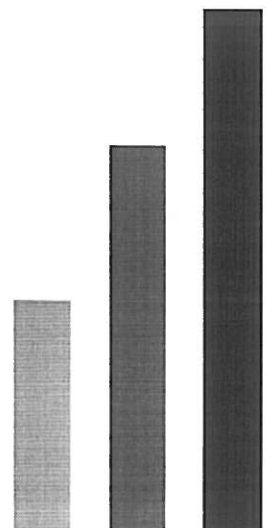


Agenda 2014

Environment & Regeneration Committee

For meeting on:

17	June	2014
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A meeting of the Environment & Regeneration Committee will be held on Tuesday 17 June 2014 at 3pm within the Municipal Buildings, Greenock.

GERARD MALONE
Head of Legal & Property Services

BUSINESS

****Copy to follow**

1. **Apologies, Substitutions and Declarations of Interest**

NEW BUSINESS

2. **Decriminalised Parking Enforcement (DPE), Independent Reporter's Recommendations and Associated Proposed Traffic Regulation Orders**
Report by Acting Corporate Director Environment, Regeneration & Resources
3. **Parks Management Rules: Civic Government (Scotland) Act**
Report by Acting Corporate Director Environment, Regeneration & Resources
4. **Advancement of Capital Spend from 2015/16**
Report by Acting Corporate Director Environment, Regeneration & Resources
5. **Glasgow & the Clyde Valley Strategic Development Planning Authority: Minute of Agreement**
Report by Corporate Director Environment, Regeneration & Resources
6. **Local Development Plan**
** Report by Corporate Director Environment, Regeneration & Resources
7. **Commonwealth Flotilla**
Report by Corporate Director Environment, Regeneration & Resources
8. **Opportunity for the Development of a Micro Distillery in Inverclyde**
Report by Corporate Director Environment, Regeneration & Resources

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.

- | | | |
|-----|--|----------|
| 9. | Development of Self Build Opportunity at Leperstone Avenue, Kilmacolm
Report by Corporate Director Environment, Regeneration & Resources on progress in relation to the development of self-build housing plots and seeking authority for a range of proposals | 6 & 9 |
| 10. | Premises in Bay Street, Port Glasgow
Report by Corporate Director Environment, Regeneration & Resources on recent developments in respect of premises in Bay Street, Port Glasgow and recommending action | 6 & 9 |
| 11. | Disposal of Land at Lower Mary Street, Port Glasgow
Report by Acting Corporate Director Environment, Regeneration & Resources seeking authority to conclude amended negotiations for the sale of land at Lower Mary Street, Port Glasgow | 6 & 9 |
| 12. | Property Assets Management Report
Report by Acting Corporate Director Environment, Regeneration & Resources on activities and proposals for the management of the Council's property assets | 2, 6 & 9 |

Enquiries to - **Rona McGhee** - Tel 01475 712113

Report To:	Environment and Regeneration Committee	Date:	17.6.2014
Report By:	Acting Corporate Director Environment, Regeneration and Resources	Report No:	ERC/ENV/IM/14.198
Contact Officer:	Robert Graham	Contact No:	4827
Subject:	Decriminalised Parking Enforcement (DPE), Independent Reporter's Recommendations and Associated Proposed Traffic Regulation Orders		

1.0 PURPOSE

- 1.1 The purpose of this report is to inform Committee of the recommendations of the independent Reporter concerning the traffic regulation orders necessary to implement Decriminalised Parking Enforcement (DPE) in Inverclyde, Officers' subsequent recommendations to Committee and the necessary modifications to the traffic regulation orders.
- 1.2 Local Authorities are empowered to make Orders under the Road Traffic Regulation and Roads (Scotland) Acts 1984 and under the Council's Scheme of Administration the Head of Environmental and Commercial Services is responsible for the making, implementation and review of Traffic Management Orders and Traffic Regulation Orders.

2.0 SUMMARY

- 2.1 A public hearing in front of an independent Reporter was held on 8 April 2014 in order to consider the objections made and not withdrawn in relation to the five proposed Traffic Regulation Orders required for DPE in Inverclyde. The Reporter expressed a wish to visit sites badly affected by inconsiderate parking in the last week of April/first week of May, when the school holidays were over and a true assessment of the problem could be made. The Reporter published his recommendations on 29 May 2014. Officers have considered the Reporter's recommendations and this report includes the recommendations of Officers on the proposed traffic regulation orders, along with the modified traffic regulation orders for approval.
- 2.2 The proposed traffic regulation orders collect together all of the Council's previous parking, waiting and loading traffic regulation orders into five geographically grouped orders for ease of administration. The Inner Greenock traffic regulation order reflects changes to on-street and off-street parking policy in line with the Council's Greenock Parking Strategy.
- 2.3 Before the public hearing the proposals had been advertised in the Greenock Telegraph and the Paisley Daily Express and full details of the proposals had been made available for public inspection during normal office hours at the offices of the Head of Environmental and Commercial Services, the Head of Legal and Property Services and all Inverclyde libraries. The Appendix contains copies of the draft Orders for Members' information.
- 2.4 Under the terms of the Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999, the Committee is asked to note that, if approved, the Orders may not be implemented until the making of the orders has been advertised to allow any persons who so wish, a period of six weeks to question the validity of the Orders or any of their provisions, on the grounds that they are not within the powers of the Road Traffic Regulation Act 1984 or that a requirement of the Act or Regulations made under the Act have not been complied with.

3.0 RECOMMENDATIONS

It is recommended:

- 3.1 That the Committee note the recommendations of the independent Reporter.
- 3.2 That the Committee accept the Reporter's recommendations in full.
- 3.3 That the Committee recommend to The Inverclyde Council the making of the Traffic Regulation Orders:
 - The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) Order 2013;
 - The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) Order 2013;
 - The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm and Quarriers Village) (Waiting Restrictions) Order 2013;
 - The Inverclyde Council (Various Roads) (Gourock, Inverkip and Wemyss Bay) (Waiting Restrictions) Order 2013 ;
 - The Inverclyde Council (Off-Street Parking Places) Order 2013;

and remit them to the Head of Environmental and Commercial Services and Head of Legal and Property Services to arrange for their implementation.

- 3.4 That the Committee note that further updates will be provided to Committee over the next 12 months and the results of a comprehensive review of the first 12 months of operation will be reported to Committee in late 2015.

Ian Moffat
Head of Environment and Commercial Services

4.0 BACKGROUND

- 4.1 The Environment and Regeneration Committee of 25 October 2012 approved the submission of an application to Scottish Ministers for the introduction of DPE throughout Inverclyde and remitted to the Head of Environmental and Commercial Services to progress and implement a DPE scheme.
- 4.2 All revised On-street and Off-street traffic regulation orders have undergone public consultation and attracted 63 letters of objection. 18 letters of objections were subsequently withdrawn. A Public Hearing of the 45 maintained objections was held on 8 April 2014 in the Ardgowan Meeting Room at West Scotland College in Greenock. The hearing was chaired by independent Reporter Mr G Farrington who originally suggested a date of 19 May for his report. However, Mr Farrington expressed a wish to visit sites badly affected by inconsiderate parking in the last week of April/first week of May, when the school holidays were over and a true assessment of the problem could be made.

5.0 DIRECTORATE FOR PLANNING AND ENVIRONMENTAL APPEALS, REPORT TO INVERCLYDE COUNCIL

- 5.1 Mr Farrington published his report on 29 May 2014. A copy of his report is presented in Appendix 1. Rather than treating the Independent Reporter's report as private, efforts have been made to redact sensitive personal data to enable his report to be considered in public. He provides comprehensive consideration of all the objections that have been made to the five traffic regulation orders. In general he finds that the case for parking regulation using DPE is compelling and that the Council's strategic justification for its traffic regulation scheme is robust.
- 5.2 Mr Farrington singles out some elements of the traffic regulations orders for praise. In particular he considers that the environmental and road safety benefits of removing car parking from Cathcart Square are self-evident. The current visual dominance of the Square by the parked cars detracts from the significant potential of the Square to contribute to Greenock's historic townscape. The removal of these vehicles will enhance the settings of both the Grade "A" listed church and the ornamental fountain, which is the pivotal feature of the Square.
- 5.3 Mr Farrington is also satisfied that conditions for disabled persons in the town centre will be significantly improved and that the traffic regulation order proposals do not contravene the relevant statutory rights of protection for disabled persons.
- 5.4 Mr Farrington points out a number of issues to which the Council should pay particular attention. He states that it is vital that the impact of the enforcement of the proposed traffic regulation orders on town centre residents is reviewed in 12 months' time and closely monitored in the meantime. The Council should take action to relieve any harmful impacts on the daily lives of the town centre residents and reconsider its decision not to introduce a residents' permits scheme as part of that review.
- 5.5 Likewise Mr Farrington expects the Council to do all that it can to resolve any impact of the traffic regulation order restrictions on the work of carers who make house calls and would expect this to be a key issue for assessment by the Council in its review in 12 months' time.
- 5.6 In addition, Mr Farrington predicts that it is likely that enforcement of the restrictions in Kilmacolm will generate further pressure on the roads authority to provide an additional car park in the village in the future but more immediately, the parking difficulties for the medical practitioners at the New Surgery may warrant investigation as part of the Council's 12 months' review.
- 5.7 He also makes the point that, given the results of the 2013 Parking Duration of Stay Survey in the Cargill Centre car park, it is surprising that the Roads Service has conceded its proposed 2 hours waiting limit in favour of unlimited 24 hours access. He sees merit in the 3 hours restriction promoted by the Community Council. However, the concession

abandoning the 2 hours limit has been made and persons who on the basis of the concession have withdrawn their objections to the traffic regulation order covering Kilmacolm or decided not to attend the hearing could be prejudiced if the Council were to reverse its decision without a further consultation procedure.

- 5.8 In paragraphs 7.24 – 7.27 of his report Mr Farrington agrees with the Wellpark Mid Kirk that the 2 hours length of stay proposed in the Cathcart Street West car park and the 30 minutes length of stay proposed for the William Street and Cathcart Street on-street parking spaces are too short to allow adequate time for weddings and funerals or the activities of its wider community clientele.
- 5.9 In Mr Farrington's view, increasing the duration of stay to 3 hours in the Cathcart Street West car park and to 2 hours in the William Street on-street spaces would allow adequate time, not only for weddings and funerals, but also comparison-shopping in the nearby Oak Mall shopping centre and elsewhere in the town centre retail core.
- 5.10 Mr Farrington cannot justify a 2 hours stay in the Cathcart Street on-street parking bays, but he states that increasing the 30 minutes stay to 1 hour would provide more comfortable time for shopping and visits to banks and other services and would reduce the amount of parking manoeuvres generated by the on street parking bays, thereby reducing the hazards for motorists and pedestrians.
- 5.11 Similarly, Mr Farrington argues that there is no convincing reason why an increase in the duration of maximum stay in the Bullring car park from 2 hours to 3 hours should not be conceded as requested by objectors. The extra hour would allow a more comfortable time for comparison-shopping in the retail core and attending town centre business meetings.

6.0 REPORTER'S RECOMMENDATIONS

- 6.1 The Reporter concludes:
that the Council's proposals for the reintroduction of enforced car parking regulation in Inverclyde are strategically robust and that, subject to the operational modifications aimed at increasing the attractiveness of the medium stay parking facilities in Inner Greenock outlined at 7.24 – 7.27 of his report, the proposed Traffic Regulation Orders are worthy of support.
- 6.2 The Reporter recommends:
that the Council confirm all five of the traffic regulation orders with modification to the maximum periods of stay in the Bullring and Cathcart Street West car parks and the Cathcart Street and William Street on-street parking bays.
- 6.3 In paragraphs 7.24 – 7.27 the Reporter recommends that:
- the duration of maximum stay of the Cathcart Street on-street parking bays, should be increased from 30 minutes to 1 hour;
 - the duration of maximum stay of the William Street on-street parking bays, should be increased from 30 minutes to 2 hours
 - the duration of maximum stay of the Cathcart Street West car park should be increased from 2 hours to 3 hours; and
 - the duration of maximum stay of the Bullring car park should be increased from 2 hours to 3 hours.
- 6.4 None of these suggested increases in permitted stay have a financial impact on the DPE scheme and Officers agree with Mr Farrington that they would not attract significant numbers of commuters to the designated free of charge medium-stay car parks. Instead, by increasing the available time for shopping and business related activities, the car parking regulations would increase the attraction of Greenock town centre as a shopping destination. Moreover, the additional time allowed for parking will reduce significantly the traffic and unsustainable car travel created by drivers searching the town centre for another parking location in order to comply with the orders, with consequential benefits for road safety and the environment. Therefore the Service recommends that the Reporter's recommendations be accepted in full.

6.5 The five traffic regulation orders have been modified in line with the Reporter's recommendations and are presented in Appendix 2. The modifications recommended by the Reporter are coloured blue. The opportunity to correct drafting errors and make small allowable amendments, including the ability to re-use a purchased parking ticket in any Council car park on the same day, has also been taken at this time. Corrections of this sort are coloured red.

7.0 NEXT STEPS

7.1 The five modified proposed traffic regulation orders will be put before Inverclyde Council for the making of the orders. This will require the convening of a special meeting of the Inverclyde Council in order to meet the proposed DPE implementation date of 6 October 2014.

7.2 Arrangements for advance publicity of the DPE scheme associated with these traffic regulation orders are being made by the Council's Corporate Communications Manager to ensure that the public are well informed about the scope and extent of the scheme before it is implemented.

8.0 IMPLICATIONS

Finance

8.1 Financial Implications:

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
					No additional implications for the DPE scheme

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact £000	Virement From (If Applicable)	Other Comments
					No additional implications for the DPE scheme

Legal

8.2 Legal and Property Services continue to provide advice and guidance with regard to both the Public Hearing and Traffic Regulation Order process.

Human Resources

8.3 The Parking Strategy will affect Council car users, particularly those employees who make frequent business journeys on a regular basis. HR will communicate with unions and employees on this matter and conduct information sessions as required.

Equalities

8.4 The DPE scheme enforces restrictions which are designed to make roads safer and promote their proper use. In doing so pedestrians and other vulnerable road users are protected from the effects of inconsiderate parking and traffic congestion.

Repopulation

8.5 The enforcement provided by the DPE scheme allows the Greenock Town Centre Parking Strategy to be implemented in full and the expected benefits to the economy of the town centre to be realised, contributing to making Greenock a more attractive place to live and do business.

9.0 CONSULTATIONS

9.1 The Head of Legal and Property Services has been consulted on the content of this report.

9.2 The Head of Finance has been consulted on the content of this report.

9.3 The Head of Human Resources has been consulted on the content of this report.

**Appendix 1: Directorate for Planning and Environmental Appeals,
Report to Inverclyde Council**

Report to Inverclyde Council

ROAD TRAFFIC REGULATION ACT 1984

REPORT OF A PUBLIC HEARING UNDER SECTION 9(1) OF THE LOCAL AUTHORITIES' TRAFFIC ORDERS (PROCEDURE) (SCOTLAND) REGULATIONS INTO OBJECTIONS TO TRAFFIC REGULATIONS ORDERS C130, C131, C132, C133 AND C134.

Report by Gerry Farrington, a Reporter appointed by Inverclyde Council

- Inverclyde Council references: C130, C131, C132, C133 and C134

- Objections to:

The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) Order 2013 [ref. C130];

The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) Order 2013 [ref. C131];

The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) Order 2013 [ref. C132];

The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) Order 2013 [ref. C133]; and

The Inverclyde Council (Off-Street Parking Places) Order 2013 [ref. C134].

- Date of hearing: Tuesday 8th April 2014

Date of this report and recommendation: Thursday 29th May 2014

RECOMMENDATION: I recommend that the Council confirm all of the Orders but with modification to the maximum periods of stay in the Bullring and Cathcart Street West medium stay car parks and the Cathcart Street and William Street on-street parking bays (Orders C134 and C130).

Directorate for Planning and
Environmental Appeals
4 The Courtyard
Callendar Business Park
Callendar Road
Falkirk FK1 1XR

Mr Ian Moffat,
Head of Environmental and
Commercial Services,
Inverclyde Council,
71 East Hamilton Street,
Greenock PA15 2UA

DPEA file reference: IQC/30/62-66

Dear Mr Moffat,

**Local Authorities' Traffic Regulation Orders (Procedure) (Scotland) Regulations 1999
Report of a Public Hearing held to hear objections to proposed Traffic Regulation
Orders C130, C131, C132, C133 and C134**

The Local Authorities' Traffic Orders Regulations require hearings to be conducted by an independent person appointed by the local authority from a list of persons compiled by Scottish Ministers. Further to my appointment by the Council on 12 December 2013, I held a public hearing to hear objections to five Traffic Regulation Orders proposed by Inverclyde Council. The hearing was held in the Ardgowan Room, West College Scotland, Finnart Street, Greenock on 8 April 2014. The hearing took the form of an informal structured discussion about the matters at issue. It commenced at 10.00am and concluded at 5.00pm generally in accordance with the hearing programme and agenda issued in advance.

Prior to the hearing I made myself familiar with the general area and, in particular, the roads and car parks directly affected by the proposed Orders. The day after the hearing, Wednesday 9 April, I concentrated in more detail on the Gourock and Kilmacolm areas and on Thursday 1 May I spent the day observing parking patterns and pedestrian flows in Greenock town centre and adjacent areas. Those taking part in the hearing were:

Inverclyde Council: Robert Graham (Roads Service Manager) and Mark Higginbottom (Roads Service Team Leader) representing the Council.

Also present: Jim Kerr and Joanna Dalgleish (Inverclyde Council Legal Department)

Greenock Objectors: Jillian Andrew (Cathcart Street), Blair Bulloch (Cathcart Street), Isabella Canning (Dellingburn Street) representing herself and her mother Helen Canning (Cathcart Street), Pauline Daisley (Sinclair Street), Alison Graham (Port Glasgow), John Jackson (Cathcart Street), Frances McFarlane (GCRAG), Don Shearer (Bow Road), Rev. Alan Sorensen (Wellpark Mid Kirk), and Helen Smith (Wellpark Mid Kirk).

Gourock Objectors: Julie McIntosh (Cove Road) and Euan Caskie (Cove Road)

Kilmacolm Objectors: David Goddard (Secretary) represented Kilmacolm Community Council; and R N Cameron (Lochwinnoch Road) appeared as an individual objector.

Other persons recorded as attending the hearing were Helen Calvert (Kilmacolm), Margaret McCallum (Kilmacolm) and Elaine Provan (Greenock).

In addition to the oral and written evidence submitted by those taking part in the hearing, in reaching my conclusions and recommendations I have taken into account the written representations received from those persons with maintained objections who did not attend the hearing and the council's responses to these objections. It would have been impractical to assess every one of these written objections individually as this would have necessitated repetition of shared concerns and resulted in an unwieldy document. However, I have addressed all the main issues and dealt with individual concerns where these are of wider significance. I have also taken account of the consultation replies from public agencies and other organisations, which have been received during the consultation process. The documents submitted in evidence to the hearing are listed in appendix 1 to this report.

I am grateful to Martin Burrows, the Programme Officer appointed by the Council, who assisted me throughout with the running of the hearing.

Chapter 1 of the report outlines the general background to the proposed orders, including the pre-hearing procedures. Chapter 2 identifies the relevant strategic policy documents and summarises the Greenock Town Centre Parking Strategy and Business Case report. In Chapters 3 to 6 I summarise the written and oral exchanges in the sequence set out and followed in the hearing programme and agenda. Chapter 7 is structured to reflect the hierarchy of settlements and contains my reasoned assessments of the issues raised in the objections including my findings on the key facts and matters in dispute. In Chapter 8 I state my conclusion and my recommendation.

CHAPTER 1: GENERAL BACKGROUND TO THE PROPOSED ORDERS

1.1 In 2010 a study was undertaken to review parking behaviour and demand in Greenock Town Centre. This study, the Greenock Town Centre Parking Strategy and Business Case (July 2010), was undertaken by the Atkins Transport Planning consultancy on behalf of Inverclyde Council (hereafter referred to as the Atkins study). The council commissioned the study with the possibility that the principles of the strategy could be applied council wide. The brief for the Atkins team was to determine and evaluate parking measures and construct a preliminary business case examining the costs and benefits for implementing and operating different parking measures and parking enforcement in Greenock town centre.

1.2 In Inverclyde, Strathclyde Police performed the enforcement of on-street waiting and loading restrictions until the Traffic Warden Service was withdrawn in May 2011. Since its withdrawal parking behaviour has deteriorated resulting in congestion and unsafe parking behaviour. In response to this deterioration, the Council have applied to the Scottish Ministers for permission to introduce decriminalised parking enforcement (DPE) within Inverclyde. This will allow the Council to enforce waiting and loading restrictions under civil law. The contravention of waiting and loading restrictions will cease to be a criminal offence on the introduction of DPE.

1.3 The Road Traffic Act 1991, as amended, provides the legislative framework for the decriminalisation of parking offences and provides local authorities with the opportunity to take over parking enforcement from the police. All of the Scottish local authorities are faced with administering the decriminalisation of parking enforcement.

1.4 In preparation for the introduction of DPE, Inverclyde Council is promoting five Traffic Regulation Orders (TROs), which will enable the Council's parking attendants to enforce the various restrictions. For the most part the TROs replicate the waiting and loading restrictions currently visible on the streets by way of road markings and traffic signs. In many cases the on-street limited waiting restrictions will not alter. The TROs also consolidate all the waiting and loading restrictions within the council area for ease of reference. With the exception of Inner Greenock, the proposed TROs would replicate the pre-existing restrictions.

1.5 Enforcement in off-street car parks operated by Inverclyde Council always has been and will remain the responsibility of the Council. The council is promoting the Inverclyde Council (Off-Street Parking Places) Order 2013 in order to enable its parking attendants to enforce the restrictions in these car parks.

1.6 The TROs were put out to public consultation from 15 July to 5 August 2013. As part of the consultation process a notice was placed in local newspapers informing the public where they could view the TROs and where to write to object within a specified period. The TROs were displayed at the council's customer care contact centre, in each of the libraries and on the council's web site. In addition to this statutory notice, the council held a workshop which residents' groups and others attended.

1.7 The council reviewed each of the objections received as a result of the consultation process and responded to them, sometimes offering concessions. Those objectors who have maintained their objections were notified of the public hearing.

CHAPTER 2: RELEVANT STRATEGIC POLICY DOCUMENTS

Scottish Planning Policy

2.1 Scottish Planning Policy (SPP) directs development to accessible locations to minimise the need to travel and to maximise opportunities for travel by sustainable modes wherever possible. SPP paragraph 52 states that town centres are a key element of the economic and social fabric of Scotland and make important contributions to sustainable economic growth. They should be the focus for a mix of uses including retail, leisure, entertainment, recreation, cultural and community facilities, as well as homes and businesses. Planning authorities should support a diverse range of community and commercial activities in town centres. The range and quality of shopping, wider economic and social activity, integration with residential areas and the quality of the environment are key influences on the success of a town centre. While SPP recognises that shopping and leisure uses are fundamental in attracting people and thereby allowing other uses to locate near by, paragraph 54 warns against overly retail-led development that can lead to homogeneity in a centre.

2.2 Paragraph 61 states that town and commercial centres should be accessible at all times to all sectors of the community. Accessibility for people and the delivery of goods, and for waste collection, is essential to the success of a town centre. The perception of convenience is also important, for example whether a location is easily accessible by foot, public transport or car with available short-term parking.

The Development Plan and related documents

2.3 The approved Strategic Development Plan for the Inverclyde area is the Glasgow and the Clyde Valley Strategic Development Plan, 2012. The SDP sets out a land use development strategy for the Glasgow and Clyde Valley area and provides strategic direction in relation to green belt and the countryside, housing, business and industry, retailing, transport and infrastructure, and environmental protection. Together with the Adopted Inverclyde Local Plan, it forms the statutory Development Plan for Inverclyde.

2.4 The Inverclyde Local Plan 2005 was adopted on 31st January 2006. The document and accompanying maps set down a land-use planning and development framework designed to assist in promoting development and regeneration in the area.

2.5 On 29 November 2013, the Council submitted the Inverclyde Local Development Plan to Scottish Ministers for Examination. As the emerging plan for the area the LDP represents the council's view as to what the overall development strategy and land use planning framework should be to guide development and investment in Inverclyde over the next 5-10 years and beyond. LDP Policy SDS6 is aimed at the promotion and safeguarding of the three town centres for a variety of uses including business, civic, cultural, retail, entertainment, leisure and residential. LDP policy TRA3 supports the development of, and safeguarding of the land necessary for various roads and parking actions identified in the Local Transport Strategy. These include constructing a relief road off Kempock Street in Gourock and identifying locations for park and ride provision near railway stations.

2.6 The Regional Transport Strategy for the West of Scotland 2008-21 identifies the complementary regional priorities that set the scene in working toward the four key transport outcomes of improved connectivity, access for all, reduced emissions and attractive, seamless and reliable travel. Amongst other strategies, the Inverclyde Local Transport Strategy (LTS) 2009-2014 aims to extend and diversify transport infrastructure, particularly for walking, cycling and public transport, and to provide better integration between modes.

The Greenock Town Centre Parking Strategy And Business Case (The Atkins Study)

2.7 In order to establish a robust understanding of the issues and opportunities associated with parking in Greenock town centre Atkins reviewed current policy documents, analysed available data sources and undertook a comprehensive programme of stakeholder consultation. The study overview was that Greenock suffers from a number of parking issues, which are having an adverse impact on the economic vitality of the town.

2.8 The study identified the following key issues.

- Due to the condition of the enforcement markings or supporting regulations parking restrictions within the town centre are ignored.
- Insufficient availability of short-stay car parking provision is having an adverse impact on local businesses.
- There is insufficient provision for loading in the town centre.
- Parking signage is inadequate and results in drivers not being directed to the most appropriate parking for their needs.
- Residents, commuters and students compete for the available parking in the town centre.
- Non-patrons use private car parks for long stay parking.
- The existing parking supply is managed inadequately to meet the needs of all users.
- Existing car parks need to be upgraded to improve access and ease of parking, especially for the mobility impaired.
- Inappropriate parking results in localised traffic congestion and accessibility issues for the elderly or mobility impaired.
- Inappropriate / illegal parking can restrict access for emergency vehicles.
- The sensitivity of the local economy to impacts of parking and restrictions.
- Parking provision / management associated with the future development of the town.

2.9 The following strategic and operational objectives were agreed with the council.

Strategic Objectives	
1	To provide inclusive safe, sustainable, healthy communities with a thriving prosperous economy, where everyone is encouraged to achieve their potential and make a positive contribution to the area.
2	Increase the overall attractiveness and competitiveness of Greenock as a place to live, work, shop and do business.
Operational Objectives	
1	To ensure adequate supply of loading and parking for all users of the town centre including the disabled, elderly, residents, commuters and businesses.
2	To ensure adequate enforcement of on-street /off-street parking and loading restrictions which balances the needs of users with financial constraints of the authority.
3	To ensure parking is accessible by all user groups and distributed effectively.
4	To improve traffic circulation in the town centre.
5	To encourage sustainable travel.

2.10 The study generated a series of options and these were developed into seven different schemes. Option 1 – Do Nothing was discarded. It was considered unsustainable, as uncontrolled parking would be likely to adversely affect the long-term economic vitality of the town centre through increased congestion and reduced accessibility. However, it was retained as a benchmark against which the other options were assessed.

2.11 Of the seven schemes, the following schemes are relevant to the hearing.

Scheme No.	Elements
2	Provide adequate parking provision using a non-charged method Implement parking monitoring Provide adequate parking signage Record and evaluate parking related complaints Implement travel plans and sustainable travel initiatives
4	As per scheme 2 but with: Resident parking scheme Ensure adequate enforcement using a charged method
5	As per scheme 4 with: Provide a Park and Ride within Greenock
6	As per scheme 4 with: Provide a Park and Ride outwith Greenock

2.12 A preliminary business case was presented for each of the schemes. Schemes 4 and 5 were identified as performing best against the operational objectives. Schemes 1, 2, 3 and 6 were rejected because they did not meet completely the operational objectives or offered non-practical solutions. It was considered that they did not offer significant enough benefit to warrant detailed assessment when compared with the relative merits of the remaining schemes. Both schemes 4 and 5 had been developed to include a charged parking system charging the user groups who were estimated to have the greatest contribution to the parking issues. As part of these schemes all core town centre area parking would be provided free of charge as part of an enforceable parking management system. This would encourage short stay parking within the town centre and should promote the economic vitality of the town by encouraging trade and local business. The provision of adequate enforcement of the core town centre area would be critical in ensuring the effectiveness of the schemes. After the completion of the strategy development, key stakeholders including local business representatives and resident action groups were invited to comment. The event was well attended and the response was unanimous support for either scheme 4 or 5 to be implemented.

2.13 The Atkins study contains much that is helpful in assessing the proposed TROs, including the following information [source paragraphs in the square brackets].

- (1) Greenock is an area with one of the lowest car ownership levels in Scotland [Atkins1.5].
- (2) The council operates the majority, some 59% in 2010, of all publicly accessible on and off street parking. Of this, on-street parking forms the greatest proportion (some 90% in 2010). By contrast, council operated off-street parking

contributes a small proportion of the total available provision (some 8% in 2010). [Atkins 2.7-2.8]

- (3) The Bullring car park is the largest of the council owned car parks with a parking capacity of up to 95 vehicles. The nearby Tesco food store double-decked car park is the largest privately owned car park providing a capacity of approximately 800 vehicles. [Atkins 2.12]
- (4) In 2010 Morrison's, the Retail Park and MECCA bingo with some 73% of the total private provision operated systems aimed at enforcing the terms of the use of their car parks. Oak Mall charged for its parking and Tesco employed automatic number plate recognition in order to seek to control the use of its car park. [Atkins 2.12]
- (5) Provision for loading is incorporated within the on-street restrictions and consequently few dedicated loading areas were provided. The number of cars parked throughout the town centre reduces access for loading [Atkins 2.10]
- (6) Braehead and Silverburn compete with Greenock town centre in regional shopping activities. [Atkins 2.27]
- (7) The 2001 census indicated that some 53% of weekday travel to and within Greenock is undertaken by private car. It is thought that an abundance of free parking distributed throughout the town centre promotes travel by car and is contributing to the parking issues within the town. Travel by train accounts for some 20% of weekday travel. [Atkins 2.28]
- (8) Two railway stations, Greenock Central and Greenock West, are located within the designated town centre. Both stations provide areas of station parking for railway commuters. Publicly accessible car parks free of charge and restriction are located near to both stations and in 2010 were operating beyond capacity for the majority of the weekday [Atkins 2.32 & 2.34]
- (9) In 2010 parking demand within the town centre was generally at its highest during the weekday with some 84% of all spaces utilised. Parking demand on Saturday was only marginally less than the weekday (71% utilisation). Parking demand varies across the town centre. During weekdays the core town centre operates beyond capacity. [Atkins 2.39 & 2.40-2.44]
- (10) Atkins noted conflicting on-street parking demands between residents and students / staff of James Watt College (now renamed West College Scotland) to the west of the core town centre. Most of the properties around the college are in terraced flats. Parking occurring at weekends continues to raise many of the weekday issues [Atkins 2.42 & 2.44]

CHAPTER 3: GENERAL AND NON-AREA SPECIFIC OBJECTIONS

Inverclyde Council's strategic justification for the TROs

3.1 Since the withdrawal of the traffic wardens by Police Scotland in May 2011, parking behaviour throughout Inverclyde has deteriorated with increased incidence of dangerous and obstructive parking, parking on footways or across dropped kerbs and parking too close to junctions, obstructing visibility. The principal reasons for the TROs are to avoid danger to persons or other traffic using the roads or for preventing the likelihood of any such danger arising and for facilitating the passage on the roads of any class of traffic (including pedestrians).

3.2 The council's town centre strategies, which include the aim to encourage the turnover of parking spaces, are dependent on the successful implementation of decriminalised parking enforcement throughout Inverclyde. The overarching benefit to Greenock town centre is expected to be the increased availability of short stay parking to shoppers and business visitors and the subsequent improvement in trade. The lack of available short-stay parking spaces, caused by long-stay commuters, is stifling the economic vitality of the town centre. The council is looking to the restrictions to encourage the long stay parker out of the town centre.

3.3 Essentially, the proposed TROs will return parking in Inverclyde to the pre - 2011 situation. The consolidation of the original TROs is aimed at ease of interpretation so that the car-parking attendants can enforce the restrictions effectively. However, the council has committed itself to reviewing the TROs in a year to see whether any changes are required.

General and non-area specific issues raised by the Objectors

3.4 The Greenock Central Area Residents Action Group (GCRAG) agrees to most of the proposed parking strategy and the holding up the existing traffic regulations. However, no consideration has been given to the effects on the residents in the affected areas.

3.5 Many objectors believe that the scheme will have a negative impact on the town centres in the absence of residents' and business parking permits. It is argued that without residents' permits the scheme will have a disproportionately unfair impact on town centre residents and property owners.

3.6 Inevitably, the cost of parking tickets will deter shoppers and visitors to the town and rise over time. The long-stay parkers will not be deterred by the £1 parking fee and will occupy the parking spaces throughout the day forcing the residents and their visitors to park far away from their town centre homes. The cost of long-stay parking should be increased and this would help pay for the scheme.

3.7 has concerns regarding the implementation and the cost of the scheme. He considers that money allocated to the Travellers site should be directed to solving the parking problem. He believes that the town is failing to attract shoppers and visitors.

3.8 The Greenock Central Residents Action Group (GCRAG) compiled a petition raising the concern that there has been no consideration given to the effects of the TROs on the residents of the wider surrounding area.

3.9 Some objections refer to concerns about property values and the effect of the proposed restrictions on the saleability of the objectors' properties.

3.10 Others have asked who will enforce the TRO restrictions and whether an outside contractor would be employed.

3.11 Several objectors considered that the timescale for consultation was insufficient and inappropriately timed because it was held during the summer.

3.12 There is a view that, rather than making the roads less hazardous, the improved circulation will have the opposite effect of making the roads unsafe.

Inverclyde Council's response

3.13 Scottish Government will not approve the scheme if it is not self-financing. The national guidance document for the introduction of DPE is the Department of Transport's "Guidance on Decriminalised Parking Enforcement Outside London" (Local Authority Circular 1/95). The relevant guidance recommends that a DPE scheme should pay for itself as soon as possible, such that the scheme places no extra burden on the public purse. To allow this to be achieved, whilst promoting the turnover of spaces in the town centres, it is proposed to limit parking to a maximum two hour stay in the Bullring and Cathcart Street West public car parks and to introduce a charge of £1 per day for using the other town centre car parks. This is just enough to pay for the scheme, including the parking attendants' wages.

3.14 The council decided not to go ahead with a scheme involving meters and permits. This type of scheme would be too expensive and the parking charges would be too costly for the general public. The aim of the proposed scheme is to encourage the long-stay parker to park elsewhere and walk or to use public transport but the council is anxious also to avoid deterring the public from visiting the town centre.

3.15 The council, not a private company, will employ the 4 traffic wardens needed to police the scheme.

3.16 The council does not propose to issue resident's and business parking permits for a number of reasons:

- (1) The council has a management duty as the local roads authority to determine the means by which public rights of passage may be exercised. Residents must make arrangements for private off-street parking of their own if they wish to guarantee the continued availability of a parking space.
- (2) Potential exists for the limited number of on-street parking spaces to be occupied all day, reducing the turnover of parking spaces and returning the street to its current congested state.
- (3) Residents' parking permits would be prohibitively expensive or heavily subsidised contrary to government guidance that DPE should be self-financing.

- (4) If business parking permits were provided the customers may be unable to park and may drive to other districts for the same services.

3.17 The previous strategy, which offered residents parking permits, was part of a scheme that included the charging for on-street parking thus making residents' parking permit affordable. The current downsized scheme aims to provide as much free parking as possible. On-street parking is to be free of charge, albeit time limited. The proposed scheme breaks even financially without making any net demands on the public purse. To provide residents and business parking permits would put the scheme in deficit contrary to Government guidance.

3.18 The council officers met with GCRAAG at a number of their meetings. In response to its concern as to the effect on the wider area, the council is committed to a review one year after the introduction of DPE. This year will give the scheme time to bed in and for parking behaviours to settle down. Following this review a decision will be made to determine if any further action is required.

3.19 The council is not aware of the presence of a waiting restriction outside a property having a significant impact on its market value. In any case, such an effect is not a relevant matter for a local roads authority when deciding to propose loading and waiting restrictions.

3.20 The council looked at various options about who would enforce the DPE and decided that the most cost effective option would be the use of members of the council's staff. An outside contractor will not be employed to enforce parking restrictions in Inverclyde.

3.21 The consultation period held from 15 July to 5 August 2013 accorded with the 21-day consultation period as required in the Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999. The council delayed the consultation until after the traditional "Greenock Fair Holidays".

3.22 The current parking behaviour makes the roads dangerous. The TROs manage the way in which vehicles are allowed to use the roads for the safety of all road users by applying restrictions, many of which are unchanged from the days of traffic warden control. Amongst other things, the enforcement of the restrictions will help avoid people having to walk on the carriageway, will make crossing roads easier and improve junction visibility. They will reduce road hazards not increase them.

CHAPTER 4: GOUROCK, INVERKIP AND WEMYSS BAY

The Proposed Traffic Regulations

4.1 This area is affected by the following proposed TROs.

The Inverclyde Council (Off-Street Parking Places) Order 2013 (TRO C134); and

The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) Order 2013 (TRO C133)

4.2 The general effect of the Off-street Parking Places Order is to set out the rules for the use of the public car parks in the area including details of any parking charges, time restrictions, use of a parking disc, where parking is permitted etc. It also sets out who can issue Penalty Charge Notices; suspend the use of parking places; and the like.

4.3 The general effect of the Waiting Restrictions Order is to set out the rules for parking on the roads listed in the Order including details of any time restrictions, where parking is permitted etc. It also sets out who can issue Penalty Charge Notices; suspend the use of parking places; etc. In the vast majority of locations there are no changes proposed to the existing Orders. The Order brings all of the waiting and loading restrictions, which apply within these areas, into one comprehensive document.

Inverclyde Council's justification for the TROs

4.4 The council considers that significant benefits will be obtained, particularly when supported by decriminalised parking enforcement. The overarching benefit will be the retention of the existing restrictions in various locations, which have proved to be necessary in the past in order to safeguard pedestrians and other road users, prevent congestion and facilitate the safe passage of vehicles.

4.5 Pedestrians have been put at risk or inconvenienced by indiscriminate parking. Parking occurs on footways, which results in pedestrians being unable to walk past cars without walking on the road. Vehicles are also parked across dropped kerb crossings. Such parking prevents those with mobility problems or pushing prams from using these crossing points. The restrictions will prevent parking at these locations.

4.6 Uncontrolled parking in front of shops reduces the turnover of spaces desired by traders and parking on single yellow line loading restrictions denies the service vehicles this facility, causing them to double-park in order to make deliveries.

Issues raised by objectors who appeared at the Public Hearing

4.7 Julie McIntosh is the proprietor of the Café Bistro, 1 Cove Road. She objects to the no waiting restrictions on Cove Road and surrounding streets. The area is heavily parked already. More parking, not less, is needed. There is very limited off-road parking for residents and businesses and events in Battery Park. Limiting the parking further will harm her business. Residents will take any parking available. Most are in flats and there are no driveways or off-street parking. She wonders where the residents will park if the no waiting restrictions go ahead. Already people are parking on double yellow lines. Gourock has

very few car parks. The largest behind Kempock Street is to be replaced with a new road shortly. Her business attracts people from far and wide to Gourrock but the new restrictions will crucify local businesses trying to survive. The phasing of traffic lights at the Cove Road - Cardwell Road junction combined with cars parked on Cove Road causes a tailback exiting Cove Road.

4.8 If the lights at the Cove Road – Cardwell Road junction were phased properly there would be no need for the parking restriction. There is insufficient time for 2 cars to exit on the green phase and sometimes it is necessary to sit out three or four phases. As a result there is a tendency for drivers to jump the red light.

4.9 A petition supporting her objections signed by 116 persons including customers, local business owners and residents accompanies Ms McIntosh's objection.

Issues raised by objectors in written submissions

4.10 objects to the length of double yellow lines in the Cardwell Bay area. They should be shorter to alleviate a worsening parking problem. They include the yellow lines on the corner of Cardwell Road and Sharp Street, Cove Road, the corner of Cardwell Road and Adam Street and on Cardwell Road outside the Bluebird Café. Lines on the side roads should be 5m not 10m.

4.11 operates a business accessed from the Kempock Street car park and objects to TRO C134. He believes he has a legitimate loading bay within the car park. He wishes to retain the bay with 24-hour, free of charge access to allow him to operate and maintain the premises and business. He claims the car park has been used in connection with the premises since 1950s and should remain as such and not for public use.

Inverclyde Council's response

4.12 The council is tasked with managing its roads network and car parks in the interests of road safety and the avoidance of congestion. It recognises the needs of all road users and tries to strike a balance between competing demands in all given circumstances. The council will review the TRO in a year to consider whether any changes are required.

4.13 Waiting restrictions are needed to keep the approaches free of parked cars at the new Cardwell Road/Manor Crescent/Cove Road traffic signal junction. This will result in a small loss of on-street spaces. The impact is kept to a minimum but is unavoidable. The traffic signals were necessary to address the congestion affecting the junction of Manor Crescent with Cardwell Road. The Cove Road queue is called every second cycle because the queues are so short compared with those on the other arms of the junction. The yellow lines were already in Cove Road under the pre-existing TRO and there is no proposal to extend them. However, the objectors concerns with the phasing of the lights have been noted and Roads Service will investigate whether they are working properly.

4.14 The loading and unloading of commercial goods has been prohibited in the Kempock Street car park since the original TRO was made in 1987. The proposed order maintains this prohibition, except for persons with a written lease permitting loading and unloading for the duration of the lease. The objector was unable to produce such a lease. The layout in

the location will change when a new bypass road is constructed. The new road, which is intended to follow the aisle his property backs on to, may resolve his problem.

4.15 The request for restrictions around junctions has been considered previously when the same objection was raised regarding past TROs in the area. The restrictions are needed to improve the visibility of oncoming traffic and to provide sufficient width in the side roads to enable vehicles to leave or join the main road without hindrance. To remove or reduce the restrictions would result in vehicles being parked too close to the junctions and visibility and free movement of vehicles being compromised. This could result in an increase in road accidents.

CHAPTER 5: PORT GLASGOW, KILMACOLM AND QUARRIERS VILLAGE

The Proposed Traffic Regulations

5.1 This area is affected by the following proposed TROs.

The Inverclyde Council (Off-Street Parking Places) Order 2013; [TRO C134] and

The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) Order 2013 [TRO C132]

5.2 The general effect of the Off-street Parking Places Order is to set out the rules for the use of the public car parks in the area including details of any parking charges, time restrictions, use of a parking disc, where parking is permitted etc. It also sets out who can issue Penalty Charge Notices; suspend the use of parking places; etc.

5.3 The general effect of the Waiting Restrictions Order is to set out the rules for parking on the roads listed in the Order including details of any time restrictions, where parking is permitted etc. In the vast majority of locations there are no changes proposed to the existing Orders. The Order brings all of the waiting and loading restrictions, which apply within these areas, into one comprehensive document.

Inverclyde Council's justification for the TROs

5.4 A new car park has been constructed in the heart of Port Glasgow, off Princes Street close to Port Glasgow train station. The long-stay car parking that has occurred in this new car park deprives those wishing to shop in the town centre from doing so, which does not help the town's economy. It is proposed that a 2-hour waiting limit should be introduced in this car park.

5.5 A study undertaken in January 2013 [Cargill Centre – Parking Duration of Stay Survey] into the use of the Lochwinnoch Road car park in Kilmacolm found that some two thirds of cars stay in this car park for less than two hours. About a fifth of cars, which enter the car park, leave within five minutes suggesting that they are unable to find a parking space. Based on this evidence Inverclyde Council proposed a 2-hour waiting limit for this car park.

5.6 The council considers that significant benefits will be obtained from the TROs, particularly when supported by decriminalised parking enforcement. The overarching benefit will be the retention of the existing restrictions in various locations, which have proved to be necessary in the past in order to safeguard pedestrians and other road users, prevent congestion and facilitate the safe passage of vehicles.

5.7 Pedestrians have been put at risk or inconvenienced by indiscriminate parking. Parking occurs on footways, which results in pedestrians being unable to walk past cars without walking on the road. Vehicles are also parked across dropped kerb crossings. Such parking prevents those with mobility problems or pushing prams from using these crossing points. The restrictions will prevent parking at these locations.

5.8 Uncontrolled parking in front of shops reduces the turnover of spaces desired by traders and parking on single yellow line loading restrictions denies the service vehicles this facility, causing them to double-park in order to make deliveries.

5.9 A significant number of individual objectors objected to the 2-hour waiting limit proposed for the car park behind the Cargill Centre. Inverclyde Council has withdrawn this proposal in the face of these objections.

Issues raised by the Kilmacolm Community Council

5.10 Kilmacolm Community Council suggested the following changes to the existing waiting restrictions to allow more parking in the village centre.

- (1) The *No waiting / No loading at any time* zone on the corner of Lochwinnoch Road and Elphinstone Court should be extended along the length of the east side of Elphinstone Court. This would assist traffic to move to /from Elphinstone Mews.
- (2) The *No waiting* zone immediately beyond the pavement "build out" on the south side of Lochwinnoch Road should be classified as Limited Waiting Type B.

5.11 The loading zone outside the fish shop in Lochwinnoch Road is insufficient to accommodate delivery vehicles larger than a small van. Consequently, they double park to unload. This outweighs any benefit of the loading zone and meanwhile the village is losing three car parking spaces.

5.12 Mr Goddard criticised Inverclyde Council for withdrawing the 2-hour waiting limit in the Cargill Centre car park in the absence of further consultation with the Community Council. He explained that the Community Council favoured a restriction of 3 hours with no return in 2 hours as this best reflected the requirements of the Cargill Centre and the interests of the village shopkeepers. 3 hours was the minimum and 4 hours would be ideal. The Community Council felt that it was representing the views of the silent majority in the village and that the decision to withdraw did not reflect well on the process. Whilst it may be that the statutory requirements in the TRO procedure have been followed, better channels of communication were needed.

5.13 Essentially, Mr Goddard concluded, there is not enough parking to suit the life style of the Kilmacolm residents and this needs to be addressed outside the processing of these TROs. The only reason the present off-street car parking may appear to be adequate is that there are cars parking illegally on the yellow lines. Enforcement of the on-street restrictions will show up the inadequacy.

Inverclyde Council's response

5.14 The Community Council's suggestion (1) requires separate consideration, as it would require an additional TRO requiring public consultation. Suggestion (2) is an adjustment that can be considered within the 12-month review. Cars parked on the yellow lines are causing the double-parking of delivery vehicles in Lochwinnoch Road and the enforcement of the waiting restrictions should ease this situation. If not, this issue can be re-examined in the review.

5.15 The 2-hour waiting limit proposed for the Cargill Centre car park had been withdrawn in the face of the majority opinion in favour of allowing stays of any duration up to a maximum of 24 hours. The Community Council proposal of restricting parking to 3 hours was the only alternative and, taking into account a survey that had indicated that the car park was of an adequate size, Inverclyde Council decided that it was best to leave it with the original 24-hour restriction. It would be happy to engage with the Community Council in monitoring what happens when the restrictions are enforced.

5.16 Before it was withdrawn, the 2-hours limit was proposed to improve the turnover of spaces in the village centre by encouraging medium stay parking, which it was considered would allow enough time for people to shop or attend other facilities in the village centre. To increase the 1-hour no return period would discourage people from returning. Persons who stayed for more than 2 hours e.g. shop employees, could park at the Station Road and Barr's Brae long stay car parks.

5.17 The statutory procedures had been followed to the letter throughout the process. There had been no need for further consultation with the Community Council prior to the decision to withdraw the 2-hour waiting limit. Inverclyde Council believes that the interests of the Community Council had not been prejudiced, as it had the opportunity of the hearing to promote the 3-hour alternative.

Issues raised by the individual objector who appeared at the hearing

5.18 _____ resides at _____. He acknowledged the sense of encapsulating the restrictions in one document. However, he criticised the TROs for failing to take into account the reality of life in Kilmacolm. The "20's plenty" signs slow down the traffic though the village. The double-parking by delivery vehicles only lasts 10 minutes. Kilmacolm is a rural village, not a town or part of a conurbation and is unsuitable for an urban parking scheme.

5.19 The demand from Kilmacolm and the surrounding area for car parking in the village centre has increased, whilst the parking provision has reduced. _____ had carried out his own investigation. This showed that the off-street car parks are full most of the time and people park wherever they can, including on the single yellow lines, because there is no alternative. A long-term car park right in the middle of the village at Smithy Brae and 30-minute on-street car parking would solve the parking problems in Kilmacolm.

5.20 _____ urged the council to carry out a critical examination of the necessity for the yellow lines. The double yellows make sense. Some single yellows are sensible where they are designed to keep accesses, pinch points clear. However, there was no reason for the yellow lines opposite the butchers, between the bakers and the "time capsule", from Market Place to Gibson Lane and on the bend opposite Saffron. Removing these yellow lines would provide 20 short-term parking spaces. He also questioned the necessity for the waiting restrictions in Port Glasgow Road, Moss Road and Gilburn Road.

