.2 As part of their budget considerations Strathclyde Police took the strategic decision to withdraw the police traffic warden service from their force. As a result of the withdrawal of this service Inverclyde has been without traffic wardens since June 2011.
- 2.3 In light of the above issues regarding the lack of parking enforcement in conjunction with the ongoing Greenock Town Centre Parking Strategy project it is now appropriate for Committee to consider the feasibility of introducing Decriminalised Parking Enforcement (DPE) within Inverclyde.

## **3.0 RECOMMENDATIONS**

- 3.1 That Committee note the progress made to date on the Greenock Town Centre Parking Strategy as detailed in 4.8 below.
- 3.2 That Committee note the withdrawal of the Traffic Warden Service by Strathclyde Police.
- 3.3 That Committee approve an extension to the Atkins commission to carry out a feasibility study and associated business case for the introduction of Decriminalised Parking Enforcement within Inverclyde in conjunction with the Greenock Town Centre Parking Strategy project.
- 3.4 That Committee approve a revised date of the summer of 2012 for a detailed report on the introduction of the Greenock Town Centre Parking Strategy and the business case for the introduction of Decriminalised Parking Enforcement within Inverclyde.

**Ian Moffat**  
**Head of Environmental & Commercial Services**

## **4.0 BACKGROUND**

4.1 On 8 March 2011 the Safe, Sustainable Communities Committee approved the appointment of Consultants for the further development of schemes 4 and 5 of the Greenock Town Centre Parking Strategy in terms of further detailed proposals, design, and the supporting business case for the recommended schemes.

Committee requested that a further report be submitted by January 2012 detailing the progress being made on above.

4.2 After competitive tendering Atkins, Consulting Engineers were appointed to undertake this work which has been programmed to be completed by December 2012.

4.3 As part of their budget considerations Strathclyde Police took the strategic decision to withdraw the police traffic warden service from their force. As a result of the withdrawal of this service Inverclyde has been without traffic wardens since June 2011. However illegal or dangerous parking is a criminal offence and the enforcement remains the responsibility of Strathclyde Police.

4.4 As a result of the above decision illegal and dangerous parking has increased significantly with little or no enforcement taking place. Discussions have taken place with the Police regarding enforcement however, due to their reduced resources; they are only, at best, able to target specific problem areas regarding parking offences.

4.5 Due to the above issues regarding parking enforcement it is now appropriate for Committee to consider the feasibility of introducing Decriminalised Parking Enforcement (DPE) within Inverclyde.

Of the neighbouring authorities Renfrewshire Council have already introduced DPE and East and South Ayrshire have both made applications and submitted business cases to the Scottish Government for the introduction of DPE.

4.6 As the parking strategy and DPE are interlinked it would be appropriate that consideration be given to extending the brief of Atkins to include the provision of a feasibility study for DPE in Inverclyde and the development of a business case to support the introduction of DPE. They have extensive experience of DPE and bring a wealth of knowledge and experience.

4.7 It should be noted that once DPE has been approved by the Scottish Ministers, it is not reversible. This means that Inverclyde Council will for the foreseeable future be responsible for the costs and management of all parking restrictions within the Inverclyde area which have been approved under the DPE application.

4.8 To date within their existing commission Atkins have:

- commissioned parking surveys on a weekday and weekend day within the town centre to capture parking behaviour including length of stay, illegal parking, parking related signing and lining, etc;
- informal consultation with businesses in the town to determine their loading and parking requirements;
- prepared an outline parking design which includes parking and loading requirements, disabled parking, direction of traffic on some streets ; and
- currently organising the stakeholder and public consultations for late October/ November

## **5.0 PROPOSALS**

5.1 It is essential that the implications of DPE are not only considered as part of the Greenock Town Centre Parking Strategy but also, to a greater degree, how it will impinge on the enforcement throughout Inverclyde. It is therefore proposed that Atkins brief be extended to include the provision of a feasibility study for DPE in Inverclyde and

the development of a business case to support the introduction of DPE.

- 5.2 As the parking strategy and DPE are interlinked the programme for the development of the feasibility study and business case for both the Greenock Town Centre Parking Strategy and the introduction of DPE will delay the progress report requested by Committee for January 2011. Members are asked to note that this report will now be provided by the summer of 2012.
- 5.3 Given the extent of this exercise the likely timescale for introducing DPE, if Members choose to go down this route, would be 2012/13.

## 6.0 IMPLICATIONS

### 6.1 Financial:

Funding will be contained within the Roads revenue budget.

Cost Centre	Budget Heading	Proposed Spend	Virement From	Other Comments
00649	Roads Assessment Feasibilities	£29,829.00	N/A	DPE business case for whole of Inverclyde and funded by Greenock Town Centre Parking Strategy only

- 6.2 Legal: Advice will be sought from Legal as appropriate regarding the implications of the Greenock Town Centre Parking Strategy and impact of DPE.
- 6.3 Human Resources: There are no implications for Human Resources in this report

## 7.0 CONSULTATION

7.1 Legal Services have been consulted on this report.

Finance Services have been consulted on this report.

## 8.0 EQUALITIES

8.1 This report has no impact on the Council's Equality Agenda

## 9.0 CONCLUSION

Progress has been made with the ongoing study for the Greenock Town Centre Parking Strategy, however, as a result of the withdrawal of the Traffic Warden Service Committee are asked to include the implications of DPE and the development of a feasibility study and business case in the current scheme.

## ATTACHMENTS

None