5.21 The council should obtain the views of the Kilmacolm people by holding a well-publicised meeting.

Issues raised by objectors in written submissions

5.22 In her written submission on behalf of the New Surgery in the Cargill Centre the Practice Manager, Margaret Smyth, acknowledged that limiting waiting time in the Cargill Centre car park would deter people from parking all day, but the restriction to 2 hours would have a detrimental effect on the everyday working of the surgery. She requested the consideration of designated parking bays for doctors, or parking permits. Additional all-day, off-street parking reasonably close to the centre of the village is desirable for workers in the village centre and commuters to workplaces outside the village.

5.23 A number of objectors believe that on-street waiting and loading restrictions will affect trade in the village shops, cafés and businesses. As a retailer in the village ["Etoile" in Market Place] Annette MacKay believes that the proposed changes to the parking arrangements will dissuade people from shopping in Kilmacolm and will damage her business. Many of her customers come to the village for more than two hours at a time. The on-street waiting and loading restrictions will deter customers who pop in for a quick purchase. In other towns parking restrictions have been lifted. In Bothwell, double yellow lines have been removed and businesses report an increase in trade. This approach is increasing retail footfall in town centres in London and elsewhere.

5.24 Fernie and Florence, the florists, have objected stating that they need access to load a vehicle to make deliveries. They are not happy with the prospect of having to move their vehicle to avoid a parking penalty.

5.25 Some objectors believe that parking is difficult even without the proposed on-street restrictions, whilst others consider on-street restrictions area an irritation and dissuade shoppers from visiting local shops.

Inverclyde Council's responses to the individual objections

5.26 The parking restrictions are designed to help local businesses not hinder them. The restrictions are already in place. It is not proposed to change them, merely to update the format to make them readily enforceable using one comprehensive document. The time limit for on-street limited waiting remains unchanged with people being able to park for up to 30 minutes with no return within 30 minutes. This is sufficient time to make trips to shops, banks and the like and is consistent throughout Inverclyde. If people require more than 30 minutes to go about their business then cars should be parked in one of the three car parks in the village centre.

5.27 The restrictions may be an irritation but they are required to provide safe passage through the village for pedestrians and vehicles. Presently, parking may be difficult in the on-street bays because motorists outstay their 30-minute limit. Since the enforcement of parking has been significantly reduced in the village, parking on single yellow lines has become a habit. This has resulted in delivery vehicles double-parking in the village centre. This causes congestion and increases the risk of accidents. The enforcement of the TRO will remove the need for delivery vehicles to double-park or for deliveries to be missed.

5.28 The council will remove the proposed two hours stay limit from the Cargill Centre car park to allow stays of any duration up to a maximum of 24 hours.

5.29 It would be for the local councillors to promote the provision of a new car park within the framework of Inverclyde Council's annual review of projects. Such a scheme would be the subject of due processing and is a separate matter from the TROs.

5.30 Port Glasgow Road is "A" class and an emergency diversion route. The waiting restriction is on a bend. Parking could create congestion and cause problems during diversions. Moss Road and Gilburn Road are narrow. Parking could cause congestion.

5.31 The single yellow line opposite Fernie and Florence's shop will be available most of the day for loading. The TRO will allow loading provided the vehicle is not left unattended for more than ten minutes. The 30-minute waiting time will allow shoppers to park for up to 30 minutes to visit the florist and other shops in the village.

5.32 It may be that once the enforcement of the existing parking restrictions is resumed it emerges that they need adjusting. However, Inverclyde Council has a tight time frame within which to respond to the national move to decriminalised parking enforcement, hence the decision to keep the pre-existing restrictions unchanged and then to review the TROs in 12 months time. In the meantime, Roads Service is happy to keep the channels of communication open.

CHAPTER 6: INNER AND OUTER GREENOCK

The Proposed Traffic Regulations

6.1 This area is affected by the following proposed TROs.

The Inverclyde Council (Off-Street Parking Places) Order 2013 (TRO C134);

The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) Order 2013 (TRO C130); and

The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) Order 2013 (TRO C131).

6.2 In preparation for the introduction of decriminalised parking enforcement Inverclyde Council is promoting the Off-Street Parking Places Order as the means of enabling the council's parking attendants to enforce the restrictions in the named car parks. The general effect of the Order is to set out the rules for the use of the public car parks in the area including details of any parking charges, time restrictions, use of a parking disc, where parking is permitted etc. It also sets out who can issue Penalty Charge Notices; suspend the use of parking places; etc. The Order amends "The Strathclyde Regional Council (Off Road Parking Places) (Controlling Regulations) Order 1987" by removing the car parks from Inverclyde from its scope and grouping them into one comprehensive document.

6.3 The general effect of the Inner Greenock Controlled Parking Zone Order is to set out the rules for parking on the roads listed in the Order including details of any time restrictions and parking disc use, where parking is permitted etc. For the most part it replicates the restrictions currently visible on the streets indicated by road markings and traffic signs.

6.4 The general effect of the Outer Greenock Waiting Restrictions Orders is to set out the rules for parking on the roads listed in the Order including details of any time restrictions, where parking is permitted etc. In the vast majority of locations there are no changes proposed to the existing Orders. The Order brings all of the waiting and loading restrictions, which apply within these areas, into one comprehensive document.

6.5 As a concession to the objections received from residents in the Cathcart Street area that a two-hour stay limit and charged parking would disadvantage them, the council wrote advising them that a car park to the rear of 33 to 57 Cathcart Buildings could be provided for the use of residents. The car park would be uncontrolled and stays of any duration would be permitted on a first come, first served basis.

Inverclyde Council's explanation of the proposals and justification for the TROs

6.6 The Greenock Town Centre Parking Strategy developed in the Atkins study sought to improve parking opportunities and the turnover of parking spaces in the town centre. It aimed to provide additional short stay parking within the town centre through on-street parking restrictions. Medium and long stay parking would be provided in off-street car parks. The Atkins study recommended that two key off-street car parks, the Bullring and Cathcart Street West should have a limit to the length of time cars can be parked. Since

the withdrawal of the traffic wardens service in May 2011 parking behaviour has deteriorated with increased incidence of dangerous and obstructive parking, parking on footways or across dropped kerbs and parking too close to junctions, obstructing visibility.

6.7 With the withdrawal of the traffic warden service the council has applied to Scottish Government for the powers to enforce parking restrictions. In preparation for the introduction of DPE, and to improve on and off-street parking provision, the council is promoting the Traffic Regulation Orders. A strategy has been developed for Greenock Town Centre that provides short-stay parking on-street, free medium stay parking in Cathcart Street West and the Bullring car parks in the heart of the retail core and long stay parking in the other five car parks in the town centre at a charge of £1 per day.

6.8 The Off-Street Parking Places Order introduces a maximum 2-hour stay in the Bullring and Cathcart Street West car parks and the charged parking in the other Inner Greenock town centre car parks. Public car parks will continue to be free 6pm-8am and all day Sunday.

6.9 On-street parking in much of Inner Greenock is limited to 30mins with no return within 30 minutes. These areas are to be extended into other parts of the town centre to prevent all-day parking and to make it easier to find parking spaces. Apart from the Bullring and Cathcart Street West, town centre car parks will have no limit on the duration of stay but will be charged £1 per day. This will provide long stay to those who need it but will also discourage inessential car journeys. Most of the on-street restrictions remain unchanged. Where waiting is limited drivers will have to display a parking clock disk to indicate the start of their stay. On-street parking will be free of charge.

6.10 In response to evidence of a parking need on certain streets, such as Westburn Street and Nicolson Street, it is proposed to replace no waiting restrictions with new time-limited waiting spaces. In the Cathcart Street area there are currently no restrictions and as a result parking occurs all day with no real turnover of spaces. It is proposed to bring this area into the Controlled Parking Zone and to introduce time-limited waiting and loading restrictions to allow the safe passage of vehicles and pedestrians.

6.11 The proposal to pedestrianise Cathcart Square has been abandoned. Instead it is proposed to introduce a Restricted Zone in Cathcart Street and William Street as an alternative solution to pedestrianisation. There will be a no waiting at any time restriction in Cathcart Square and the northwest side of William Street. The restriction will allow loading to be undertaken and the drop-off and pick-up of passengers. There are pedestrian desire lines across the Square. As well as improving the streetscape, the removal of the parked cars will improve the visibility walking across the Square. Without the hazards caused by vehicles reversing into or out of parking spaces the number of dangerous vehicle manoeuvres will be reduced.

6.12 The existing 30 minutes time limit for on-street parking on weekdays and Saturdays in the town centre has been present for many years and when enforced by the traffic wardens did not create any difficulties for businesses. More roads (Cathcart Street and nearby roads) have been added to the Controlled Parking Zone so that all areas within the retail / business core of the town centre are covered by the Controlled Parking Zone Order.

6.13 Significant benefits (both direct and indirect) will be realised with the implementation of the Orders. The overarching benefit to Greenock town centre is expected to be the increased availability of short-stay parking to shoppers and business visitors and the subsequent improvement in trade. Presently, the lack of available short-stay parking spaces, caused by long-stay commuters, is stifling the economic vitality of the town centre. In some instances illegally parked cars are narrowing the available road width such that the efficient movement of traffic is adversely affected and congestion results. Banning parking on the approach to junctions, for example, will prevent this occurring, will reduce journey times, will help with delivery consistency and will improve pedestrian and vehicular safety.

6.14 Pedestrians have been put at risk or inconvenienced by indiscriminate parking. Parking on footways forces pedestrians into walking on the road. Parking across dropped kerbs interferes with the progress of wheelchair users and mothers with prams. It has become common practice to park on single yellow lines throughout the town centre. In some areas the Controlled Parking Zone TRO will replace no waiting restrictions with limited waiting restrictions, recognising that vehicles can park safely in some locations without hindering access. In others such as around junctions or on A770 Dalrymple Street, the restrictions will be strengthened to prevent the obstruction of visibility, reduce congestion and improve access for delivery vehicles. The Controlled Parking Zone TRO 130 will introduce additional on-street disabled persons' parking places to provide greater disabled access to the town centre. These spaces will be time-limited to 3 hours instead of the usual 30 minutes waiting time.

6.15 Frequently, due to the indiscriminate parking, businesses in the town centre are deprived of sufficient space for delivery vehicles to stop safely to unload. This results in businesses not receiving deliveries or the double-parking of delivery vehicles, obstructing traffic flow. The Controlled Parking Zone TRO includes appropriately located loading bays free from the interference of parked cars.

6.16 Most of the on-street restrictions remain unchanged and people who choose to live in the town centre are familiar with the constraints and make their own arrangements. However, the council is committed to a review in a year's time.

6.17 The overarching benefit of the Outer Greenock Waiting Restrictions Order TRO 131 will be the retention of the existing restrictions in various locations which have proved to be necessary in the past in order to safeguard pedestrians and other road users, prevent congestion and facilitate the safe passage of vehicles. Uncontrolled parking in front of shops stifles the turnover of spaces desired by traders. One of the few new proposed restrictions in this TRO is intended to rectify this situation.

Issues raised by the Inner Greenock Objectors

6.18 Many of those who objected to the TROs are residents or property owners in the town centre. Their objections refer to the proposed expansion of on-street time-limited waiting restrictions and suggest the introduction of a resident's parking permit scheme as a means by which these restrictions could be avoided. They feel they are being penalised for living in the town centre and that the restrictions will prevent them or their visitors from parking near their homes or the homes of relations and friends in need of care.

6.19 The majority of objections raised by residents were to the proposal to charge £1 per day to park in five of the town centre's off-street car parks and the removal of their ability to park free without time limit. Objectors are concerned about where they are to park, how much it will cost them to park and how the £1 per day charge for off-street car parking will mount up over the year.

6.20 People who care for and therefore need to visit people in the town centre have raised objections to the proposed restrictions. Inverclyde Carers Association has also objected. They are concerned that the proposed regulations will make it difficult to access persons in need of care. They believe that the level of care for these town centre residents will deteriorate because the carers will not be able to park as freely and will have time limits placed on their visits.

6.21 An objector asserts that the elderly and mobility impaired will be discriminated against, as they will be unable to park directly adjacent to the town centre.

6.22 Some objectors point to a need for more car parking in the town centre, including reviving a previous scheme for a multi-storey car park on the site of the Cathcart Street West car park. Others point out the difficulties of the parking restrictions for shift workers.

6.23 There is a concern that parking discs are inconvenient for visitors and difficult to obtain.

Issues raised by objectors who appeared at the Public Hearing

6.24 Frances McFarlane represented Greenock Centre Residents Action Group (GCRAG). In essence the case for the GCRAG is as follows.

- Inverclyde Council's scheme will inflict a much harsher financial penalty on Greenock town centre residents than other local authority DPE schemes. Perth and Kinross Council are only charging their inner city residents £190 per annum for their resident's permits and some councils are issuing their over-65s blue badges free of charge.
- GCRAG fears that the scheme will add significantly to the isolation felt by the elderly town centre residents. They are terrified that their visitors and carers will not be able to visit them.
- The new restrictions are likely to cause congestion spiralling back into Tobago Street and there will be great difficulties with funerals in King Street with more cars and congestion in the area.
- It would help if the small car parks in Buccleugh Street and Sir Michael Place could be made available for residents only.

6.25 _____ resides at _____ She looks after her elderly mother, _____, who lives at _____ and whose mobility is affected by _____, the registered carer, attends _____ three times a day and the council's proposals would inflict a minimum cost of £72 per 4 weeks. It makes her angry to hear the council argue that people who choose to live in the town centre are familiar with the constraints and make their own arrangements. It is not as simple as that. Her mother has lived in the town centre all her life. _____ anticipates a "year of hell and discrimination" until the annual review the council has promised.

6.26 lives at , which is a listed building. He would like 3 residents only spaces for the three flats at no. 132, or failing this a residents' parking permit. He also suggests the provision of bollard protection for a motorcycle space. Failure to provide residents parking could harm the viable use of the listed building.

6.27 believes that the prime cause of the parking problem in the Cathcart Street area was the council decision to create so many posts within the former Central Library. He is worried that the long-stay car parking will push the residents' parking problems elsewhere.

6.28 , is concerned at the proposed parking charges. She lives in the area and requires daily parking. She is anxious for the council to issue residents' permits

6.29 , uses Greenock Central railway station to get to her work. She is disabled. A disabled bay will only allow her 3 hours parking, which is inadequate for her parking needs.

6.30 said that she would be faced with an excess of parking charges as she worked in the town centre, has to take her son in and out of the town centre and has to visit her parents there in the evening.

6.31 Reverend Alan Sorensen, the Minister, and Ms Helen Smith, the Session Clerk, represented Wellpark Mid Kirk, Cathcart Square. The gist of the case for the church is as follows. .

- The church has been at the heart of the town for 252 years. The proposed waiting restriction in Cathcart Square at any time will drastically reduce the ability of the church to function. The proposed two hours parking period is insufficient for many of the church and community events.
- The scheme will deter use of the church facilities by community groups, which include Alcoholics Anonymous, Epilepsy and Alzheimer's support groups and the Inverclyde Family Contact Centre. It will be disproportionately detrimental to the church and to these vital community groups. The restrictions will greatly reduce the amenity of the church to the town and threaten the viability of this Grade "A" listed building.
- The restrictions have the potential to contravene the 2010 Equalities Act and discriminate against vulnerable persons. The restrictions run contrary to the policy on expanding "third sector" involvement in civic affairs.
- The allowance of 3 vehicles to be allowed to park in the Square for funerals or weddings is wholly inadequate. Distress will be caused amongst mourners forced to choose who should be allowed to park at the church. The 30-minute restrictions in Cathcart St and William St means any mourners' cars cannot park there. Use of a parking disc is impractical. The restrictions will deter weddings in the church.
- The restriction will impact on the financial viability of the church and it's ability to retain Kirk employees. It will harm the Kirk Café, fundraising events and income from letting the halls.
- Rather than the claimed improvement in safety, for which there is no statistical evidence, the proposals for the Square will make it more hazardous. The allowing of drop offs and the turning of delivery vehicles will increase the amount of

manoeuvring in the square in the very area where the council seeks to encourage pedestrian flows.

- The absence of yellow lines in the Square will add to the confusion and danger. Without them, the parking restriction will be unenforceable.
- The arrangements to use "Parking discs" are not explained, are unhelpful and are potentially unworkable.
- The decision to close Cathcart Square was based on a trial closure in 2011 and a flawed report in 2012. Councillors and officials gave public assurances that proposals to improve access to the Square area for church users and traders would be linked with a resolution of the effective loss of the car park behind the library.
- The aims of the traffic orders would be adequately served without devastating the life of the church if the following changes are made to the TROs:
 - (a) Parking is removed from around the fountain to allow the turning of delivery vehicles and yellow-line parking is allowed to continue in around the periphery of Cathcart Square.
 - (b) Parking is allowed in William Street and the perimeter of Cathcart Square Mon-Fri 8am-6pm.
 - (c) The Saturday restrictions are removed from William Street and Cathcart Street.
 - (d) Nose to kerb marking is provided in William Street.
 - (e) Additional disabled spaces are provided in the Square.
 - (f) The 2-hour parking limit is raised to 3 hours.
 - (g) The 30-min restriction in William Street and Cathcart Street is increased to 2 hours.

Issues raised by objectors in written submissions

6.32 In a written submission Inverclyde Carers Centre, 68-70 Cathcart Street, argued that it is imperative that the centre can park its carers' cars near the centre. Charging for parking will only worsen the current dearth of parking, which has been made worse by the relocation of the council offices to the central library. Staff and carers cannot afford the £20 per month for parking. Most staff remits require access to a car 5-days a week to provide home visits and outreach services and this is essential work. There should be more parking in Cathcart Street rather than tighter restrictions.

6.33 _____, considers that the scheme is unfair to town centre residents. She finds difficulty parking near her home. She can only leave her car in the street for half-an-hour. There are long waits for a space. The £1 per day parking fee equates to £312 per annum, which is unaffordable. There is not enough parking for town centre residents and the scarcity forces them to park far from home. She is disappointed that there is no proposal for parking permits and additional car parks.

6.34 Fiona Hamil, trading as Fig Promotions has a nightclub in Cross Shaw Street off Cathcart Street, which involves office use and business meetings during the day. The 30 minute parking restriction is insufficient for her business needs. The spaces would be quickly taken in mornings. A multi-storey would have been the answer. She would like a business parking permit. She complains that the time limit of 2 hours in the Cathcart Street West car park is not long enough and could discourage business visitors to its premises.

6.35 , strongly objects to paying for parking outside his house. Once in operation, there should be no exceptions, including council staff, no matter what their position in the council.

6.36 , argues that the scheme will harm access .to the elderly by carers and family members, will disrupt the live of residents and will force shoppers out of the town centre.

6.37 , strongly objects to the £1 a day for parking outside his house. Most of the tenants of the property are pensioners who cannot afford to pay such costs.

6.38 The Stewart Centre objects to two disabled parking bays on a section of road it owns near to Kilbain Court.

Inverclyde Council's responses to the Inner Greenock Objections

6.39 The council is tasked with managing its road network and car parks in the interests of road safety and the avoidance of congestion. It recognises the needs of all road users and tries to strike a balance between competing demands. The restrictions provide a variety of options for parking in the town centre. The parking strategy that has been developed for Inner Greenock based on a mixture of short, medium and long-term parking allows people to park for a variety of stay durations depending on their needs. Two hours is considered sufficient to allow people who park in the Cathcart Street West and Bullring car parks to park for business meetings, longer shopping trips, socialising and attending appointments but is short enough to dissuade long stay parking. For stays longer than 2 hours people will have the choice to pay to park in the town centre, park elsewhere or use public transport.

6.40 For the council's reasons for denying the request for residents and business parking permit schemes see Chapter 3 paragraph 3.16.

6.41 The impression that more car park spaces are required in the town centre may be caused by the current spaces not being used effectively. Regulating the parking as proposed will make more short and medium-term parking opportunities available. The multi-storey car park off West Stewart Street / Kilblain Street is disused and obsolete.

6.42 Although there may be some additional restrictions in parts of the town centre, mainly Cathcart Street, these restrictions will allow carers the same facility as elsewhere in the town centre to park close to their patient's property to allow them to undertake their duties or take their patients to appointments.

6.43 Where organisations are dependent on the availability of cars for operational work trips, they often make arrangements of their own, including parking their cars in a private car park, using pool cars or subsidising parking costs to offset the parking charges. The problems described are current. The Order is designed to make more spaces available for short to medium parking. Three of the car parks off Cathcart Street will have no time limit but there will be a £1 charge. The council has to strike a balance between competing demands and is committed to a review a year after the making of the Orders.

6.44 Additional on-street and off-street Blue Badge parking places have been provided to improve access for the mobility impaired throughout the town centre. Two spaces have been removed from Cathcart Square but these have been replaced in the Cathcart Street West car park. The Blue Badge parking spaces in William Street still remain. People with mobility impairment who do not drive may be dropped off or picked up in Cathcart Square, provided the vehicle is not obstructing the flow of traffic or causing a hazard.

6.45 Referring to the needs of disabled commuters such as _____, Mr Higginbottom pointed out that disabled bays are designed specifically for the needs of shoppers. These disabled bays are restricted to 3-hours on display of the blue badge and a disc. However, a disabled person requiring an all-day parking space can park in a 30-minute bay and for free with no time limit in the £1 charge car parks by displaying a blue badge. Carers collecting and dropping off persons in need of care have a "period of grace" of approximately 10 minutes.

6.46 Parking discs allow the enforcement of the parking stay time limit without having to charge for parking. They allow the council to provide as much free parking as possible while still enabling the parking attendants to enforce the restrictions effectively. The discs will be available free of charge from shops, banks and other businesses. They are reusable. Signs will be in place where they are to be used. The council will undertake communication throughout the area explaining their use.

6.47 The council undertook a parking study before it took the decision to move its services into the Central Library. The TROs have nothing to do with the use of the former library.

6.48 Under the Roads (Scotland) Act 1984 the council has the power to make a TRO in respect of any road regardless of whether or not it is maintained by the council but it will undertake discussion with the Stewart Centre about the disabled parking bays on its land.

6.49 The small car parks in Buccleugh Street and Sir Michael Place are council owned. The local authority is not allowed to dispense with them for public use without a change of ownership. A scheme for transferring ownership would have to be arranged with the housing association in the area, but it is questionable whether it would take responsibility for the car parks.

6.50 The Controlled Parking Zone TRO will not change the parking in West Blackhall Street. The town centre 30-mins restrictions have been in place there for many years. The on-street spaces and West Stewart Street car park will continue to remain available free of charge overnight and on Sunday.

6.51 The council's response to the matters raised by Wellpark Mid Kirk are as follows:

- Since its refurbishment vehicles park all over the Square for as long as they choose. Although parking is to be removed from the Square the overall proposals for the Cathcart Street area will provide more parking opportunities than presently.
- The council intends to remove the yellow lines in the Square whether or not the TROs are confirmed. The no parking regulation can be enforced without them.
- The removal of parked cars will improve visibility in the Square and reduce the chance of conflict between vehicles and pedestrians. At present larger service vehicles have difficulty turning in the Square, which is the only turning facility for such

vehicles in the area. This difficulty and the reversing of cars in and out of parking spaces increase hazards for other road users.

- Removing parking will result in patrons having to walk an extra 30 metres to Cathcart Street West Car Park. This falls within the SG guideline distance of 45 metres to disabled parking. The restrictions allow others to drop off the frail and elderly in the Square before parking elsewhere. It is proposed to retain the existing two disabled spaces in William Street. 4 disabled spaces have been provided in Cathcart Street West Car Park. Blue badge parking can take place where other drivers are restricted.
- The restrictions will assist the town, address the problems of unsafe and inconsiderate parking and improve access within the town centre for all users. The Cathcart area and car parks are all parked up all day with commuters' cars. The on-street restrictions will assist short stay parkers shopping and better turnover of spaces should make the church more attractive for weddings.
- The council, like many other roads authorities, has placed a limit on the number of wedding and funeral vehicles that can wait in a waiting restricted road. The 3-vehicle restriction is commonplace throughout Scotland. The restriction will also apply to wedding services in the municipal buildings and town hall. Mourners and wedding guests will be able to park in nearby car parks for the permitted time. Parking discs will be generally available, are reusable and many guests will already have them.
- Parking discs will be widely available and prior to the implementation date discs may be included with council circulars to households.
- Parking in Greenock Town Centre is currently limited to 30-mins from Mon to Sat and it is not proposed to change this. There is no restriction after 6pm. William Street is not wide enough to accommodate nose-in parking. Disabled parking near the church will be increased. Buses carrying wheel chair users and groups from care homes will be able to unload and collect their passengers with the driver present.
- The report on the trial closure of Cathcart Square was not used in the preparation of the TRO. The proposal is not to close the Square to vehicular traffic, only to remove parking from it.
- The promotion of the TRO is independent of any discussions the council may be engaged in concerning the purchase of the car park behind the library.

Issues raised by the Outer Greenock Objectors

6.52 Reference has been made to the removal of waiting restrictions on Bank Street. Vehicles parked on the existing restrictions have resulted the road being blocked and having to be closed until the vehicles were removed.

Inverclyde Council's response to the Outer Greenock Objections

6.53 The council has omitted the restrictions on Bank Street from the TRO in error and will promote a separate TRO for the missing elements.

Inverclyde Council's replies to the Reporter's questions

6.54 The 2-hour limited stays enforced via the disc scheme will deter long-term parking in the Bullring and West Cathcart Street car park.

6.55 No arrangements are in place with the operators of private car parks for co-ordination of tariffs aimed at common objectives.

6.56 The various attempts made to secure a contribution to the council's parking strategy from the disused multi-storey car park in West Stewart Street, which is accessed off Kilblain Street, have failed. The car park is a 1960s construction. It would require considerable financial outlay and works to upgrade it to modern car parking standards and it is not part of the equation.

6.57 It has been estimated that the brown field site beside Greenock Central Station is capable of accommodating up to some 250 vehicles. However, there is no prospect of it being released for park and ride car parking without a compulsory purchase order. In any case it would be costly to make it into a car park.

6.58 The car park the subject of the concession at the rear of Cathcart Buildings is owned by the council and would accommodate a maximum of 30 cars.

6.59 Park and ride facilities are available at Port Glasgow Station, Gourock Station and Greenock Central. The car parks Station Avenue and Cathcart Street East will be charged at £1 per day and will be disc controlled.

6.60 Only Cathcart Street West and the Bullring of the town centre car parks will be free but they will be time-limited with a disc display system.

6.61 The baseline [2009] number of council employees working in Greenock town centre before the rationalisation of the office accommodation was 818. The projected figure following rationalisation (2015) is 747. [These figures were provided post-hearing by agreement with the parties attending the public hearing.]

6.62 The favoured parking strategy was chosen as the one that most closely fulfilled the council's brief that the scheme should minimise parking charges and most closely fulfilled Scottish Government's advice that the scheme should aim to break even. Given the degree of accuracy of the predictions in the business case it was considered that a small deficit of £5000 per year approximated to 'breaking even'.

6.63 The hearing date had coincided with the Easter holidays. A more representative time for the Reporter's inspection of Greenock town centre would be a Thursday morning and afternoon in the last week of April or the first week in May.

[I spent the morning and afternoon of Thursday 1 May observing the parking patterns and pedestrian flows in the town centre. GF]

CHAPTER 7: REASONED ASSESSMENT OF THE FACTS AND MATTERS IN DISPUTE

The strategic justification for the TROs

7.1 From the key issues that Atkins identified in 2010 (see 2.8 above) it is clear that the situation prior to the withdrawal of the traffic wardens by Police Scotland in May 2011 was far from satisfactory. The evidence suggests that since that time parking behaviour throughout Inverclyde has deteriorated even further with increased incidence of dangerous and obstructive parking occurring throughout much of the Inverclyde urban area.

7.2 In addition to the danger and inconvenience to road users resulting from the current unregulated parking, it is also evident that the lack of available short-stay parking spaces caused by long-stay commuters is stifling the economic vitality of the Inverclyde town centres and is therefore rendering them vulnerable to competition from modern purpose built retail centres that are well provided with highly accessible free of charge car parking.

7.3 Taking into account the general thrust of the strategic policies outlined in Chapter 2, I am in no doubt that the parking problems in Inverclyde are having a seriously damaging effect upon the vibrancy and sustainability of its urban centres. Therefore, whilst various operational aspects of the council's scheme remain to be assessed, I find that the case for parking regulation using decriminalised enforcement procedures is compelling and that the council's strategic justification for its traffic regulation scheme is robust.

General and non-area specific issues raised by the Objectors

7.4 The most contentious operational aspect of the council's scheme is the absence of any provision for residents' and business parking permits. Because of the scale of the provision needed and the inevitable displacement of customer / client parking, I agree with the council that business parking permits would be impractical and counter productive to achieving improved town centre vibrancy. However, I have sympathy for the town centre residents, their relatives and carers, who fear that arbitrary enforcement of the parking restrictions could have a seriously harmful effect on their daily lives.

7.5 I suspect that the objectors are correct in asserting that the £1 all-day parking fee will not deter the long-stay parkers and that many will occupy the available parking spaces throughout the day. It may be that the charging for long-stay car parking should be increased but without parking permits this would make it more costly for town centre residents to park their cars. I understand that a scheme involving resident's permits would be expensive and that it may be difficult to obtain the funding to operate such a scheme. However, I am not persuaded that a residents' permits scheme should be ruled out on the grounds that it fails the self-financing criterion set in the national guidelines. Provided the level of charging is adequate there is no reason why such a scheme should not be viable. On the other hand, it may be that the parking fees necessary to ensure the viability of such a scheme may be too costly for the Inverclyde public and that this could have the negative effect strategically of deterring shoppers and the general public from visiting the town centre and thereby could defeat the main purpose of the scheme.

7.6 I accept that, as elected representatives equipped with local knowledge, the members of Inverclyde Council are well placed to judge what the level of parking charges should be so as not to deter shoppers and visitors and what kind of scheme is likely to be

self-financing. Nevertheless, it is vital in my opinion that the impact of the enforcement of the proposed TROs on town centre residents is reviewed in 12 months time and closely monitored in the meantime. If, at any stage, it is evident that the scheme is having a disproportionately harmful impact on the daily lives of the town centre residents the council should take urgent action to do all it can to relieve the situation and reconsider its decision not to introduce a scheme involving residents' permits.

7.7 Another contentious matter of particular concern to objectors is the impact of the proposed TROs on carers and the disabled. Since much of the discussion was set within the context of Inner and Outer Greenock I consider these issues under that heading.

7.8 I do not accept the view that, rather than making the roads less hazardous, the parking strategy will have the opposite effect of making the roads more dangerous for road users and pedestrians. It may be that the improved circulation will result in slightly higher vehicular speeds but I agree with the council that the enforcement of the restrictions and the improvements for junction visibility and pedestrian safety should reduce road hazards in the TRO areas significantly overall.

7.9 I have no reason to believe that the staffing level and day-to-day running of the parking scheme, including the enforcement of the regulations by the four parking attendants, would not prove satisfactory. The scheme has to be self-financing and therefore the issue as whether or not it should take priority over another project in the council budget should not arise.

7.10 Parking discs allow the enforcement of the parking stay time limit without having to charge for parking. The discs will be available free of charge from shops, banks and other businesses. They are reusable and may be kept easily accessible in a car. They have a proven history of effective use throughout the country and I do not accept either that they are unworkable or that they are difficult to understand.

7.11 The consultation period held from 15 July to 5 August 2013 accorded with the 21-day consultation period required in the Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999 and the procedural requirements have been adhered to throughout the process. In addition, there has been a commendable level of community involvement and the consultation avoided the traditional holiday fortnight in Inverclyde. There is no reason to believe that the choice of dates has prejudiced anyone unfairly.

7.12 The implications of a waiting restriction outside a property for its market value are not a relevant matter in assessing the merits of the TROs.

Inner and Outer Greenock Objections

7.13 There are 24 maintained objections in this area.

7.14 The crucial strategic benefit of the TROs to Greenock is expected to be the increased availability of short-stay parking and the subsequent improvement in the viability and vitality of the town centre, which will improve its competitiveness with other centres. Presently, the lack of available shorter-stay parking spaces is stifling the economic vitality of the town centre. By removing illegally parked cars, the enforcement of the parking and waiting restrictions will reduce congestion and improve the safety and convenience of the town centre road network for all road users, and pedestrians in particular. The council's strategic justification of its TROs is robust and accords with the general planning principles outlined in the strategic policy frameworks identified in Chapter 2.

7.15 I accept the point made by GCRA and others that the enforcement of the on-street and off-street restrictions aimed at forcing the longer term parker to peripheral areas around the town centre is likely to impact significantly on the parking available to the residents of these areas. It is difficult to see how this can be avoided in the absence of the provision of additional off-street residents' car parks but there is little prospect of this occurring. The public car parks in Buccleugh Street and Sir Michael Place could make a modest contribution if made available to residents only and this could be worthy of investigation through discussion with the housing association in the area.

7.16 Scheme 5 of the Atkins study which received the unanimous approval of the stakeholders and endorsement by the study authors as the preferred strategy included a park and ride facility in Greenock. The brown field site beside Greenock Central Station is capable of accommodating up to some 250 vehicles. As well as attracting commuters to a sustainable mode of travel, provision of this scale would have very significant benefits in relieving the pressure of all-day parking on the town car parks and increasing their availability for parking by shoppers, business visitors and residents. However, the available evidence indicates that it would be costly to acquire and construct and that currently there is no prospect of a compulsory purchase. Therefore, like the multi-storey car park in West Stewart Street, it too, is not part of the equation, at least at the present time. This, in turn, reinforces the strategic importance of the enforcement of parking restrictions in order to maximise the value of the existing stock of parking spaces.

7.17 Inverclyde Carers Centre, 68-70 Cathcart Street, provides a crucial service for the delivery of care to the increasing percentage of the Inverclyde population in need of care. This being the case, I would expect the council to do all that it can to resolve any problems that may affect the efficient running of the centre. It may be that these could be addressed by reserving a small number of spaces in one of the nearby long stay car parks. In any event it is vital that the council closely monitor the impact on the centre and maintain an effective channel of communication with the centre management.

7.18 Individual carers, such as _____ who require frequent car-borne access every day to deliver care to family members or to take them to medical appointments, are likely to be affected significantly by the Controlled Parking Zone restrictions in the Cathcart Street area and the parking charges in the off-street car parks. However, their difficulties will be offset to some extent by the removal of some of the long-term parking and the

7.25 Whilst a 2-hour stay may be difficult to justify in the Cathcart Street on-street parking bays, increasing the 30-minute stay to 1-hour would provide more comfortable time for shopping and visits to banks and other services. In addition, extending the permitted stay to 1-hour would reduce the amount of parking manoeuvres generated by the on street parking bays, thereby reducing the hazards for motorists and pedestrians and increasing the efficient flow of traffic along Cathcart Street.

7.26 Similarly, it seems to me that there is no convincing reason why an increase in the duration of maximum stay in the Bullring car park from 2-hours to 3-hours should not be conceded as argued by objectors. The extra hour would allow a more comfortable time for comparison-shopping in the retail core and attending town centre business meetings.

7.27 None of these suggested increases in permitted stay would attract significant numbers of commuters to the designated free of charge medium-stay car parks. Instead, by increasing the available time for shopping and business related activities, the car parking regulations would increase the attraction of Greenock town centre as a shopping destination. This in turn would be significant in improving its performance in competition with purpose-built, car accessible regional shopping centres. Moreover, the additional time allowed for parking will reduce significantly the traffic and unsustainable car travel created by drivers searching the town centre for another parking location in order to comply with the regulations, with consequential benefits for road safety and the environment.

Gourock, Inverkip and Wemyss Bay Objections

7.28 There are 3 maintained objections in this area and all three relate to the proposals in Gourock.

7.29 Julie McIntosh and supporting petitioners object to the harmful impact that they believe the proposed no waiting restrictions on Cove Road and surrounding streets will have on her café business at the junction with Cardwell Road. After negotiating the new traffic signals several times and observing the parking patterns and traffic flows, I am satisfied that the yellow line restrictions are the minimum required to keep the approaches to this and the other junctions in the area free of parked vehicles and the heavily parked streets safe, accessible and free of congestion.

7.30 I agree with the council that to remove or reduce the restrictions in the Cardwell Road area as advocated by _____ would result in visibility being dangerously compromised due to vehicles being parked too close to junctions.

7.31 _____ objection is a separate legal matter involving his right to a loading bay within the Kempock Street car park and may be resolved with the construction of a new road.

Port Glasgow, Kilmacolm and Quarriers Village

7.32 There are sixteen maintained objections in this area and all sixteen relate to the proposals in Kilmacolm.

7.33 My inspection confirmed that Kilmacolm is an attractive settlement with a distinct village character. It is also evident that it enjoys a healthy range of local shopping provision

and other service facilities. The multi-purpose Cargill Centre is a focus for much of the community activity in the village. The retail and servicing vibrancy of Kilmacolm combined with the high car ownership in the area is reflected in the amount of traffic using its streets, the heavy demand for parking and the lack of observance of the parking restrictions. Given the busy traffic conditions, it is obvious that the village is a place in need of an effective parking scheme and it is unrealistic for objectors to argue otherwise.

7.34 Throughout the time that I spent in Kilmacolm the Cargill Centre car park was consistently full until late in the afternoon and motorists were fortunate if they found a parking space. Given the results of the 2013 Parking Duration of Stay Survey, it is surprising therefore that Roads Service has abandoned its proposed 2-hour waiting limit for this car park. Indeed, in view of the significant role of the community activities in the Cargill Centre and their likely duration, I see merit in the 3-hour restriction promoted by the Community Council. However, the concession abandoning the 2-hour limit has been made and persons who on the basis of the concession have withdrawn their objections to TRO C134 or decided not to attend the hearing could be prejudiced if the council were to reverse its decision without a further consultation procedure.

7.35 Along the shopping frontages the enforcement of the restrictions should improve the opportunities for short-term parking. Given the convenient distances in the compact village centre, the 30-minute waiting time applying to on-street parking bays should be adequate to allow shoppers to visit shops, banks and other facilities. The consequent increased turnover in the occupation of the available spaces should help to ensure the continuing vitality of the retail businesses. Observance of the restrictions should also address obstructive parking at junctions and kerb crossings; thus making for a much safer and convenient shopping environment.

7.36 The enforcement of the TRO will remove the illegal parking that forces delivery drivers to double-park in order to unload their vehicles. During my inspection I witnessed the obstruction to the traffic flow that occurs due to the frequent double-parking of delivery lorries. I saw how without the kerbside space to unload delivery drivers have to park their vehicles on the double yellow lines blocking the visibility for motorists exiting the Cargill Centre car park. It is imperative that the no waiting restrictions are enforced to prevent serious road accidents occurring at this location and elsewhere in the village centre.

7.37 During my time in Kilmacolm I noted the dearth of vacant spaces in all three of its car parks. It is likely that enforcement of the restrictions will generate further pressure on the roads authority to provide an additional car park in the village but this is a separate matter for the council to consider. The parking difficulties for the medical practitioners at the New Surgery may warrant investigation as part of the 12-month review.

7.38 Bearing in mind its role as an emergency diversion route, I share the council's concern to avoid on-street parking that could obscure forward visibility and lead to congestion on the Port Glasgow Road. Inspection confirms that Moss Road and Gilburn Road are both narrow and vulnerable to congestion caused by the parking of cars. Therefore I see no justification to remove the restrictions from these streets.

CHAPTER 8: CONCLUSION AND RECOMMENDATION

8.1 I conclude that the council's proposals for the reintroduction of enforced car parking regulation in Inverclyde are strategically robust and that, subject to the operational modifications aimed at increasing the attractiveness of the medium stay parking facilities in Inner Greenock outlined at 7.24 – 7.27 above, the proposed Traffic Regulation Orders are worthy of support.

8.2 I recommend that Inverclyde Council confirm all five of the Orders with modification to the maximum periods of stay in the Bullring and Cathcart Street West car parks and the Cathcart Street and William Street on-street parking bays (Orders C134 and C130).

Gerry Farrington

Reporter

29th May 2014

APPENDIX 1 DOCUMENTS SUBMITTED IN EVIDENCE TO THE HEARING**Documents submitted on behalf of Inverclyde Council:**

Inverclyde Council's Statements of Case for the five Traffic Regulation Orders

The 5 Traffic Regulation Orders and accompanying maps

A copy of the report to Inverclyde Council Safe, Sustainable Communities Committee dated 8 March 2011 advising the Committee of the recommendations of the Greenock Town Centre Parking Study and seeking approval to further develop the recommended schemes.

Greenock Town Centre Parking Strategy and Business Case July 2010 (the Atkins study)

Cargill Centre – Parking Duration of Stay Survey, Tuesday 15 January 2013

Extract from Local Authority Circular 1/95 Guidance on Decriminalised Parking Enforcement Outside London

A copy of the Local Authorities' Traffic Regulation Order (Procedures) (Scotland) Regulations 1999 (the 1999 Regulations)

The following information: (i) the dates of the publication of the proposals under Regulation 5 of the 1999 Regulations and (ii) the dates of any consultations under Regulation 6 of the 1999 Regulations

Copies of the notices and other publicity published under Regulation 5 of the 1999 Regulations

Copies of all the consultations and consultation replies from persons whom the council is required to consult under Regulation 6 of the 1999 Regulations

Documents submitted on behalf of Wellpark Mid Kirk, Cathcart Square

Reverend Alan Sorensen's speaking notes

Appendix 2: Proposed Traffic Regulation Orders

**THE INVERCLYDE COUNCIL
(VARIOUS ROADS) (INNER GREENOCK)
(CONTROLLED PARKING ZONE)
ORDER 2013**

TRAFFIC REGULATION ORDER

**THE INVERCLYDE COUNCIL
(VARIOUS ROADS) (INNER GREENOCK)
(CONTROLLED PARKING ZONE) ORDER 2013**

We, The Inverclyde Council in exercise of the powers conferred on us by Sections 1(1), 2(1) to (3), 4(2), 32(1), 35(1), 45, 46, 49, 53, 101 and 102 of the Road Traffic Regulation Act 1984 (as amended) (“the Act”) and of Part IV of Schedule 9 to the Act and of all other enabling powers and after consulting the Chief Constable of the Police Service of Scotland (Seirbheis Phoilis na h-Alba) in accordance with Part III of Schedule 9 to the Act hereby make the following Order:

1.0 Commencement and citation

- 1.1 This Order shall come into operation on the ** day of ** Two thousand and ** and may be cited as “The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) Order 2013”.
- 1.2 The Plan Index titled “The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) Order 2013 Plan Index” (attached hereto) is incorporated into this Order.
- 1.3 The On-Street Plans titled “The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) Order 2013 On-Street Plans” (attached hereto) are incorporated into this Order.

2.0 Interpretation

- 2.1 In this Order except where the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:

“Authorised Person” means an employee or agent of the Council authorised to exercise all or any of the functions of the Council under this Order;

“Bus” has the same meaning as in Regulation 22 of the Traffic Signs Regulations and General Directions 2002 (as amended);

“Bus Stand” is a designated parking location where a Bus waits out of service between scheduled public transport services;

“Bus Stop” is a place on a bus route, usually marked with a pole and sign, where Buses stop to discharge and take on passengers;

“Carriageway” and “Footway” have the same meanings as in Section 151(1) of the Roads (Scotland) Act 1984 (as amended);

“Controlled Parking Zone” has the same meaning as in Regulation 4 of the Traffic Signs Regulations and General Directions 2002 (as amended);

“Council” means The Inverclyde Council or its successors as Roads Authority;

“Disabled Person’s Badge” means a badge which was:

- (a) issued under Section 21 of the Chronically Sick and Disabled Persons Act 1970 (as amended);

- (b) issued under a provision of the law of Northern Ireland corresponding to that section; or
- (c) 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 has not ceased to be in force;

“Disabled Person’s Parking Place” means a part of a Road identified as such on the On-Street Plans for use as a Parking Place for a Motor Vehicle which displays in the Relevant Position a Disabled Person’s Badge;

“Disabled Person’s Vehicle” means a Motor Vehicle which is displaying a Disabled Person’s Badge in a Relevant Position as prescribed by the Local Authorities’ Traffic Orders (Exemptions for Disabled Persons) (Scotland) Regulations 2002;

“Driver” means the person driving or having control or charge of a Motor Vehicle at any given time and, in particular, in relation to a Motor Vehicle waiting in a Parking Place, the person driving when it was left in the Parking Place;

“Electronic Communications Apparatus” has the same meaning as in Schedule 2 to the Telecommunications Act 1984 (as amended);

“Goods” includes Relevant Postal Packets of any description; and delivering and collecting in relation to any Goods includes checking the Goods for the purpose of their delivery or collection;

“Goods Vehicle” means a Motor Vehicle which is constructed or adapted for use for the carriage of Goods of any description or a Trailer so constructed or adapted;

“Limited Waiting Parking Place” means each part of a Road identified as limited waiting on the On-Street Plans;

“Loading” includes unloading and references to “Load” and “Loaded” shall be construed accordingly;

“Loading Bay” means part of a Road identified as such on the On-Street Plans where no Motor Vehicles may wait except to Load;

“Motor Cycle” and “Invalid Carriage” have the same meanings respectively as in Section 136 of the Act;

“Motor Vehicle” means a mechanically propelled vehicle intended or adapted for use on Roads;

“On-Street Plans” means the plans titled “The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) Order 2013 On-Street Plans” incorporated into this Order, which are recorded, as current for the purposes of interpretation of this Order, in the Plan Index;

“One-Way Street” means a Road in which Motor Vehicles are prohibited at all times from proceeding other than in the direction specified;

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

“Parking Disc” means a Council approved device which is capable of showing the Quarter Hour Period during which a Motor Vehicle arrived at a Parking Place;

“Parking Place” means the various types of Parking Place identified in Article 2.2 and identified as such on the On-Street Plans; the limits of each Parking Place shall be indicated by the Council on the Carriageway by appropriate Traffic Signs;

“Parking Space” means a space provided for the leaving of Motor Vehicles in a Parking Place;

“Passenger Vehicle” means a Motor Vehicle (other than a Motor Cycle or Invalid Carriage) constructed solely for the carriage of passengers and their effects and adapted to carry not more than sixteen passengers exclusive of the Driver;

“Penalty Charge Notice” means a notice issued and fixed to a Motor Vehicle by or on behalf of the Council in relation to a contravention of one or more of the provisions of this Order;

“Plan Index” means the sheet titled as the “The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) Order 2013 Plan Index”, in this Order which records plans that are current for the purposes of interpretation of this Order;

“Police Parking Place” means a part of a Road identified for use as a Parking Place for a Motor Vehicle being used in pursuance of police duties;

“Quarter Hour Period” means a period of a quarter of an hour starting at any hour or fifteen, thirty or forty-five minutes past the hour which can be shown on a Parking Disc;

"Registered Keeper" means the person or organisation recorded by the Driver and Vehicle Licensing Agency as being the legal keeper of a Motor Vehicle;

“Regulated Road” means any Road or part of a Road contained within the Traffic Regulation Order Boundary, provided that the expression “Regulated Road” shall not include any Restricted Zone or, for the purposes of Articles 4.1 to 4.4.1, include any Parking Place;

“Relevant Position” means:

- (a) for the display of a Parking Disc, that the Parking Disc is displayed either on the inside of the front windscreen of the Motor Vehicle, where the Motor Vehicle is fitted with a front windscreen, or in a conspicuous position on the Motor Vehicle so that, in either case, all the information

recorded on the front of the Parking Disc is legible and clearly visible to a person standing at the front or nearside of the Motor Vehicle and the Parking Disc shall be displayed for the whole time that the Motor Vehicle remains in the Parking Place;

- (b) for the display of a Disabled Person's Badge, that the Disabled Person's Badge is displayed as prescribed by Regulation 12 of the Disabled Persons (Badges for Motor Vehicles) (Scotland) Regulations 2000 (as amended);

"Relevant Postal Packets" means postal packets whose weight does not exceed 20 kilograms and whose dimensions fall within permitted limits;

"Restricted Hours" means in relation to any Regulated Road or Restricted Zone specified in this Order, the period of no waiting as indicated on the On-Street Plans;

"Restricted Zone" means any Road or part of a Road contained within the Restricted Zone Boundary provided that the expression "Restricted Zone" shall not for the purposes of Articles 4.1 to 4.4.1, include any Parking Place;

"Restricted Zone Boundary" means the boundary identified as such on the On-Street Plans;

"Road" means all Carriageways, footways and verges;

"Taxi" has the same meaning as in Section 23(1) of the Civic Government (Scotland) Act 1982 (as amended);

"Taxi Stance" means any part of a Road designated by the Council under the Civic Government (Scotland) Act 1982 (as amended);

"Traffic Sign" means a sign prescribed or authorised under Section 64 of the Act;

"Traffic Regulation Order Boundary" means the boundary identified as such on the On-Street Plans;

"Trailer" means a vehicle drawn by a Motor Vehicle; and

"Universal Service Provider" has the same meaning as in Section 4(3) and (4) of the Postal Services Act 2000 (as amended).

2.2 Where the context so permits, references in this Order to a "Parking Place" shall include reference to a Disabled Person's Parking Place, a Limited Waiting Parking Place, a Loading Bay or a Police Parking Place.

2.3 For the purpose of this Order a Motor Vehicle shall be deemed to wait for a period of more than the time specified on the waiting restriction signs for the length of restriction in the same place in any Regulated Road or Restricted Zone if any point in that Road, which is below the Motor Vehicle when it first stops, remains below the Motor Vehicle or its load (if any) throughout such period, whether or not the Motor Vehicle is moved during that period.

- 2.4 The prohibitions and restrictions of waiting imposed by this Order shall also apply to the footways and verges contiguous to the various parts of Road referred to in this Order.
- 2.5 Except where otherwise stated, any reference in this Order to a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order.
- 2.6 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, modified, re-enacted, replaced or supplemented by any subsequent enactment.
- 2.7 The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any regulation made or having effect as if made under the Act or by or under any other enactment provided that where a prohibition or restriction which is imposed, varied or revoked by this Order is in conflict with a prohibition or restriction imposed by a previous Order, then the provision of this Order shall prevail.
- 2.8 The Orders listed in Schedule 1 are varied to the extent specified in that schedule.
- 2.9 The Orders listed in Schedule 2 are revoked.
- 2.10 The Plan Index and On-Street Plans form Schedule 3.
- 2.11 The Interpretation Act 1978 (as amended) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

3.0 General

- 3.1 When a Motor Vehicle is left in a Road in contravention of any of the provisions of this Order, the Registered Keeper will become liable for a penalty charge and a police constable in uniform, a Parking Attendant or an Authorised Person may affix a Penalty Charge Notice to the Motor Vehicle and, subsequently, may remove or arrange for the removal of the Motor Vehicle from that Road.
- 3.2 An Authorised Person removing a Motor Vehicle by virtue of Article 3.1 may do so by towing or driving the Motor Vehicle or in such other manner as he may think necessary and may take such measures in relation to the Motor Vehicle as he may think necessary to enable him to remove it as aforesaid.
- 3.3 When an Authorised Person removes or makes arrangements for the removal of a Motor Vehicle from a Road by virtue of Article 3.2, he shall make such arrangements as may be reasonably necessary for the safe custody of the Motor Vehicle.
- 3.4 Any expenses incurred by the Council in removing a Motor Vehicle from a Road by virtue of Article 3.2 or in making arrangements for the safe custody of the Motor Vehicle by virtue of Article 3.3 shall be recoverable by the Council from the Registered Keeper of the Motor Vehicle.

- 3.5 The Council may, as respects a Motor Vehicle which has been removed from a Road in pursuance of Article 3.1, if it appears to have been abandoned, sell or otherwise dispose of the Motor Vehicle after having made reasonable enquiry to ascertain the name and address of the Registered Keeper of the Motor Vehicle in accordance with the procedure set out in the Refuse Disposal (Amenity) Act 1978 (as amended).
- 3.6 Where a Penalty Charge Notice or any other notice has been attached to a Motor Vehicle as a result of a failure to comply with the provisions of this Order, no person not being the Driver of the Motor Vehicle, a police constable in uniform, a Parking Attendant or an Authorised Person shall remove the notice from the Motor Vehicle unless authorised to do so by the Driver.
- 3.7 Where a Penalty Charge Notice has been issued, the penalty charge shall be paid to the Council in accordance with the instructions on the Penalty Charge Notice.

4.0 Prohibition and restriction of waiting

- 4.1 Save as provided in Articles 4.2, 4.3.1, 4.3.1.1, 4.4.1, and 4.5, no person shall, except upon the direction of or with the permission of a police constable in uniform, a Parking Attendant or an Authorised Person, cause or permit any Motor Vehicle to wait in any Regulated Road or Restricted Zone during the Restricted Hours.
- 4.2 Nothing in Article 4.1 shall prohibit any persons from causing or permitting any Motor Vehicle to wait in the parts of the Regulated Road or Restricted Zone for so long as may be necessary:
- (a) to enable a person to board or alight from the Motor Vehicle or to Load thereon his personal luggage;
 - (b) if the Motor Vehicle is waiting owing to the Driver being prevented from proceeding by circumstances beyond his control or to such waiting being necessary in order to avoid an accident;
 - (c) to enable the Motor Vehicle if it bears the livery of a Universal Service Provider being used for the purposes of the provision of a universal postal service as defined in the Postal Services Act 2000 (as amended);
 - (d) to enable the Motor Vehicle to be used for police, ambulance or fire and rescue service purposes;
 - (e) to enable the Motor Vehicle (other than a Passenger Vehicle), if it cannot conveniently be used for such purpose in any other Road, to be used in pursuance of statutory powers and duties;
 - (f) to enable up to a maximum of three Motor Vehicles involved in a funeral or a wedding ceremony to wait at or near to any premises situated on or adjacent to the said parts of the Regulated Road or Restricted Zone so long as the waiting by these Motor Vehicles is reasonably necessary;

- (g) to enable the Motor Vehicle if it cannot conveniently be used for such purpose in any other Road to be used in connection with any of the following operations, namely:
 - (i) building, industrial or demolition operations;
 - (ii) the removal of any obstruction to traffic;
 - (iii) the maintenance, improvement or reconstruction of the said parts of the Road; or
 - (iv) the laying, erection, alteration, removal or repair in or adjacent to any Regulated Road or Restricted Zone, of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any Electronic Communications Apparatus or Traffic Sign; and
- (h) if the Motor Vehicle is a Taxi waiting in any Taxi Stance.

4.3 Loading

4.3.1 Nothing in Article 4.1 shall prohibit any persons from causing or permitting any Motor Vehicle to wait in the parts of the Regulated Road or Restricted Zone for so long as may be necessary to enable Goods to be Loaded except for any period indicated on the On-Street Plans when Loading is not permitted in that part of the Regulated Road or Restricted Zone.

4.3.1.1 Provided that no Motor Vehicle engaged in Loading Goods, including, so far as a bank is concerned, cash or other valuables or valuable securities, shall wait during the Restricted Hours in the same place in any Regulated Road or Restricted Zone for a period of more than thirty minutes or such longer period as a police constable in uniform, a Parking Attendant or an Authorised Person may authorise and no such Motor Vehicle shall wait for longer than ten minutes in the same place without Goods being Loaded onto the Motor Vehicle.

4.3.2 Notwithstanding anything in Articles 4.3.1 and 4.3.1.1, the Driver of a Motor Vehicle waiting for the purpose of delivering or collecting Goods or Loading the Motor Vehicle shall move the Motor Vehicle on the instruction of a police constable in uniform, Parking Attendant or Authorised Person whenever such moving may be reasonably necessary for the purpose of preventing obstruction.

4.4 Exemption for Disabled Person's Vehicle

4.4.1 Nothing in Article 4.1 of this order shall apply to a Disabled Person's Vehicle which is not causing an obstruction.

4.5 The restrictions specified in Article 3.1 shall not apply to a person causing or permitting a Bus to wait in a Bus Stop or Bus Stand.

5.0 Limited waiting

- 5.1 Save as provided in Article 5.8 of this Order the Driver of a Motor Vehicle shall on the arrival of the Motor Vehicle at a Limited Waiting Parking Place and throughout the period of waiting, exhibit on the Motor Vehicle a Parking Disc in accordance with the provisions of Articles 5.2 and 5.3.
- 5.1.1 No person shall, except upon the direction of a police constable in uniform, a Parking Attendant or an Authorised Person, cause or permit any Motor Vehicle to wait during that period in that part of the Road:
- (a) for longer than the maximum period of waiting specified for that part of the Road; or
 - (b) if a period of less than the no return interval specified for that part of the Road has elapsed since the termination during the said hours of the last period of waiting (if any) of the Motor Vehicle in that part of the Road.
- 5.2 Save as provided in Article 5.8 the Parking Disc shall be exhibited on the Motor Vehicle in a Relevant Position.
- 5.3 Save as provided in Article 5.8 the Parking Disc while exhibited on the Motor Vehicle shall be so placed that the Quarter Hour Period during which the Motor Vehicle arrived at a Limited Waiting Parking Place shown on the front of the Parking Disc is clearly visible to a person standing on the nearside of the Motor Vehicle.
- 5.4 When a Parking Disc has been displayed on a Motor Vehicle in accordance with the provisions of Articles 5.1, 5.2 and 5.3 of this Order, no person shall remove the Parking Disc from the Motor Vehicle unless authorised to do so by the Driver of the Motor Vehicle.
- 5.5 The Driver of a Motor Vehicle shall, on exhibiting the Parking Disc on the Motor Vehicle in accordance with Articles 5.1, 5.2 and 5.3 of this Order, set the Parking Disc so that it indicates the Quarter Hour Period during which the Motor Vehicle arrived at a Limited Waiting Parking Place.
- 5.6 Subject to the provisions of Article 5.8 of this Order, the Driver of a Motor Vehicle shall not permit it to wait continuously in a Limited Waiting Parking Place for a period longer than the waiting period permitted as shown in the On-Street Plans and such period of parking shall be calculated as commencing from the later time indicated on the Parking Disc, set in accordance with the provisions of Article 5.5 hereof.
- 5.7 When a Parking Disc exhibited in pursuance of Articles 5.1, 5.2 and 5.3 of this Order on a Motor Vehicle waiting in a Limited Waiting Parking Place is showing a Quarter Hour Period, the later time indicated by the Parking Disc showing the end of that period shall be treated as sufficient evidence that the Motor Vehicle has been waiting in that Limited Waiting Parking Place since that later time in any proceedings for an offence under Article 5.6 of this Order and Section 5 of the Road Traffic Regulation Act 1984 (as amended).

- 5.8 Nothing in Articles 5.1, 5.2 and 5.3 of this Order shall apply to:-
- (a) any two wheeled Motor Cycle not having a sidecar attached thereto.
 - (b) any Motor Vehicle from which Goods are being Loaded.
 - (c) any Motor Vehicle from which a person is boarding or alighting.
 - (d) any Motor Vehicle being used in connection with;
 - (i) building, industrial or demolition operations;
 - (ii) the removal of any obstruction to traffic;
 - (iii) the maintenance, improvement or reconstruction of the said parts of the Road; or
 - (iv) the laying, erection, alteration, removal or repair in or adjacent to any Regulated Road or Restricted Zone, of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any Electronic Communications Apparatus or Traffic Sign;if it cannot conveniently be used for such purpose in any other Road.
 - (e) any Motor Vehicle being used in pursuance of statutory powers and duties if it cannot conveniently be used for such purpose in any other Road.
 - (f) any Motor Vehicle which is being used for fire and rescue service, police, ambulance or other emergency service purposes.
 - (g) a maximum of three Motor Vehicles involved in a funeral or a wedding ceremony waiting at or near to any premises situated on or adjacent to the said parts of the Road so long as the waiting by these Motor Vehicles is reasonably necessary.

5.9 No person shall:

- (a) after the Parking Disc exhibited on the Motor Vehicle has been set in accordance with Article 5.5, alter the indications given by that Parking Disc whilst the said Motor Vehicle remains in the Limited Waiting Parking Place.
- (b) knowingly exhibit on any Motor Vehicle any Parking Disc which has been altered, defaced, mutilated or added to or upon which the figures or particulars have become illegible.

6.0 Other parking places

6.1 Disabled Person's Parking Places

- 6.1.1 Where a part of a Road shown on the On-Street Plans is identified as a Disabled Person's Parking Place then, subject to the provisions of this

Order, no person shall except upon the direction of a police constable in uniform, a Parking Attendant or an Authorised Person, cause or permit any Motor Vehicle to wait in the Disabled Person's Parking Place during its specified hours of operation unless it is a Motor Vehicle displaying a Disabled Person's Badge in the Relevant Position and the Disabled Person's Badge is so displayed for the whole time that the Motor Vehicle remains in the Disabled Person's Parking Place.

6.1.2 Where, in relation to a Disabled Person's Parking Place shown on the On-Street Plans, a permitted period for parking is indicated, then, no person shall except upon the direction of a police constable in uniform, a Parking Attendant or an Authorised Person, cause or permit any Motor Vehicle to park during that period:

- (a) for longer than the maximum period of parking specified for that Disabled Person's Parking Place; or
- (b) if a period of less than the no return interval specified for that Disabled Person's Parking Place has elapsed.

6.2 Loading Bays

6.2.1 Where any part of a Road shown on the On-Street Plans is identified as a Loading Bay, then subject to the provisions of this Order, no person shall except upon the direction of a police constable in uniform, a Parking Attendant or an Authorised Person, cause or permit any Motor Vehicle to wait in the Loading Bay other than during the process of Loading provided that no such Motor Vehicle shall wait for longer than ten minutes in the same place without Goods being Loaded onto the Motor Vehicle.

6.3 Police Parking Places

6.3.1 Where a part of a Road shown on the On-Street Plans is identified as a Police Parking Place then subject to the provisions of this Order, no person shall except upon the direction of a police constable in uniform, a Parking Attendant or an Authorised Person, cause or permit any Motor Vehicle to wait in the Police Parking Place during its specified hours of operation unless it is a Motor Vehicle being used in pursuance of police duties.

6.4 Exemptions

6.4.1 Nothing in Articles 6.1.1 and 6.2.1 shall prohibit any persons from causing or permitting any Motor Vehicle to wait in the parts of the Road referred to therein for so long as may be necessary to enable the Motor Vehicle to be used for police, ambulance or fire and rescue service purposes.

7.0 Parking Places in general

7.1 Power to suspend use of Parking Places

7.1.1 A Parking Attendant may suspend the use of any Parking Place or any part thereof for up to seven days and for longer periods with the permission of an Authorised Person whenever he considers such suspension reasonably necessary:

- (a) for the purpose of facilitating the movement of traffic or promoting its safety;
- (b) for the purpose of any building operation, demolition or excavation in or adjacent to the Parking Place or the maintenance, improvement or reconstruction of 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 or apparatus for the supply of gas, water or electricity or any Electronic Communications Apparatus or Traffic Sign;
- (c) for the convenience of occupiers of premises adjacent to the Parking Place on any occasion of the removal of furniture from one office or dwelling house to another or the removal of furniture from such premises to a depository or to such premises from a depository;
- (d) on any occasion on which it is likely by reason of some special attraction that any street will be thronged or obstructed; or
- (e) for the convenience of occupiers of premises adjacent to the Parking Place at times of weddings or funerals.

7.1.2 A police constable in uniform may suspend for not longer than twenty-four hours the use of any Parking Place or any part thereof whenever he considers such suspension reasonably necessary for the purpose of facilitating the movement of traffic or promoting its safety.

7.1.3 Any person suspending the use of any Parking Place or any part thereof in accordance with the provisions of Articles 7.1.1 or 7.1.2 shall thereupon place or cause to be placed in or adjacent to the Parking Place or part thereof the use of which is suspended a Traffic Sign indicating that waiting by Motor Vehicles is prohibited.

7.1.4 No person shall cause or permit a Motor Vehicle to be left in any part of any Parking Place during such period as there is in or adjacent to that part of the Parking Place a Traffic Sign placed in pursuance of Article 7.1.3. Provided that nothing in this Article shall render it unlawful to cause or permit any Motor Vehicle being used for fire and rescue service, ambulance or police purposes to be left in any part of the Parking Place during such period as is referred to therein, or to any other Motor Vehicle so left if that Motor Vehicle is left with the direction of a police constable in uniform, a Parking Attendant or an Authorised Person.

7.2 Every Motor Vehicle left in a Parking Place shall so stand such that every part of the Motor Vehicle is within the limits of a Parking Space as bounded by surface markings. Provided that, where the length of any Motor Vehicle precludes it from standing wholly within the limits of a Parking Space, such Motor Vehicle may so stand in that Parking Space, if:

- (a) the extreme front portion or the extreme rear portion, as the case may be, of the Motor Vehicle overhangs by no more than 0.3 metres the limits of that Parking Space; and
- (b) no part of the Motor Vehicle is within the limits of any other Parking Space.

- 7.3 Every Motor Vehicle left in a Parking Place in a one-way street shall stand such that the Motor Vehicle is not parked in a direction that opposes the direction of travel.
- 7.4 Where any Motor Vehicle is standing in a Parking Place in contravention of the provisions of the Article 7.2, and 7.3 a police constable in uniform, a Parking Attendant or an Authorised Person may alter or cause to be altered the position of the Motor Vehicle in order that its position shall comply with those provisions.
- 7.5 A police constable in uniform, Parking Attendant or an Authorised Person may move or cause to be moved, in case of emergency, to any place he thinks fit, Motor Vehicles left in a Parking Place.
- 7.6 The Driver of a Motor Vehicle using any Parking Place shall not permit the carrying out of any work of construction or repair on that Motor Vehicle except such as may be necessary to enable the Motor Vehicle to be removed from the Parking Place.
- 7.7 No person shall use any Motor Vehicle, while it is in any Parking Place, in connection with the sale of any article to any person in or near the Parking Place or in connection with the selling or offering for sale of his skill in handicraft or his services in any other capacity. Provided that nothing in this Article shall prevent the sale of Goods from a Motor Vehicle if the Motor Vehicle is a Passenger Vehicle or a Goods Vehicle not exceeding 5 tonnes maximum gross weight left in any Parking Place and the Goods are immediately delivered at or taken into premises adjacent to the Motor Vehicle from which the sale is effected.
- 7.8 A Driver of a Motor Vehicle shall not use a Parking Place so as unreasonably to prevent access to any premises adjoining the Road, or prevent the use of the Road by other persons, so as to be a nuisance.
- 7.9 The Driver of a Motor Vehicle using a Parking Place shall stop the engine as soon as the Motor Vehicle is in position in the Parking Place, and shall not start the engine except when about to change position of the Motor Vehicle in or depart from the Parking Place.
- 8.0 Variation and revocation of existing traffic regulation orders**
- 8.1 The Orders specified in Schedule 1 to this Order shall have effect subject to the variations specified in that part of the said Schedule.
- 8.2 The Orders specified in Schedule 2 to this Order shall be revoked

SCHEDULE 1 (Article 8.1)

VARIED ORDERS

The following Orders made by The Inverclyde Council (or its statutory predecessors) and all of their amendments and any other Orders and Regulations of whatever nature but only insofar as relating to loading and waiting restrictions within the Traffic Regulation Order Boundary made before the coming into operation of this Order are hereby varied in the manner and to the extent specified in this Order:

1. The Strathclyde Regional Council (West Blackhall Street, Dalrymple Street, etc., Greenock)(Prohibition of Entry, Waiting Restrictions and Amendment) Order 1981

SCHEDULE 2 (Article 8.2)

REVOKED ORDERS

The following Orders made by The Inverclyde Council (or its statutory predecessors) and all of their amendments and any other Orders and Regulations of whatever nature but only insofar as relating to loading and waiting restrictions within the Traffic Regulation Order Boundary made before the coming into operation of this Order are hereby revoked:

1. The Corporation of Greenock (Various Streets)(Prohibition of Waiting)(No.1) Order, 1961
2. The Corporation of Greenock (Various Streets)(Prohibition of Waiting)(No.2) Order, 1961
3. The Corporation of Greenock (Various Streets)(Prohibition of Waiting)(No.1) Order, 1967
4. The Corporation of Greenock (Various Streets)(Prohibition of Waiting)(No.2) Order, 1967
5. The Burgh of Greenock (Prohibition of Waiting and Loading Restrictions)(Grey Place/Brougham Street/Patrick Street) Order, 1972
6. The Burgh of Greenock (Cathcart Street)(Prohibition and Restriction of Waiting) Order, 1974
7. The Burgh of Greenock (Westburn Street)(Prohibition of Waiting) Order 1974
8. The Strathclyde Regional Council (Bank Street, Greenock)(Waiting Restrictions) Order 1977
9. The Strathclyde Regional Council (Hunter Place and Service Road Greenock)(Waiting Restrictions) Order 1979
10. The Strathclyde Regional Council (West Stewart Street and Cathcart Street, Greenock)(Traffic Regulation and Amendment) Order 1981
11. The Strathclyde Regional Council (West Stewart Street, Greenock)(Bus Stop Clearway and Amendment) Order 1992
12. The Strathclyde Regional Council (Container Way and Clarence Street, Etc., Greenock)(Waiting Restrictions) Order 1994
13. The Inverclyde Council Laird Street, Greenock (No Waiting At Any Time) Order 1998
14. The Inverclyde Council Kilblain Street, Greenock (Waiting and Loading Restrictions) Order 2004
15. The Inverclyde Council Kilblain Court, Greenock (Waiting and Loading Restrictions) Order 2011
16. The Inverclyde Council West Stewart Street, Greenock (Waiting Restrictions and Revocation) Order 2012
17. The Strathclyde Regional Council (Baker Street and Ingleston Street, Greenock) (Prohibition of Waiting) Order 1981

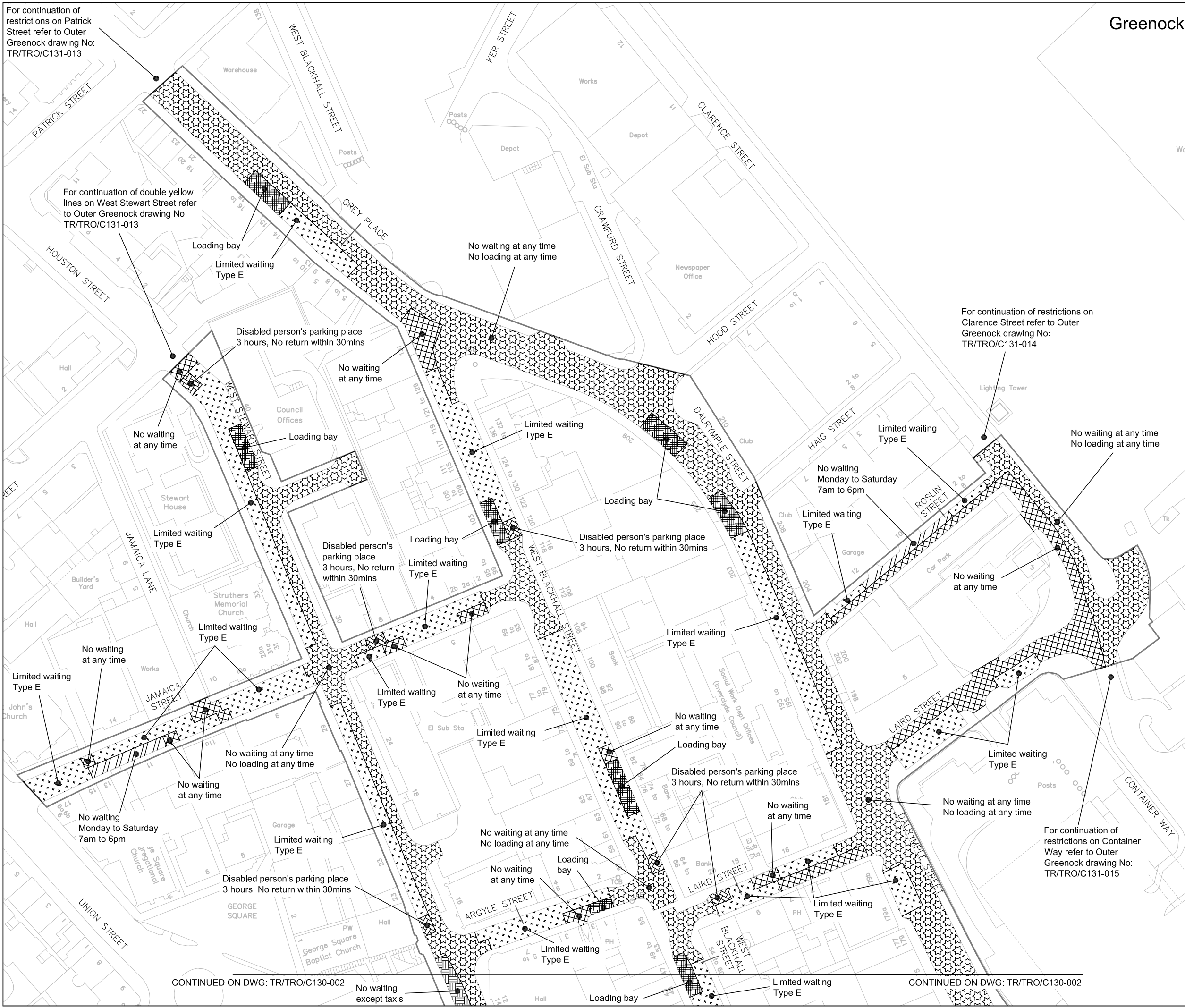
SCHEDULE 3

THE INVERCLYDE COUNCIL (VARIOUS ROADS) (INNER GREENOCK) (CONTROLLED PARKING ZONE) ORDER 2013 PLAN INDEX

Plan Ref.	Effective date	Plan revision dates							
		1	2	3	4	5	6	7	8
TR/TRO/C130/001	**/**/201*								
TR/TRO/C130/002	**/**/201*								
TR/TRO/C130/003	**/**/201*								
TR/TRO/C130/004	**/**/201*								

DO NOT SCALE

A3



Greenock

Key

- No waiting at any time
- No waiting at times shown
- No waiting at any time No loading at times shown
- No waiting except taxis
- Limited waiting (see below for types of limited waiting referred to on these drawings)
- Disabled person's parking place (subject to restrictions shown)
- Police parking place (subject to restrictions shown)
- Ambulance parking place (subject to restrictions shown)
- Loading bay
- Traffic Regulation Order boundary (only this Traffic Regulation Order's restrictions are shown on this on-street plan)
- Restricted Zone boundary

Limited Waiting
 Type A: Mon-Fri, 8am-6pm, 30mins, No return within 30mins
 Type B: Mon-Fri 8am-6pm, Saturday 8am-1pm, 30mins, No return within 1 hour
 Type C: Mon-Sat 8am-6pm, 30mins, No return within 1 hour
 Type D: Mon-Sat 8am-6pm, 2 hours, No return within 1 hour
 Type E: Mon-Sat 8am to 6pm, 30 mins, No return within 30 mins

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For continuation of restrictions on Patrick Street refer to Outer Greenock drawing No: TR/TRO/C131-013

For continuation of double yellow lines on West Stewart Street refer to Outer Greenock drawing No: TR/TRO/C131-013

For continuation of restrictions on Clarence Street refer to Outer Greenock drawing No: TR/TRO/C131-014

Stat	Purpose of Issue	Date	Auth		
Rev	Description	By	Date	Chk'd	Auth

INVERCLYDE COUNCIL
 71 East Hamilton Street
 Greenock
 PA15 2UA
 Tel: 01475 717171
 Email: roads@inverclyde.gov.uk
 www.inverclyde.gov.uk

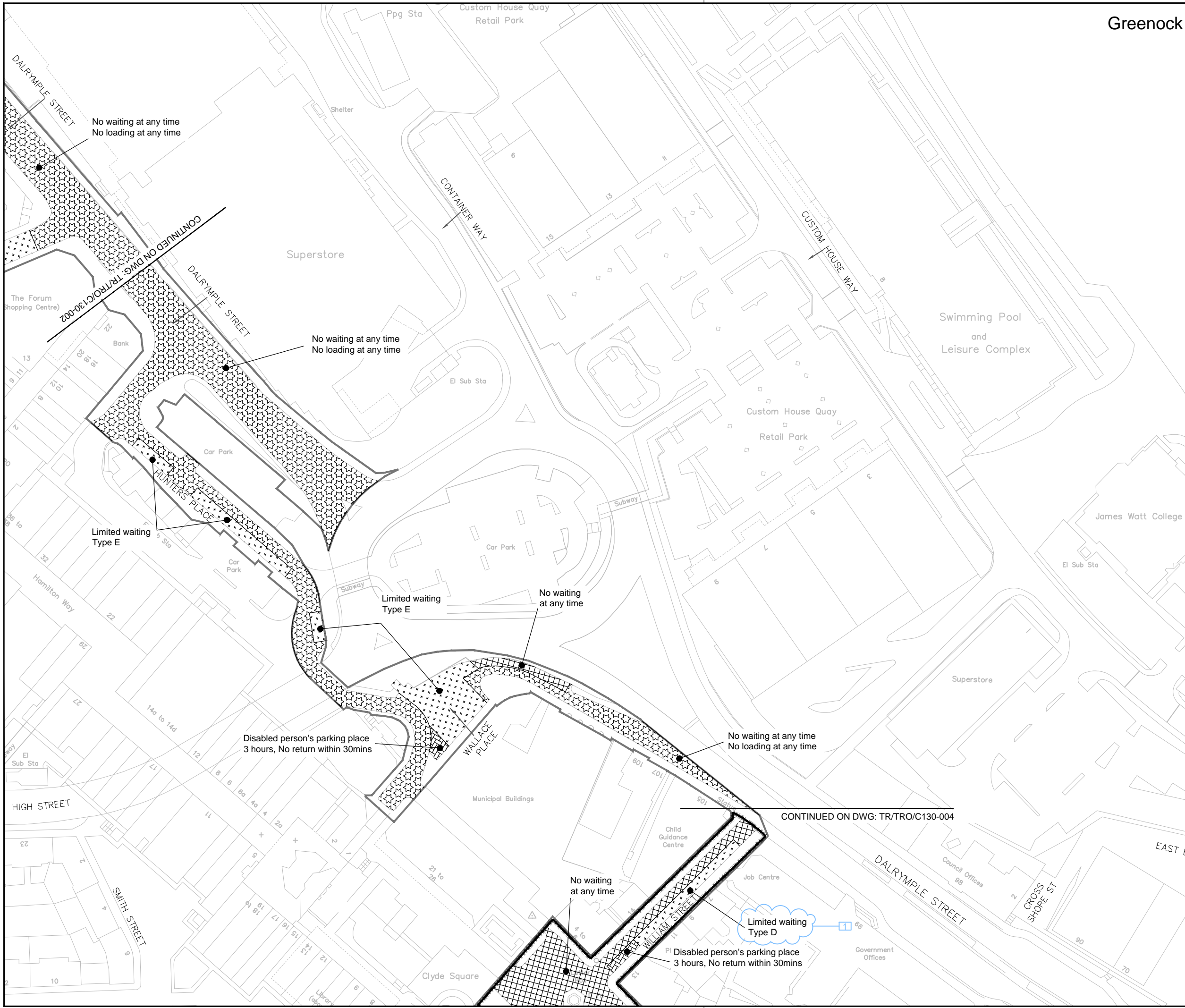


THE INVERCLYDE COUNCIL (VARIOUS ROADS) (INNER GREENOCK) (CONTROLLED PARKING ZONE) ORDER 201*

EFFECTIVE DATE:
 (SHEET 1 OF 4)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	LM	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C130-001	FEB '13	FEB '13	FEB '13

DO NOT SCALE



Greenock

Key

- No waiting at any time
- No waiting at any time
No loading at any time
- No waiting at times shown
- No waiting at any time
No loading at times shown
- No waiting except taxis
- Limited waiting
(see below for types of limited waiting referred to on these drawings)
- Disabled person's parking place
(subject to restrictions shown)
- Police parking place
(subject to restrictions shown)
- Ambulance parking place
(subject to restrictions shown)
- Loading bay
- Traffic Regulation Order boundary
(only this Traffic Regulation Order's restrictions are shown on this on-street plan)
- Restricted Zone boundary

Limited Waiting
 Type A: Mon-Fri, 8am-6pm. 30mins, No return within 30mins
 Type B: Mon-Fri 8am-6pm, Saturday 8am-1pm. 30mins, No return within 1 hour
 Type C: Mon-Sat 8am-6pm. 30mins, No return within 1 hour
 Type D: Mon-Sat 8am-6pm. 2 hours, No return within 1 hour
 Type E: Mon-Sat 8am to 6pm. 30 mins, No return within 30 mins
 Type F: Mon-Sat 8am to 6pm. 1 hour, No return within 1 hour

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Stat	Purpose of Issue	Date	Auth

Rev	Description	By	Date	Chk'd	Auth
1	RESTRICTION TYPE CHANGED ON WILLIAM ST	MJH	MAY '14	MJH	MR

INVERCLYDE COUNCIL
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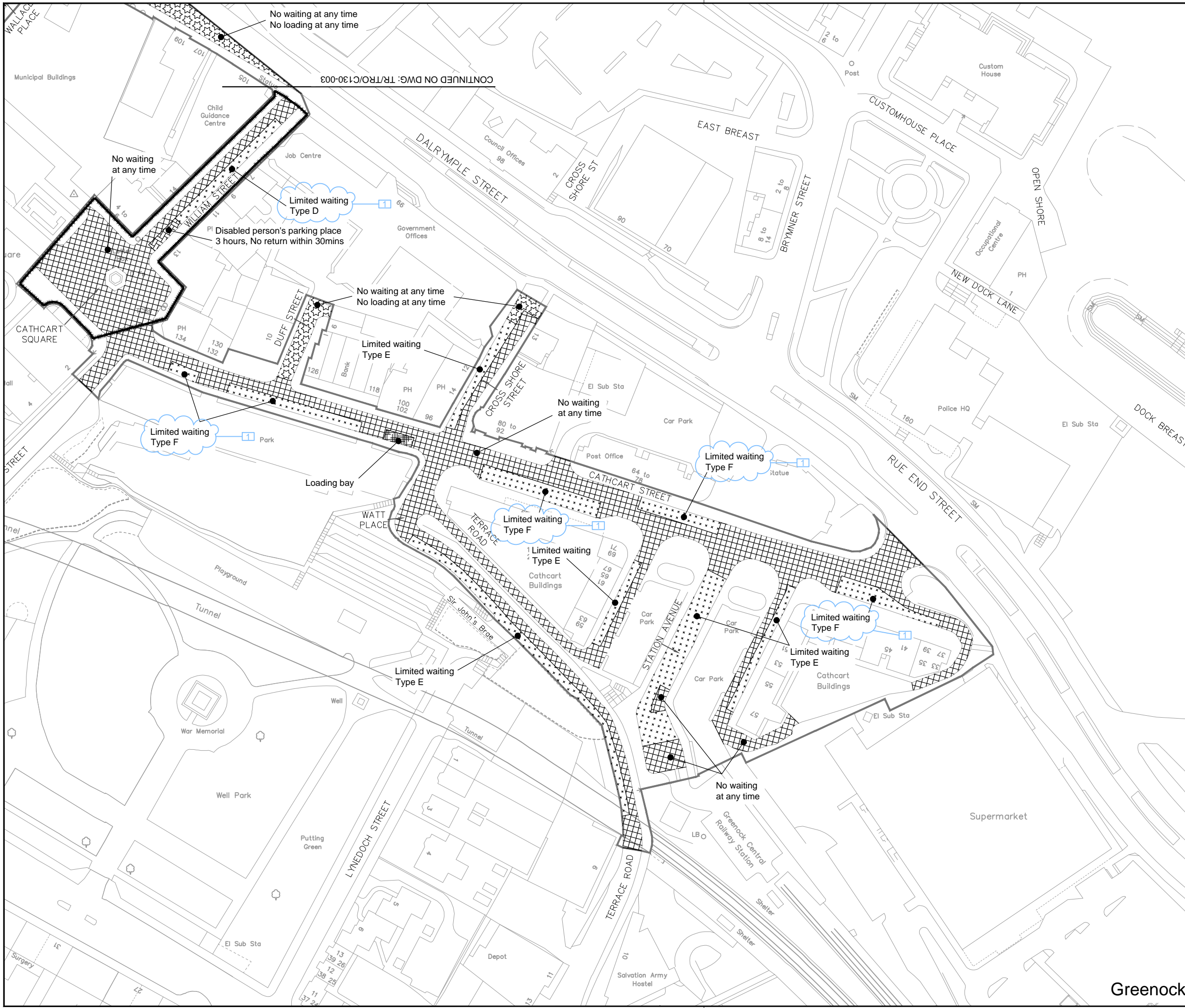
THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (INNER GREENOCK)
 (CONTROLLED PARKING ZONE) ORDER 201*

EFFECTIVE DATE:

(SHEET 3 OF 4)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	LM	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C130-003	FEB '13	FEB '13	FEB '13
Rev				
				1

DO NOT SCALE



Key

- No waiting at any time
- No waiting at any time
No loading at any time
- No waiting at times shown
- No waiting at any time
No loading at times shown
- No waiting except taxis
- Limited waiting
(see below for types of limited waiting referred to on these drawings)
- Disabled person's parking place
(subject to restrictions shown)
- Police parking place
(subject to restrictions shown)
- Ambulance parking place
(subject to restrictions shown)
- Loading bay
- Traffic Regulation Order boundary
(only this Traffic Regulation Order's restrictions are shown on this on-street plan)
- Restricted Zone boundary

Limited Waiting
 Type A: Mon-Fri, 8am-6pm. 30mins, No return within 30mins
 Type B: Mon-Fri 8am-6pm, Saturday 8am-1pm. 30mins, No return within 1 hour
 Type C: Mon-Sat 8am-6pm. 30mins, No return within 1 hour
 Type D: Mon-Sat 8am-6pm. 2 hours, No return within 1 hour
 Type E: Mon-Sat 8am to 6pm. 30 mins, No return within 30 mins
 Type F: Mon-Sat 8am to 6pm. 1 hour, No return within 1 hour

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Stat	Purpose of Issue	Date	Auth		
1	VARIOUS RESTRICTION TYPES CHANGED	MJH MAY '14	MJH MR		
Rev	Description	By	Date	Chk'd	Auth
1	VARIOUS RESTRICTION TYPES CHANGED	MJH	MAY '14	MJH	MR

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THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (INNER GREENOCK)
 (CONTROLLED PARKING ZONE) ORDER 201*

EFFECTIVE DATE:

(SHEET 4 OF 4)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	LM	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C130-004	FEB '13	FEB '13	FEB '13
Rev				
				1

Greenock

**THE INVERCLYDE COUNCIL
(VARIOUS ROADS) (OUTER GREENOCK)
(WAITING RESTRICTIONS)
ORDER 2013**

TRAFFIC REGULATION ORDER

**THE INVERCLYDE COUNCIL
(VARIOUS ROADS) (OUTER GREENOCK)
(WAITING RESTRICTIONS) ORDER 2013**

We, The Inverclyde Council, in exercise of the powers conferred on us by Sections 1(1), 2(1) to (3), 4(2), 32(1), 35(1), 45, 46, 49, 53, 101 and 102 of the Road Traffic Regulation Act 1984 (as amended) ("the Act") and of Part IV of Schedule 9 to the Act and of all other enabling powers and after consulting the Chief Constable of the Police Service of Scotland (Seirbheis Phoilis na h-Alba) in accordance with Part III of Schedule 9 to the Act hereby make the following Order:

1.0 Commencement and citation

- 1.1 This Order shall come into operation on the ^{**th} day of ^{**} Two thousand and ^{**} and may be cited as the "The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) Order 2013".
- 1.2 The Plan Index titled "The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) Order 2013 Plan Index" (attached hereto) is incorporated into this Order.
- 1.3 The On-Street Plans titled "The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) Order 2013" (attached hereto) are incorporated into this Order.

2.0 Interpretation

- 2.1 In this Order, except where the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:

"Ambulance Parking Place" means a part of a Road identified for use as a Parking Place for a Motor Vehicle being used in pursuance of ambulance service duties;

"Authorised Person" means an employee or agent of the Council authorised to exercise all or any of the functions of the Council under this Order;

"Bus" has the same meaning as in Regulation 22 of the Traffic Signs Regulations and General Directions 2002 (as amended);

"Bus Stand" is a designated parking location where a Bus waits out of service between scheduled public transport services;

"Bus Stop" is a place on a bus route, usually marked with a pole and sign, where Buses stop to discharge and take on passengers;

"Carriageway" and "Footway" have the same meanings as in Section 151(1) of the Roads (Scotland) Act 1984 (as amended);

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

"Disabled Person's Badge" means a badge which was:

- (a) issued under Section 21 of the Chronically Sick and Disabled Persons Act 1970 (as amended);
- (b) issued under a provision of the law of Northern Ireland corresponding to that section; or
- (c) 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 has not ceased to be in force;

“Disabled Person’s Parking Place” means a part of a Road identified as such on the On-Street Plans for use as a Parking Place for a Motor Vehicle which displays in the Relevant Position a Disabled Person’s Badge;

“Disabled Person’s Vehicle” means a Motor Vehicle which is displaying a Disabled Person’s Badge in a Relevant Position as prescribed by the Local Authorities’ Traffic Orders (Exemptions for Disabled Persons) (Scotland) Regulations 2002;

“Driver” means the person driving or having control or charge of a Motor Vehicle at any given time and, in particular, in relation to a Motor Vehicle waiting in a Parking Place, the person driving when it was left in the Parking Place;

“Electronic Communications Apparatus” has the same meaning as in Schedule 2 to the Telecommunications Act 1984 (as amended);

“Goods” includes Relevant Postal Packets of any description; and delivering and collecting in relation to any Goods includes checking the Goods for the purpose of their delivery or collection;

“Goods Vehicle” means a Motor Vehicle which is constructed or adapted for use for the carriage of Goods of any description or a Trailer so constructed or adapted;

“Limited Waiting Parking Place” means each part of a Road identified as limited waiting on the On-Street Plans;

“Loading” includes unloading and references to “Load” and “Loaded” shall be construed accordingly;

“Loading Bay” means part of a Road identified as such on the On-Street Plans where no Motor Vehicles may wait except to Load;

“Motor Cycle” and “Invalid Carriage” have the same meanings respectively as in Section 136 of the Act;

“Motor Vehicle” means a mechanically propelled vehicle intended or adapted for use on Roads;

“On-Street Plans” means the plans titled “The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) Order 2013 On-Street Plans” incorporated into this Order, which are recorded as current for the purposes of interpretation of this Order in the Plan Index;

“One-Way Street” means a Road in which Motor Vehicles are prohibited at all times from proceeding other than in the direction specified;

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

“Parking Place” means the various types of Parking Place identified in Article 2.2 and identified as such on the On-Street Plans; the limits of each Parking Place shall be indicated by the Council on the Carriageway by appropriate Traffic Signs;

“Parking Space” means a space provided for the leaving of Motor Vehicles in a Parking Place;

“Passenger Vehicle” means a Motor Vehicle (other than a Motor Cycle or Invalid Carriage) constructed solely for the carriage of passengers and their effects and adapted to carry not more than sixteen passengers exclusive of the Driver;

“Penalty Charge Notice” means a notice issued and fixed to a Motor Vehicle by or on behalf of the Council in relation to a contravention of one or more of the provisions of this Order;

“Plan Index” means the sheet titled “The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) Order 2013 Plan Index”, in this Order which records plans that are current for the purposes of interpretation of this Order;

“Police Parking Place” means a part of a Road identified for use as a Parking Place for a Motor Vehicle being used in pursuance of police service duties;

"Registered Keeper" means the person or organisation recorded by the Driver and Vehicle Licensing Agency as being the legal keeper of a Motor Vehicle;

“Relevant Position” means as prescribed by Regulation 12 of the Disabled Persons (Badges for Motor Vehicles) (Scotland) Regulations 2000 (as amended);

“Relevant Postal Packets” means postal packets whose weight does not exceed 20 kilograms and whose dimensions fall within permitted limits;

“Road” means all Carriageways, Footways and verges;

“Taxi” has the same meaning as in Section 23(1) of the Civic Government (Scotland) Act 1982 (as amended);

"Taxi Stance" means any part of a Road designated by the Council under the Civic Government (Scotland) Act 1982 (as amended);

“Traffic Sign” means a sign prescribed or authorised under Section 64 of the Act;

“Trailer” means a vehicle drawn by a Motor Vehicle; and

“Universal Service Provider” has the same meaning as in Section 4 (3) and (4) of the Postal Services Act 2000 (as amended).

- 2.2 Where the context so permits all references in this Order to a “Parking Place” shall include reference to an Ambulance Parking Place, a Disabled Person’s Parking Place, a Limited Waiting Parking Place, a Loading Bay or a Police Parking Place.
- 2.3 For the purpose of this Order a Motor Vehicle shall be deemed to wait for a period of more than the time specified on the waiting restriction signs for the length of restriction in the same place in any Road if any point in that Road, which is below the Motor Vehicle when it first stops, remains below the Motor Vehicle or its load (if any) throughout such period, whether or not the Motor Vehicle is moved during that period.
- 2.4 The prohibitions and restrictions of waiting imposed by this Order shall also apply to the footways and verges contiguous to the various parts of Road referred to in this Order.
- 2.5 Except where otherwise stated, any reference in this Order to a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order.
- 2.6 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, modified, re-enacted, replaced or supplemented by any subsequent enactment.
- 2.7 The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any regulation made or having effect as if made under the Act or by or under any other enactment provided that where a prohibition or restriction which is imposed, varied or revoked by this Order is in conflict with a prohibition or restriction imposed by a previous Order, then the provision of this Order shall prevail.
- 2.8 The Orders listed in Schedule 1 are varied to the extent specified in that schedule.
- 2.9 The Orders listed in Schedule 2 are revoked.
- 2.10 The Plan Index and On-Street Plans form Schedule 3.
- 2.11 The Interpretation Act 1978 (as amended) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

3.0 General

- 3.1 When a Motor Vehicle is left in a Road in contravention of any of the provisions of this Order, the Registered Keeper will become liable for a penalty charge and a police constable in uniform, a Parking Attendant or an Authorised Person may affix a Penalty Charge Notice to the Motor Vehicle

and, subsequently, may remove or arrange for the removal of the Motor Vehicle from that Road.

- 3.2 An Authorised Person removing a Motor Vehicle by virtue of Article 3.1 may do so by towing or driving the Motor Vehicle or in such other manner as he may think necessary and may take such measures in relation to the Motor Vehicle as he may think necessary to enable him to remove it as aforesaid.
- 3.3 When an Authorised Person removes or makes arrangements for the removal of a Motor Vehicle from a Road by virtue of Article 3.2, he shall make such arrangements as may be reasonably necessary for the safe custody of the Motor Vehicle.
- 3.4 Any expenses incurred by the Council in removing a Motor Vehicle from a Road by virtue of Article 3.2 or in making arrangements for the safe custody of the Motor Vehicle by virtue of Article 3.3 shall be recoverable by the Council from the Registered Keeper of the Motor Vehicle.
- 3.5 The Council may, as respects a Motor Vehicle which has been removed from a Road in pursuance of Article 3.1, if it appears to have been abandoned, sell or otherwise dispose of the Motor Vehicle after having made reasonable enquiry to ascertain the name and address of the Registered Keeper of the Motor Vehicle in accordance with the procedure set out in the Refuse Disposal (Amenity) Act 1978 (as amended).
- 3.6 Where a Penalty Charge Notice or any other notice has been attached to a Motor Vehicle as a result of a failure to comply with the provisions of this Order, no person not being the Driver of the Motor Vehicle, a police constable in uniform, a Parking Attendant or an Authorised Person shall remove the notice from the Motor Vehicle unless authorised to do so by the Driver.
- 3.7 Where a Penalty Charge Notice has been issued, the penalty charge shall be paid to the Council in accordance with the instructions on the Penalty Charge Notice.

4.0 Prohibition and restriction of waiting

- 4.1 Where, in relation to any part of a Road shown on the On-Street Plans, a period of 'no waiting' is indicated then, subject to the provisions of Articles 4.2, 4.3.1, 4.3.2, 4.4.1 and 4.5, no person shall, except upon the direction of or with the permission of a police constable in uniform, a Parking Attendant or an Authorised Person, cause or permit any Motor Vehicle to wait during that period in that part of the Road.
- 4.2 Nothing in Article 4.1 shall prohibit any persons from causing or permitting any Motor Vehicle to wait in the parts of the Road referred to therein for so long as may be necessary:
 - (a) to enable a person to board or alight from the Motor Vehicle or to Load thereon his personal luggage;

- (b) if the Motor Vehicle is waiting owing to the Driver being prevented from proceeding by circumstances beyond his control or to such waiting being necessary in order to avoid an accident;
- (c) to enable the Motor Vehicle if it bears the livery of a Universal Service Provider being used for the purposes of the provision of a universal postal service as defined in the Postal Services Act 2000 (as amended);
- (d) to enable the Motor Vehicle to be used for police, ambulance or fire and rescue service purposes;
- (e) to enable the Motor Vehicle (other than a Passenger Vehicle), if it cannot conveniently be used for such purpose in any other Road, to be used in pursuance of statutory powers and duties;
- (f) to enable up to a maximum of three Motor Vehicles involved in a funeral or a wedding ceremony to wait at or near to any premises situated on or adjacent to the said parts of the Road so long as the waiting by these Motor Vehicles is reasonably necessary;
- (g) to enable the Motor Vehicle if it cannot conveniently be used for such purpose in any other Road to be used in connection with any of the following operations, namely:
 - (i) building, industrial or demolition operations;
 - (ii) the removal of any obstruction to traffic;
 - (iii) the maintenance, improvement or reconstruction of the said parts of the Road; or
 - (iv) the laying, erection, alteration, removal or repair in or adjacent to any Road, of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any Electronic Communications Apparatus or Traffic Sign; and
- (h) if the Motor Vehicle is a Taxi waiting in any Taxi Stance.

4.3 Loading

4.3.1 Nothing in Article 4.1 shall prohibit any persons from causing or permitting any Motor Vehicle to wait in the parts of the Road referred to therein for so long as may be necessary to enable Goods to be Loaded except for any period indicated on the On-Street Plans when Loading is not permitted in that part of the Road.

4.3.2 Provided that no Motor Vehicle engaged in Loading Goods or merchandise, including, so far as a bank is concerned, cash or other valuables or valuable securities, shall wait during the period of 'no waiting' in the same place in any Road for a period of more than thirty minutes or such longer period as a police constable in uniform, a Parking Attendant or an Authorised Person may authorise and no such Motor Vehicle shall wait for longer than ten minutes in the same place without Goods being Loaded

onto the Motor Vehicle.

4.3.3 Notwithstanding anything in Articles 4.3.1 and 4.3.2, the Driver of a Motor Vehicle waiting for the purpose of delivering or collecting Goods or merchandise or Loading the Motor Vehicle shall move the Motor Vehicle on the instruction of a police constable in uniform, Parking Attendant or Authorised Person whenever such moving may be reasonably necessary for the purpose of preventing obstruction.

4.4 Exemption for Disabled Person's Vehicle

4.4.1 Nothing in Article 4.1 of this order shall apply to a Disabled Person's Vehicle which is not causing an obstruction.

4.5 The restrictions specified in Article 4.1 shall not apply to a person causing or permitting a Bus to wait in a Bus Stop or Bus Stand.

5.0 Limited waiting

5.1 Where, in relation to any part of a Road shown on the On-Street Plans, a period of 'limited waiting' is indicated then, subject to the provisions of Article 5.2, no person shall, except upon the direction of a police constable in uniform, a Parking Attendant or an Authorised Person, cause or permit any Motor Vehicle to wait during that period in that part of the Road:

- (a) for longer than the maximum period of waiting specified for that part of the Road; or
- (b) if a period of less than the no return interval specified for that part of the Road has elapsed since the termination during the said hours of the last period of waiting (if any) of the Motor Vehicle in that part of the Road.

5.2 Nothing in Article 5.1 of this Order shall apply to:

- (a) any two wheeled Motor Cycle not having a sidecar attached thereto.
- (b) any Disabled Person's Vehicle which is not causing an obstruction and which displays in the Relevant Position a Disabled Person's Badge.
- (c) any Motor Vehicle from which Goods are being Loaded.
- (d) any Motor Vehicle from which a person is boarding or alighting.
- (e) any Motor Vehicle being used in connection with;
 - (i) building, industrial or demolition operations;
 - (ii) the removal of any obstruction to traffic;
 - (iii) the maintenance, improvement or reconstruction of the said parts of the Road; or

- (iv) the laying, erection, alteration, removal or repair in or adjacent to any Road, of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any Electronic Communications Apparatus or Traffic Sign

if it cannot conveniently be used for such purpose in any other Road.

- (f) any Motor Vehicle being used in pursuance of statutory powers and duties if it cannot conveniently be used for such purpose in any other Road.
- (g) any Motor Vehicle which is being used for fire and rescue service, police, ambulance or other emergency service purposes.
- (h) a maximum of three Motor Vehicles involved in a funeral or a wedding ceremony waiting at or near to any premises situated on or adjacent to the said parts of the Road so long as the waiting by these Motor Vehicles is reasonably necessary.

6.0 Other Parking Places

6.1 Disabled Person's Parking Places

6.1.1 Where a part of a Road shown on the On-Street Plans is identified as a Disabled Person's Parking Place then subject to the provisions of this Order, no person shall except upon the direction of a police constable in uniform, a Parking Attendant or an Authorised Person, cause or permit any Motor Vehicle to wait in the Disabled Person's Parking Place unless it is a Motor Vehicle displaying a Disabled Person's Badge in the Relevant Position and the Disabled Person's Badge is so displayed for the whole time that the Motor Vehicle remains in the Disabled Person's Parking Place.

6.2 Loading Bays

6.2.1 Where a part of a Road shown on the On-Street Plans is identified as a Loading Bay, then subject to the provisions of this Order, no person shall except upon the direction of a police constable in uniform, a Parking Attendant or an Authorised Person, cause or permit any Motor Vehicle to wait in the Loading Bay other than during the process of Loading provided that no such Motor Vehicle shall wait for longer than ten minutes in the same place without Goods being Loaded onto the Motor Vehicle.

6.3 Police Parking Places

6.3.1 Where a part of a Road shown on the On-Street Plans is identified as a Police Parking Place then subject to the provisions of this Order, no person shall except upon the direction of a police constable in uniform, a Parking Attendant or an Authorised Person, cause or permit any Motor Vehicle to wait in the Police Parking Place during its specified hours of operation unless it is a Motor Vehicle being used in pursuance of police duties.

6.4 Ambulance Parking Places

6.4.1 Where a part of a Road shown on the On-Street Plans is identified as an Ambulance Parking Place then subject to the provisions of this Order, no person shall except upon the direction of a police constable in uniform, a Parking Attendant or an Authorised Person, cause or permit any Motor Vehicle to wait in the Ambulance Parking Place during its specified hours of operation unless it is an Ambulance being used in pursuance of Ambulance Service duties.

6.5 Exemptions

6.5.1 Nothing in Articles 6.1.1 and 6.2.1 shall prohibit any persons from causing or permitting any Motor Vehicle to wait in the parts of the Road referred to therein for so long as may be necessary to enable the Motor Vehicle to be used for police, ambulance or fire and rescue service purposes.

7.0 Parking Places in general

7.1 Power to suspend use of Parking Places

7.1.1 A Parking Attendant may suspend the use of any Parking Place or any part thereof for up to seven days and for longer periods with the permission of an Authorised Person whenever he considers such suspension reasonably necessary:

- (a) for the purpose of facilitating the movement of traffic or promoting its safety;
- (b) for the purpose of any building operation, demolition or excavation in or adjacent to the Parking Place or the maintenance, improvement or reconstruction of 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 or apparatus for the supply of gas, water or electricity or any Electronic Communications Apparatus or Traffic Sign;
- (c) for the convenience of occupiers of premises adjacent to the Parking Place on any occasion of the removal of furniture from one office or dwelling house to another or the removal of furniture from such premises to a depository or to such premises from a depository;
- (d) on any occasion on which it is likely by reason of some special attraction that any street will be thronged or obstructed; or
- (e) for the convenience of occupiers of premises adjacent to the Parking Place at times of weddings or funerals.

7.1.2 A police constable in uniform may suspend for not longer than twenty-four hours the use of any Parking Place or any part thereof whenever he considers such suspension reasonably necessary for the purpose of facilitating the movement of traffic or promoting its safety.

7.1.3 Any person suspending the use of any Parking Place or any part thereof in accordance with the provisions of Articles 7.1.1 or 7.1.2 shall thereupon

place or cause to be placed in or adjacent to the Parking Place or part thereof the use of which is suspended a Traffic Sign indicating that waiting by Motor Vehicles is prohibited.

- 7.1.4 No person shall cause or permit a Motor Vehicle to be left in any part of any Parking Place during such period as there is in or adjacent to that part of the Parking Place a Traffic Sign placed in pursuance of Article 7.1.3. Provided that nothing in this Article shall render it unlawful to cause or permit any Motor Vehicle being used for fire and rescue service, ambulance or police purposes to be left in any part of the Parking Place during such period as is referred to therein, or to any other Motor Vehicle so left if that Motor Vehicle is left with the direction of a police constable in uniform, a Parking Attendant or an Authorised Person.
- 7.2 Every Motor Vehicle left in a Parking Place shall so stand such that every part of the Motor Vehicle is within the limits of a Parking Space as bounded by surface markings. Provided that, where the length of any Motor Vehicle precludes it from standing wholly within the limits of a Parking Space, such Motor Vehicle may so stand in that Parking Space, if:
- (a) the extreme front portion or the extreme rear portion, as the case may be, of the Motor Vehicle overhangs by no more than 0.3 metres the limits of that Parking Space; and
 - (b) no part of the Motor Vehicle is within the limits of any other Parking Space.
- 7.3 Every Motor Vehicle left in a Parking Place in a one-way street shall stand such that the Motor Vehicle is not parked in a direction that opposes the direction of travel.
- 7.4 Where any Motor Vehicle is standing in a Parking Place in contravention of the provisions of the Articles 7.2 and 7.3 a police constable in uniform, a Parking Attendant or an Authorised Person may alter or cause to be altered the position of the Motor Vehicle in order that its position shall comply with those provisions.
- 7.5 A police constable in uniform, a Parking Attendant or an Authorised Person may move or cause to be moved, in case of emergency, to any place he thinks fit, Motor Vehicles left in any Parking Place.
- 7.6 The Driver of a Motor Vehicle using any Parking Place shall not permit the carrying out of any work of construction or repair except such as may be necessary to enable the Motor Vehicle to be removed from the Parking Place.
- 7.7 No person shall use any Motor Vehicle, while it is in any Parking Place, in connection with the sale of any article to any person in or near the Parking Place or in connection with the selling or offering for sale of his skill in handicraft or his services in any other capacity. Provided that nothing in this Article shall prevent the sale of Goods from a Motor Vehicle if the Motor Vehicle is a Passenger Vehicle or a Goods Vehicle not exceeding 5 tonnes maximum gross weight left in any Parking Place and the Goods are

immediately delivered at or taken into premises adjacent to the Motor Vehicle from which the sale is effected.

7.8 A Driver of a Motor Vehicle shall not use a Parking Place so as unreasonably to prevent access to any premises adjoining the Road, or prevent the use of the Road by other persons, so as to be a nuisance.

7.9 The Driver of a Motor Vehicle using a Parking Place shall stop the engine as soon as the Motor Vehicle is in position in the Parking Place, and shall not start the engine except when about to change position of the Motor Vehicle in or depart from the Parking Place.

8.0 Variation and revocation of existing traffic regulation orders

8.1 The Orders specified in Schedule 1 to this Order shall have effect subject to the variations specified in that part of the said Schedule.

8.2 The Orders specified in Schedule 2 to this Order shall be revoked.

SCHEDULE 1 (Article 8.1)

VARIED ORDERS

The following Orders made by The Inverclyde Council (or its statutory predecessors) and all of their amendments and any other Orders and Regulations of whatever nature but only insofar as relating to loading and waiting restrictions within Greenock under exception of Inner Greenock, as defined in “The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) Order 2013” made before the First day of August Two thousand and thirteen are hereby varied in the manner and to the extent specified in this Order:

1. The Burgh of Greenock (Rue End Street) (Traffic Management) Order 1974

SCHEDULE 2 (Article 8.2)

REVOKED ORDERS

The following Orders made by The Inverclyde Council (or its statutory predecessors) and all of their amendments and any other Orders and Regulations of whatever nature but only insofar as relating to loading and waiting restrictions within Greenock made before First day of August Two thousand and thirteen are hereby revoked:

1. The Corporation of Greenock (Prohibition of Waiting)(No.3) Order, 1967
2. The Burgh of Greenock (Prohibition of Waiting and Loading Restrictions)(Union Street/Patrick Street) Order, 1972
3. The Burgh of Greenock (Salmon Street)(Prohibition of Waiting) Order, 1974
4. The Burgh of Greenock (Cartsburn Street)(Prohibition of Waiting) Order 1974
5. The Burgh of Greenock (East Shaw Street)(Prohibition of Waiting) Order 1974
6. The Burgh of Greenock (Cumberland Road)(Prohibition of Waiting) Order 1974
7. The Burgh of Greenock (West Station Area)(Prohibition/Restriction of Waiting) Order 1974
8. The Burgh of Greenock (Pottery Street)(Prohibition/Restriction of Waiting) Order, 1974
9. The Burgh of Greenock (Belville Drive and Serpentine Walk)(Prohibition of Waiting) Order 1974
10. The Burgh of Greenock (West Stewart Street)(Traffic Management) Order 1974
11. The Burgh of Greenock (Newton Street)(Limited Waiting) Order 1975
12. The Strathclyde Regional Council (Greenock Esplanade)(Revocation of Bye-Laws) Order 1979
13. The Strathclyde Regional Council (**Grieve Road**/ Auchneagh Farm Road, Greenock)(Waiting Restrictions) Order 1980
14. The Strathclyde Regional Council (Larkfield Road, Gleninver Road, etc., Greenock)(Waiting Restrictions) Order 1981
15. The Strathclyde Regional Council (Belville Street, etc., Greenock)(Prohibition of Waiting) Order 1983
16. The Strathclyde Regional Council (West Station Area, Greenock)(Waiting and Loading Restrictions and Amendment) Order 1984
17. The Strathclyde Regional Council (West Stewart Street, Greenock)(Traffic Regulation)(Amendment) Order 1988
18. The Inverclyde Council Eldon Street, Newark Street and Lyle Road, Greenock (No Waiting At Any Time, No Loading At Any Time and Bus Stop Clearway) Order 1998
19. The Inverclyde Council (Custom House Way/Brymner Street)(No Waiting No Loading At Any Time) Order 1998
20. The Inverclyde Council Dunlop Street, Greenock (No Waiting, No Loading At Any Time) Order 2001
21. The Inverclyde Council Campbell Street, Greenock (No Waiting At Any Time and No Loading At Any Time) Order 2000
22. The Inverclyde Council Sir Michael Street, Greenock (No Waiting and No Loading At Any Time) Order 2003
23. The Inverclyde Council Cartsburn Street, Greenock (No Waiting At Any Time) Order 2003

The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) Order 2013

24. The Inverclyde Council Patrick Street, Greenock (No Waiting At Any Time and Waiting Restrictions Amendment) Order 2003
25. The Inverclyde Council Chester Road, York Road, Greenock (No Waiting No Loading At Any Time) Order 2011
26. The Inverclyde Council Dunlop Street, Greenock Waiting Restrictions (Amendment No.1) Order 2011
27. The Inverclyde Council Knowe Road, Greenock (Waiting Restriction) Order 2012
28. The Inverclyde Council Cartsburn Street, Greenock (Waiting Restrictions) Order 2013
29. The Inverclyde Council Arthur Street, Greenock (Waiting Restrictions) Order 2013

With the exception of Inner Greenock, as defined in “The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) Order 2013”, and the following:

1. The Inverclyde Council Various Locations, Inverclyde (No Stopping) Order 2012
2. On-Street Parking Places (Without Charges) Order No.1 1997
3. On-Street Parking Places (Without Charges) Order No.2 1997
4. On-Street Parking Places (Without Charges) Order No.1 1999
5. On-Street Parking Places (Without Charges) Order No.2 1999
6. On-Street Parking Places (Without Charges) Order No.1 2000
7. On-Street Parking Places (Without Charges) Order No.1 2001
8. On-Street Parking Places (Without Charges) Order No.1 2002
9. On-Street Parking Places (Without Charges) Order No.2 2002
10. On-Street Parking Places (Without Charges) Order No.1 2003
11. On-Street Parking Places (Without Charges) Order No.1 2004
12. On-Street Parking Places (Without Charges) Order No.1 2005
13. On-Street Parking Places (Without Charges) Order No.2 2005
14. On-Street Parking Places (Without Charges) Order No.1 2006
15. On-Street Parking Places (Without Charges) Order No.2 2006
16. On-Street Parking Places (Without Charges) Order No.1 2007
17. On-Street Parking Places (Without Charges) Order No.2 2007
18. On-Street Parking Places (Without Charges) Order No.3 2007
19. On-Street Parking Places (Without Charges) Order No.1 2008
20. On-Street Parking Places (Without Charges) Order No.2 2008
21. On-Street Parking Places (Without Charges) Order No.1 2009
22. On-Street Parking Places (Without Charges) Order No.2 2009
23. On-Street Parking Places (Without Charges) Order No.3 2009
24. Disabled Persons' Parking Place (On Street) Order No.1 2010
25. Disabled Persons' Parking Place (On Street) Order No.2 2010
26. Disabled Persons' Parking Place (On Street) Order No.3 2010
27. Disabled Persons' Parking Place (On Street) Order No.4 2010
28. Disabled Persons' Parking Place (On Street) Order No.1 2011
29. Disabled Persons' Parking Place (On Street) Order No.2 2011
30. Disabled Persons' Parking Place (On Street) Order No.3 2011
31. Disabled Persons' Parking Place (On Street) Order No.1 2012
32. Disabled Persons' Parking Place (On Street) Order No.2 2012
33. Disabled Persons' Parking Place (On Street) Order No.4 2012
34. Disabled Persons' Parking Place (On Street) Order No.1 2013

The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) Order 2013

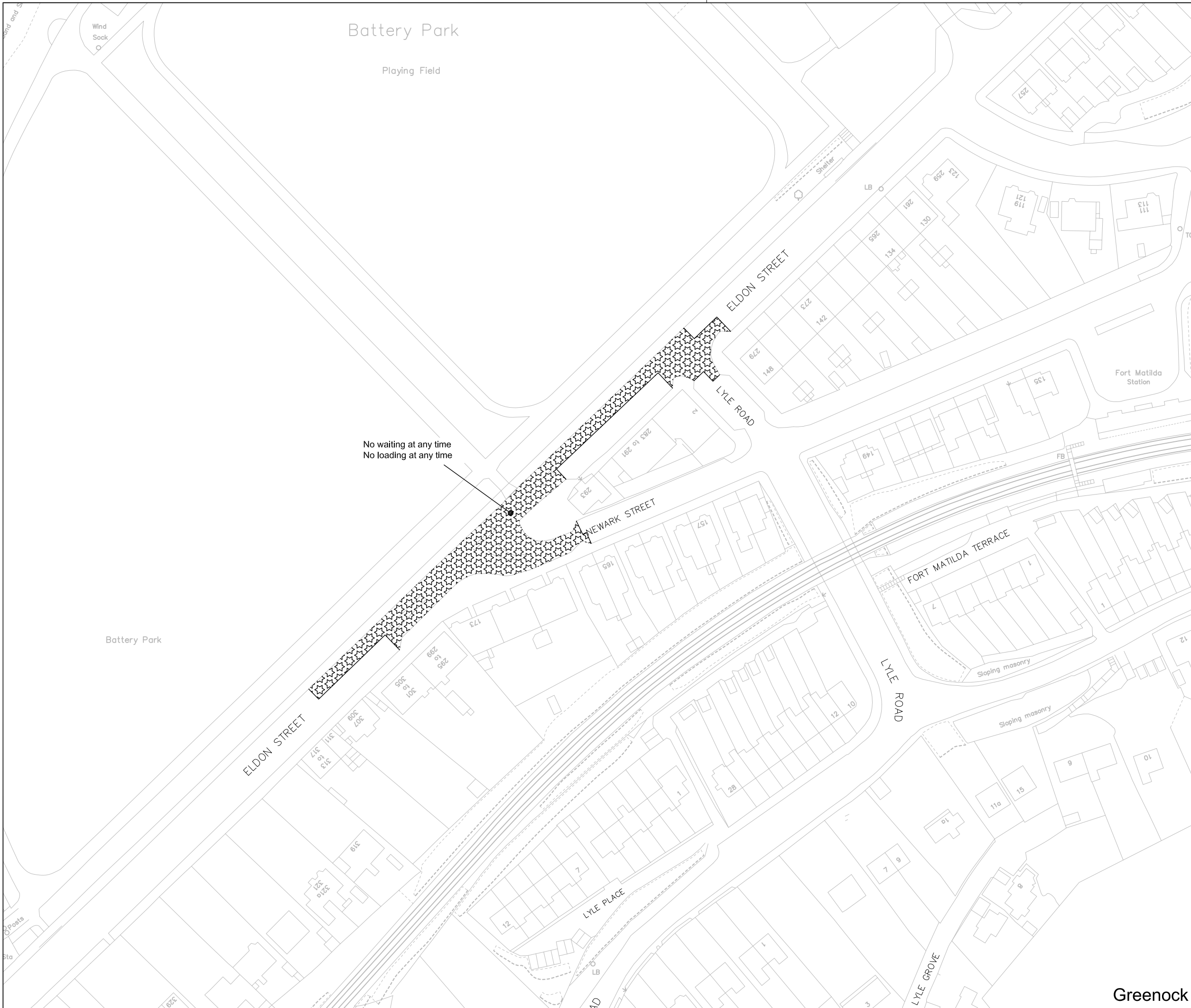
SCHEDULE 3

THE INVERCLYDE COUNCIL (VARIOUS ROADS) (OUTER GREENOCK) (WAITING RESTRICTIONS) ORDER 2013 PLAN INDEX

Plan Reference	Effective date	Plan Revision Dates										
		1	2	3	4	5	6	7	8	9	10	11
TR/TRO/131-001	**/**/20**											
TR/TRO/131-002	**/**/20**											
TR/TRO/131-003	**/**/20**											
TR/TRO/131-004	**/**/20**											
TR/TRO/131-005	**/**/20**											
TR/TRO/131-006	**/**/20**											
TR/TRO/131-007	**/**/20**											
TR/TRO/131-008	**/**/20**											
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TR/TRO/131-011	**/**/20**											
TR/TRO/131-012	**/**/20**											
TR/TRO/131-013	**/**/20**											
TR/TRO/131-014	**/**/20**											
TR/TRO/131-015	**/**/20**											
TR/TRO/131-016	**/**/20**											
TR/TRO/131-017	**/**/20**											
TR/TRO/131-018	**/**/20**											
TR/TRO/131-019	**/**/20**											
TR/TRO/131-020	**/**/20**											
TR/TRO/131-021	**/**/20**											
TR/TRO/131-022	**/**/20**											

DO NOT SCALE

A3



Key

- No waiting at any time
- No waiting at any time
No loading at any time
- No waiting at times shown
- No waiting at any time
No loading at times shown
- No waiting except taxis
- Limited waiting
(see below for types of limited waiting referred to on these drawings)
- Disabled person's parking place
(subject to restrictions shown)
- Police parking place
(subject to restrictions shown)
- Ambulance parking place
(subject to restrictions shown)
- Loading bay

Limited Waiting
 Type A: Mon-Fri, 8am-6pm. 30mins, No return within 30mins
 Type B: Mon-Fri 8am-6pm, Saturday 8am-1pm. 30mins, No return within 1 hour
 Type C: Mon-Sat 8am-6pm. 30mins, No return within 1 hour
 Type D: Mon-Sat 8am-6pm. 2 hours, No return within 1 hour
 Type E: Mon-Sat 8am to 6pm. 30 mins, No return within 30 mins

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Stat	Purpose of Issue	Date	Auth

Rev	Description	By	Date	Chk'd	Auth

INVERCLYDE COUNCIL
 71 East Hamilton Street
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Inverclyde council

THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) ORDER 201*

EFFECTIVE DATE:
 (SHEET 01 OF 22)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-001	FEB '13	FEB '13	FEB '13

Greenock

DO NOT SCALE



Key

- No waiting at any time
- No waiting at any time
No loading at any time
- No waiting at times shown
- No waiting at any time
No loading at times shown
- No waiting except taxis
- Limited waiting
(see below for types of limited waiting referred to on these drawings)
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 Type E: Mon-Sat 8am to 6pm, 30 mins, No return within 30 mins

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Stat	Purpose of Issue	Date	Auth		
A	NORTHERN LIMIT OF NWWAT CORRECTED	MJH JUNE '13	MJH MR		
Rev	Description	By	Date	Chk'd	Auth

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THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) ORDER 201*

EFFECTIVE DATE:
 (SHEET 02 OF 22)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-002	FEB '13	FEB '13	FEB '13

Greenock

DO NOT SCALE



Key

	No waiting at any time
	No loading at any time
	No waiting at times shown
	No loading at times shown
	No waiting except taxis
	Limited waiting (see below for types of limited waiting referred to on these drawings)
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 Type E: Mon-Sat 8am to 6pm. 30 mins, No return within 30 mins

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Stat	Purpose of Issue	Date	Auth
A	EXTENT OF RESTRICTION UPDATED	MJH JUNE '13	MJH MR
Rev	Description	By Date	Chk'd Auth

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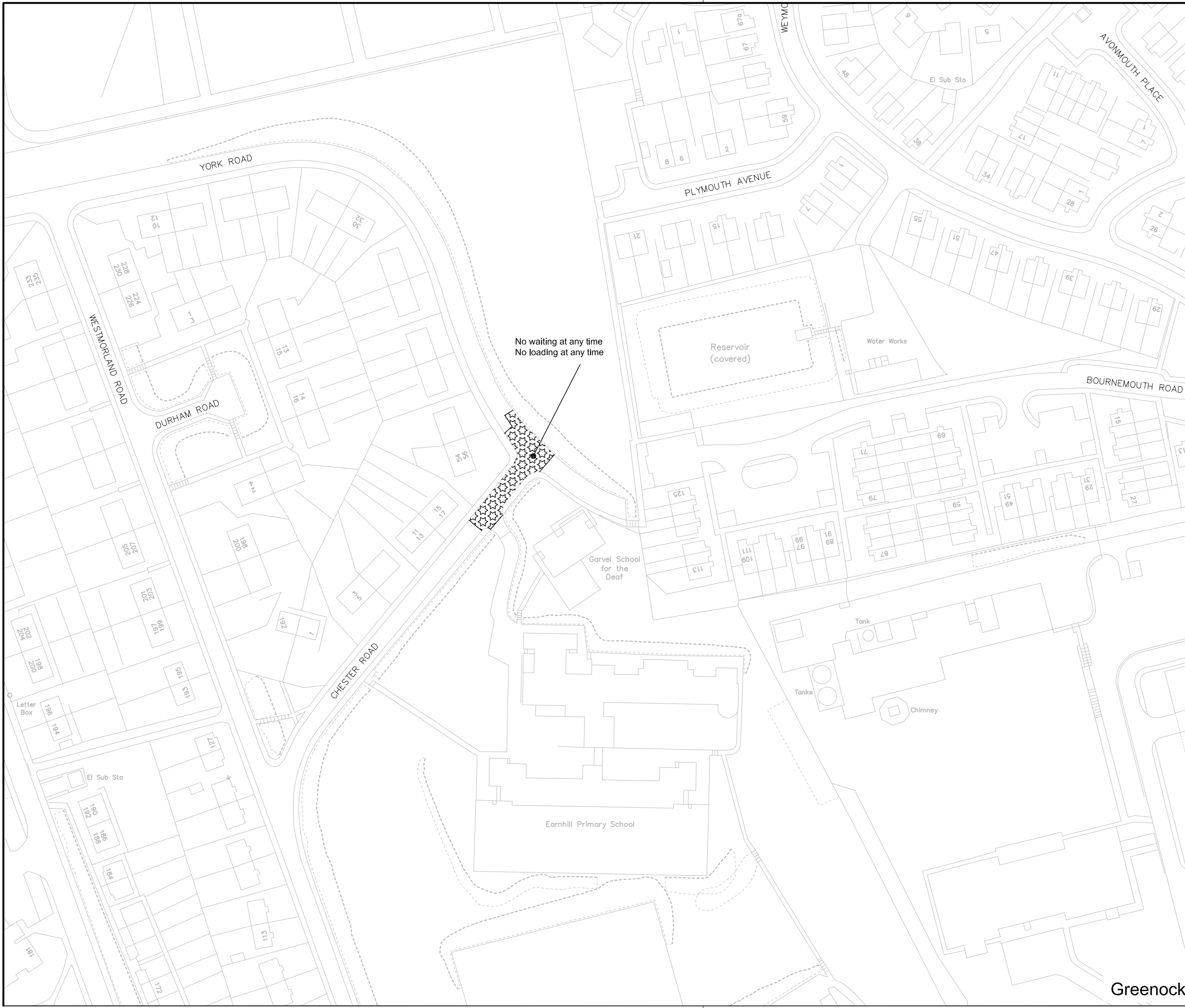


THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) ORDER 201*

EFFECTIVE DATE:
 (SHEET 03 OF 22)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-003	FEB '13	FEB '13	FEB '13

DO NOT SCALE



Key

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- No loading at any time
- No waiting at times shown
- No waiting at any time
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 Type E: Mon-Sat 8am to 6pm. 30 mins, No return within 30 mins

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Stat	Purpose of Issue	Date	Auth
A	CHESTER RD RESTRICTION TYPE UPDATED	MJH JUNE '13	MJH MR
Rev	Description	By	Date

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THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) ORDER 201*

EFFECTIVE DATE:
 (SHEET 04 OF 22)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-004	FEB '13	FEB '13	FEB '13

Greenock

DO NOT SCALE



CONTINUED ON DWG: TR/TRO/C131-006

Key

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	No waiting at times shown
	No waiting at any time No loading at times shown
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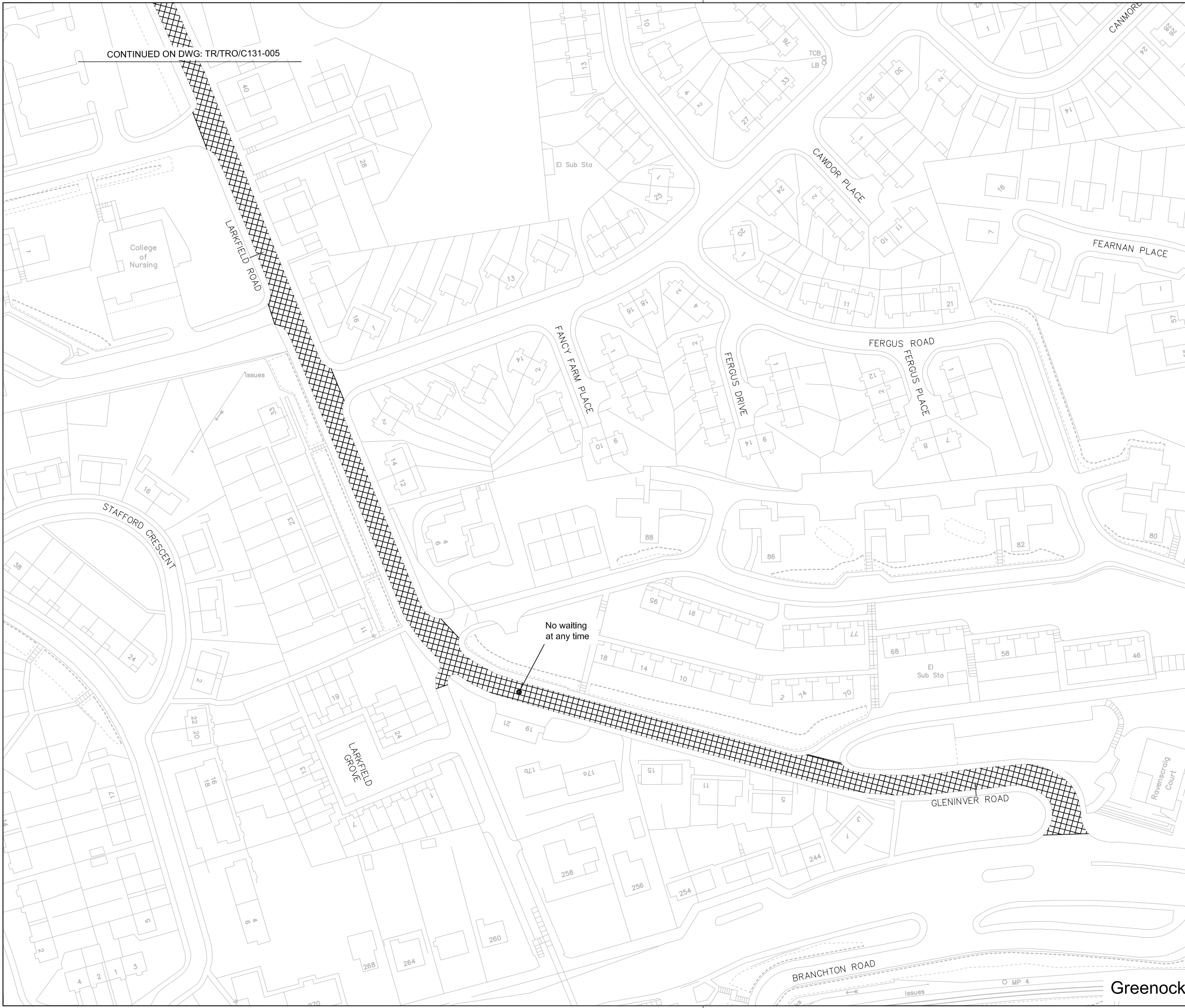


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 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) ORDER 201*

EFFECTIVE DATE:
 (SHEET 05 OF 22)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-005	FEB '13	FEB '13	FEB '13
Rev				

DO NOT SCALE



Key

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- No waiting at any time
No loading at any time
- No waiting at times shown
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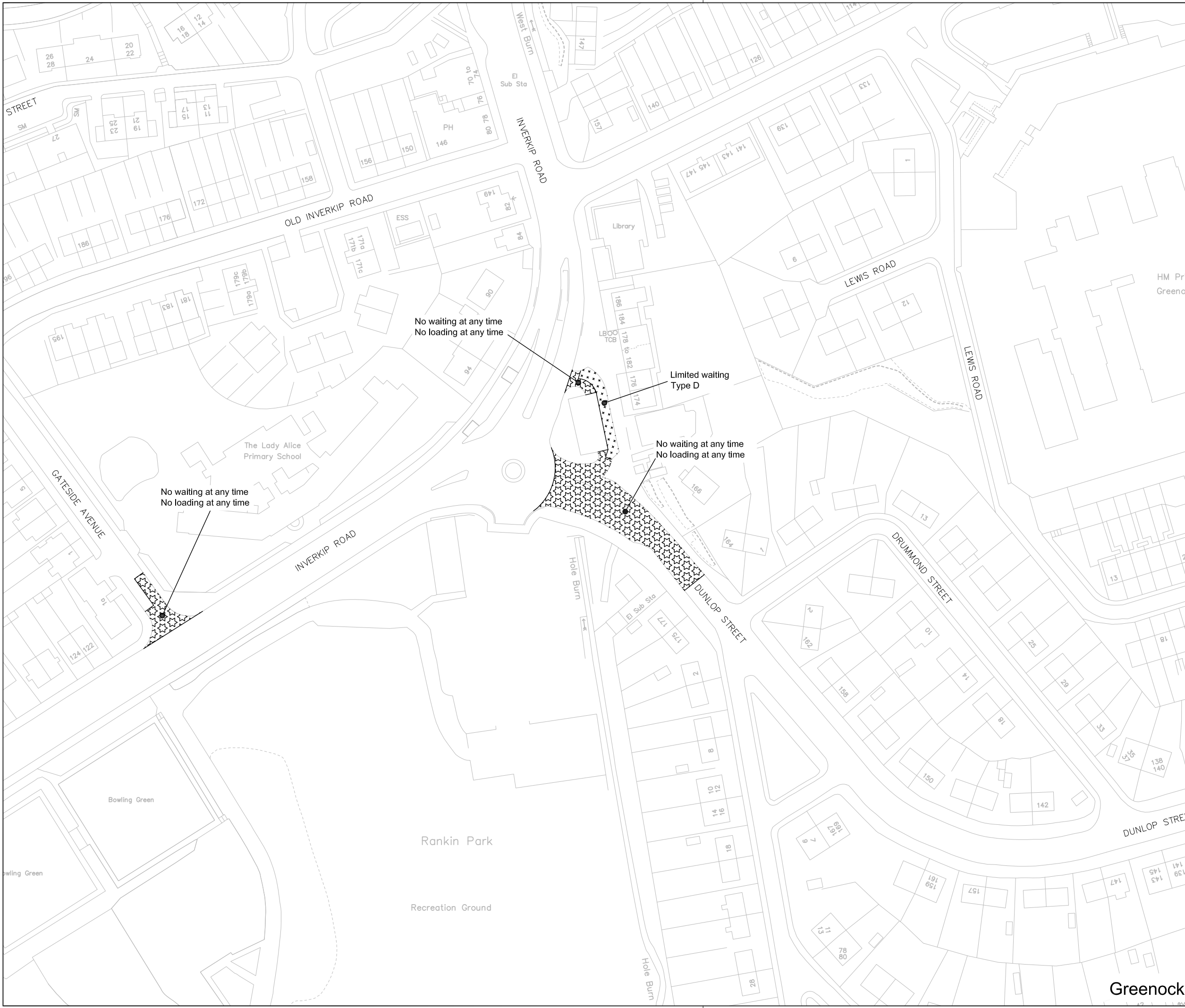
THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) ORDER 201*

EFFECTIVE DATE:
 (SHEET 06 OF 22)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised	
A3	1:1250	MJH	MJH	MR	
Date	FEB '13	Date	FEB '13	Date	FEB '13

Status	Drawing Number	Rev
P	TR/TRO/C131-006	-

DO NOT SCALE



Key

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 (WAITING RESTRICTIONS) ORDER 201***

EFFECTIVE DATE:
 (SHEET 07 OF 22)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-007	FEB '13	FEB '13	FEB '13

Greenock

DO NOT SCALE



Key

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No loading at any time
- No waiting at times shown
No loading at times shown
- No waiting except taxis
- Limited waiting
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 Type D: Mon-Sat 8am-6pm. 2 hours, No return within 1 hour
 Type E: Mon-Sat 8am to 6pm. 30 mins, No return within 30 mins

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Rev	Description	By	Date	Chk'd	Auth

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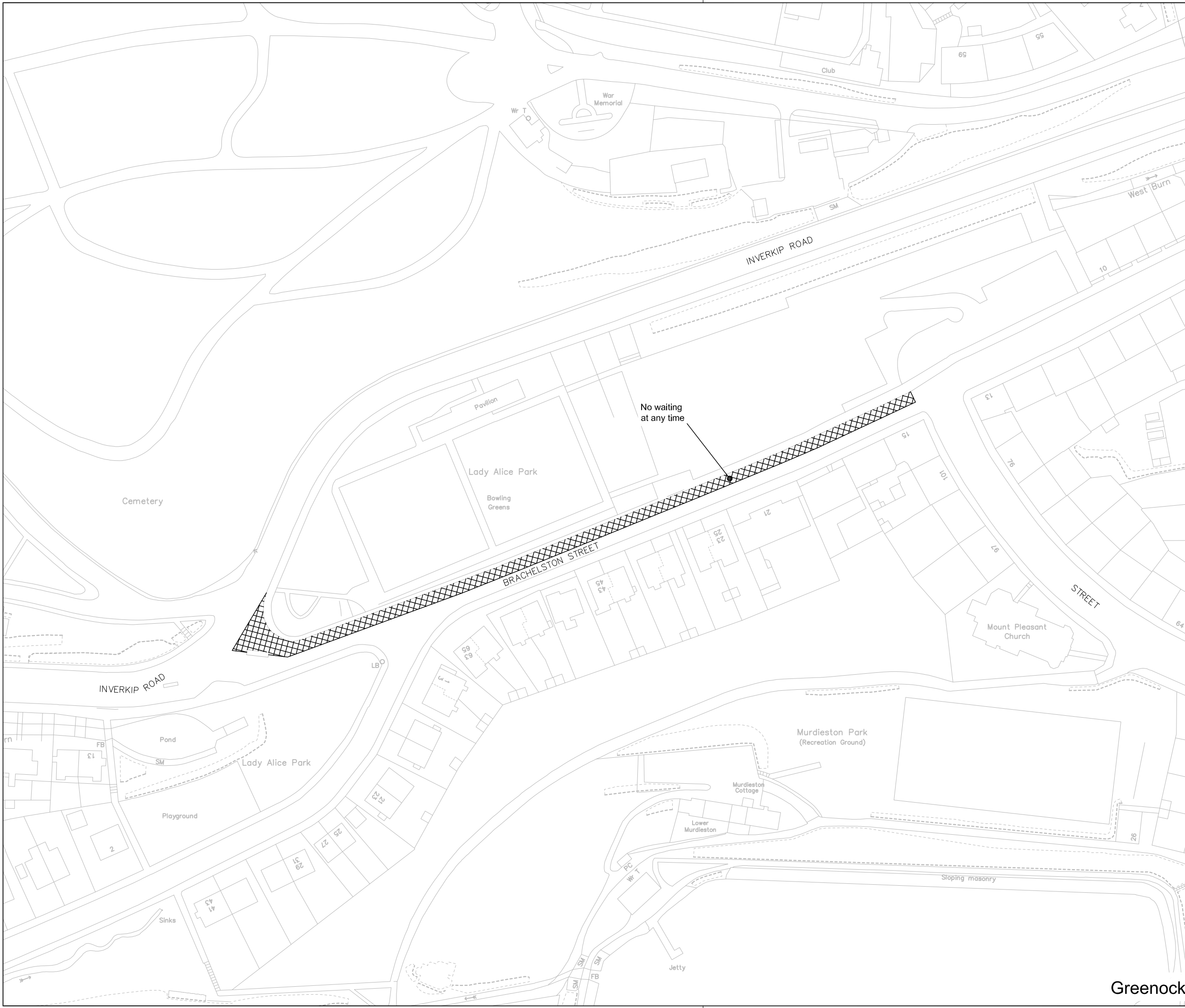
THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) ORDER 201*

EFFECTIVE DATE:
 (SHEET 08 OF 22)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-008	FEB '13	FEB '13	FEB '13

Greenock

DO NOT SCALE



Key

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	No waiting at any time No loading at any time
	No waiting at times shown
	No waiting at any time No loading at times shown
	No waiting except taxis
	Limited waiting (see below for types of limited waiting referred to on these drawings)
	Disabled person's parking place (subject to restrictions shown)
	Police parking place (subject to restrictions shown)
	Ambulance parking place (subject to restrictions shown)
	Loading bay

Limited Waiting
 Type A: Mon-Fri, 8am-6pm. 30mins, No return within 30mins
 Type B: Mon-Fri 8am-6pm, Saturday 8am-1pm. 30mins, No return within 1 hour
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 Type D: Mon-Sat 8am-6pm. 2 hours, No return within 1 hour
 Type E: Mon-Sat 8am to 6pm. 30 mins, No return within 30 mins

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Seal

Stat	Purpose of Issue	Date	Auth

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 71 East Hamilton Street
 Greenock
 PA15 2UA
 Tel: 01475 717171
 Email: roads@inverclyde.gov.uk
 www.inverclyde.gov.uk



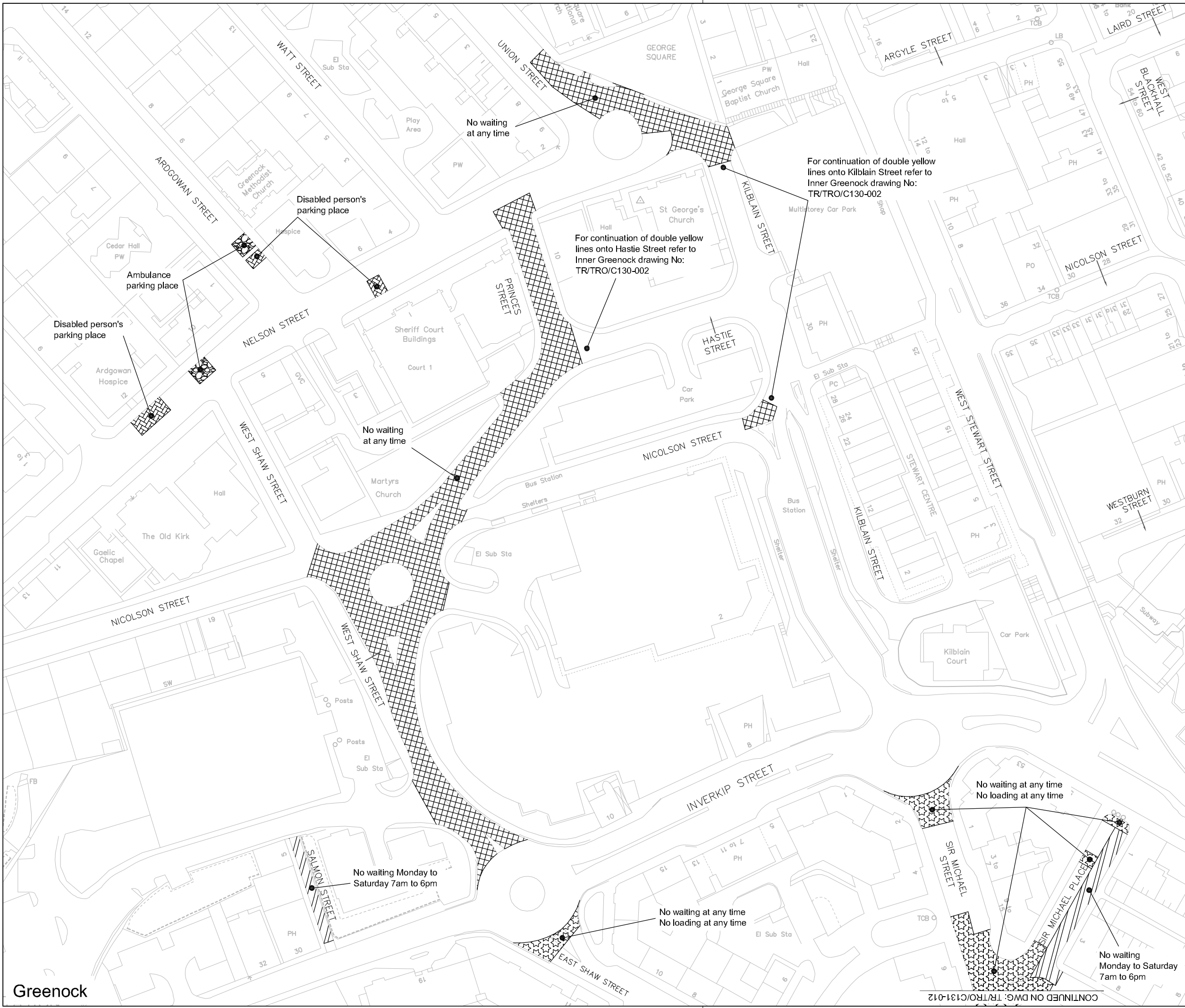
**THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) ORDER 201***

EFFECTIVE DATE:
 (SHEET 09 OF 22)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-009	FEB '13	FEB '13	FEB '13
Rev				

Greenock

DO NOT SCALE



Key

- No waiting at any time
- No waiting at any time
No loading at any time
- No waiting at times shown
- No waiting at any time
No loading at times shown
- No waiting except taxis
- Limited waiting
(see below for types of limited waiting referred to on these drawings)
- Disabled person's parking place
(subject to restrictions shown)
- Police parking place
(subject to restrictions shown)
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 Type E: Mon-Sat 8am to 6pm, 30 mins, No return within 30 mins

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Stat	Purpose of Issue	Date	Auth		
Rev	Description	By	Date	Chk'd	Auth

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THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) ORDER 201*

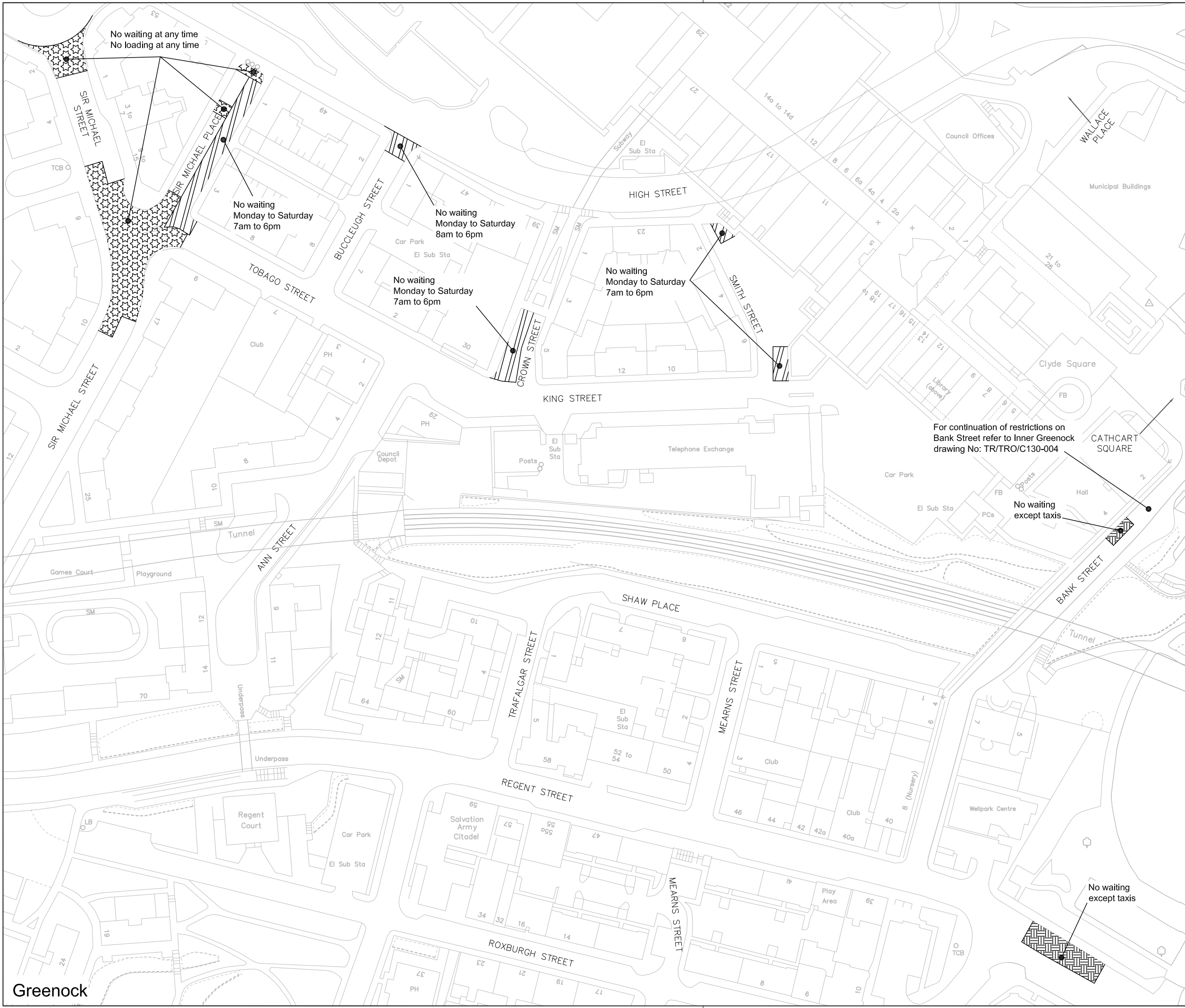
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 (SHEET 11 OF 22)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
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Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-011	FEB '13	FEB '13	FEB '13

Greenock

CONTINUED ON DWG: TR/TRO/C131-012

DO NOT SCALE



Key

- No waiting at any time
- No waiting at any time
No loading at any time
- No waiting at times shown
- No waiting at any time
No loading at times shown
- No waiting except taxis
- Limited waiting
(see below for types of limited waiting referred to on these drawings)
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(subject to restrictions shown)
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Stat	Purpose of Issue			Date	Auth

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THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) ORDER 201*

EFFECTIVE DATE:
 (SHEET 12 OF 22)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	LM	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-012	FEB '13	FEB '13	FEB '13
Rev				

Greenock

DO NOT SCALE



Key

	No waiting at any time
	No waiting at any time No loading at any time
	No waiting at times shown
	No waiting at times shown No loading at times shown
	No waiting except taxis
	Limited waiting (see below for types of limited waiting referred to on these drawings)
	Disabled person's parking place (subject to restrictions shown)
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	Ambulance parking place (subject to restrictions shown)
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Stat	Purpose of Issue	Date	Auth

Rev	Description	By	Date	Chk'd	Auth

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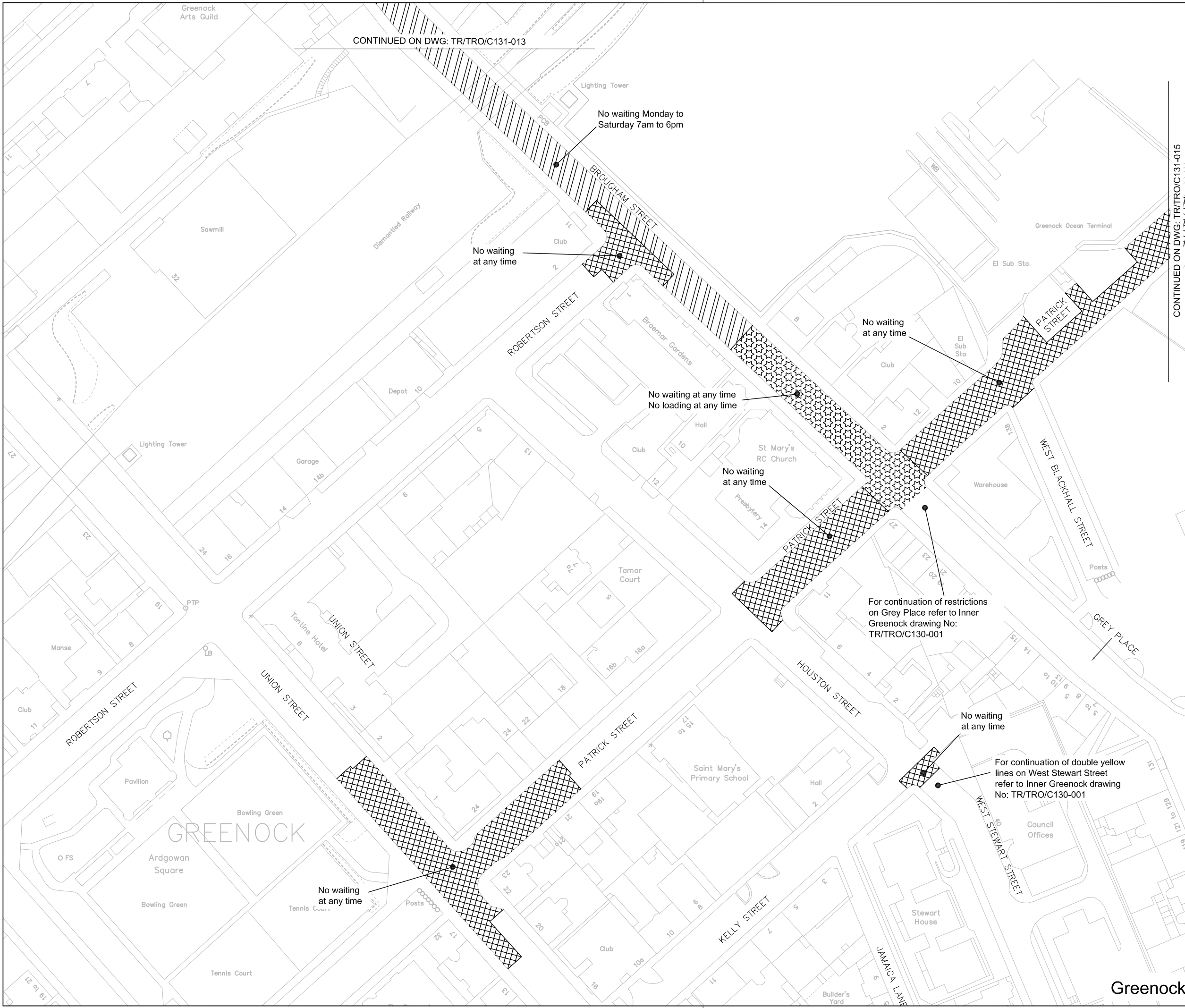
THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) ORDER 201*

EFFECTIVE DATE:
 (SHEET 13 OF 22)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	LM	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-013	FEB '13	FEB '13	FEB '13

Greenock

DO NOT SCALE



Key

- No waiting at any time
- No waiting at any time
No loading at any time
- No waiting at times shown
- No waiting at any time
No loading at times shown
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 Type E: Mon-Sat 8am to 6pm. 30 mins, No return within 30 mins

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Stat	Purpose of Issue	Date	Auth
A	ALTERATION TO BROUGHAM ST RESTRICTIONS	MH JUNE '13	MJH MR

Rev Description By Date Chk'd Auth

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Inverclyde council

THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) ORDER 201*

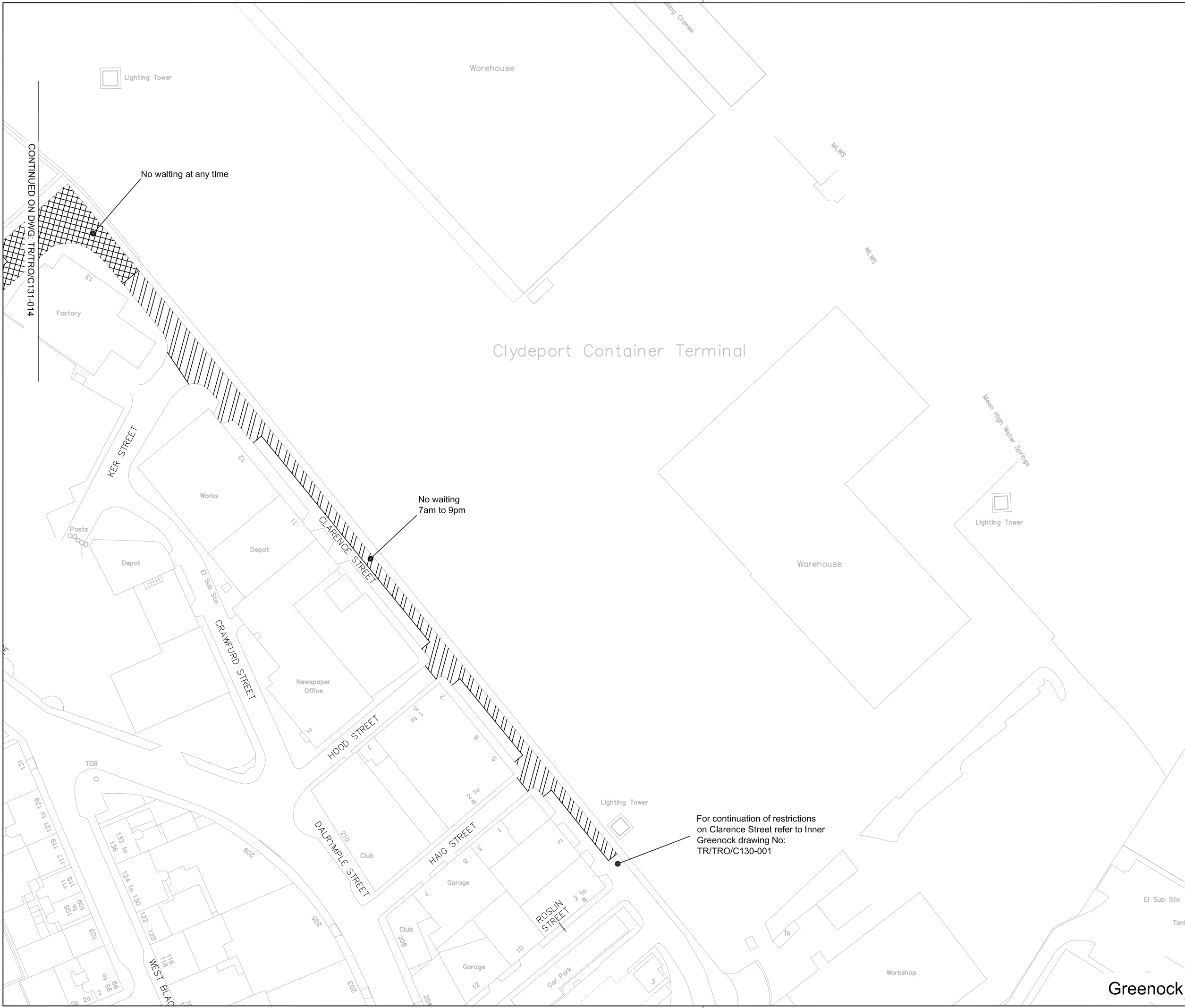
EFFECTIVE DATE:

(SHEET 14 OF 21)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	LM	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-014	FEB '13	FEB '13	FEB '13

Greenock

DO NOT SCALE



Key

- No waiting at any time
- No waiting at any time
No loading at any time
- No waiting at times shown
- No waiting at any time
No loading at times shown
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 Type E: Mon-Sat 8am to 6pm. 30 mins, No return within 30 mins

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Stat	Purpose of Issue	Date	Auth

Rev	Description	By	Date	Chk'd	Auth
A	SYL TIMES UPDATED	MJH	JUNE '13	MJH	MR

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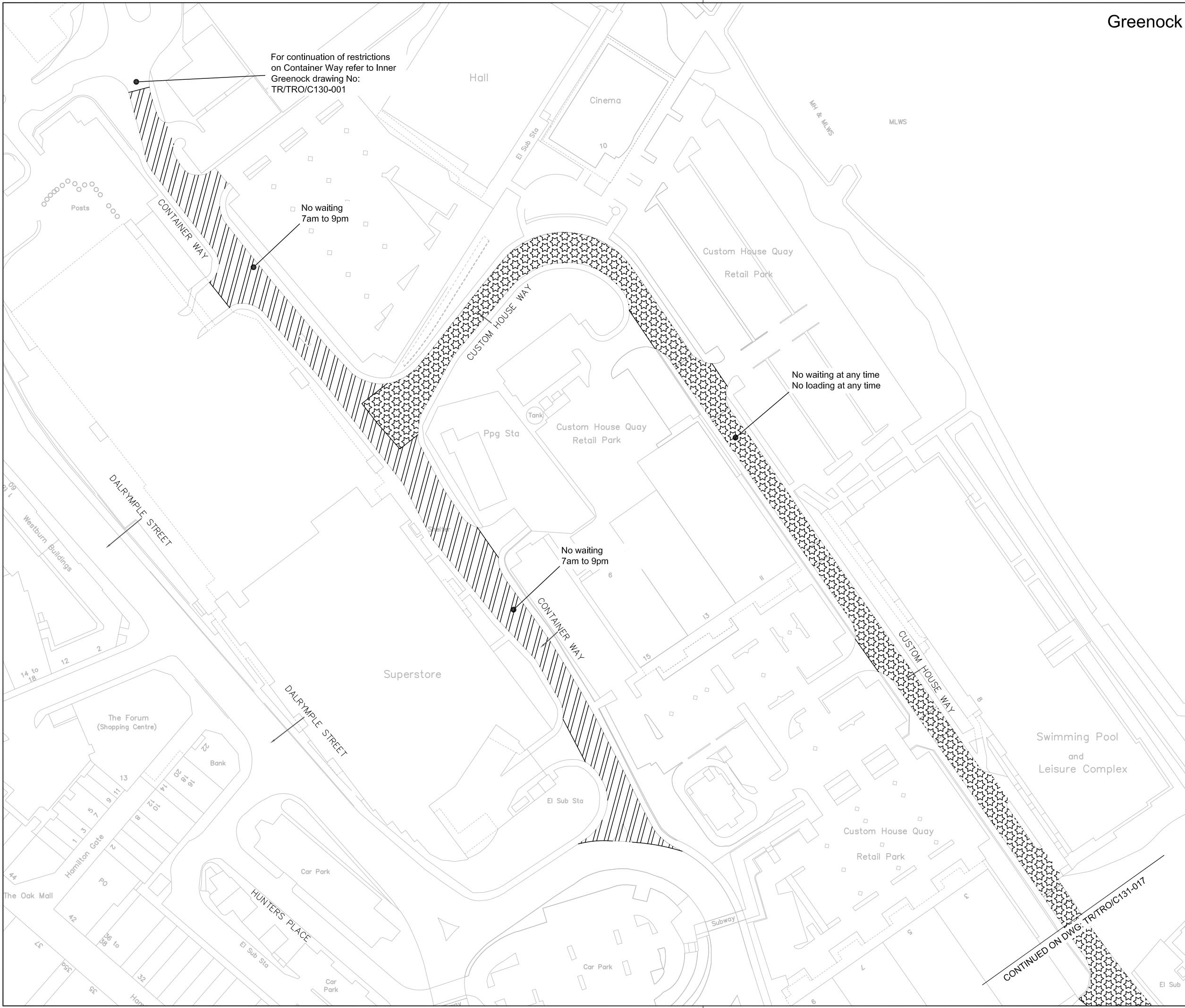


THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) ORDER 201*

EFFECTIVE DATE:
 (SHEET 15 OF 22)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	LM	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-015	FEB '13	FEB '13	FEB '13
Rev				

DO NOT SCALE



Greenock

Key

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	No waiting at any time No loading at any time
	No waiting at times shown
	No waiting at any time No loading at times shown
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Stat	Purpose of Issue	Date	Auth

Rev	Description	By	Date	Chk'd	Auth
A	SYL TIMES UPDATED	MJH	JUNE '13	MJH	MR

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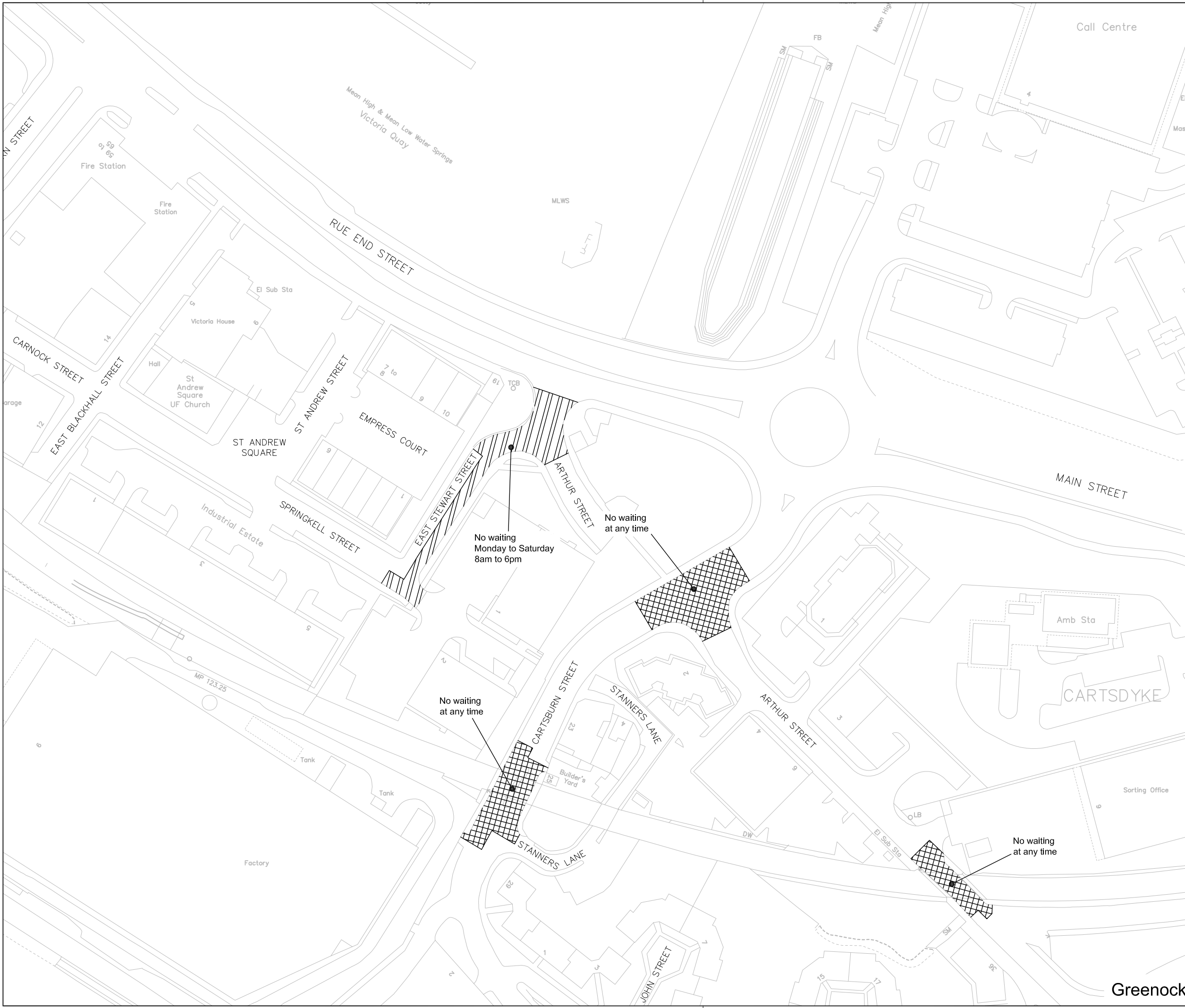


THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) ORDER 201*

EFFECTIVE DATE:
 (SHEET 16 OF 22)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	LM	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-016	FEB '13	FEB '13	FEB '13

DO NOT SCALE



Key

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	No waiting at any time No loading at any time
	No waiting at times shown
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Stat	Purpose of Issue	Date	Auth
Rev	Description	By	Date

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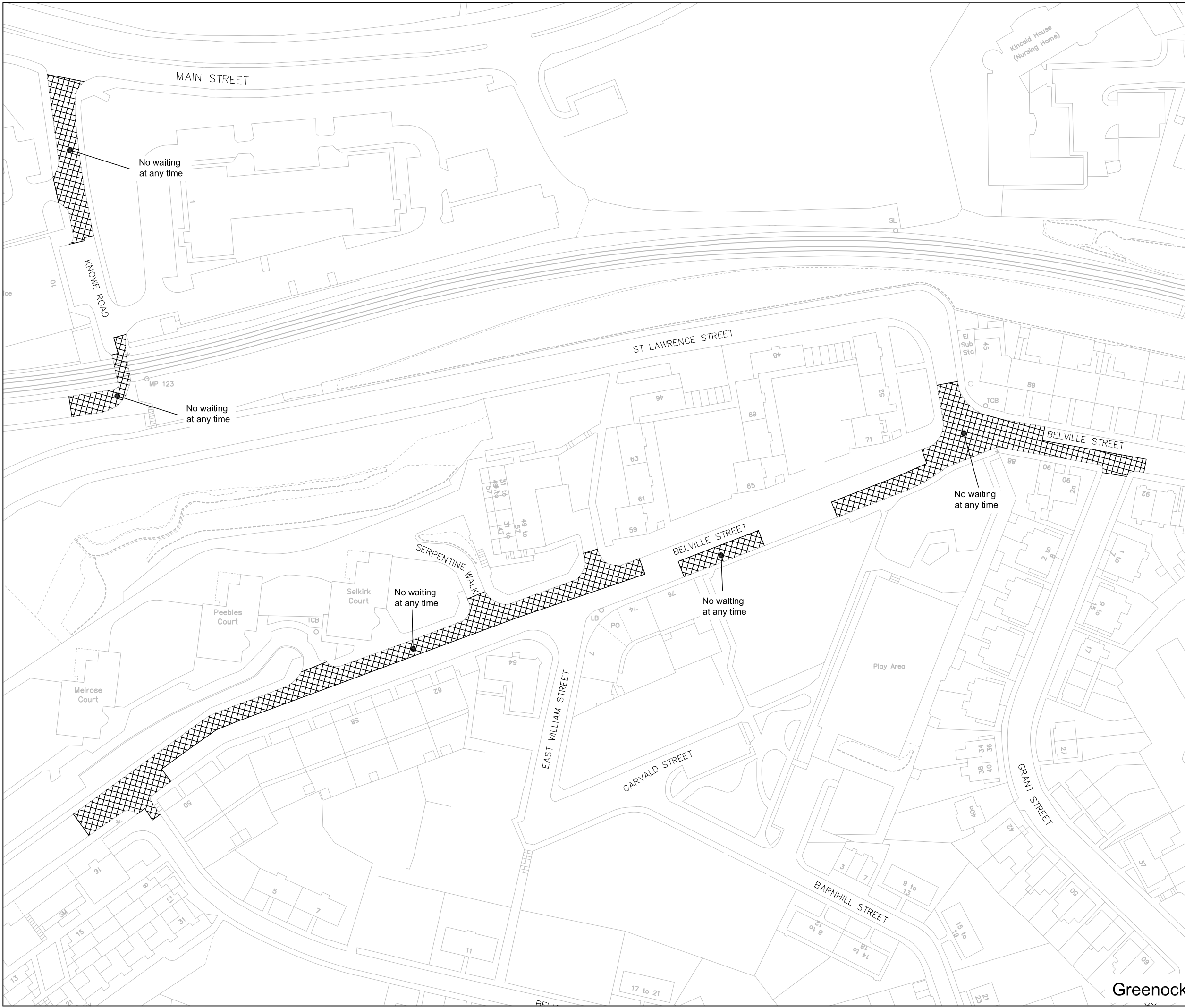
THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) ORDER 201*

EFFECTIVE DATE:
 (SHEET 18 OF 22)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-018	FEB '13	FEB '13	FEB '13

Greenock

DO NOT SCALE



Key

	No waiting at any time
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	No waiting at times shown
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Rev	Description	By	Date	Chk'd	Auth

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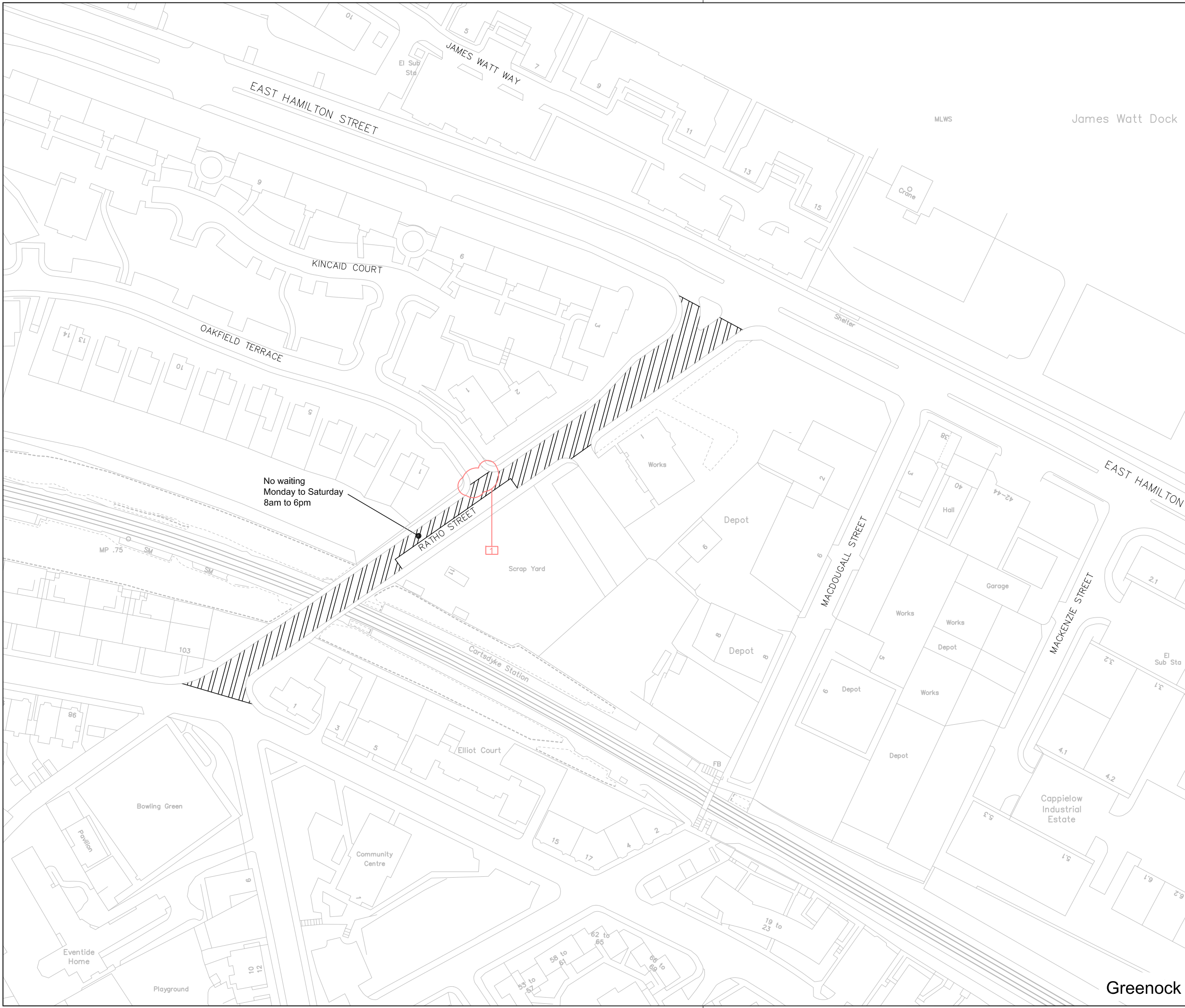
THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) ORDER 201*

EFFECTIVE DATE:
 (SHEET 19 OF 22)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-019	FEB '13	FEB '13	FEB '13

Greenock

DO NOT SCALE



Key

- No waiting at any time
- No waiting at any time
No loading at any time
- No waiting at times shown
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 Type E: Mon-Sat 8am to 6pm. 30 mins, No return within 30 mins

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Stat	Purpose of Issue	Date	Auth

Rev	Description	By	Date	Chk'd	Auth
1	EXTENT OF SYL AMENDED ON RATHO STREET	MJH	MAY '14	MJH	MR

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 71 East Hamilton Street
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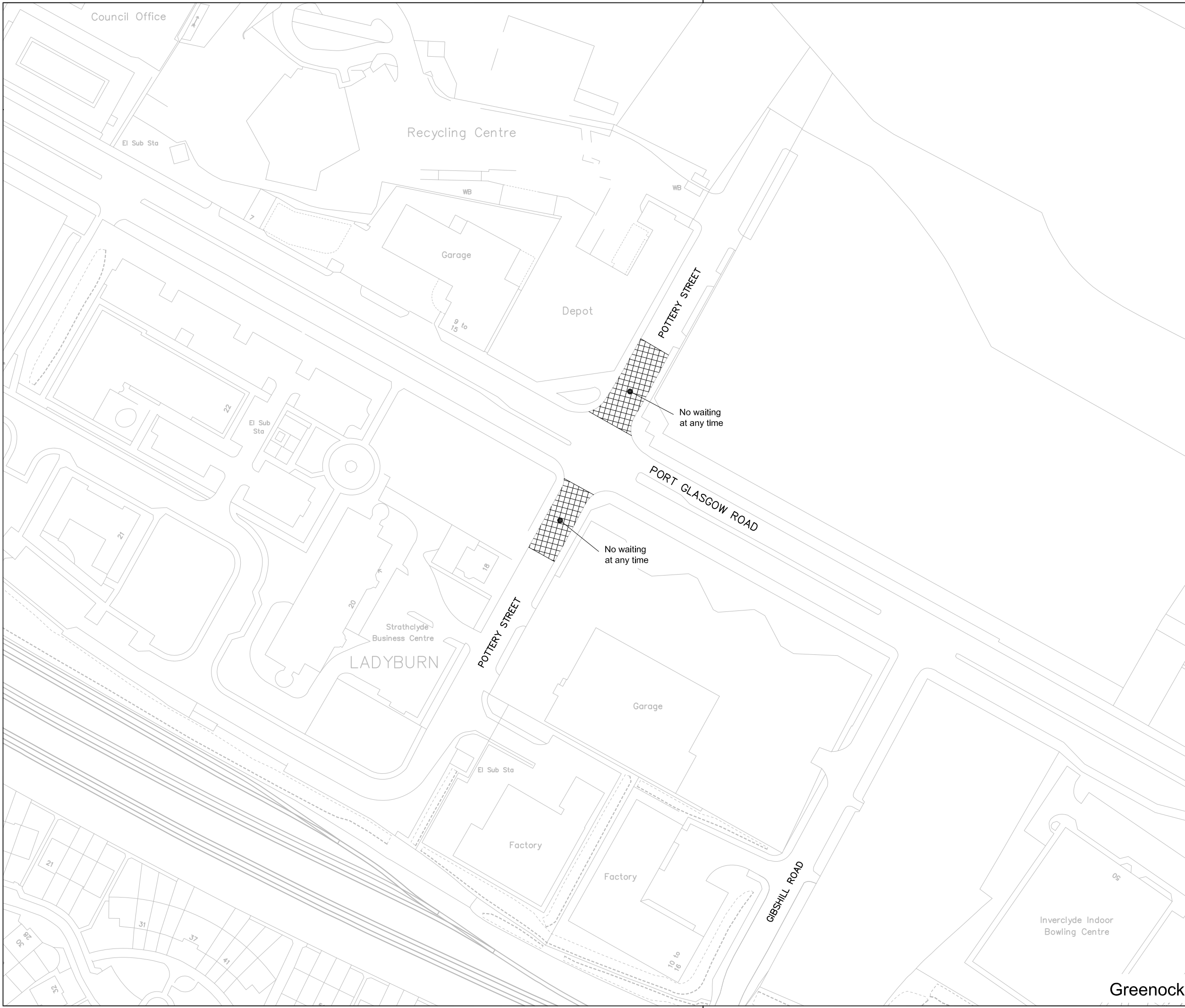


THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) ORDER 201*

EFFECTIVE DATE:
 (SHEET 20 OF 22)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-020	FEB '13	FEB '13	FEB '13
Rev				

DO NOT SCALE



Key

- No waiting at any time
- No waiting at any time
No loading at any time
- No waiting at times shown
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 Type E: Mon-Sat 8am to 6pm. 30 mins, No return within 30 mins

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Stat	Purpose of Issue	Date	Auth

Rev	Description	By	Date	Chk'd	Auth
A	POTTERY ST (SOUTH OF A8) CORRECTED	MJH	JUNE '13	MJH	MR

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 71 East Hamilton Street
 Greenock
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THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) ORDER 201*

EFFECTIVE DATE:
 (SHEET 21 OF 22)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-021	FEB '13	FEB '13	FEB '13
Rev				
				A

DO NOT SCALE



Key

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No loading at any time
- No waiting at times shown
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Rev	Description	By	Date	Chk'd	Auth

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THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) ORDER 201*

EFFECTIVE DATE:

(SHEET 22 OF 22)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	LM	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-022	FEB '13	FEB '13	FEB '13

**THE INVERCLYDE COUNCIL
(VARIOUS ROADS) (PORT GLASGOW,
KILMACOLM & QUARRIERS VILLAGE)
(WAITING RESTRICTIONS)
ORDER 2013**

TRAFFIC REGULATION ORDER

**THE INVERCLYDE COUNCIL
(VARIOUS ROADS) (PORT GLASGOW, KILMACOLM & QUARRIERS
VILLAGE)
(WAITING RESTRICTIONS) ORDER 2013**

We, The Inverclyde Council, in exercise of the powers conferred on us by Sections 1(1), 2(1) to (3), 4(2), 32(1), 35(1), 45, 46, 49, 53, 101 and 102 of the Road Traffic Regulation Act 1984 (as amended) ("the Act") and of Part IV of Schedule 9 to the Act and of all other enabling powers and after consulting the Chief Constable of the Police Service of Scotland (Seirbheis Phoilis na h-Alba) in accordance with Part III of Schedule 9 to the Act hereby make the following Order:

1.0 Commencement and citation

- 1.1 This Order shall come into operation on the ^{**th} day of ^{**} Two thousand and ^{**} and may be cited as the "The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) Order 2013".
- 1.2 The Plan Index titled "The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) Order 2013 Plan Index" (attached hereto) is incorporated into this Order.
- 1.3 The On-Street Plans titled "The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) Order 2013" (attached hereto) are incorporated into this Order.

2.0 Interpretation

- 2.1 In this Order, except where the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:

"Ambulance Parking Place" means a part of a Road identified for use as a Parking Place for a Motor Vehicle being used in pursuance of ambulance service duties;

"Authorised Person" means an employee or agent of the Council authorised to exercise all or any of the functions of the Council under this Order;

"Bus" has the same meaning as in Regulation 22 of the Traffic Signs Regulations and General Directions 2002 (as amended);

"Bus Stand" is a designated parking location where a Bus waits out of service between scheduled public transport services;

"Bus Stop" is a place on a bus route, usually marked with a pole and sign, where Buses stop to discharge and take on passengers;

"Carriageway" and "Footway" have the same meanings as in Section 151(1) of the Roads (Scotland) Act 1984 (as amended);

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

“Disabled Person’s Badge” means a badge which was:

- (a) issued under Section 21 of the Chronically Sick and Disabled Persons Act 1970 (as amended);
- (b) issued under a provision of the law of Northern Ireland corresponding to that section; or
- (c) 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 has not ceased to be in force;

“Disabled Person’s Parking Place” means a part of a Road identified as such on the On-Street Plans for use as a Parking Place for a Motor Vehicle which displays in the Relevant Position a Disabled Person’s Badge;

“Disabled Person’s Vehicle” means a Motor Vehicle which is displaying a Disabled Person’s Badge in a Relevant Position as prescribed by the Local Authorities’ Traffic Orders (Exemptions for Disabled Persons) (Scotland) Regulations 2002;

“Driver” means the person driving or having control or charge of a Motor Vehicle at any given time and, in particular, in relation to a Motor Vehicle waiting in a Parking Place, the person driving when it was left in the Parking Place;

“Electronic Communications Apparatus” has the same meaning as in Schedule 2 to the Telecommunications Act 1984 (as amended);

“Goods” includes Relevant Postal Packets of any description; and delivering and collecting in relation to any Goods includes checking the Goods for the purpose of their delivery or collection;

“Goods Vehicle” means a Motor Vehicle which is constructed or adapted for use for the carriage of Goods of any description or a Trailer so constructed or adapted;

“Limited Waiting Parking Place” means each part of a Road identified as limited waiting on the On-Street Plans;

“Loading” includes unloading and references to “Load” and “Loaded” shall be construed accordingly;

“Loading Bay” means part of a Road identified as such on the On-Street Plans where no Motor Vehicles may wait except to Load;

“Motor Cycle” and “Invalid Carriage” have the same meanings respectively as in Section 136 of the Act;

“Motor Vehicle” means a mechanically propelled vehicle intended or adapted for use on Roads;

“On-Street Plans” means the plans titled “The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) Order 2013 On-Street Plans” incorporated into this Order, which are recorded as current for the purposes of interpretation of this Order in the Plan Index;

“One-Way Street” means a Road in which Motor Vehicles are prohibited at all times from proceeding other than in the direction specified;

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

“Parking Place” means the various types of Parking Place identified in Article 2.2 and identified as such on the On-Street Plans; the limits of each Parking Place shall be indicated by the Council on the Carriageway by appropriate Traffic Signs;

“Parking Space” means a space provided for the leaving of Motor Vehicles in a Parking Place;

“Passenger Vehicle” means a Motor Vehicle (other than a Motor Cycle or Invalid Carriage) constructed solely for the carriage of passengers and their effects and adapted to carry not more than sixteen passengers exclusive of the Driver;

“Penalty Charge Notice” means a notice issued and fixed to a Motor Vehicle by or on behalf of the Council in relation to a contravention of one or more of the provisions of this Order;

“Plan Index” means the sheet titled “The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) Order 2013 Plan Index”, in this Order which records plans that are current for the purposes of interpretation of this Order;

“Police Parking Place” means a part of a Road identified for use as a Parking Place for a Motor Vehicle being used in pursuance of police service duties;

"Registered Keeper" means the person or organisation recorded by the Driver and Vehicle Licensing Agency as being the legal keeper of a Motor Vehicle;

“Relevant Position” means as prescribed by Regulation 12 of the Disabled Persons (Badges for Motor Vehicles) (Scotland) Regulations 2000 (as amended);

“Relevant Postal Packets” means postal packets whose weight does not exceed 20 kilograms and whose dimensions fall within permitted limits;

“Road” means all Carriageways, Footways and verges;

“Taxi” has the same meaning as in Section 23(1) of the Civic Government (Scotland) Act 1982 (as amended);

"Taxi Stance" means any part of a Road designated by the Council under the Civic Government (Scotland) Act 1982 (as amended);

"Traffic Sign" means a sign prescribed or authorised under Section 64 of the Act;

"Trailer" means a vehicle drawn by a Motor Vehicle; and

"Universal Service Provider" has the same meaning as in Section 4 (3) and (4) of the Postal Services Act 2000 (as amended).

- 2.2 Where the context so permits all references in this Order to a "Parking Place" shall include reference to an Ambulance Parking Place, a Disabled Person's Parking Place, a Limited Waiting Parking Place, a Loading Bay or a Police Parking Place.
- 2.3 For the purpose of this Order a Motor Vehicle shall be deemed to wait for a period of more than the time specified on the waiting restriction signs for the length of restriction in the same place in any Road if any point in that Road, which is below the Motor Vehicle when it first stops, remains below the Motor Vehicle or its load (if any) throughout such period, whether or not the Motor Vehicle is moved during that period.
- 2.4 The prohibitions and restrictions of waiting imposed by this Order shall also apply to the footways and verges contiguous to the various parts of Road referred to in this Order.
- 2.5 Except where otherwise stated, any reference in this Order to a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order.
- 2.6 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, modified, re-enacted, replaced or supplemented by any subsequent enactment.
- 2.7 The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any regulation made or having effect as if made under the Act or by or under any other enactment provided that where a prohibition or restriction which is imposed, varied or revoked by this Order is in conflict with a prohibition or restriction imposed by a previous Order, then the provision of this Order shall prevail.
- 2.8 The Orders listed in Schedule 1 are varied to the extent specified in that schedule.
- 2.9 The Orders listed in Schedule 2 are revoked.
- 2.10 The Plan Index and On-Street Plans form Schedule 3.
- 2.11 The Interpretation Act 1978 (as amended) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

3.0 General

- 3.1 When a Motor Vehicle is left in a Road in contravention of any of the provisions of this Order, the Registered Keeper will become liable for a penalty charge and a police constable in uniform, a Parking Attendant or an Authorised Person may affix a Penalty Charge Notice to the Motor Vehicle and, subsequently, may remove or arrange for the removal of the Motor Vehicle from that Road.
- 3.2 An Authorised Person removing a Motor Vehicle by virtue of Article 3.1 may do so by towing or driving the Motor Vehicle or in such other manner as he may think necessary and may take such measures in relation to the Motor Vehicle as he may think necessary to enable him to remove it as aforesaid.
- 3.3 When an Authorised Person removes or makes arrangements for the removal of a Motor Vehicle from a Road by virtue of Article 3.2, he shall make such arrangements as may be reasonably necessary for the safe custody of the Motor Vehicle.
- 3.4 Any expenses incurred by the Council in removing a Motor Vehicle from a Road by virtue of Article 3.2 or in making arrangements for the safe custody of the Motor Vehicle by virtue of Article 3.3 shall be recoverable by the Council from the Registered Keeper of the Motor Vehicle.
- 3.5 The Council may, as respects a Motor Vehicle which has been removed from a Road in pursuance of Article 3.1, if it appears to have been abandoned, sell or otherwise dispose of the Motor Vehicle after having made reasonable enquiry to ascertain the name and address of the Registered Keeper of the Motor Vehicle in accordance with the procedure set out in the Refuse Disposal (Amenity) Act 1978 (as amended).
- 3.6 Where a Penalty Charge Notice or any other notice has been attached to a Motor Vehicle as a result of a failure to comply with the provisions of this Order, no person not being the Driver of the Motor Vehicle, a police constable in uniform, a Parking Attendant or an Authorised Person shall remove the notice from the Motor Vehicle unless authorised to do so by the Driver.
- 3.7 Where a Penalty Charge Notice has been issued, the penalty charge shall be paid to the Council in accordance with the instructions on the Penalty Charge Notice.

4.0 Prohibition and restriction of waiting

- 4.1 Where, in relation to any part of a Road shown on the On-Street Plans, a period of 'no waiting' is indicated then, subject to the provisions of Articles 4.2, 4.3.1, 4.3.2, 4.4.1 and 4.5, no person shall, except upon the direction of or with the permission of a police constable in uniform, a Parking Attendant or an Authorised Person, cause or permit any Motor Vehicle to wait during that period in that part of the Road.

4.2 Nothing in Article 4.1 shall prohibit any persons from causing or permitting any Motor Vehicle to wait in the parts of the Road referred to therein for so long as may be necessary:

- (a) to enable a person to board or alight from the Motor Vehicle or to Load thereon his personal luggage;
- (b) if the Motor Vehicle is waiting owing to the Driver being prevented from proceeding by circumstances beyond his control or to such waiting being necessary in order to avoid an accident;
- (c) to enable the Motor Vehicle if it bears the livery of a Universal Service Provider being used for the purposes of the provision of a universal postal service as defined in the Postal Services Act 2000 (as amended);
- (d) to enable the Motor Vehicle to be used for police, ambulance or fire and rescue service purposes;
- (e) to enable the Motor Vehicle (other than a Passenger Vehicle), if it cannot conveniently be used for such purpose in any other Road, to be used in pursuance of statutory powers and duties;
- (f) to enable up to a maximum of three Motor Vehicles involved in a funeral or a wedding ceremony to wait at or near to any premises situated on or adjacent to the said parts of the Road so long as the waiting by these Motor Vehicles is reasonably necessary;
- (g) to enable the Motor Vehicle if it cannot conveniently be used for such purpose in any other Road to be used in connection with any of the following operations, namely:
 - (i) building, industrial or demolition operations;
 - (ii) the removal of any obstruction to traffic;
 - (iii) the maintenance, improvement or reconstruction of the said parts of the Road; or
 - (iv) the laying, erection, alteration, removal or repair in or adjacent to any Road, of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any Electronic Communications Apparatus or Traffic Sign; and
- (h) if the Motor Vehicle is a Taxi waiting in any Taxi Stance.

4.3 Loading

4.3.1 Nothing in Article 4.1 shall prohibit any persons from causing or permitting any Motor Vehicle to wait in the parts of the Road referred to therein for so long as may be necessary to enable Goods to be Loaded except for any period indicated on the On-Street Plans when Loading is not permitted in that part of the Road.

- 4.3.2 Provided that no Motor Vehicle engaged in Loading Goods or merchandise, including, so far as a bank is concerned, cash or other valuables or valuable securities, shall wait during the period of 'no waiting' in the same place in any Road for a period of more than thirty minutes or such longer period as a police constable in uniform, a Parking Attendant or an Authorised Person may authorise and no such Motor Vehicle shall wait for longer than ten minutes in the same place without Goods being Loaded onto the Motor Vehicle.
- 4.3.3 Notwithstanding anything in Articles 4.3.1 and 4.3.2, the Driver of a Motor Vehicle waiting for the purpose of delivering or collecting Goods or merchandise or Loading the Motor Vehicle shall move the Motor Vehicle on the instruction of a police constable in uniform, Parking Attendant or Authorised Person whenever such moving may be reasonably necessary for the purpose of preventing obstruction.
- 4.4 Exemption for Disabled Person's Vehicle
- 4.4.1 Nothing in Article 4.1 of this order shall apply to a Disabled Person's Vehicle which is not causing an obstruction.
- 4.5 The restrictions specified in Article 4.1 shall not apply to a person causing or permitting a Bus to wait in a Bus Stop or Bus Stand.

5.0 Limited waiting

- 5.1 Where, in relation to any part of a Road shown on the On-Street Plans, a period of 'limited waiting' is indicated then, subject to the provisions of Article 5.2, no person shall, except upon the direction of a police constable in uniform, a Parking Attendant or an Authorised Person, cause or permit any Motor Vehicle to wait during that period in that part of the Road:
- (a) for longer than the maximum period of waiting specified for that part of the Road; or
 - (b) if a period of less than the no return interval specified for that part of the Road has elapsed since the termination during the said hours of the last period of waiting (if any) of the Motor Vehicle in that part of the Road.
- 5.2 Nothing in Article 5.1 of this Order shall apply to:
- (a) any two wheeled Motor Cycle not having a sidecar attached thereto.
 - (b) any Disabled Person's Vehicle which is not causing an obstruction and which displays in the Relevant Position a Disabled Person's Badge.
 - (c) any Motor Vehicle from which Goods are being Loaded.
 - (d) any Motor Vehicle from which a person is boarding or alighting.
 - (e) any Motor Vehicle being used in connection with;

- (i) building, industrial or demolition operations;
- (ii) the removal of any obstruction to traffic;
- (iii) the maintenance, improvement or reconstruction of the said parts of the Road; or
- (iv) the laying, erection, alteration, removal or repair in or adjacent to any Road, of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any Electronic Communications Apparatus or Traffic Sign

if it cannot conveniently be used for such purpose in any other Road.

- (f) any Motor Vehicle being used in pursuance of statutory powers and duties if it cannot conveniently be used for such purpose in any other Road.
- (g) any Motor Vehicle which is being used for fire and rescue service, police, ambulance or other emergency service purposes.
- (h) a maximum of three Motor Vehicles involved in a funeral or a wedding ceremony waiting at or near to any premises situated on or adjacent to the said parts of the Road so long as the waiting by these Motor Vehicles is reasonably necessary.

6.0 Other Parking Places

6.1 Disabled Person's Parking Places

6.1.1 Where a part of a Road shown on the On-Street Plans is identified as a Disabled Person's Parking Place then subject to the provisions of this Order, no person shall except upon the direction of a police constable in uniform, a Parking Attendant or an Authorised Person, cause or permit any Motor Vehicle to wait in the Disabled Person's Parking Place unless it is a Motor Vehicle displaying a Disabled Person's Badge in the Relevant Position and the Disabled Person's Badge is so displayed for the whole time that the Motor Vehicle remains in the Disabled Person's Parking Place.

6.2 Loading Bays

6.2.1 Where a part of a Road shown on the On-Street Plans is identified as a Loading Bay, then subject to the provisions of this Order, no person shall except upon the direction of a police constable in uniform, a Parking Attendant or an Authorised Person, cause or permit any Motor Vehicle to wait in the Loading Bay other than during the process of Loading provided that no such Motor Vehicle shall wait for longer than ten minutes in the same place without Goods being Loaded onto the Motor Vehicle.

6.3 Police Parking Places

6.3.1 Where a part of a Road shown on the On-Street Plans is identified as a Police Parking Place then subject to the provisions of this Order, no person shall except upon the direction of a police constable in uniform, a Parking Attendant or an Authorised Person, cause or permit any Motor Vehicle to wait in the Police Parking Place during its specified hours of operation unless it is a Motor Vehicle being used in pursuance of police duties.

6.4 Ambulance Parking Places

6.4.1 Where a part of a Road shown on the On-Street Plans is identified as an Ambulance Parking Place then subject to the provisions of this Order, no person shall except upon the direction of a police constable in uniform, a Parking Attendant or an Authorised Person, cause or permit any Motor Vehicle to wait in the Ambulance Parking Place during its specified hours of operation unless it is an Ambulance being used in pursuance of Ambulance Service duties.

6.5 Exemptions

6.5.1 Nothing in Articles 6.1.1 and 6.2.1 shall prohibit any persons from causing or permitting any Motor Vehicle to wait in the parts of the Road referred to therein for so long as may be necessary to enable the Motor Vehicle to be used for police, ambulance or fire and rescue service purposes.

7.0 Parking Places in general

7.1 Power to suspend use of Parking Places

7.1.1 A Parking Attendant may suspend the use of any Parking Place or any part thereof for up to seven days and for longer periods with the permission of an Authorised Person whenever he considers such suspension reasonably necessary:

- (a) for the purpose of facilitating the movement of traffic or promoting its safety;
- (b) for the purpose of any building operation, demolition or excavation in or adjacent to the Parking Place or the maintenance, improvement or reconstruction of 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 or apparatus for the supply of gas, water or electricity or any Electronic Communications Apparatus or Traffic Sign;
- (c) for the convenience of occupiers of premises adjacent to the Parking Place on any occasion of the removal of furniture from one office or dwelling house to another or the removal of furniture from such premises to a depository or to such premises from a depository;
- (d) on any occasion on which it is likely by reason of some special attraction that any street will be thronged or obstructed; or

- (e) for the convenience of occupiers of premises adjacent to the Parking Place at times of weddings or funerals.
- 7.1.2 A police constable in uniform may suspend for not longer than twenty-four hours the use of any Parking Place or any part thereof whenever he considers such suspension reasonably necessary for the purpose of facilitating the movement of traffic or promoting its safety.
- 7.1.3 Any person suspending the use of any Parking Place or any part thereof in accordance with the provisions of Articles 7.1.1 or 7.1.2 shall thereupon place or cause to be placed in or adjacent to the Parking Place or part thereof the use of which is suspended a Traffic Sign indicating that waiting by Motor Vehicles is prohibited.
- 7.1.4 No person shall cause or permit a Motor Vehicle to be left in any part of any Parking Place during such period as there is in or adjacent to that part of the Parking Place a Traffic Sign placed in pursuance of Article 7.1.3. Provided that nothing in this Article shall render it unlawful to cause or permit any Motor Vehicle being used for fire and rescue service, ambulance or police purposes to be left in any part of the Parking Place during such period as is referred to therein, or to any other Motor Vehicle so left if that Motor Vehicle is left with the direction of a police constable in uniform, a Parking Attendant or an Authorised Person.
- 7.2 Every Motor Vehicle left in a Parking Place shall so stand such that every part of the Motor Vehicle is within the limits of a Parking Space as bounded by surface markings. Provided that, where the length of any Motor Vehicle precludes it from standing wholly within the limits of a Parking Space, such Motor Vehicle may so stand in that Parking Space, if:
- (a) the extreme front portion or the extreme rear portion, as the case may be, of the Motor Vehicle overhangs by no more than 0.3 metres the limits of that Parking Space; and
 - (b) no part of the Motor Vehicle is within the limits of any other Parking Space.
- 7.3 Every Motor Vehicle left in a Parking Place in a one-way street shall stand such that the Motor Vehicle is not parked in a direction that opposes the direction of travel.
- 7.4 Where any Motor Vehicle is standing in a Parking Place in contravention of the provisions of the Articles 7.2 and 7.3 a police constable in uniform, a Parking Attendant or an Authorised Person may alter or cause to be altered the position of the Motor Vehicle in order that its position shall comply with those provisions.
- 7.5 A police constable in uniform, a Parking Attendant or an Authorised Person may move or cause to be moved, in case of emergency, to any place he thinks fit, Motor Vehicles left in any Parking Place.
- 7.6 The Driver of a Motor Vehicle using any Parking Place shall not permit the carrying out of any work of construction or repair except such as may be

necessary to enable the Motor Vehicle to be removed from the Parking Place.

7.7 No person shall use any Motor Vehicle, while it is in any Parking Place, in connection with the sale of any article to any person in or near the Parking Place or in connection with the selling or offering for sale of his skill in handicraft or his services in any other capacity. Provided that nothing in this Article shall prevent the sale of Goods from a Motor Vehicle if the Motor Vehicle is a Passenger Vehicle or a Goods Vehicle not exceeding 5 tonnes maximum gross weight left in any Parking Place and the Goods are immediately delivered at or taken into premises adjacent to the Motor Vehicle from which the sale is effected.

7.8 A Driver of a Motor Vehicle shall not use a Parking Place so as unreasonably to prevent access to any premises adjoining the Road, or prevent the use of the Road by other persons, so as to be a nuisance.

7.9 The Driver of a Motor Vehicle using a Parking Place shall stop the engine as soon as the Motor Vehicle is in position in the Parking Place, and shall not start the engine except when about to change position of the Motor Vehicle in or depart from the Parking Place.

8.0 Variation and revocation of existing traffic regulation orders

8.1 The Orders specified in Schedule 1 to this Order shall have effect subject to the variations specified in that part of the said Schedule.

8.2 The Orders specified in Schedule 2 to this Order shall be revoked.

SCHEDULE 1 (Article 8.1)

VARIED ORDERS

The following Orders made by The Inverclyde Council (or its statutory predecessors) and all of their amendments and any other Orders and Regulations of whatever nature but only insofar as relating to loading and waiting restrictions within Port Glasgow, Kilmacolm and Quarriers Village made before the First day of August 2013 are hereby varied in the manner and to the extent specified in this Order:

1. None

DRAFT

SCHEDULE 2 (Article 8.2)

REVOKED ORDERS

The following Orders made by The Inverclyde Council (or its statutory predecessors) and all of their amendments and any other Orders and Regulations of whatever nature but only insofar as relating to loading and waiting restrictions within Port Glasgow, Kilmacolm and Quarriers Village made before First day of August 2013 are hereby revoked:

1. Byelaws for the Regulation of Traffic in Princes Street, Port Glasgow
2. The Burgh of Port Glasgow (Central Area)(Traffic Regulations) Order 1968
3. The Burgh of Port Glasgow (East Bay Estate Service Road)(Prohibition of Waiting and Loading) Order 1969
4. The Burgh of Port Glasgow (Various Streets)(Traffic Regulations) Order 1975
5. The Burgh of Port Glasgow (High Carnegie Road)(Prohibition of Waiting) Order 1975
6. The Strathclyde Regional Council (Glenhuntly Road, etc, Port Glasgow)(Prohibition of Waiting) Order 1985
7. The Strathclyde Regional Council (Various Streets, Kilmacolm)(Waiting Restrictions) Order 1988
8. The Inverclyde Council Port Glasgow Town Centre (Waiting and Loading Restrictions) Order 2003
9. The Inverclyde Council Gillburn Road, Kilmacolm Waiting Restrictions Revocation Order 2003
10. The Inverclyde Council Port Glasgow Town Centre (Amendment No. 1) Order 2005
11. The Inverclyde Council Brown Street, Etc, Port Glasgow (Waiting Restrictions) Order 2008
12. The Inverclyde Council Kilmacolm Cross, Kilmacolm Waiting Restrictions (Amendment No.1) Order 2011
13. The Inverclyde Council Kilmacolm Cross, Kilmacolm, Waiting Restrictions (Amendment No.2) Order 2012

With the exception of:

1. The Inverclyde Council Various Locations, Inverclyde (No Stopping) Order 2012
2. On-Street Parking Places (Without Charges) Order No.1 1997
3. On-Street Parking Places (Without Charges) Order No.2 1997
4. On-Street Parking Places (Without Charges) Order No.1 1999
5. On-Street Parking Places (Without Charges) Order No.2 1999
6. On-Street Parking Places (Without Charges) Order No.1 2000
7. On-Street Parking Places (Without Charges) Order No.1 2001
8. On-Street Parking Places (Without Charges) Order No.1 2002
9. On-Street Parking Places (Without Charges) Order No.2 2002
10. On-Street Parking Places (Without Charges) Order No.1 2003
11. On-Street Parking Places (Without Charges) Order No.1 2004
12. On-Street Parking Places (Without Charges) Order No.1 2005
13. On-Street Parking Places (Without Charges) Order No.2 2005
14. On-Street Parking Places (Without Charges) Order No.1 2006
15. On-Street Parking Places (Without Charges) Order No.2 2006

The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) Order 2013

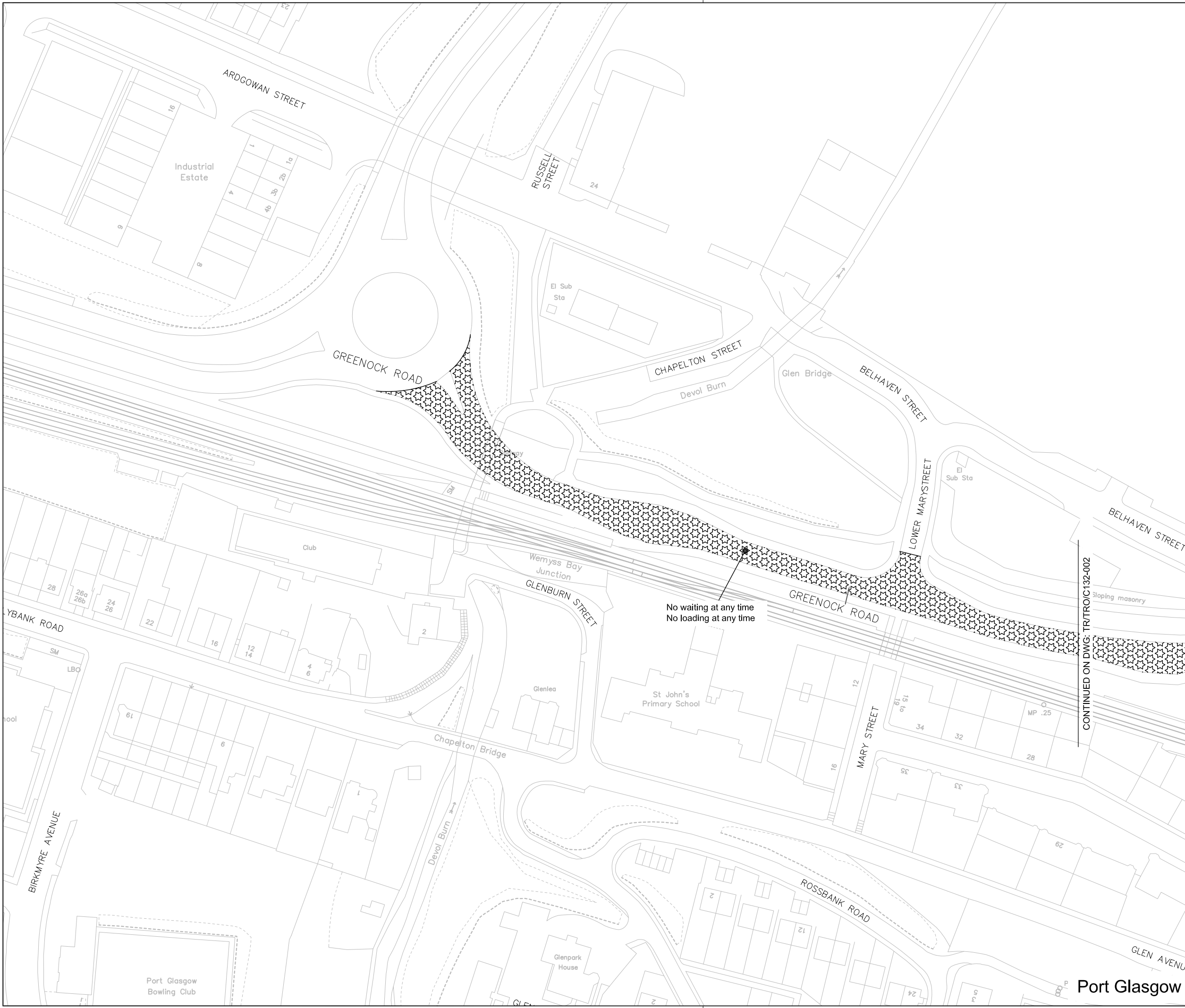
16. On-Street Parking Places (Without Charges) Order No.1 2007
17. On-Street Parking Places (Without Charges) Order No.2 2007
18. On-Street Parking Places (Without Charges) Order No.3 2007
19. On-Street Parking Places (Without Charges) Order No.1 2008
20. On-Street Parking Places (Without Charges) Order No.2 2008
21. On-Street Parking Places (Without Charges) Order No.1 2009
22. On-Street Parking Places (Without Charges) Order No.2 2009
23. On-Street Parking Places (Without Charges) Order No.3 2009
24. Disabled Persons' Parking Place (On Street) Order No.1 2010
25. Disabled Persons' Parking Place (On Street) Order No.2 2010
26. Disabled Persons' Parking Place (On Street) Order No.3 2010
27. Disabled Persons' Parking Place (On Street) Order No.4 2010
28. Disabled Persons' Parking Place (On Street) Order No.1 2011
29. Disabled Persons' Parking Place (On Street) Order No.2 2011
30. Disabled Persons' Parking Place (On Street) Order No.3 2011
31. Disabled Persons' Parking Place (On Street) Order No.1 2012
32. Disabled Persons' Parking Place (On Street) Order No.2 2012
33. Disabled Persons' Parking Place (On Street) Order No.4 2012
34. Disabled Persons' Parking Place (On Street) Order No.1 2013

SCHEDULE 3

THE INVERCLYDE COUNCIL (VARIOUS ROADS) (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE) (WAITING RESTRICTIONS) ORDER 2013 PLAN INDEX

Plan Reference	Effective date	Plan Revision Dates										
		1	2	3	4	5	6	7	8	9	10	11
TR/TRO/132-001	**/**/20**											
TR/TRO/132-002	**/**/20**											
TR/TRO/132-003	**/**/20**											
TR/TRO/132-004	**/**/20**											
TR/TRO/132-005	**/**/20**											
TR/TRO/132-006	**/**/20**											
TR/TRO/132-007	**/**/20**											
TR/TRO/132-008	**/**/20**											
TR/TRO/132-009	**/**/20**											
TR/TRO/132-010	**/**/20**											
TR/TRO/132-011	**/**/20**											

DO NOT SCALE



Key

- No waiting at any time
- No loading at any time
- No waiting at times shown
- No loading at times shown
- No waiting except taxis
- Limited waiting
(see below for types of limited waiting referred to on these drawings)
- Disabled person's parking place
(subject to restrictions shown)
- Police parking place
(subject to restrictions shown)
- Ambulance parking place
(subject to restrictions shown)
- Loading bay

Limited Waiting
 Type A: Mon-Fri, 8am-6pm. 30mins. No return within 30mins
 Type B: Mon-Fri 8am-6pm, Saturday 8am-1pm. 30mins. No return within 1 hour
 Type C: Mon-Sat 8am-6pm. 30mins. No return within 1 hour
 Type D: Mon-Sat 8am-6pm. 2 hours. No return within 1 hour
 Type E: Mon-Sat 8am to 6pm. 30 mins. No return within 30 mins

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Seal

Stat	Purpose of Issue	Date	Auth

Rev	Description	By	Date	Chk'd	Auth

INVERCLYDE COUNCIL
 71 East Hamilton Street
 Greenock
 PA15 2UA
 Tel: 01475 717171
 Email: roads@inverclyde.gov.uk
 www.inverclyde.gov.uk



THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE)
 (WAITING RESTRICTIONS) ORDER 201*

EFFECTIVE DATE:

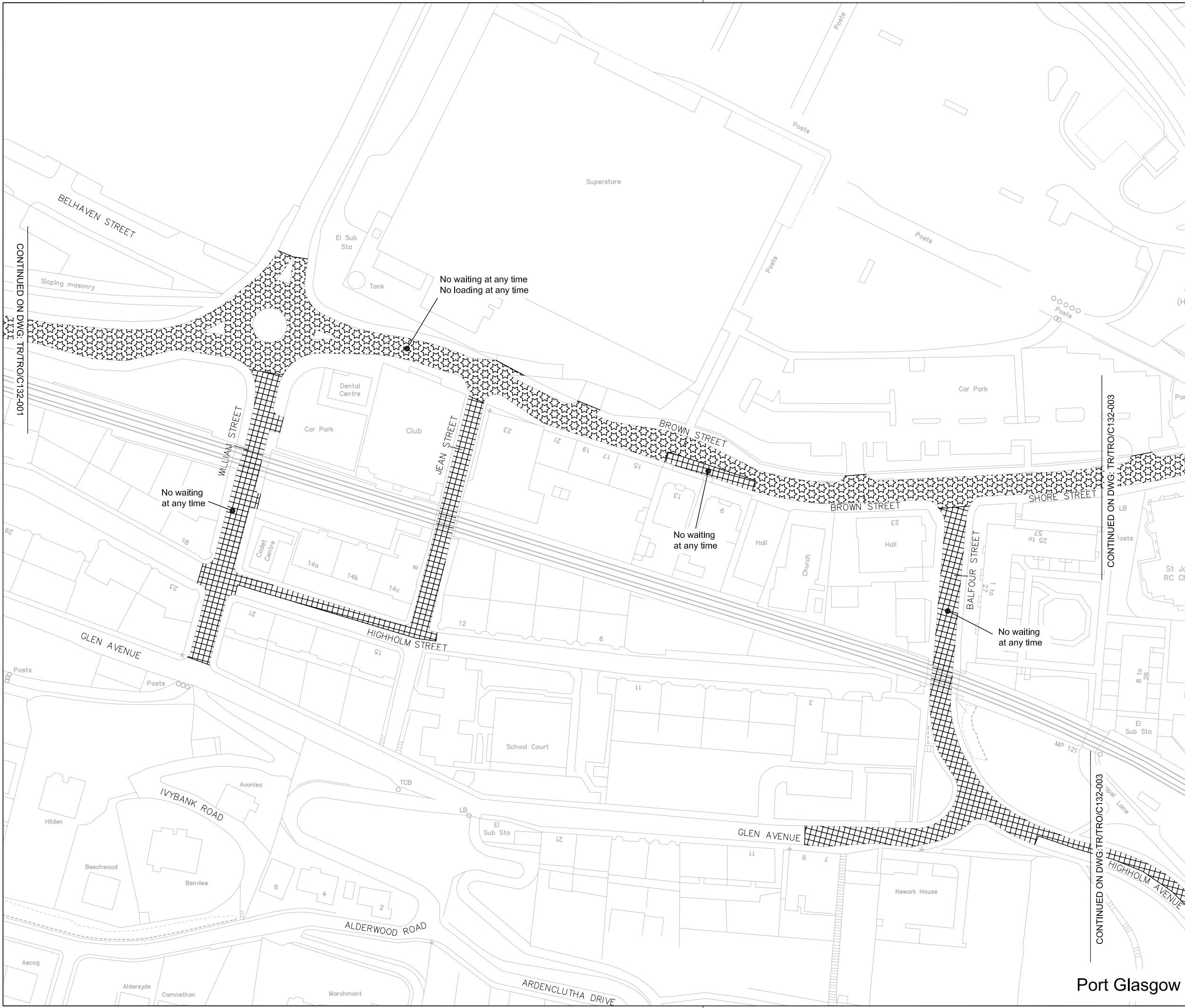
(SHEET 1 OF 11)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
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Status	Drawing Number	Date	Date	Date
P	TR/TRO/C132-001	FEB '13	FEB '13	FEB '13

Port Glasgow

CONTINUED ON DWG: TR/TRO/C132-002

DO NOT SCALE



Key

	No waiting at any time
	No waiting at any time No loading at any time
	No waiting at times shown
	No waiting at any time No loading at times shown
	No waiting except taxis
	Limited waiting (see below for types of limited waiting referred to on these drawings)
	Disabled person's parking place (subject to restrictions shown)
	Police parking place (subject to restrictions shown)
	Ambulance parking place (subject to restrictions shown)
	Loading bay

Limited Waiting
 Type A: Mon-Fri, 8am-6pm. 30mins, No return within 30mins
 Type B: Mon-Fri 8am-6pm, Saturday 8am-1pm. 30mins, No return within 1 hour
 Type C: Mon-Sat 8am-6pm. 30mins, No return within 1 hour
 Type D: Mon-Sat 8am-6pm. 2 hours, No return within 1 hour
 Type E: Mon-Sat 8am to 6pm. 30 mins, No return within 30 mins

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Stat	Purpose of Issue	Date	Auth		
Rev	Description	By	Date	Chk'd	Auth

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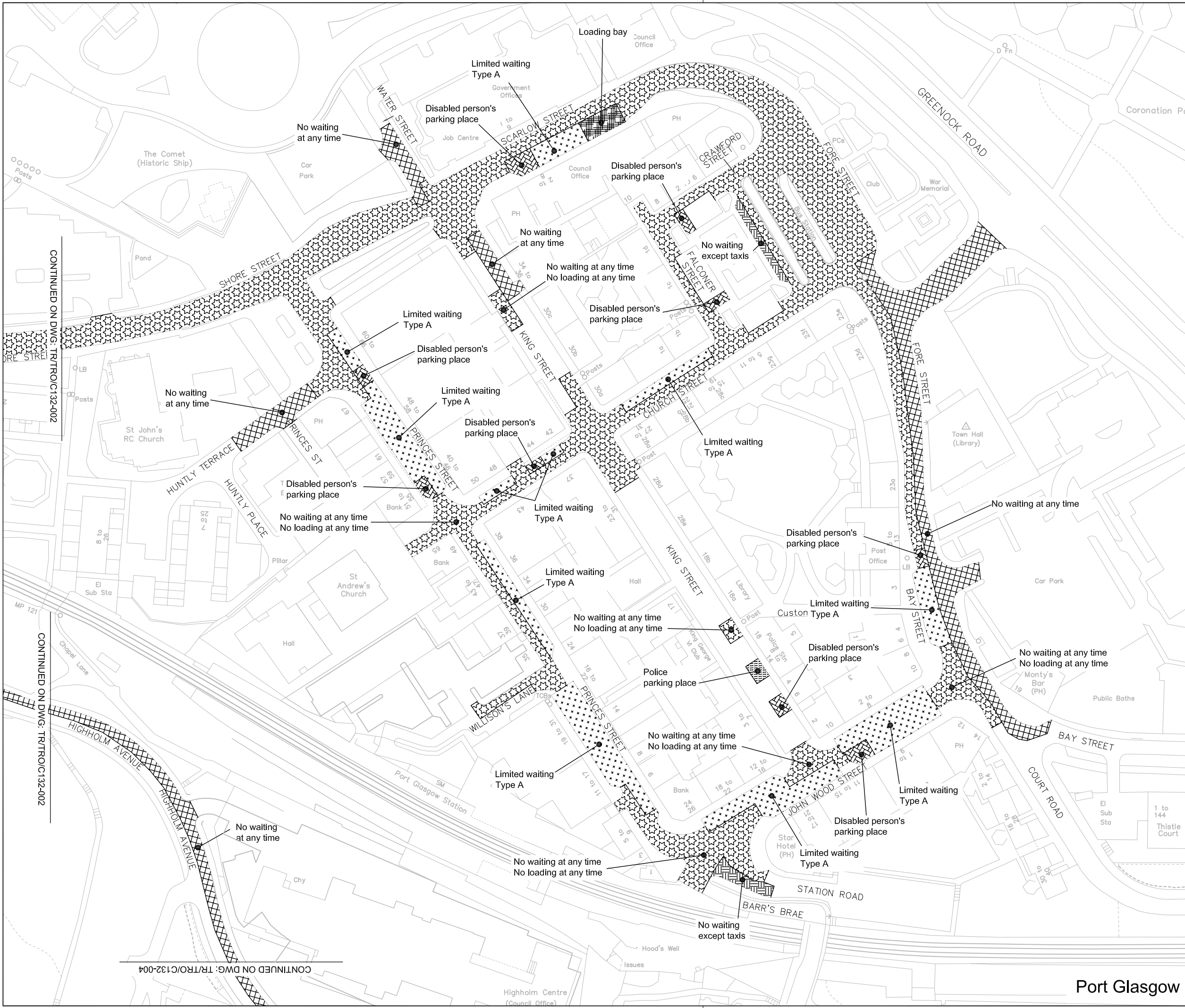
THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE)
 (WAITING RESTRICTIONS) ORDER 201*

EFFECTIVE DATE:
 (SHEET 2 OF 11)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
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Status	Drawing Number	Date	Date	Date
P	TR/TRO/C132-002	FEB '13	FEB '13	FEB '13

Port Glasgow

DO NOT SCALE



Key

- No waiting at any time
- No waiting at any time
No loading at any time
- No waiting at times shown
- No waiting at any time
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Stat	Purpose of Issue	Date	Auth		
Rev	Description	By	Date	Chk'd	Auth

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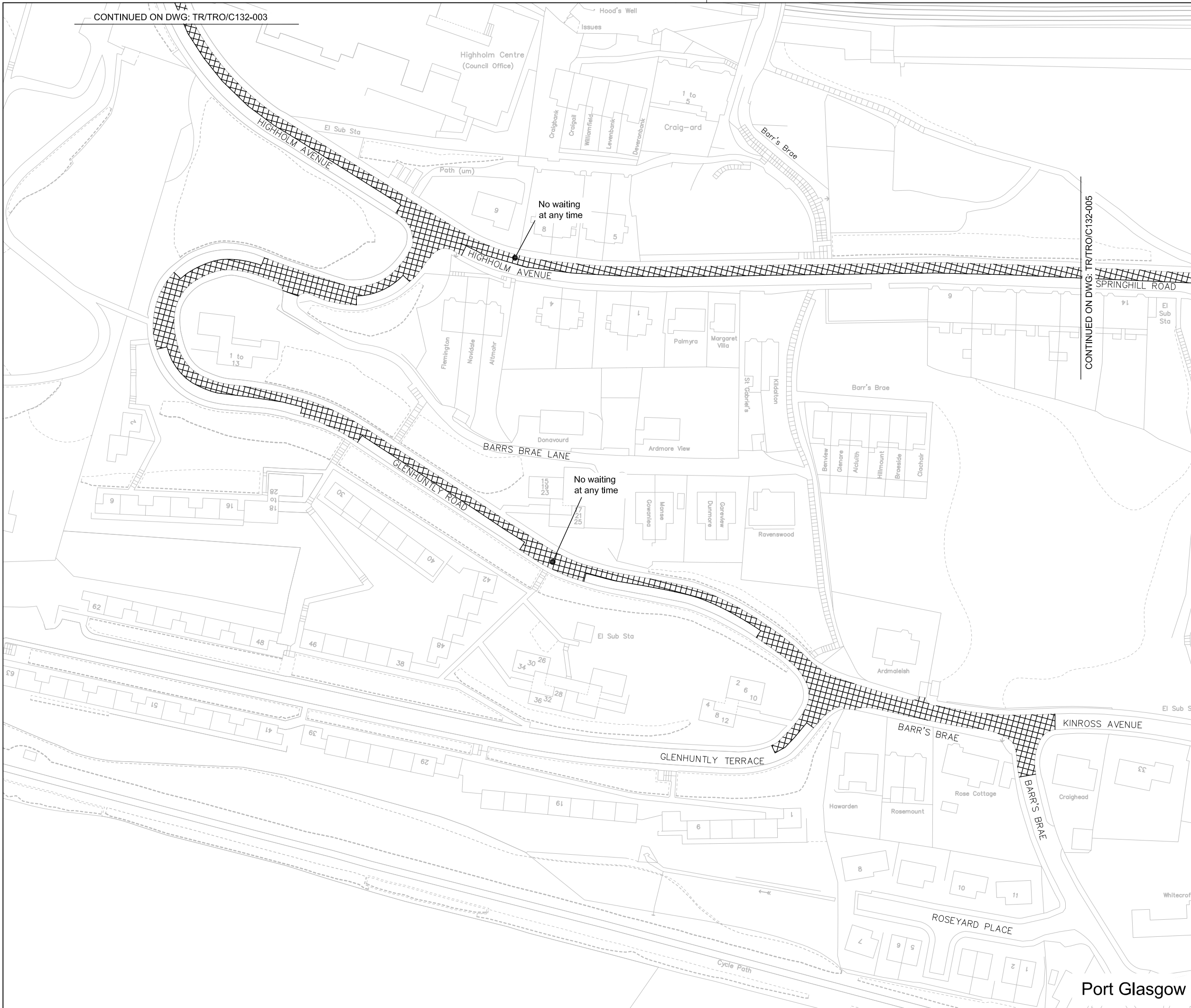
THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE)
 (WAITING RESTRICTIONS) ORDER 201*

EFFECTIVE DATE:
 (SHEET 3 OF 11)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C132-003	FEB '13	FEB '13	FEB '13

Port Glasgow

DO NOT SCALE



Key

- No waiting at any time
- No waiting at any time
No loading at any time
- No waiting at times shown
- No waiting at any time
No loading at times shown
- No waiting except taxis
- Limited waiting
(see below for types of limited waiting referred to on these drawings)
- Disabled person's parking place
(subject to restrictions shown)
- Police parking place
(subject to restrictions shown)
- Ambulance parking place
(subject to restrictions shown)
- Loading bay

Limited Waiting
 Type A: Mon-Fri, 8am-6pm. 30mins, No return within 30mins
 Type B: Mon-Fri 8am-6pm, Saturday 8am-1pm. 30mins, No return within 1 hour
 Type C: Mon-Sat 8am-6pm. 30mins, No return within 1 hour
 Type D: Mon-Sat 8am-6pm. 2 hours, No return within 1 hour
 Type E: Mon-Sat 8am to 6pm. 30 mins, No return within 30 mins

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THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE)
 (WAITING RESTRICTIONS) ORDER 201*

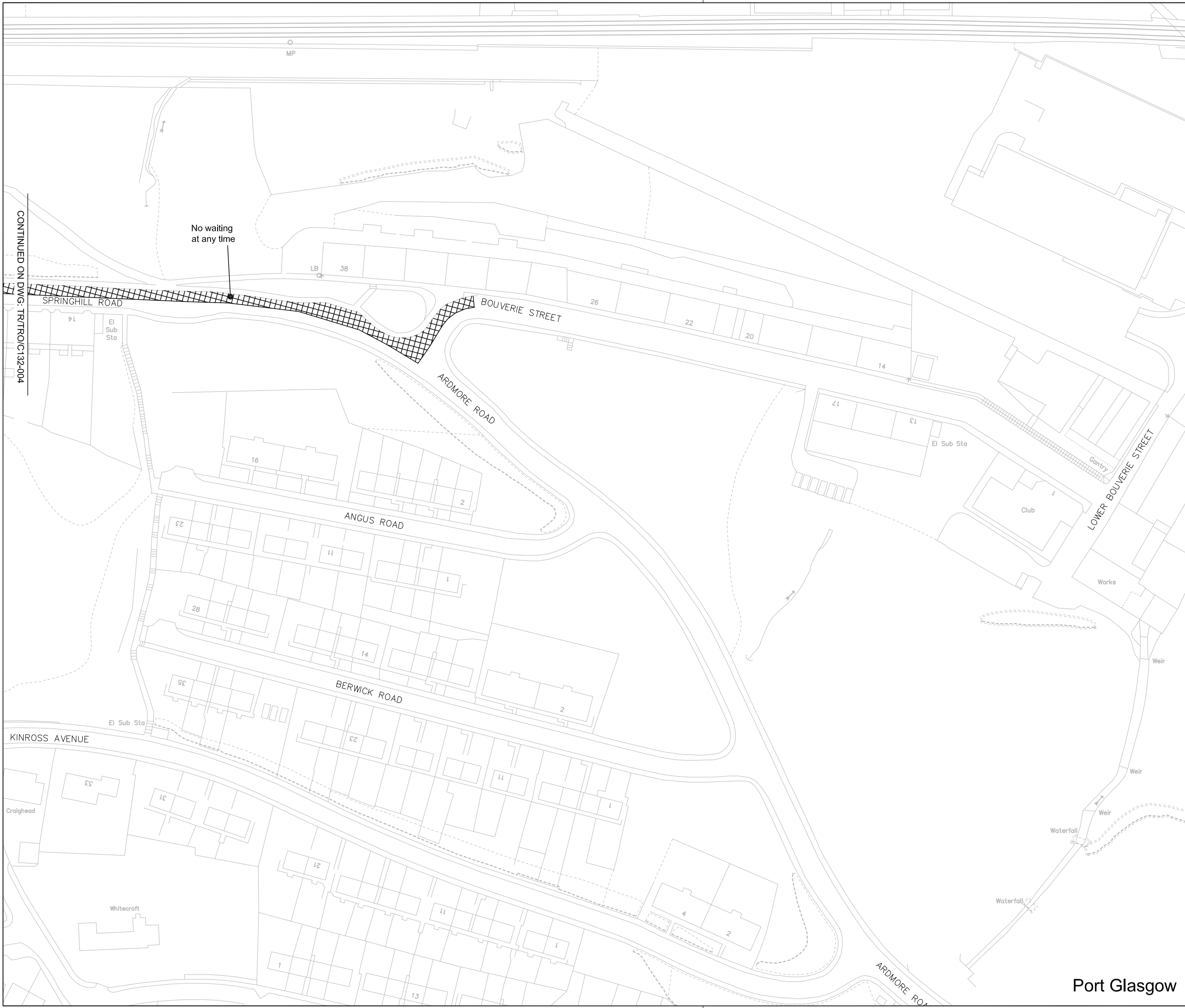
EFFECTIVE DATE:
 (SHEET 4 OF 11)

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Status	Drawing Number	Date	Date	Date
P	TR/TRO/C132-004	FEB '13	FEB '13	FEB '13

Port Glasgow

DO NOT SCALE

A3



Key

	No waiting at any time
	No waiting at any time No loading at any time
	No waiting at times shown
	No waiting at any time No loading at times shown
	No waiting except taxis
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	Ambulance parking place (subject to restrictions shown)
	Loading bay

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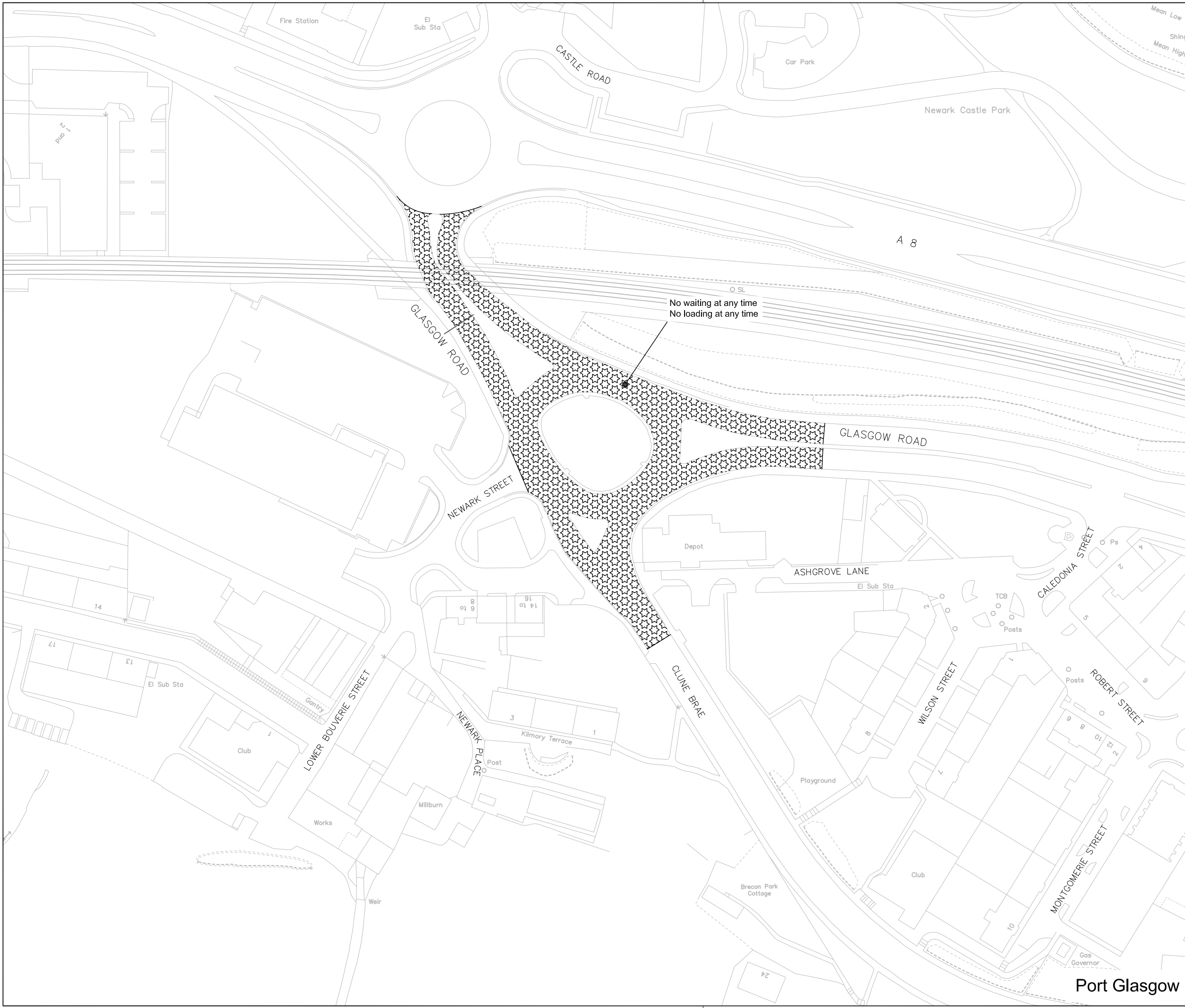
THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE)
 (WAITING RESTRICTIONS) ORDER 201*

EFFECTIVE DATE:

(SHEET 5 OF 11)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C132-005	FEB '13	FEB '13	FEB '13

DO NOT SCALE



Key

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No loading at any time
- No waiting at times shown
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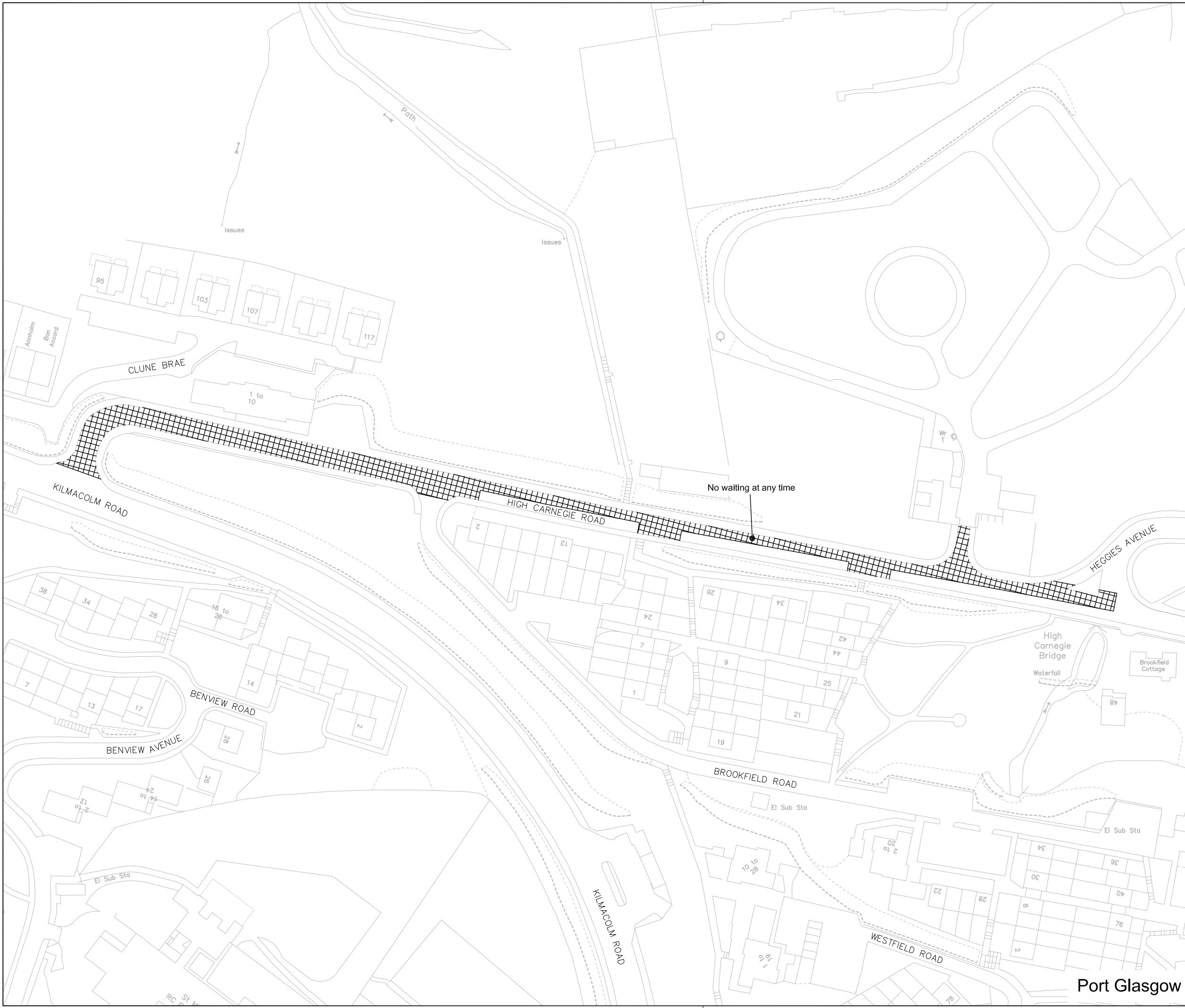


THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE)
 (WAITING RESTRICTIONS) ORDER 201*

EFFECTIVE DATE:
 (SHEET 6 OF 11)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C132-006	FEB '13	FEB '13	FEB '13

DO NOT SCALE



Key

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No loading at any time
- No waiting at times shown
- No waiting at any time
No loading at times shown
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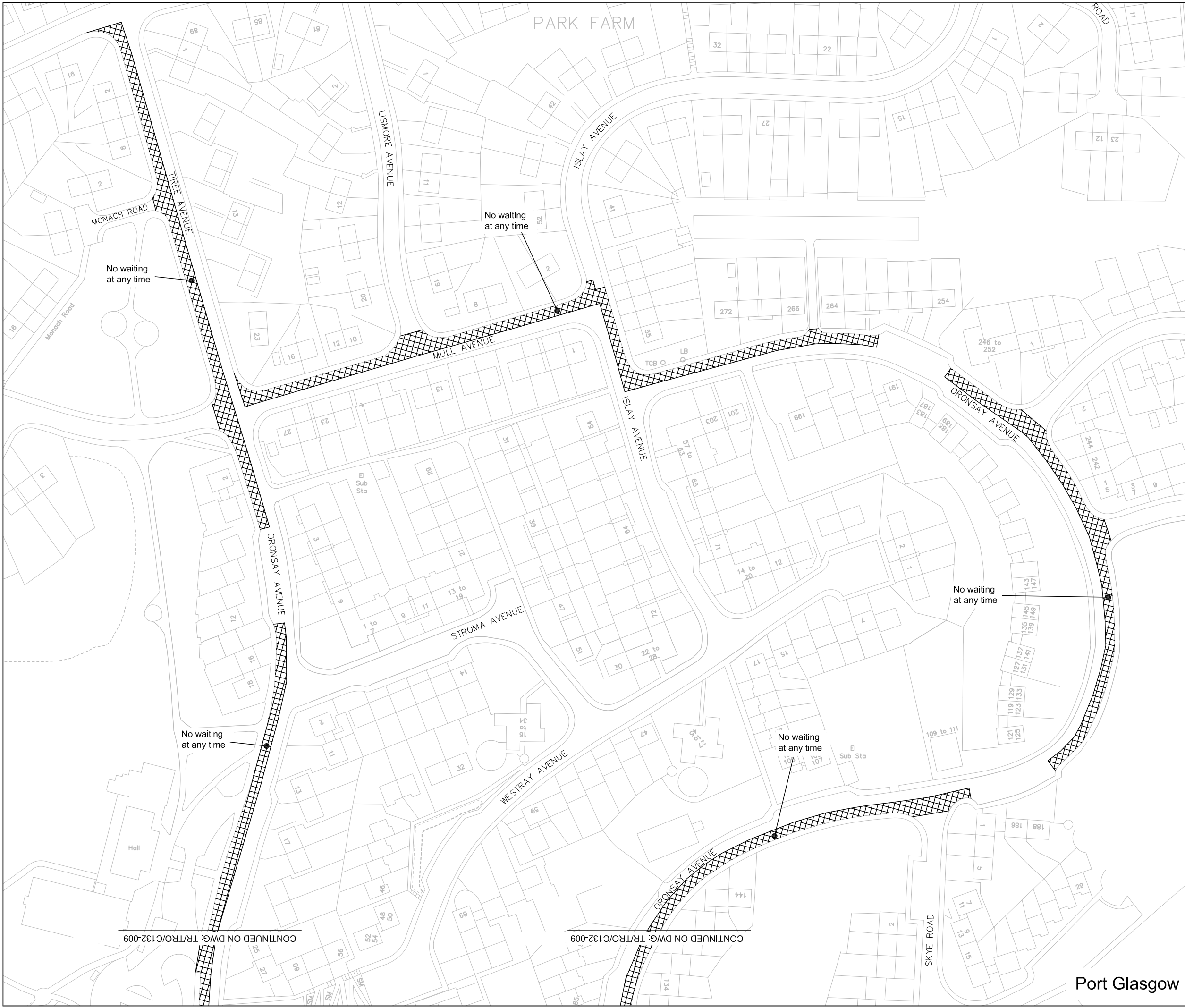


**THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE)
 (WAITING RESTRICTIONS) ORDER 201***

EFFECTIVE DATE:
 (SHEET 7 OF 11)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C132-007	FEB '13	FEB '13	FEB '13

DO NOT SCALE



Key

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- No waiting at any time
No loading at any time
- No waiting at times shown
- No waiting at any time
No loading at times shown
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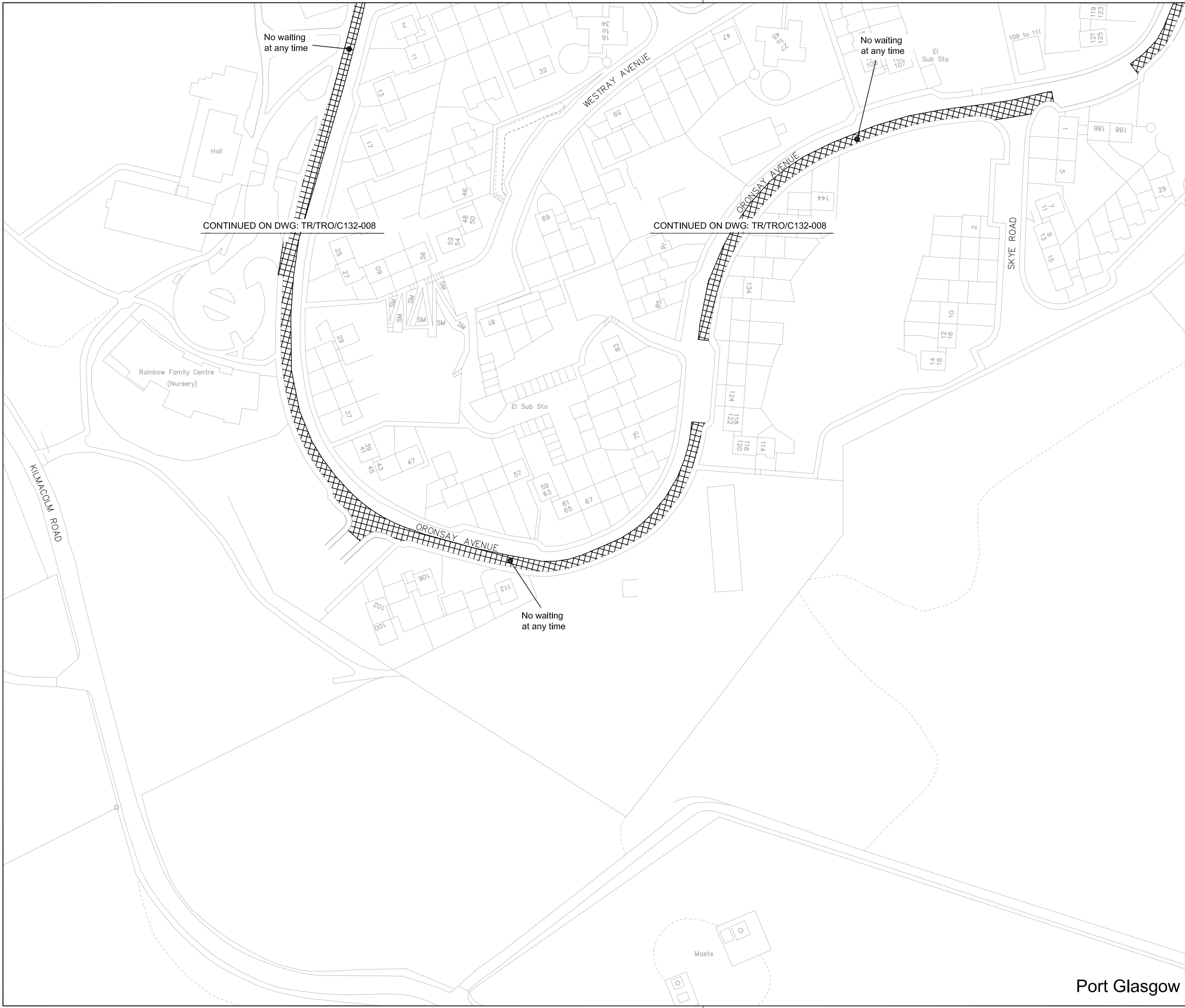
THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (PORT GLASGOW, KILMACCOLM & QUARRIERS VILLAGE)
 (WAITING RESTRICTIONS) ORDER 201*

EFFECTIVE DATE:
 (SHEET 8 OF 11)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C132-008	FEB '13	FEB '13	FEB '13

Port Glasgow

DO NOT SCALE



Key

- No waiting at any time
- No waiting at any time
No loading at any time
- No waiting at times shown
- No waiting at any time
No loading at times shown
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Inverclyde council

THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE)
 (WAITING RESTRICTIONS) ORDER 201*

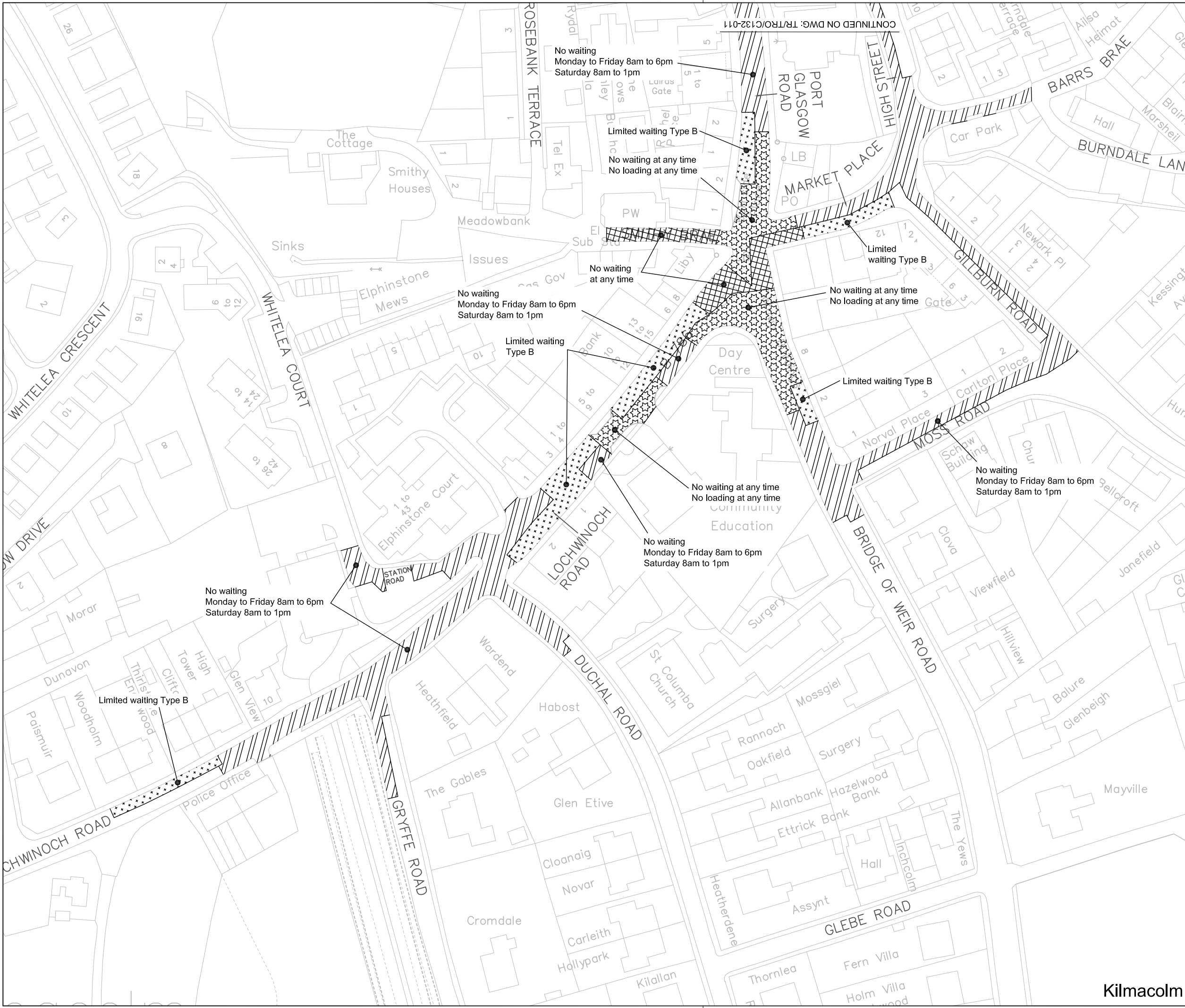
EFFECTIVE DATE:
 (SHEET 9 OF 11)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised	
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Date	FEB '13	Date	FEB '13	Date	FEB '13

Status	Drawing Number	Rev
P	TR/TRO/C132-009	-

Port Glasgow

DO NOT SCALE



Key

- No waiting at any time
- No waiting at times shown
- Limited waiting (see below for types of limited waiting referred to on these drawings)
- Disabled person's parking place (subject to restrictions shown)
- Police parking place (subject to restrictions shown)
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Stat	Purpose of Issue	Date	Auth

Rev	Description	By	Date	Chk'd	Auth
A	SYL ADDED AT ELPHINSTONE COURT	MJH	JUNE '13	MJH	MR

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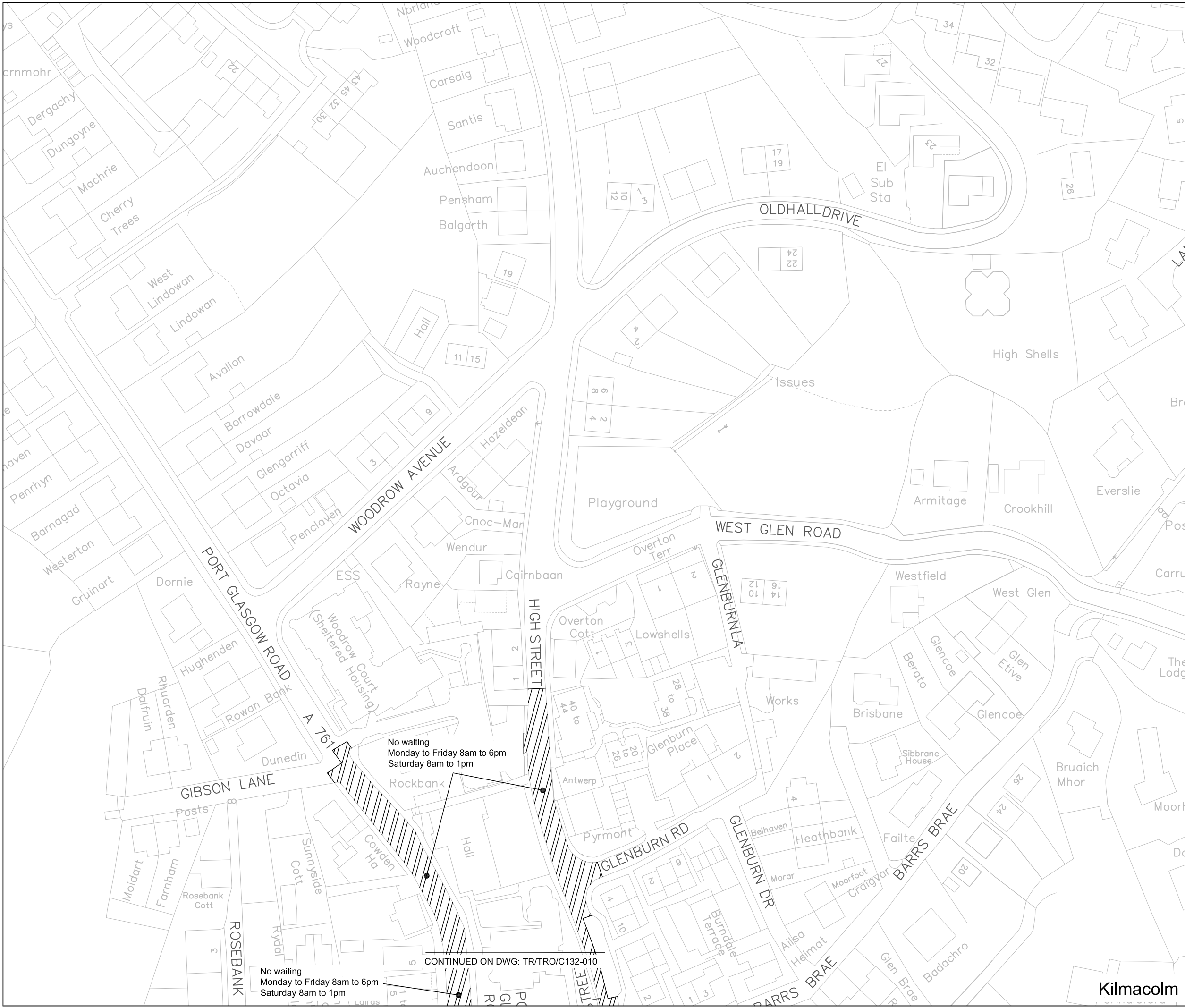
THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE)
 (WAITING RESTRICTIONS) ORDER 201*

EFFECTIVE DATE:
 (SHEET 10 OF 11)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C132-010	FEB '13	FEB '13	FEB '13

Kilmacolm

DO NOT SCALE



Key

- No waiting at any time
- No waiting at any time
No loading at any time
- No waiting at times shown
No loading at times shown
- No waiting except taxis
- Limited waiting
(see below for types of limited waiting referred to on these drawings)
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THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE)
 (WAITING RESTRICTIONS) ORDER 201*

EFFECTIVE DATE:
 (SHEET 11 OF 11)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C132-011	FEB '13	FEB '13	FEB '13

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THE INVERCLYDE COUNCIL
(VARIOUS ROADS) (GOUROCK, INVERKIP &
WEMYSS BAY)
(WAITING RESTRICTIONS)
ORDER 2013

TRAFFIC REGULATION ORDER

DRAFT

**THE INVERCLYDE COUNCIL
(VARIOUS ROADS) (GOUROCK, INVERKIP & WEMYSS BAY)
(WAITING RESTRICTIONS) ORDER 2013**

We, The Inverclyde Council, in exercise of the powers conferred on us by Sections 1(1), 2(1) to (3), 4(2), 32(1), 35(1), 45, 46, 49, 53, 101 and 102 of the Road Traffic Regulation Act 1984 (as amended) ("the Act") and of Part IV of Schedule 9 to the Act and of all other enabling powers and after consulting the Chief Constable of the Police Service of Scotland (Seirbheis Phoilis na h-Alba) in accordance with Part III of Schedule 9 to the Act hereby make the following Order:

1.0 Commencement and citation

- 1.1 This Order shall come into operation on the **th
- day of ** Two thousand and ** and may be cited as the "The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) Order 2013".
- 1.2 The Plan Index titled "The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) Order 2013 Plan Index" (attached hereto) is incorporated into this Order.
- 1.3 The On-Street Plans titled "The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) Order 2013" (attached hereto) are incorporated into this Order.

2.0 Interpretation

- 2.1 In this Order, except where the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:

"Ambulance Parking Place" means a part of a Road identified for use as a Parking Place for a Motor Vehicle being used in pursuance of ambulance service duties;

"Authorised Person" means an employee or agent of the Council authorised to exercise all or any of the functions of the Council under this Order;

"Bus" has the same meaning as in Regulation 22 of the Traffic Signs Regulations and General Directions 2002 (as amended);

"Bus Stand" is a designated parking location where a Bus waits out of service between scheduled public transport services;

"Bus Stop" is a place on a bus route, usually marked with a pole and sign, where Buses stop to discharge and take on passengers;

"Carriageway" and "Footway" have the same meanings as in Section 151(1) of the Roads (Scotland) Act 1984 (as amended);

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

"Disabled Person's Badge" means a badge which was:

- (a) issued under Section 21 of the Chronically Sick and Disabled Persons Act 1970 (as amended);
- (b) issued under a provision of the law of Northern Ireland corresponding to that section; or
- (c) 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 has not ceased to be in force;

“Disabled Person’s Parking Place” means a part of a Road identified as such on the On-Street Plans for use as a Parking Place for a Motor Vehicle which displays in the Relevant Position a Disabled Person’s Badge;

“Disabled Person’s Vehicle” means a Motor Vehicle which is displaying a Disabled Person’s Badge in a Relevant Position as prescribed by the Local Authorities’ Traffic Orders (Exemptions for Disabled Persons) (Scotland) Regulations 2002;

“Driver” means the person driving or having control or charge of a Motor Vehicle at any given time and, in particular, in relation to a Motor Vehicle waiting in a Parking Place, the person driving when it was left in the Parking Place;

“Electronic Communications Apparatus” has the same meaning as in Schedule 2 to the Telecommunications Act 1984 (as amended);

“Goods” includes Relevant Postal Packets of any description; and delivering and collecting in relation to any Goods includes checking the Goods for the purpose of their delivery or collection;

“Goods Vehicle” means a Motor Vehicle which is constructed or adapted for use for the carriage of Goods of any description or a Trailer so constructed or adapted;

“Limited Waiting Parking Place” means each part of a Road identified as limited waiting on the On-Street Plans;

“Loading” includes unloading and references to “Load” and “Loaded” shall be construed accordingly;

“Loading Bay” means part of a Road identified as such on the On-Street Plans where no Motor Vehicles may wait except to Load;

“Motor Cycle” and “Invalid Carriage” have the same meanings respectively as in Section 136 of the Act;

“Motor Vehicle” means a mechanically propelled vehicle intended or adapted for use on Roads;

“On-Street Plans” means the plans titled “The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) Order

2013 On-Street Plans” incorporated into this Order, which are recorded as current for the purposes of interpretation of this Order in the Plan Index;

“One-Way Street” means a Road in which Motor Vehicles are prohibited at all times from proceeding other than in the direction specified;

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

“Parking Place” means the various types of Parking Place identified in Article 2.2 and identified as such on the On-Street Plans; the limits of each Parking Place shall be indicated by the Council on the Carriageway by appropriate Traffic Signs;

“Parking Space” means a space provided for the leaving of Motor Vehicles in a Parking Place;

“Passenger Vehicle” means a Motor Vehicle (other than a Motor Cycle or Invalid Carriage) constructed solely for the carriage of passengers and their effects and adapted to carry not more than sixteen passengers exclusive of the Driver;

“Penalty Charge Notice” means a notice issued and fixed to a Motor Vehicle by or on behalf of the Council in relation to a contravention of one or more of the provisions of this Order;

“Plan Index” means the sheet titled “The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) Order 2013 Plan Index”, in this Order which records plans that are current for the purposes of interpretation of this Order;

“Police Parking Place” means a part of a Road identified for use as a Parking Place for a Motor Vehicle being used in pursuance of police service duties;

"Registered Keeper" means the person or organisation recorded by the Driver and Vehicle Licensing Agency as being the legal keeper of a Motor Vehicle;

“Relevant Position” means as prescribed by Regulation 12 of the Disabled Persons (Badges for Motor Vehicles) (Scotland) Regulations 2000 (as amended);

“Relevant Postal Packets” means postal packets whose weight does not exceed 20 kilograms and whose dimensions fall within permitted limits;

“Road” means all Carriageways, Footways and verges;

“Taxi” has the same meaning as in Section 23(1) of the Civic Government (Scotland) Act 1982 (as amended);

"Taxi Stance" means any part of a Road designated by the Council under the Civic Government (Scotland) Act 1982 (as amended);

“Traffic Sign” means a sign prescribed or authorised under Section 64 of the Act;

“Trailer” means a vehicle drawn by a Motor Vehicle; and

“Universal Service Provider” has the same meaning as in Section 4 (3) and (4) of the Postal Services Act 2000 (as amended).

- 2.2 Where the context so permits all references in this Order to a “Parking Place” shall include reference to an Ambulance Parking Place, a Disabled Person’s Parking Place, a Limited Waiting Parking Place, a Loading Bay or a Police Parking Place.
- 2.3 For the purpose of this Order a Motor Vehicle shall be deemed to wait for a period of more than the time specified on the waiting restriction signs for the length of restriction in the same place in any Road if any point in that Road, which is below the Motor Vehicle when it first stops, remains below the Motor Vehicle or its load (if any) throughout such period, whether or not the Motor Vehicle is moved during that period.
- 2.4 The prohibitions and restrictions of waiting imposed by this Order shall also apply to the footways and verges contiguous to the various parts of Road referred to in this Order.
- 2.5 Except where otherwise stated, any reference in this Order to a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order.
- 2.6 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, modified, re-enacted, replaced or supplemented by any subsequent enactment.
- 2.7 The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any regulation made or having effect as if made under the Act or by or under any other enactment provided that where a prohibition or restriction which is imposed, varied or revoked by this Order is in conflict with a prohibition or restriction imposed by a previous Order, then the provision of this Order shall prevail.
- 2.8 The Orders listed in Schedule 1 are varied to the extent specified in that schedule.
- 2.9 The Orders listed in Schedule 2 are revoked.
- 2.10 The Plan Index and On-Street Plans form Schedule 3.
- 2.11 The Interpretation Act 1978 (as amended) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
- 3.0 **General**

- 3.1 When a Motor Vehicle is left in a Road in contravention of any of the provisions of this Order, the Registered Keeper will become liable for a penalty charge and a police constable in uniform, a Parking Attendant or an Authorised Person may affix a Penalty Charge Notice to the Motor Vehicle and, subsequently, may remove or arrange for the removal of the Motor Vehicle from that Road.
- 3.2 An Authorised Person removing a Motor Vehicle by virtue of Article 3.1 may do so by towing or driving the Motor Vehicle or in such other manner as he may think necessary and may take such measures in relation to the Motor Vehicle as he may think necessary to enable him to remove it as aforesaid.
- 3.3 When an Authorised Person removes or makes arrangements for the removal of a Motor Vehicle from a Road by virtue of Article 3.2, he shall make such arrangements as may be reasonably necessary for the safe custody of the Motor Vehicle.
- 3.4 Any expenses incurred by the Council in removing a Motor Vehicle from a Road by virtue of Article 3.2 or in making arrangements for the safe custody of the Motor Vehicle by virtue of Article 3.3 shall be recoverable by the Council from the Registered Keeper of the Motor Vehicle.
- 3.5 The Council may, as respects a Motor Vehicle which has been removed from a Road in pursuance of Article 3.1, if it appears to have been abandoned, sell or otherwise dispose of the Motor Vehicle after having made reasonable enquiry to ascertain the name and address of the Registered Keeper of the Motor Vehicle in accordance with the procedure set out in the Refuse Disposal (Amenity) Act 1978 (as amended).
- 3.6 Where a Penalty Charge Notice or any other notice has been attached to a Motor Vehicle as a result of a failure to comply with the provisions of this Order, no person not being the Driver of the Motor Vehicle, a police constable in uniform, a Parking Attendant or an Authorised Person shall remove the notice from the Motor Vehicle unless authorised to do so by the Driver.
- 3.7 Where a Penalty Charge Notice has been issued, the penalty charge shall be paid to the Council in accordance with the instructions on the Penalty Charge Notice.
- 4.0 **Prohibition and restriction of waiting**
- 4.1 Where, in relation to any part of a Road shown on the On-Street Plans, a period of 'no waiting' is indicated then, subject to the provisions of Articles 4.2, 4.3.1, 4.3.2, 4.4.1 and 4.5, no person shall, except upon the direction of or with the permission of a police constable in uniform, a Parking Attendant or an Authorised Person, cause or permit any Motor Vehicle to wait during that period in that part of the Road.
- 4.2 Nothing in Article 4.1 shall prohibit any persons from causing or permitting any Motor Vehicle to wait in the parts of the Road referred to therein for so long as may be necessary:

- (a) to enable a person to board or alight from the Motor Vehicle or to Load thereon his personal luggage;
- (b) if the Motor Vehicle is waiting owing to the Driver being prevented from proceeding by circumstances beyond his control or to such waiting being necessary in order to avoid an accident;
- (c) to enable the Motor Vehicle if it bears the livery of a Universal Service Provider being used for the purposes of the provision of a universal postal service as defined in the Postal Services Act 2000 (as amended);
- (d) to enable the Motor Vehicle to be used for police, ambulance or fire and rescue service purposes;
- (e) to enable the Motor Vehicle (other than a Passenger Vehicle), if it cannot conveniently be used for such purpose in any other Road, to be used in pursuance of statutory powers and duties;
- (f) to enable up to a maximum of three Motor Vehicles involved in a funeral or a wedding ceremony to wait at or near to any premises situated on or adjacent to the said parts of the Road so long as the waiting by these Motor Vehicles is reasonably necessary;
- (g) to enable the Motor Vehicle if it cannot conveniently be used for such purpose in any other Road to be used in connection with any of the following operations, namely:
 - (i) building, industrial or demolition operations;
 - (ii) the removal of any obstruction to traffic;
 - (iii) the maintenance, improvement or reconstruction of the said parts of the Road; or
 - (iv) the laying, erection, alteration, removal or repair in or adjacent to any Road, of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any Electronic Communications Apparatus or Traffic Sign; and
- (h) if the Motor Vehicle is a Taxi waiting in any Taxi Stance.

4.3 Loading

4.3.1 Nothing in Article 4.1 shall prohibit any persons from causing or permitting any Motor Vehicle to wait in the parts of the Road referred to therein for so long as may be necessary to enable Goods to be Loaded except for any period indicated on the On-Street Plans when Loading is not permitted in that part of the Road.

4.3.2 Provided that no Motor Vehicle engaged in Loading Goods or merchandise, including, so far as a bank is concerned, cash or other valuables or valuable securities, shall wait during the period of 'no waiting' in the same place in any Road for a period of more than thirty minutes or such longer

period as a police constable in uniform, a Parking Attendant or an Authorised Person may authorise and no such Motor Vehicle shall wait for longer than ten minutes in the same place without Goods being Loaded onto the Motor Vehicle.

4.3.3 Notwithstanding anything in Articles 4.3.1 and 4.3.2, the Driver of a Motor Vehicle waiting for the purpose of delivering or collecting Goods or merchandise or Loading the Motor Vehicle shall move the Motor Vehicle on the instruction of a police constable in uniform, Parking Attendant or Authorised Person whenever such moving may be reasonably necessary for the purpose of preventing obstruction.

4.4 Exemption for Disabled Person's Vehicle

4.4.1 Nothing in Article 4.1 of this order shall apply to a Disabled Person's Vehicle which is not causing an obstruction.

4.5 The restrictions specified in Article 4.1 shall not apply to a person causing or permitting a Bus to wait in a Bus Stop or Bus Stand.

5.0 Limited waiting

5.1 Where, in relation to any part of a Road shown on the On-Street Plans, a period of 'limited waiting' is indicated then, subject to the provisions of Article 5.2, no person shall, except upon the direction of a police constable in uniform, a Parking Attendant or an Authorised Person, cause or permit any Motor Vehicle to wait during that period in that part of the Road:

- (a) for longer than the maximum period of waiting specified for that part of the Road; or
- (b) if a period of less than the no return interval specified for that part of the Road has elapsed since the termination during the said hours of the last period of waiting (if any) of the Motor Vehicle in that part of the Road.

5.2 Nothing in Article 5.1 of this Order shall apply to:

- (a) any two wheeled Motor Cycle not having a sidecar attached thereto.
- (b) any Disabled Person's Vehicle which is not causing an obstruction and which displays in the Relevant Position a Disabled Person's Badge.
- (c) any Motor Vehicle from which Goods are being Loaded.
- (d) any Motor Vehicle from which a person is boarding or alighting.
- (e) any Motor Vehicle being used in connection with;
 - (i) building, industrial or demolition operations;
 - (ii) the removal of any obstruction to traffic;

- (iii) the maintenance, improvement or reconstruction of the said parts of the Road; or
- (iv) the laying, erection, alteration, removal or repair in or adjacent to any Road, of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any Electronic Communications Apparatus or Traffic Sign

if it cannot conveniently be used for such purpose in any other Road.

- (f) any Motor Vehicle being used in pursuance of statutory powers and duties if it cannot conveniently be used for such purpose in any other Road.
- (g) any Motor Vehicle which is being used for fire and rescue service, police, ambulance or other emergency service purposes.
- (h) a maximum of three Motor Vehicles involved in a funeral or a wedding ceremony waiting at or near to any premises situated on or adjacent to the said parts of the Road so long as the waiting by these Motor Vehicles is reasonably necessary.

6.0 Other Parking Places

6.1 Disabled Person's Parking Places

6.1.1 Where a part of a Road shown on the On-Street Plans is identified as a Disabled Person's Parking Place then subject to the provisions of this Order, no person shall except upon the direction of a police constable in uniform, a Parking Attendant or an Authorised Person, cause or permit any Motor Vehicle to wait in the Disabled Person's Parking Place unless it is a Motor Vehicle displaying a Disabled Person's Badge in the Relevant Position and the Disabled Person's Badge is so displayed for the whole time that the Motor Vehicle remains in the Disabled Person's Parking Place.

6.2 Loading Bays

6.2.1 Where a part of a Road shown on the On-Street Plans is identified as a Loading Bay, then subject to the provisions of this Order, no person shall except upon the direction of a police constable in uniform, a Parking Attendant or an Authorised Person, cause or permit any Motor Vehicle to wait in the Loading Bay other than during the process of Loading provided that no such Motor Vehicle shall wait for longer than ten minutes in the same place without Goods being Loaded onto the Motor Vehicle.

6.3 Police Parking Places

6.3.1 Where a part of a Road shown on the On-Street Plans is identified as a Police Parking Place then subject to the provisions of this Order, no person shall except upon the direction of a police constable in uniform, a Parking Attendant or an Authorised Person, cause or permit any Motor Vehicle to

wait in the Police Parking Place during its specified hours of operation unless it is a Motor Vehicle being used in pursuance of police duties.

6.4 Ambulance Parking Places

6.4.1 Where a part of a Road shown on the On-Street Plans is identified as an Ambulance Parking Place then subject to the provisions of this Order, no person shall except upon the direction of a police constable in uniform, a Parking Attendant or an Authorised Person, cause or permit any Motor Vehicle to wait in the Ambulance Parking Place during its specified hours of operation unless it is an Ambulance being used in pursuance of Ambulance Service duties.

6.5 Exemptions

6.5.1 Nothing in Articles 6.1.1 and 6.2.1 shall prohibit any persons from causing or permitting any Motor Vehicle to wait in the parts of the Road referred to therein for so long as may be necessary to enable the Motor Vehicle to be used for police, ambulance or fire and rescue service purposes.

7.0 Parking Places in general

7.1 Power to suspend use of Parking Places

7.1.1 A Parking Attendant may suspend the use of any Parking Place or any part thereof for up to seven days and for longer periods with the permission of an Authorised Person whenever he considers such suspension reasonably necessary:

- (a) for the purpose of facilitating the movement of traffic or promoting its safety;
- (b) for the purpose of any building operation, demolition or excavation in or adjacent to the Parking Place or the maintenance, improvement or reconstruction of 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 or apparatus for the supply of gas, water or electricity or any Electronic Communications Apparatus or Traffic Sign;
- (c) for the convenience of occupiers of premises adjacent to the Parking Place on any occasion of the removal of furniture from one office or dwelling house to another or the removal of furniture from such premises to a depository or to such premises from a depository;
- (d) on any occasion on which it is likely by reason of some special attraction that any street will be thronged or obstructed; or
- (e) for the convenience of occupiers of premises adjacent to the Parking Place at times of weddings or funerals.

7.1.2 A police constable in uniform may suspend for not longer than twenty-four hours the use of any Parking Place or any part thereof whenever he considers such suspension reasonably necessary for the purpose of facilitating the movement of traffic or promoting its safety.

- 7.1.3 Any person suspending the use of any Parking Place or any part thereof in accordance with the provisions of Articles 7.1.1 or 7.1.2 shall thereupon place or cause to be placed in or adjacent to the Parking Place or part thereof the use of which is suspended a Traffic Sign indicating that waiting by Motor Vehicles is prohibited.
- 7.1.4 No person shall cause or permit a Motor Vehicle to be left in any part of any Parking Place during such period as there is in or adjacent to that part of the Parking Place a Traffic Sign placed in pursuance of Article 7.1.3. Provided that nothing in this Article shall render it unlawful to cause or permit any Motor Vehicle being used for fire and rescue service, ambulance or police purposes to be left in any part of the Parking Place during such period as is referred to therein, or to any other Motor Vehicle so left if that Motor Vehicle is left with the direction of a police constable in uniform, a Parking Attendant or an Authorised Person.
- 7.2 Every Motor Vehicle left in a Parking Place shall so stand such that every part of the Motor Vehicle is within the limits of a Parking Space as bounded by surface markings. Provided that, where the length of any Motor Vehicle precludes it from standing wholly within the limits of a Parking Space, such Motor Vehicle may so stand in that Parking Space, if:
- (a) the extreme front portion or the extreme rear portion, as the case may be, of the Motor Vehicle overhangs by no more than 0.3 metres the limits of that Parking Space; and
 - (b) no part of the Motor Vehicle is within the limits of any other Parking Space.
- 7.3 Every Motor Vehicle left in a Parking Place in a one-way street shall stand such that the Motor Vehicle is not parked in a direction that opposes the direction of travel.
- 7.4 Where any Motor Vehicle is standing in a Parking Place in contravention of the provisions of the Articles 7.2 and 7.3 a police constable in uniform, a Parking Attendant or an Authorised Person may alter or cause to be altered the position of the Motor Vehicle in order that its position shall comply with those provisions.
- 7.5 A police constable in uniform, a Parking Attendant or an Authorised Person may move or cause to be moved, in case of emergency, to any place he thinks fit, Motor Vehicles left in any Parking Place.
- 7.6 The Driver of a Motor Vehicle using any Parking Place shall not permit the carrying out of any work of construction or repair except such as may be necessary to enable the Motor Vehicle to be removed from the Parking Place.
- 7.7 No person shall use any Motor Vehicle, while it is in any Parking Place, in connection with the sale of any article to any person in or near the Parking Place or in connection with the selling or offering for sale of his skill in handicraft or his services in any other capacity. Provided that nothing in

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this Article shall prevent the sale of Goods from a Motor Vehicle if the Motor Vehicle is a Passenger Vehicle or a Goods Vehicle not exceeding 5 tonnes maximum gross weight left in any Parking Place and the Goods are immediately delivered at or taken into premises adjacent to the Motor Vehicle from which the sale is effected.

7.8 A Driver of a Motor Vehicle shall not use a Parking Place so as unreasonably to prevent access to any premises adjoining the Road, or prevent the use of the Road by other persons, so as to be a nuisance.

7.9 The Driver of a Motor Vehicle using a Parking Place shall stop the engine as soon as the Motor Vehicle is in position in the Parking Place, and shall not start the engine except when about to change position of the Motor Vehicle in or depart from the Parking Place.

8.0 Variation and revocation of existing traffic regulation orders

8.1 The Orders specified in Schedule 1 to this Order shall have effect subject to the variations specified in that part of the said Schedule.

8.2 The Orders specified in Schedule 2 to this Order shall be revoked.

SCHEDULE 1 (Article 8.1)

VARIED ORDERS

The following Orders made by The Inverclyde Council (or its statutory predecessors) and all of their amendments and any other Orders and Regulations of whatever nature but only insofar as relating to loading and waiting restrictions within Gourock, Inverkip and Wemyss Bay made before the First day of August 2013 are hereby varied in the manner and to the extent specified in this Order:

1. None

SCHEDULE 2 (Article 8.2)

REVOKED ORDERS

The following Orders made by The Inverclyde Council (or its statutory predecessors) and all of their amendments and any other Orders and Regulations of whatever nature but only insofar as relating to loading and waiting restrictions within Gourock, Inverkip and Wemyss Bay made before the First day of August 2013 are hereby revoked:

1. The Burgh of Gourock (Various Streets)(Prohibition of Waiting) Order 1973
2. The Burgh of Gourock (Tarbet Street and Cardwell Road)(Prohibition of Waiting) Order 1974
3. The Strathclyde Regional Council (Prohibition and Limitation of Waiting, Albert Road, Gourock) Order 1977
4. The Strathclyde Regional Council (Victoria Road, Ashton Road, Gourock)(Waiting Restrictions and Revocation) Order 1981
5. The Strathclyde Regional Council (Central Area, Gourock)(Waiting Restrictions and Revocation) Order 1981
6. The Strathclyde Regional Council (Ashburn Gate, Gourock)(Waiting Restrictions) Order 1982
7. The Inverclyde Council Albert Road/Cragburn Gate, Gourock (No Waiting At Any Time) Order 1997
8. The Inverclyde Council George Road, Gourock (No Waiting At Any Time) Order 1998
9. The Inverclyde Council A770 Albert Road, Gourock Waiting Restrictions Revocation Order 2000
10. The Inverclyde Council Bath Street, Gourock Waiting Restrictions Revocation Order 2000
11. The Inverclyde Council Shore Street, Gourock (No Waiting and No Loading At Any Time) Order 2001
12. The Inverclyde Council Cove Road, Gourock (No Waiting At Any Time and Waiting Restrictions Amendment) Order 2003
13. The Inverclyde Council Cloch Road, Gourock (Waiting Restrictions and Revocation) Order 2011
14. The Inverclyde Council Tarbet Street, Gourock (Waiting Restrictions and Revocation) Order 2012
15. The Inverclyde Council A770 Albert Road, Gourock (Revocations & No Waiting No Loading At Any Time) Order 2010
16. The Inverclyde Council Cardwell Road, Gourock (Waiting Restrictions) Order 2011

With the exception of:

1. The Inverclyde Council Various Locations, Inverclyde (No Stopping) Order 2012
2. On-Street Parking Places (Without Charges) Order No.1 1997
3. On-Street Parking Places (Without Charges) Order No.2 1997
4. On-Street Parking Places (Without Charges) Order No.1 1999
5. On-Street Parking Places (Without Charges) Order No.2 1999
6. On-Street Parking Places (Without Charges) Order No.1 2000

The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) Order 2013

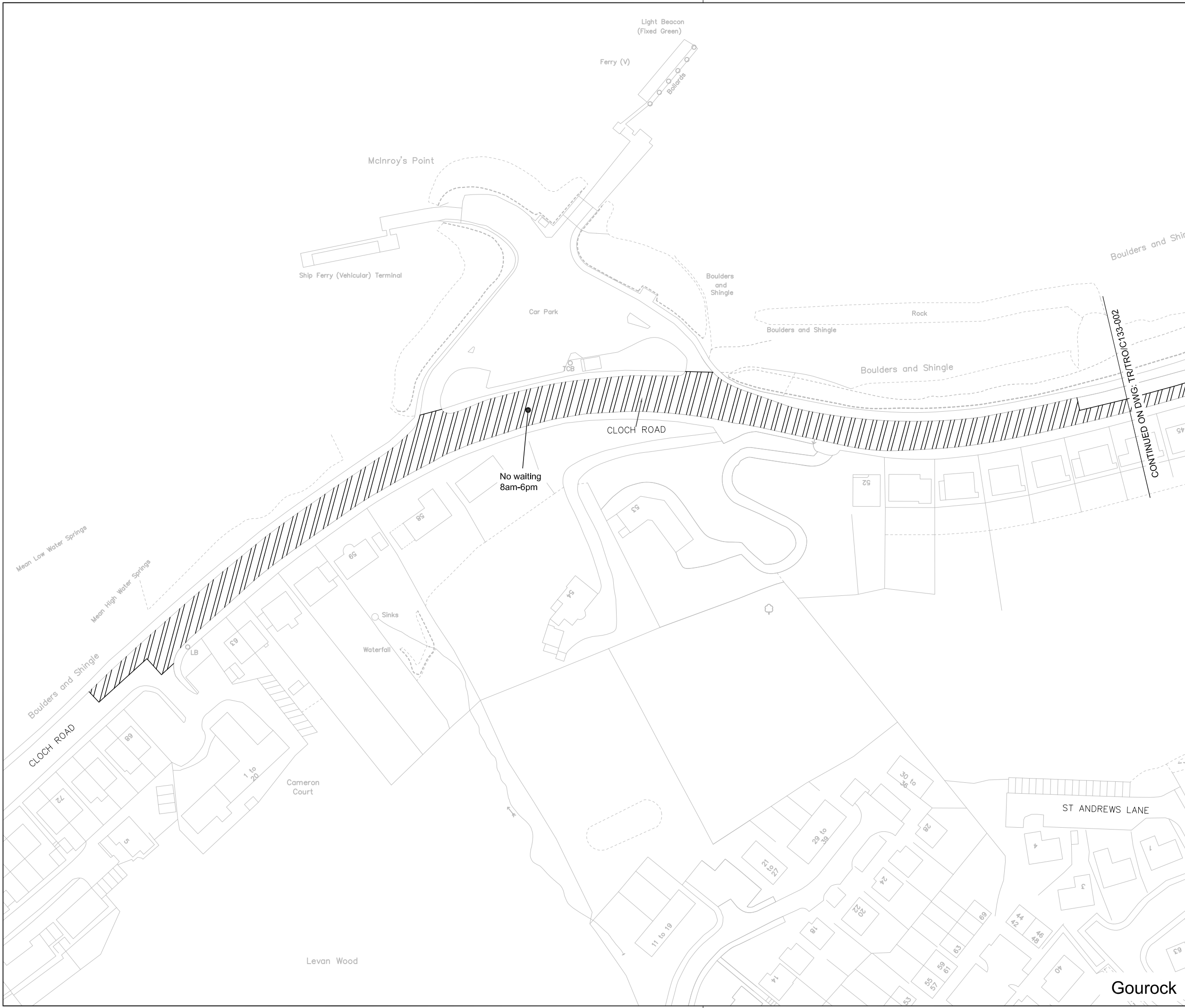
7. On-Street Parking Places (Without Charges) Order No.1 2001
8. On-Street Parking Places (Without Charges) Order No.1 2002
9. On-Street Parking Places (Without Charges) Order No.2 2002
10. On-Street Parking Places (Without Charges) Order No.1 2003
11. On-Street Parking Places (Without Charges) Order No.1 2004
12. On-Street Parking Places (Without Charges) Order No.1 2005
13. On-Street Parking Places (Without Charges) Order No.2 2005
14. On-Street Parking Places (Without Charges) Order No.1 2006
15. On-Street Parking Places (Without Charges) Order No.2 2006
16. On-Street Parking Places (Without Charges) Order No.1 2007
17. On-Street Parking Places (Without Charges) Order No.2 2007
18. On-Street Parking Places (Without Charges) Order No.3 2007
19. On-Street Parking Places (Without Charges) Order No.1 2008
20. On-Street Parking Places (Without Charges) Order No.2 2008
21. On-Street Parking Places (Without Charges) Order No.1 2009
22. On-Street Parking Places (Without Charges) Order No.2 2009
23. On-Street Parking Places (Without Charges) Order No.3 2009
24. Disabled Persons' Parking Place (On Street) Order No.1 2010
25. Disabled Persons' Parking Place (On Street) Order No.2 2010
26. Disabled Persons' Parking Place (On Street) Order No.3 2010
27. Disabled Persons' Parking Place (On Street) Order No.4 2010
28. Disabled Persons' Parking Place (On Street) Order No.1 2011
29. Disabled Persons' Parking Place (On Street) Order No.2 2011
30. Disabled Persons' Parking Place (On Street) Order No.3 2011
31. Disabled Persons' Parking Place (On Street) Order No.1 2012
32. Disabled Persons' Parking Place (On Street) Order No.2 2012
33. Disabled Persons' Parking Place (On Street) Order No.4 2012
34. Disabled Persons' Parking Place (On Street) Order No.1 2013

SCHEDULE 3

THE INVERCLYDE COUNCIL (VARIOUS ROADS) (GOUROCK, INVERKIP & WEMYSS BAY) (WAITING RESTRICTIONS) ORDER 201*
PLAN INDEX

Plan Reference	Effective date	Plan Revision Dates										
		1	2	3	4	5	6	7	8	9	10	11
TR/TRO/133-001	**/**/20**											
TR/TRO/133-002	**/**/20**											
TR/TRO/133-003	**/**/20**											
TR/TRO/133-004	**/**/20**											
TR/TRO/133-005	**/**/20**											
TR/TRO/133-006	**/**/20**											
TR/TRO/133-007	**/**/20**											
TR/TRO/133-008	**/**/20**											
TR/TRO/133-009	**/**/20**											
TR/TRO/133-010	**/**/20**											
TR/TRO/133-011	**/**/20**											

DO NOT SCALE



Key

- No waiting at any time
- No waiting at any time
No loading at any time
- No waiting at times shown
- No waiting at any time
No loading at times shown
- No waiting except taxis
- Limited waiting
(see below for types of limited waiting referred to on these drawings)
- Disabled person's parking place
(subject to restrictions shown)
- Police parking place
(subject to restrictions shown)
- Ambulance parking place
(subject to restrictions shown)
- Loading bay

Limited Waiting
 Type A: Mon-Fri, 8am-6pm. 30mins, No return within 30mins
 Type B: Mon-Fri 8am-6pm, Saturday 8am-1pm. 30mins, No return within 1 hour
 Type C: Mon-Sat 8am-6pm. 30mins, No return within 1 hour
 Type D: Mon-Sat 8am-6pm. 2 hours, No return within 1 hour
 Type E: Mon-Sat 8am to 6pm. 30 mins, No return within 30 mins

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Stat	Purpose of Issue	Date	Auth

Rev	Description	By	Date	Chk'd	Auth

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 www.inverclyde.gov.uk

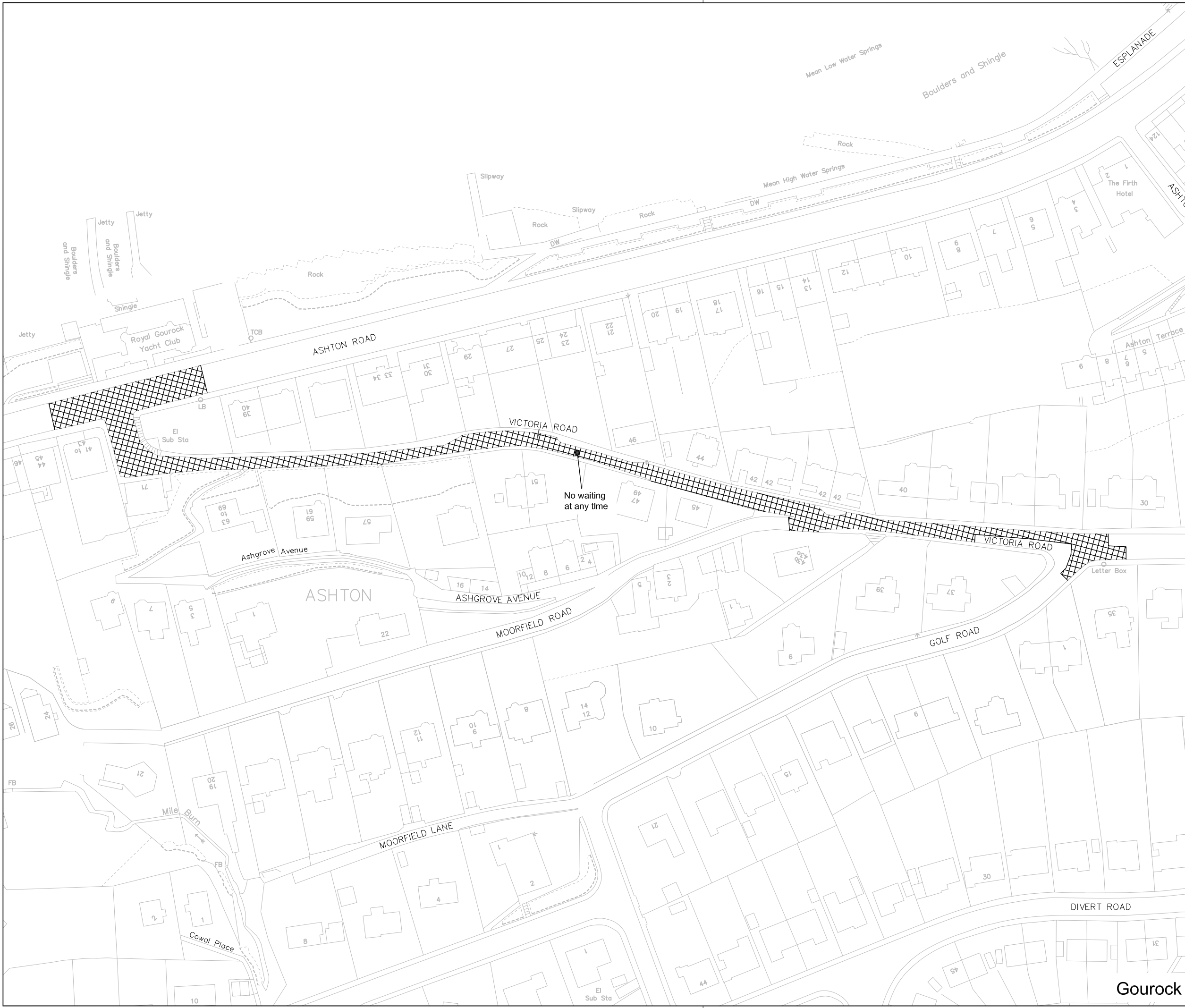
Inverclyde council

THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (GOUROCK, INVERKIP & WEMYSS BAY)
 (WAITING RESTRICTIONS) ORDER 201*

EFFECTIVE DATE:
 (SHEET 01 OF 11)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
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Status	Drawing Number	Date	Date	Date
P	TR/TRO/C133-001	FEB '13	FEB '13	FEB '13

DO NOT SCALE



Key

- No waiting at any time
- No waiting at any time
No loading at any time
- No waiting at times shown
- No waiting at any time
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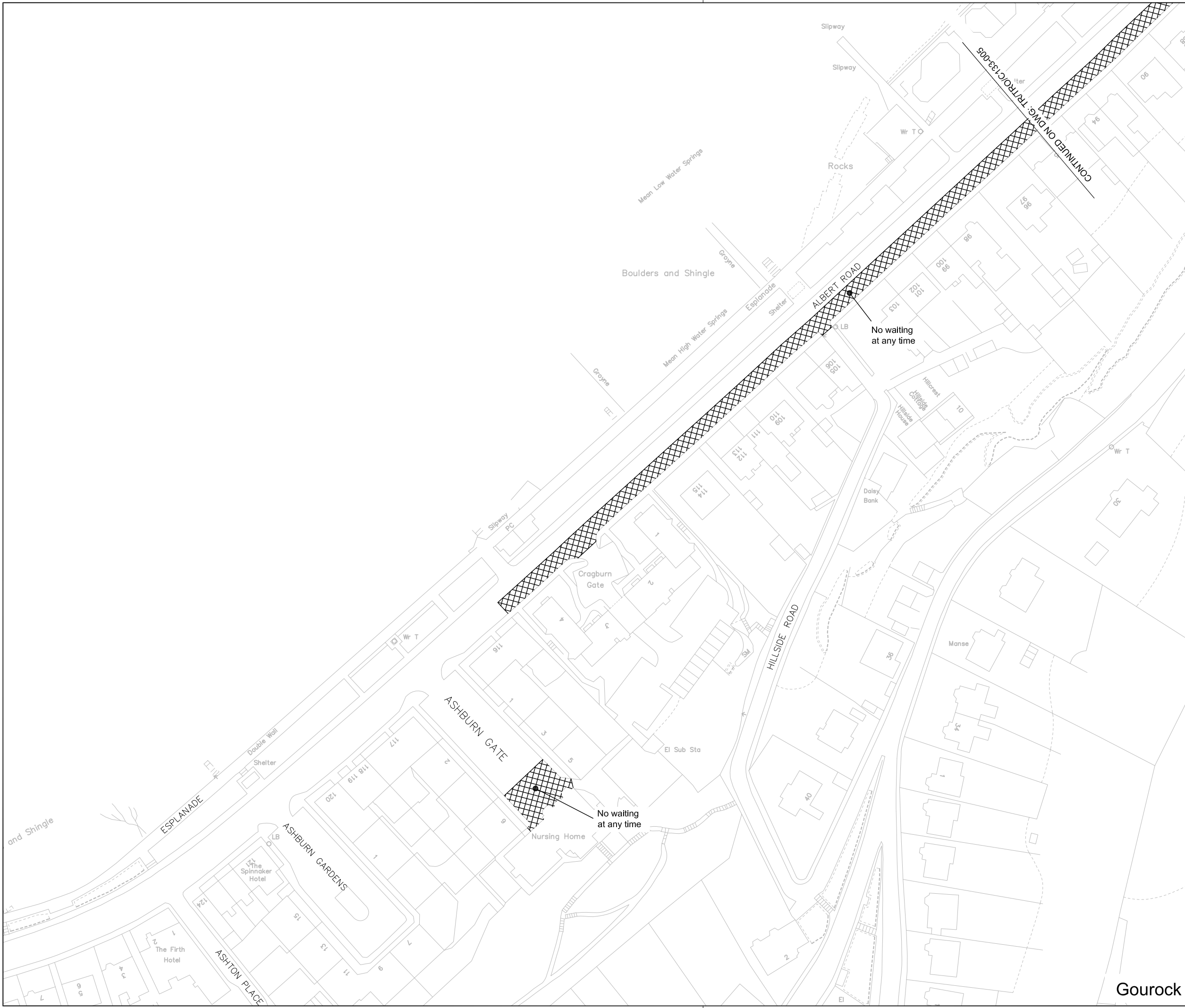
**THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (GOUROCK, INVERKIP & WEMYSS BAY)
 (WAITING RESTRICTIONS) ORDER 201***

EFFECTIVE DATE:

(SHEET 3 OF 11)

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Status	Drawing Number	Date	Date	Date
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DO NOT SCALE



Key

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	No waiting at times shown
	No waiting at any time No loading at times shown
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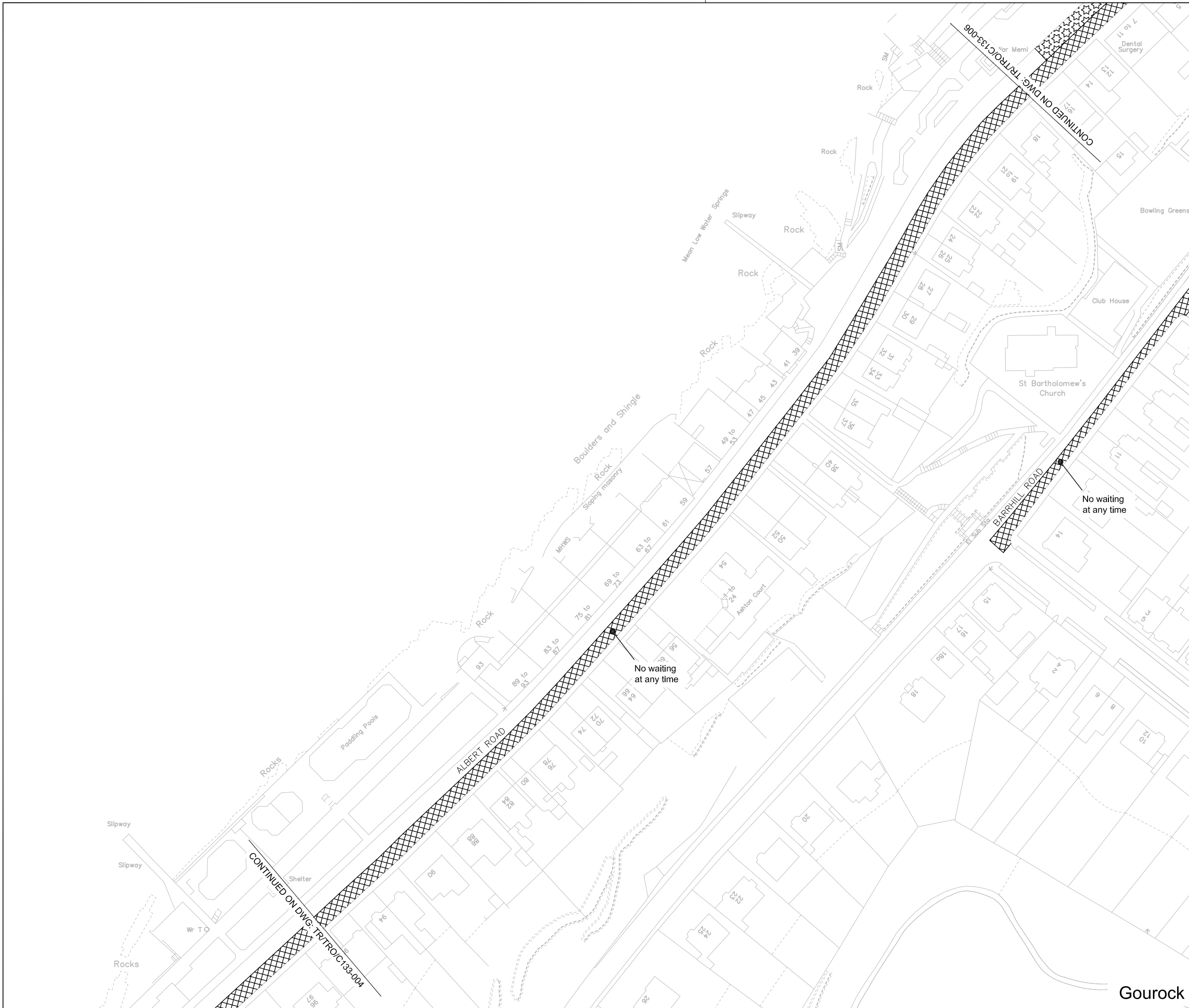
THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (GOUROCK, INVERKIP & WEMYSS BAY)
 (WAITING RESTRICTIONS) ORDER 201*

EFFECTIVE DATE:
 (SHEET 4 OF 11)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
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Status	Drawing Number	Date	Date	Date
P	TR/TRO/C133-004	FEB '13	FEB '13	FEB '13
Rev				

Gourock

DO NOT SCALE



Key

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	No waiting at times shown
	No waiting at any time No loading at times shown
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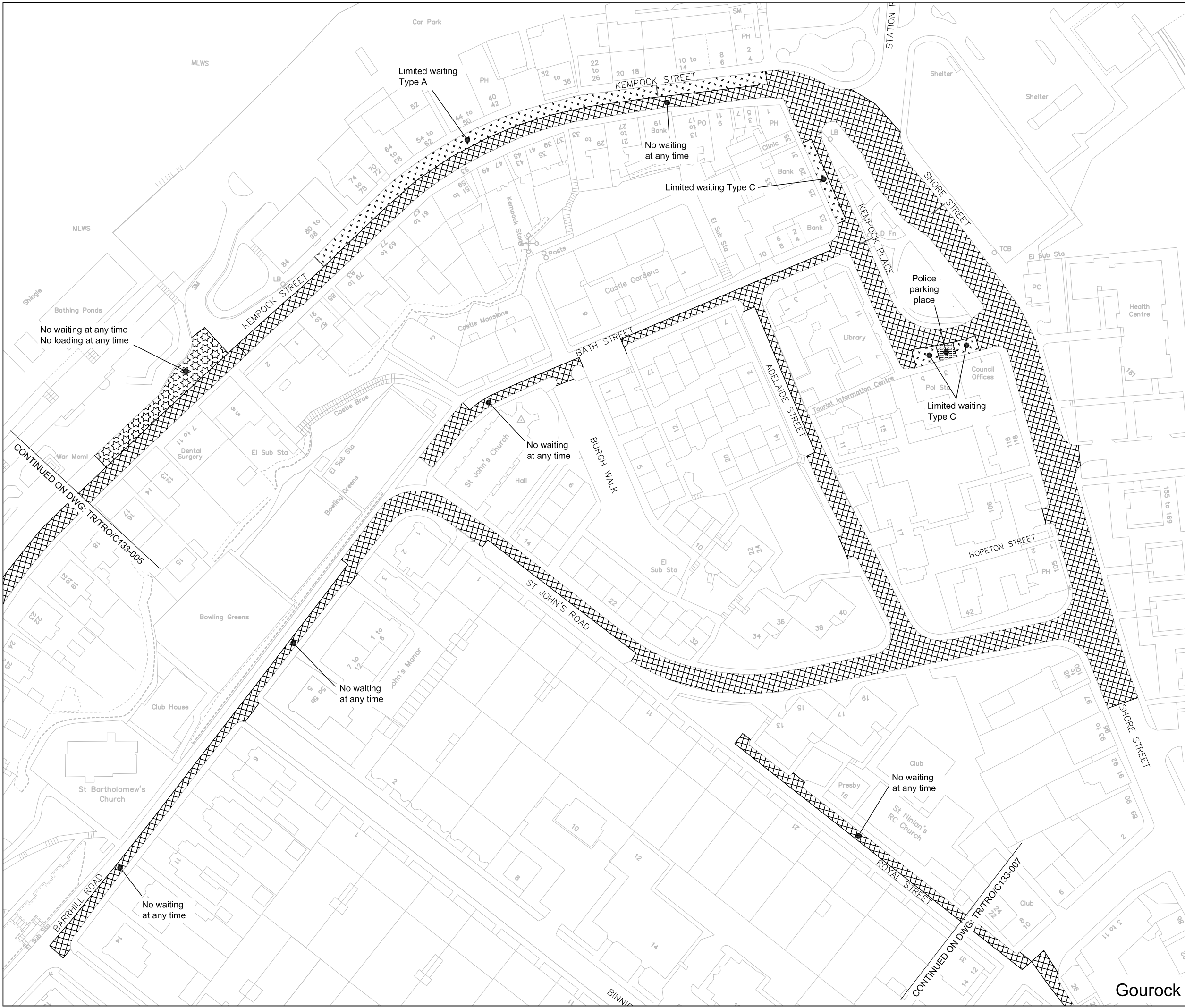


THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (GOUROCK, INVERKIP & WEMYSS BAY)
 (WAITING RESTRICTIONS) ORDER 201*

EFFECTIVE DATE:
 (SHEET 05 OF 11)

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Status	Drawing Number	Date	Date	Date
P	TR/TRO/C133-005	FEB '13	FEB '13	FEB '13

DO NOT SCALE



Key

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- No waiting at any time
- No waiting at times shown
- No waiting at any time
- No loading at any time
- No loading at times shown
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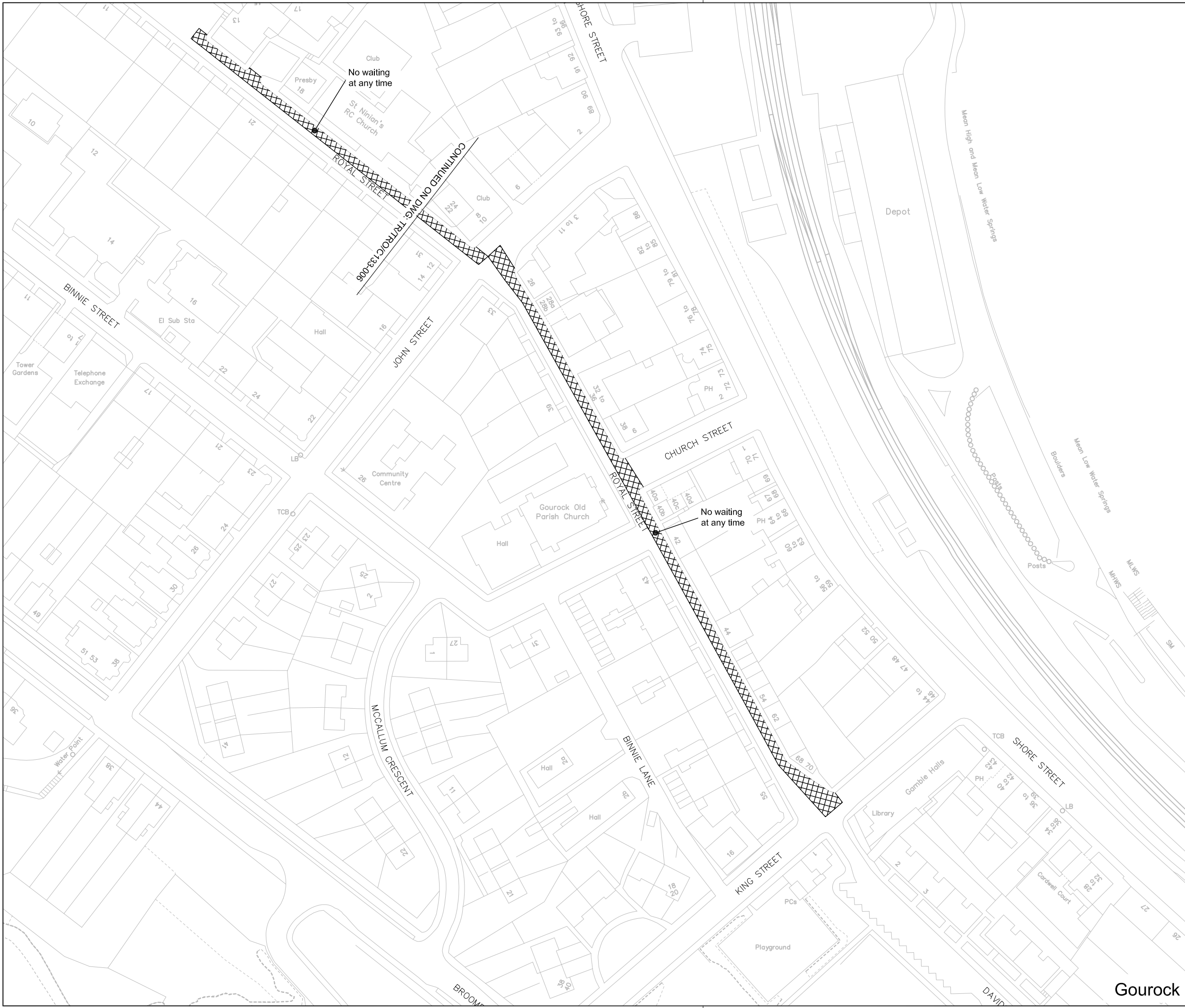


THE INVERCLYDE COUNCIL (VARIOUS ROADS)
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 (WAITING RESTRICTIONS) ORDER 201*

EFFECTIVE DATE:
 (SHEET 06 OF 11)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
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Status	Drawing Number	Date	Date	Date
P	TR/TRO/C133-006	FEB '13	FEB '13	FEB '13

DO NOT SCALE



Key

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	No waiting at any time No loading at any time
	No waiting at times shown
	No waiting at any time No loading at times shown
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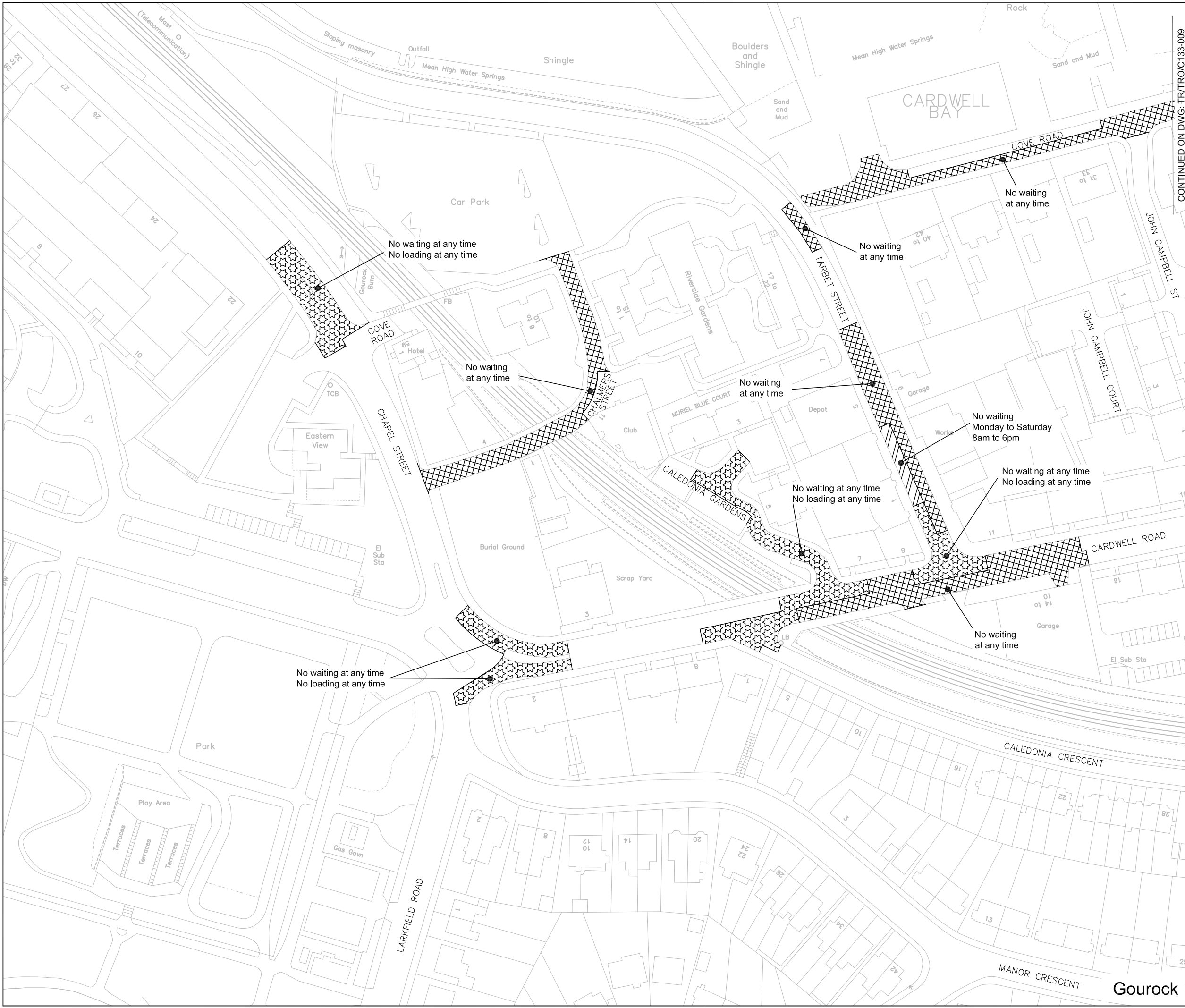
**THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (GOUROCK, INVERKIP & WEMYSS BAY)
 (WAITING RESTRICTIONS) ORDER 201***

EFFECTIVE DATE:
 (SHEET 07 OF 11)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C133-007	FEB '13	FEB '13	FEB '13

Gourock

DO NOT SCALE



Key

- No waiting at any time
- No waiting at any time
No loading at any time
- No waiting at times shown
- No waiting at any time
No loading at times shown
- No waiting except taxis
- Limited waiting
(see below for types of limited waiting referred to on these drawings)
- Disabled person's parking place
(subject to restrictions shown)
- Police parking place
(subject to restrictions shown)
- Ambulance parking place
(subject to restrictions shown)
- Loading bay

Limited Waiting
 Type A: Mon-Fri, 8am-6pm. 30mins, No return within 30mins
 Type B: Mon-Fri 8am-6pm, Saturday 8am-1pm. 30mins, No return within 1 hour
 Type C: Mon-Sat 8am-6pm. 30mins, No return within 1 hour
 Type D: Mon-Sat 8am-6pm. 2 hours, No return within 1 hour
 Type E: Mon-Sat 8am to 6pm. 30 mins, No return within 30 mins

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Stat	Purpose of Issue	Date	Auth		
Rev	Description	By	Date	Chk'd	Auth

INVERCLYDE COUNCIL
 71 East Hamilton Street
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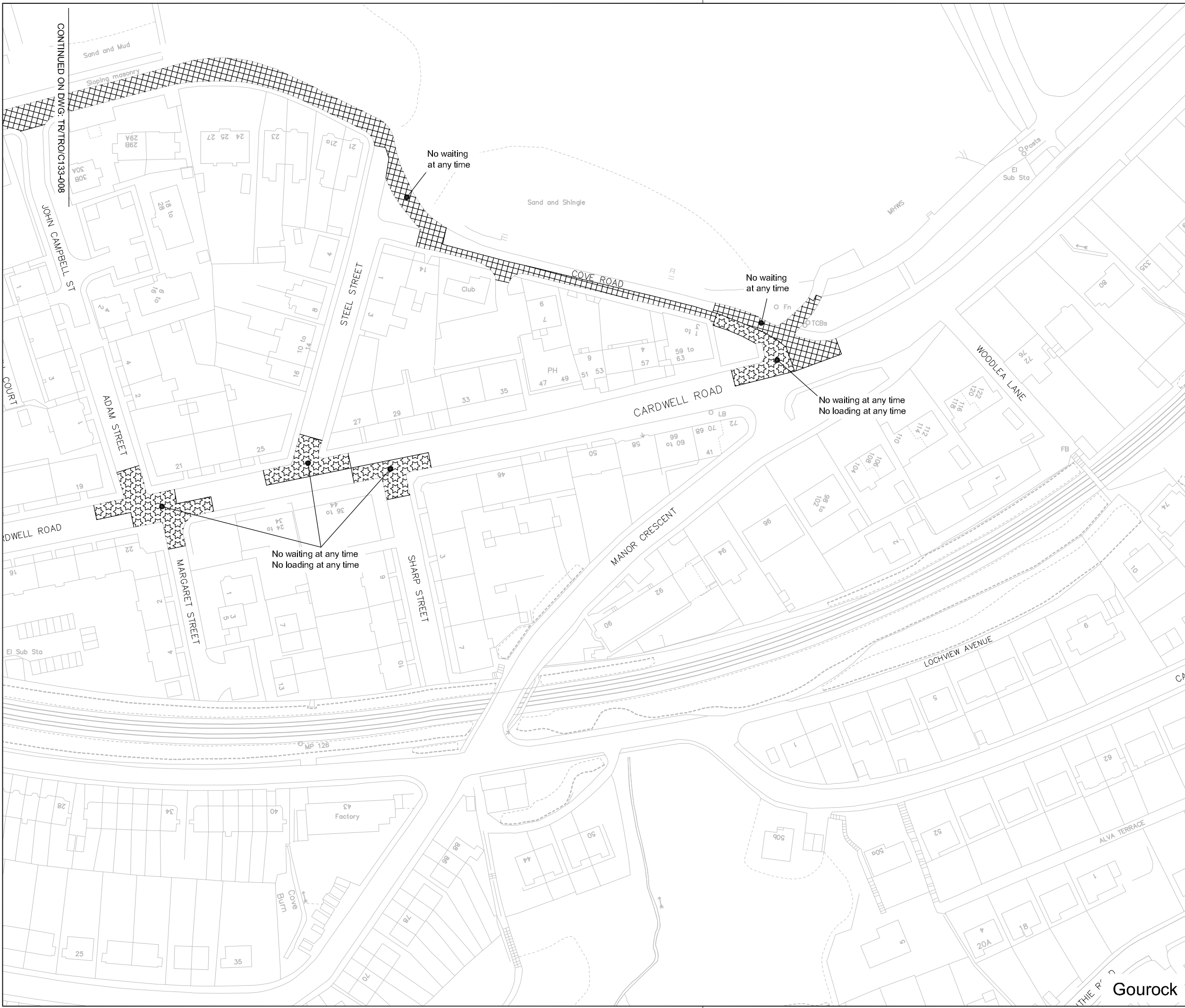
**THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (GOUROCK, INVERKIP & WEMYSS BAY)
 (WAITING RESTRICTIONS) ORDER 201***

EFFECTIVE DATE:
 (SHEET 08 OF 11)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C133-008	FEB '13	FEB '13	FEB '13
Rev				

DO NOT SCALE

A3



Key

- No waiting at any time
- No waiting at any time
No loading at any time
- No waiting at times shown
- No waiting at any time
No loading at times shown
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(see below for types of limited waiting referred to on these drawings)
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**THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (GOUROCK, INVERKIP & WEMYSS BAY)
 (WAITING RESTRICTIONS) ORDER 201***

EFFECTIVE DATE:

(SHEET 09 OF 11)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C133-009	FEB '13	FEB '13	FEB '13

DO NOT SCALE



- Key
- No waiting at any time
 - No waiting at any time
No loading at any time
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Seal

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THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (GOUROCK, INVERKIP & WEMYSS BAY)
 (WAITING RESTRICTIONS) ORDER 201*

EFFECTIVE DATE:
 (SHEET 10 OF 11)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C133-010	FEB '13	FEB '13	FEB '13

Gourock

DO NOT SCALE



- Key
- No waiting at any time
 - No loading at any time
 - No waiting at times shown
 - No loading at times shown
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THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (GOUROCK, INVERKIP & WEMYSS BAY)
 (WAITING RESTRICTIONS) ORDER 201*

EFFECTIVE DATE:
 (SHEET 11 OF 11)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C133-011	FEB '13	FEB '13	FEB '13

**THE INVERCLYDE COUNCIL
(OFF-STREET PARKING PLACES)
ORDER 2013
TRAFFIC REGULATION ORDER**

**THE INVERCLYDE COUNCIL
(OFF-STREET PARKING PLACES)
ORDER 2013**

We, The Inverclyde Council in exercise of the powers conferred on us by Sections 32(1) and (3), 35(1), 35(3), 101 and 102 of the Road Traffic Regulation Act 1984 (as amended) ("the Act") and of Part IV of Schedule 9 to the Act and of all other enabling powers and after consulting the Chief Constable of the Police Service of Scotland (Seirbheis Phoilis na h-Alba) in accordance with Part III of Schedule 9 to the Act hereby make the following Order:

1.0 Commencement and citation

- 1.1 This Order shall come into operation on **th day of ** Two thousand and ** and may be cited as "The Inverclyde Council (Off-Street Parking Places) Order 2013".
- 1.2 The Plan Index titled "The Inverclyde Council (Off-Street Parking Places) Order 2013 Plan Index" (attached hereto) is incorporated into this Order.
- 1.3 The Car Park Plans titled "The Inverclyde Council (Off-Street Parking Places) Order 2013 Car Park Plans" (attached hereto) are incorporated into this Order.

2.0 Interpretation

- 2.1 In this Order, except where the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:

"Authorised Person" means an employee or agent of the Council authorised to exercise all or any of the functions of the Council under this Order;

"Carriageway" has the same meaning as in Section 151(1) of the Roads (Scotland) Act 1984 (as amended);

"Car Park Plans" means the plans titled "The Inverclyde Council (Off-Street Parking Places) Order 2013 Car Park Plans" incorporated into this Order;

"Charging Hours" means any period specified in column 3 of Schedule 3;

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

"Disabled Person's Vehicle" means a Motor Vehicle which is displaying a Disabled Person's Badge in a Relevant Position as prescribed by the Local Authorities' Traffic Orders (Exemptions for Disabled Persons) (Scotland) Regulations 2002;

"Disabled Person's Badge" means a badge which was:

- (a) issued under Section 21 of the Chronically Sick and Disabled Persons Act 1970 (as amended);
- (b) issued under a provision of the law of Northern Ireland corresponding to that section; or
- (c) 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 has not ceased to be in force.

"Driver" means the person driving or having control or charge of a Motor Vehicle at any given time and, in particular, in relation to a Motor Vehicle waiting in a Parking Place, the person driving when it was left in the Parking Place;

"Motor Cycle" and "Invalid Carriage" have the same meanings respectively as in Section 136 of the Act;

"Motor Vehicle" means a mechanically propelled vehicle intended or adapted for use on Roads;

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

"Parking Disc" means a Council approved device which is capable of showing the Quarter Hour Period during which a Motor Vehicle arrived at a Parking Place;

"Parking Place" means any area of land specified by number and name in Columns 1 and 2 in Schedule 3 and identified as such on the Car Park Plans provided under Section 32(1) of the Act for use as a Parking Place;

"Parking Space" means any area of a Parking Place which is provided for the leaving of a Motor Vehicle and indicated by markings on the surface of the Parking Place;

"Penalty Charge Notice" means a notice issued and fixed to a Motor Vehicle by or on behalf of the Council in relation to a contravention of one or more of the provisions of this Order;

"Plan Index" means the sheet titled as the "The Inverclyde Council (Off-Street Parking Places) Order 2013 Plan Index", in this Order which records plans that are current for the purposes of interpretation of this Order;

"Quarter Hour Period" means a period of a quarter of an hour starting at any hour or fifteen, thirty or forty five minutes past the hour which can be shown on a Parking Disc;

"Registered Keeper" means the person or organisation recorded by the Driver and Vehicle Licensing Agency as being the legal keeper of a Motor Vehicle;

"Relevant Position" means:

- (a) for the display of a Parking Disc, that the Parking Disc is displayed either on the inside of the front windscreen of the Motor Vehicle, where the Motor Vehicle is fitted with a front windscreen, or in a conspicuous position on the Motor Vehicle so that, in either case, all the information recorded on the front of the Parking Disc is legible and clearly visible to a person standing at the front or nearside of the Motor Vehicle and the Parking Disc shall be displayed for the whole time that the Motor Vehicle remains in the Parking Place;
- (b) for the display of a ticket, that the ticket is displayed either on the inside of the front windscreen of the Motor Vehicle, where the Motor Vehicle is fitted with a front windscreen, or in a conspicuous position on the Motor Vehicle so that, in either case, all the information recorded on the front of the ticket is legible and clearly visible to a person standing at the front or nearside of the Motor Vehicle and the ticket shall be displayed for the whole time that the Motor Vehicle remains in the Parking Place;
- (c) for the display of a Disabled Person's Badge, that the Disabled Person's Badge is displayed as prescribed by Regulation 12 of the Disabled Persons (Badges for Motor Vehicles) (Scotland) Regulations 2000 (as amended);

“Road” means all Carriageways, footways and verges; and

“Ticket Machine” means apparatus designed to indicate the time by a clock and to issue tickets indicating the payment of a charge and the date and time at which the charged period expires.

- 2.2 Except where otherwise stated, any reference in this Order to a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order.
- 2.3 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, modified, re-enacted, replaced or supplemented by any subsequent enactment.
- 2.4 The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any regulation made or having effect as if made under the Act or by or under any other enactment provided that where a prohibition or restriction which is imposed, varied or revoked by this Order is in conflict with a prohibition or restriction imposed by a previous Order, then the provision of this Order shall prevail.
- 2.5 The Orders listed in Schedule 1 are varied to the extent specified in that schedule.
- 2.6 The Orders listed in Schedule 2 are revoked.
- 2.7 The Plan Index and Car Park Plans form Schedule 5.
- 2.8 The Interpretation Act 1978 (as amended) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

3.0 Use of Parking Places

- 3.1 Each Parking Place may be used, subject to the following provisions of this Order, as a Parking Place for such classes of Motor Vehicles, in such positions, on such days and during such hours as are specified in relation to that Parking Place in Schedule 3.
- 3.2 When a Motor Vehicle is left in a Parking Place in contravention of any of the provisions of this Order, the Registered Keeper will become liable for a penalty charge and a police constable in uniform, a Parking Attendant or an Authorised Person may affix a Penalty Charge Notice to the Motor Vehicle and, subsequently, may remove or arrange for the removal of the Motor Vehicle from that Parking Place.
- 3.3 Where, within a Parking Place, there is a sign or surface marking which indicates that a Parking Space is available only for a Disabled Person's Vehicle, the Driver of a Motor Vehicle shall not permit it to wait in that Parking Space unless it is a Disabled Person's Vehicle.
- 3.4 Where, within a Parking Place, there is a sign or surface marking which indicates that a Parking Space is available only for Motor Cycles, the Driver of a Motor Vehicle shall not permit the Motor Vehicle to wait in that Parking Space unless it is a Motor Cycle having two wheels and not having a sidecar attached.
- 3.5 Where, within a Parking Place, there is a restricted area marked with a cross hatched surface marking, the Driver of a Motor Vehicle shall not permit the Motor Vehicle to wait on the area so marked.

- 3.6 Where in the Parking Place it is indicated for the time being that parking is not permitted in the Parking Place or in a specified Parking Space within the Parking Place, the Driver of a Motor Vehicle shall not permit the Motor Vehicle to wait in the Parking Place or in the specified Parking Space within the Parking Place.
- 3.7 In so far as a Motor Vehicle is left in a Parking Place during the Charging Hours the Driver shall pay such charge or charges as are specified in the following provisions of this Order.

4.0 Charges, Payment and Display of Parking Disc or Ticket

4.1 The charges for the parking of Motor Vehicles during the Charging Hours in any Parking Place specified in Schedule 3 shall be as set out in Schedule 4 to this Order provided that where in the Parking Place it is indicated for the time being that a charge lower than the scale of charges in Part II shall be payable, or that no charge shall be payable, then that lower charge shall be payable, or no charge shall be payable, as the case may be.

4.2 The following Motor Vehicles left in a Parking Place shall be exempt from the payment of any charge specified in Schedule 4 to this Order:

- (a) An Invalid Carriage.
- (b) A Disabled Person's Vehicle which displays in the Relevant Position a Disabled Person's Badge.

4.3 Ticket Payment and Display

4.3.1 Where a Driver parks a Motor Vehicle in a Parking Place identified in Schedule 3 as Tariff D, the Driver shall pay in respect of that Motor Vehicle a parking charge as laid down in Schedule 4 on the leaving of the Motor Vehicle in the Parking Place by the insertion into the Ticket Machine of an appropriate payment.

4.3.2 Where a Driver in seeking to pay a parking charge inserts into a Ticket Machine a payment which exceeds the charge for a specified number of hours, a ticket will be issued only for the number of hours for which the whole of the charge has been paid.

4.3.3 Any ticket issued on the payment of the charge referred to in Articles 4.3.1 and 4.3.2 shall be displayed in a Relevant Position on the Motor Vehicle so that all the information recorded on the front of the ticket is legible and clearly visible to a person standing at the front or nearside of the Motor Vehicle and the ticket shall be displayed for the whole time that the Motor Vehicle remains in the Parking Place.

4.3.4 A ticket issued by a Ticket Machine shall be valid for a single calendar day only and no other ticket issued by a Ticket Machine shall be displayed. A ticket shall be displayed only on the Motor Vehicle for which it was purchased and shall not be transferred to any other Motor Vehicle.

4.3.4.a A ticket issued by a Ticket Machine shall be valid for the Parking Place within which the Ticket Machine is located and any other Parking Place listed as D in Column 5 of Schedule 3 to this Order.

4.3.5 A Motor Vehicle must not be left in a Parking Place during the Charging Hours for longer than the period for which payment has been made.

4.4 Parking Disc Display

- 4.4.1 Save as provided in Article 4.4.6, the Driver of a Motor Vehicle shall, on the arrival of the Motor Vehicle at a Parking Place identified in Schedule 3 as Tariff C and throughout the period of waiting, exhibit on the Motor Vehicle a Parking Disc in accordance with the provisions of Article 4.4.2.
- 4.4.2 Save as provided in Article 4.4.6, the Parking Disc shall be exhibited in a Relevant Position on the Motor Vehicle so that all the information recorded on the front of the Parking Disc is legible and clearly visible to a person standing at the front or nearside of the Motor Vehicle and the Parking Disc shall be displayed for the whole time that the Motor Vehicle remains in the Parking Place.
- 4.4.3 The Driver of a Motor Vehicle shall on exhibiting the Parking Disc on the Motor Vehicle in accordance with Articles 4.4.1 and 4.4.2 set the Parking Disc so that it indicates the Quarter Hour Period during which the Motor Vehicle arrived in the Parking Place.
- 4.4.4 Subject to the provisions of Article 4.4.6, the Driver of a Motor Vehicle shall not permit it to wait continuously in a Parking Place for a period longer than the maximum period permitted for waiting specified in Schedule 3 in relation to that Parking Place and such period of parking shall be calculated as commencing from the later time indicated on the Parking Disc, set in accordance with the provisions of Article 4.4.3 hereof.
- 4.4.5 When a Parking Disc exhibited in pursuance of Articles 4.4.1 and 4.4.2 on a Motor Vehicle waiting in a Parking Place is showing a Quarter Hour Period, the later time indicated by the Parking Disc, showing the end of that period, shall be treated as sufficient evidence that the Motor Vehicle has been waiting in that Parking Place since that later time in any proceedings for an offence under Article 4.4.4 and Section 5 of the Act.
- 4.4.6 Nothing in Articles 4.4.1 and 4.4.2 shall apply to:-
- (a) any two wheeled Motor Cycle not having a side-car attached thereto when in a Parking Space as identified in Article 3.4.
 - (b) any Motor Vehicle being used in connection with works of maintenance, improvement or reconstruction with the authority of an Authorised Person.
- 4.4.7 No person shall:
- (a) after the Parking Disc exhibited on the Motor Vehicle has been set in accordance with Article 4.4.3, alter the indications given by that Parking Disc whilst the said Motor Vehicle remains in the Parking Place.
 - (b) knowingly exhibit on any Motor Vehicle any Parking Disc which has been altered, defaced, mutilated or added to or upon which the figures or particulars have become illegible.
- 4.5 Except with the authority of an Authorised Person, the Driver of a Motor Vehicle shall not permit it to wait in a Parking Place for longer than the maximum period permitted for waiting specified in Schedule 3 in relation to that Parking Place and any Motor Vehicle found waiting in such a manner shall be treated as a Motor Vehicle parked without displaying a valid ticket or Parking Disc for each and every day thereafter.
- 4.6 Where a Penalty Charge Notice has been attached to a Motor Vehicle, no person other than the Driver of the Motor Vehicle or an Authorised Person or a Parking

Attendant shall remove the Penalty Charge Notice from the Motor Vehicle unless authorised by the Driver.

4.7 When any ticket or Parking Disc has been exhibited on a Motor Vehicle in accordance with Articles 4.3 and 4.4 and Sub Articles within those Articles no person, other than the Driver of the Motor Vehicle, shall remove such ticket or Parking Disc from the Motor Vehicle unless authorised to do so by the Driver.

4.8 Where a Ticket Machine at a Parking Place fails to issue a ticket, the Driver of any Motor Vehicle using any such Parking Place shall pay the parking charge at an alternative Ticket Machine within the Parking Place, where available.

5.0 Other Provisions

5.1 The Driver of a Motor Vehicle using a Parking Place shall stop the engine as soon as the Motor Vehicle is in a Parking Space in the Parking Place, and shall not start the engine except when about to change the position of the Motor Vehicle in the Parking Place or depart from the Parking Place.

5.2 Unless authorised in writing by the Council no person shall use a Motor Vehicle or anything towed by a Motor Vehicle when it is within a Parking Place, to offer for sale any goods or other article including a Motor Vehicle to persons in or near the Parking Place or offer for sale or hire his skill or services or for the purpose of any exhibition, or for plying for hire. No notices or advertising material of any description shall be placed by any person on Motor Vehicles parked within the Parking Place except as authorised by the Council.

5.3 No person shall use any part of a Parking Place or any Motor Vehicle left in a Parking Place:

(a) for sleeping between 11pm and 7am or cooking; or

(b) for the purpose of washing or servicing any Motor Vehicle or part thereof other than is reasonably necessary to enable that Motor Vehicle to depart from the Parking Place.

5.4 No person shall cause litter to be dropped or fuel oil or diesel spilled in a Parking Place.

5.5 No person shall use the Parking Place for the purpose of splitting loads or transferring plant between Motor Vehicles or for loading or unloading goods in association with a commercial concern.

5.6 While a Motor Vehicle is within a Parking Place it shall not be lawful for the Driver of the Motor Vehicle, or for any person employed in connection therewith, to ply for hire or to accept passengers for hire either directly or via any means of communication.

5.7 The Driver of a Motor Vehicle using a Parking Place shall not sound any horn or other similar instrument except when about to change the position of the Motor Vehicle in the Parking Place or depart from the Parking Place.

5.8 No person shall play a game in a Parking Place so as to be a nuisance, annoyance or a danger to themselves or other users thereof.

5.9 In a Parking Place no person shall:

- (a) Erect or cause or permit to be erected any tent, booth, stand, building or other structure without the written authority of the Council.
 - (b) Light or cause or permit to be lit any fire.
- 5.10 The Driver of any Motor Vehicle in a Parking Place shall comply with any instructions given, whether orally by an Authorised Person or Parking Attendant, by direction signs or by surface markings or in any other manner as to the route to be followed within the Parking Place.
- 5.11 (a) A Driver shall not park a Motor Vehicle on any Parking Space indicated by appropriate markings as being reserved for official use.
- (b) In the absence on any such Parking Space of surface markings, signs or otherwise, a Driver of a Motor Vehicle shall park the Motor Vehicle as directed by an Authorised Person or Parking Attendant.
- 5.12 Every Motor Vehicle left in a Parking Place shall so stand such that every part of the Motor Vehicle is within the limits of a Parking Space as bounded by surface markings. Provided that, where the length of any Motor Vehicle precludes it from standing wholly within the limits of a Parking Space, such Motor Vehicle may so stand in that Parking Space, if:
- (a) the extreme front portion or the extreme rear portion, as the case may be, of the Motor Vehicle overhangs by no more than 0.3 metres the limits of that Parking Space; and
 - (b) no part of the Motor Vehicle is within the limits of any other Parking Space.
- 5.13 If a Motor Vehicle is left in a Parking Place in a position other than in accordance with Article 5.11, Article 5.12 and Article 3 and Sub Articles within Article 3, an Authorised Person or Parking Attendant may alter or cause to be altered the position of the Motor Vehicle so that it complies with those Articles.
- 5.14 When a Motor Vehicle is left in a Parking Place in contravention of any of the provisions contained in this Order, an Authorised Person or Parking Attendant or any person acting on the instructions of such an Authorised Person or Parking Attendant, may remove the Motor Vehicle or arrange for it to be removed from that Parking Place.
- 5.15 In an emergency, an Authorised Person or Parking Attendant or a police constable in uniform may alter or cause to be altered the position of a Motor Vehicle in a Parking Place or remove or arrange for the removal of a Motor Vehicle from a Parking Place.
- 5.16 Any person altering or causing the alteration of the position of a Motor Vehicle by virtue of Article 5.13 or 5.15 or removing or causing the removal of a Motor Vehicle by virtue of Articles 5.14 or 5.15 may do so by towing or driving the Motor Vehicle or in such other manner as he may think reasonably necessary to enable the position of the Motor Vehicle to be altered or the Motor Vehicle to be removed.
- 5.17 Any person removing or arranging for the removal of a Motor Vehicle by virtue of Articles 5.14 or 5.15 shall make such arrangements as he considers to be reasonably necessary for the safety of the Motor Vehicle in the place to which it is removed.
- 5.18 Where the Driver of a Motor Vehicle is alleged by the Council to have failed to comply with this Order, the Registered Keeper of the Motor Vehicle shall, if requested by an

Authorised Person or Parking Attendant, give such information as he is able as to the identity and whereabouts of the Driver.

- 5.19 The Council may, as respects a Motor Vehicle which has been removed from a Parking Place in pursuance of Article 5.14, if it appears to have been abandoned, sell or otherwise dispose of the Motor Vehicle after having made reasonable enquiry to ascertain the name and address of the Registered Keeper of the Motor Vehicle in accordance with the procedure set out in the Refuse Disposal (Amenity) Act 1978 (as amended).

6.0 Power to suspend use of Parking Places

- 6.1 A Parking Attendant may suspend the use of any Parking Place or any part thereof for up to seven days and for longer periods with the permission of an Authorised Person whenever he considers such suspension reasonably necessary:
- (a) for the purpose of facilitating the movement of traffic or promoting its safety;
 - (b) for the purpose of any building operation, demolition or excavation in or adjacent to the Parking Place or the maintenance, improvement or reconstruction of 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 or apparatus for the supply of gas, water or electricity or any Electronic Communications Apparatus or Traffic Sign;
 - (c) for the convenience of occupiers of premises adjacent to the Parking Place on any occasion of the removal of furniture from one office or dwelling house to another or the removal of furniture from such premises to a depository or to such premises from a depository;
 - (d) on any occasion on which it is likely by reason of some special attraction that any street will be thronged or obstructed; or
 - (e) for the convenience of occupiers of premises adjacent to the Parking Place at times of weddings or funerals.
- 6.2 A police constable in uniform may suspend for not longer than twenty-four hours the use of any Parking Place or any part thereof whenever he considers such suspension reasonably necessary for the purpose of facilitating the movement of traffic or promoting its safety.
- 6.3 Any person suspending the use of any Parking Place or any part thereof in accordance with the provisions of Articles 6.1 or 6.2 shall thereupon place or cause to be placed in or adjacent to the Parking Place or part thereof the use of which is suspended a Traffic Sign indicating that waiting by Motor Vehicles is prohibited.
- 6.4 No person shall cause or permit a Motor Vehicle to be left in any part of any Parking Place during such period as there is in or adjacent to that part of the Parking Place a Traffic Sign placed in pursuance of Article 6.3. Provided that nothing in this Article shall render it unlawful to cause or permit any Motor Vehicle being used for fire and rescue service, ambulance or police purposes to be left in any part of the Parking Place during such period as is referred to therein, or to any other Motor Vehicle so left if that Motor Vehicle is left with the direction of a police constable in uniform, a Parking Attendant or an Authorised Person.

7.0 Variation and revocation of existing traffic regulation orders

- 7.1 The Orders specified in Schedule 1 to this Order shall have effect subject to the variations specified in that part of the said Schedule.
- 7.2 The Orders specified in Schedule 2 to this Order shall be revoked.

DRAFT

SCHEDULE 1 (ARTICLE 7.1)

VARIED ORDERS

The following Orders made by The Inverclyde Council (or its statutory predecessors) and all of their amendments and any other Orders and Regulations of whatever nature but only insofar as relating to off-street parking places made before the coming into operation of this Order are hereby varied in the manner and to the extent specified in this Order:

1. The Strathclyde Regional Council (Off Road Parking Places) (Controlling Regulations) Order 1987; Schedule I; List of Designated Parking Places; Division: Renfrew; District; Inverclyde

DRAFT

SCHEDULE 2 (ARTICLE 7.2)

REVOKED ORDERS

The following Orders made by The Inverclyde Council (or its statutory predecessors) and all of their amendments and any other Orders and Regulations of whatever nature but only insofar as relating to off-street parking places made before the coming into operation of this Order are hereby revoked.

1. The Strathclyde Regional Council (Multi-Storey Car Park)(Greenock)(Amendment) Order 1992

DRAFT

SCHEDULE 3

PARKING PLACES, NUMBER AND NAME, CHARGING HOURS, DAYS AND HOURS OF PARKING PLACE OPERATION, MAXIMUM PERIOD FOR WHICH VEHICLES MAY WAIT, TARIFF AND DISABLED PERSONS' PARKING PLACES

Parking Places Operational at all times

PARKING PLACE REFERENCE NUMBER Column 1	NAME OF PARKING PLACE Column 2	CHARGING HOURS OF PARKING PLACE Column 3	MAXIMUM PERIOD FOR WHICH MOTOR VEHICLES MAY WAIT Column 4	TARIFF Column 5	DISABLED PERSONS' PARKING PLACES (No.) Column 6
25	Barr's Brae	08:00-18:00 Mon-Sat	24 hours	A	1
9	Bruce Street	08:00-18:00 Mon-Sat	24 hours	A	3
12	Buccleugh Street	08:00-18:00 Mon-Sat	24 hours	A	1
11	Bullring	08:00-18:00 Mon-Sat	24 hours	C	4
13	Cathcart Street West	08:00-18:00 Mon-Sat	24 hours	C	4
14	Cathcart Street East	08:00-18:00 Mon-Sat	24 hours	D	1
2	Cloch Road	08:00-18:00 Mon-Sat	24 hours	A	0
4	Cove Road	08:00-18:00 Mon-Sat	24 hours	A	0
22	East Road	08:00-18:00 Mon-Sat	24 hours	A	0
19	Fore Street	08:00-18:00 Mon-Sat	24 hours	A	8

PARKING PLACE REFERENCE NUMBER	NAME OF PARKING PLACE	CHARGING HOURS OF PARKING PLACE	MAXIMUM PERIOD FOR WHICH MOTOR VEHICLES MAY WAIT	TARIFF	DISABLED PERSONS' PARKING PLACES (No.)
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
1	Fran Terrace	08:00-18:00 Mon-Sat	24 hours	A	0
7	Hastie Street	08:00-18:00 Mon-Sat	24 hours	D	4
21	Highholm Avenue	08:00-18:00 Mon-Sat	24 hours	A	8
3	Kempock Street	08:00-18:00 Mon-Sat	24 hours	A	2
24	Lochwinnoch Road	08:00-18:00 Mon-Sat	24 hours	A	6
5	Manor Crescent	08:00-18:00 Mon-Sat	24 hours	A	0
20	Princes Street	08:00-18:00 Mon-Sat	24 hours	B	6
8	Roslin Street	08:00-18:00 Mon-Sat	24 hours	D	0
10	Roxburgh Street	08:00-18:00 Mon-Sat	24 hours	A	0
18	Shore Street	08:00-18:00 Mon-Sat	24 hours	A	11
16	Station Avenue East	08:00-18:00 Mon-Sat	24 hours	D	2
15	Station Avenue West	08:00-18:00 Mon-Sat	24 hours	D	2

PARKING PLACE REFERENCE NUMBER	NAME OF PARKING PLACE	CHARGING HOURS OF PARKING PLACE	MAXIMUM PERIOD FOR WHICH MOTOR VEHICLES MAY WAIT	TARIFF	DISABLED PERSONS' PARKING PLACES (No.)
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
23	Station Road	08:00-18:00 Mon-Sat	24 hours	A	1
6	West Stewart Street	08:00-18:00 Mon-Sat	24 hours	D	2
17	William Street	08:00-18:00 Mon-Sat	24 hours	A	1

SCHEDULE 4

SCALE OF PARKING CHARGES APPLICABLE DURING THE HOURS OF OPERATION FOR PARKING PLACES SPECIFIED IN SCHEDULE 3

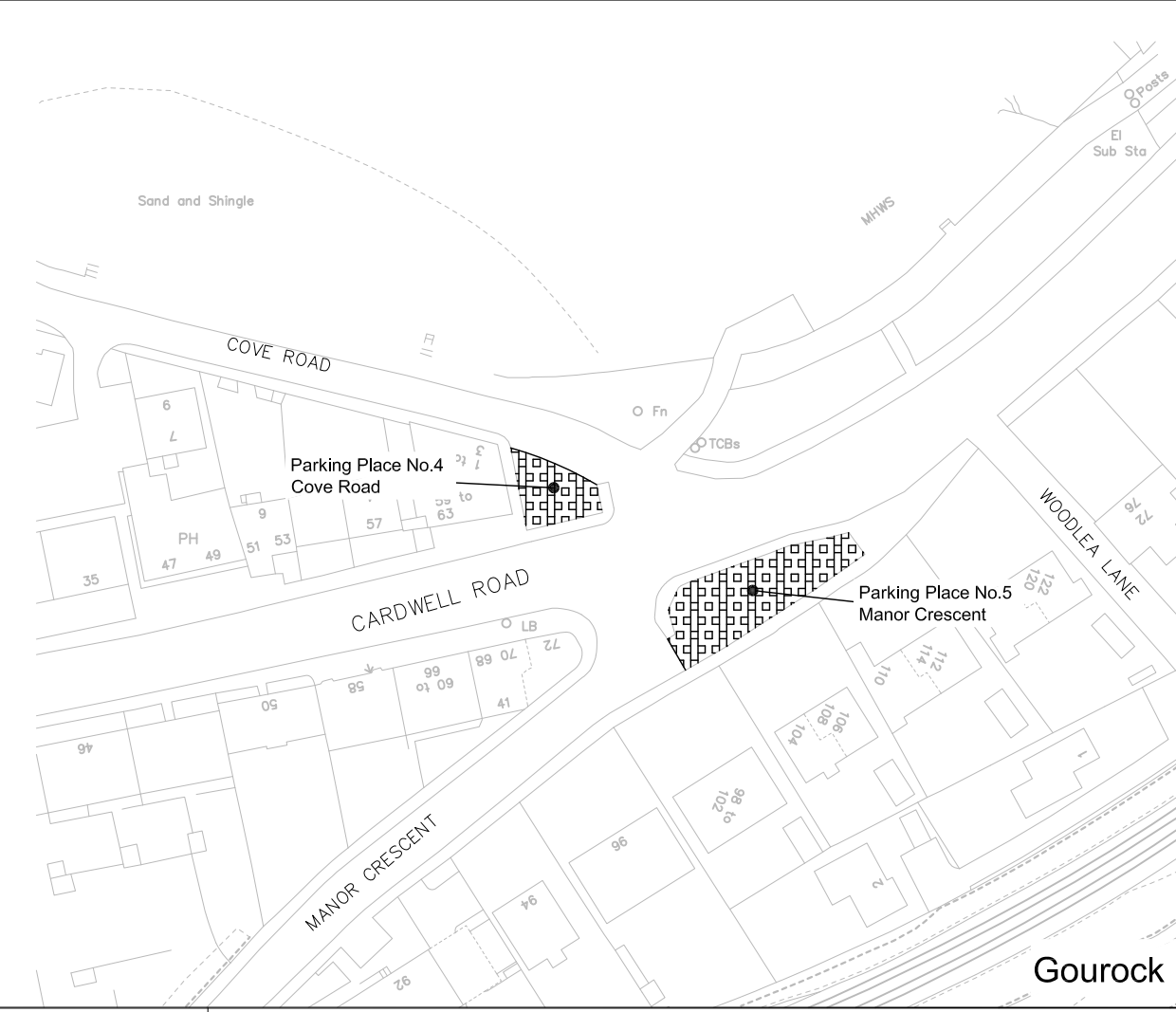
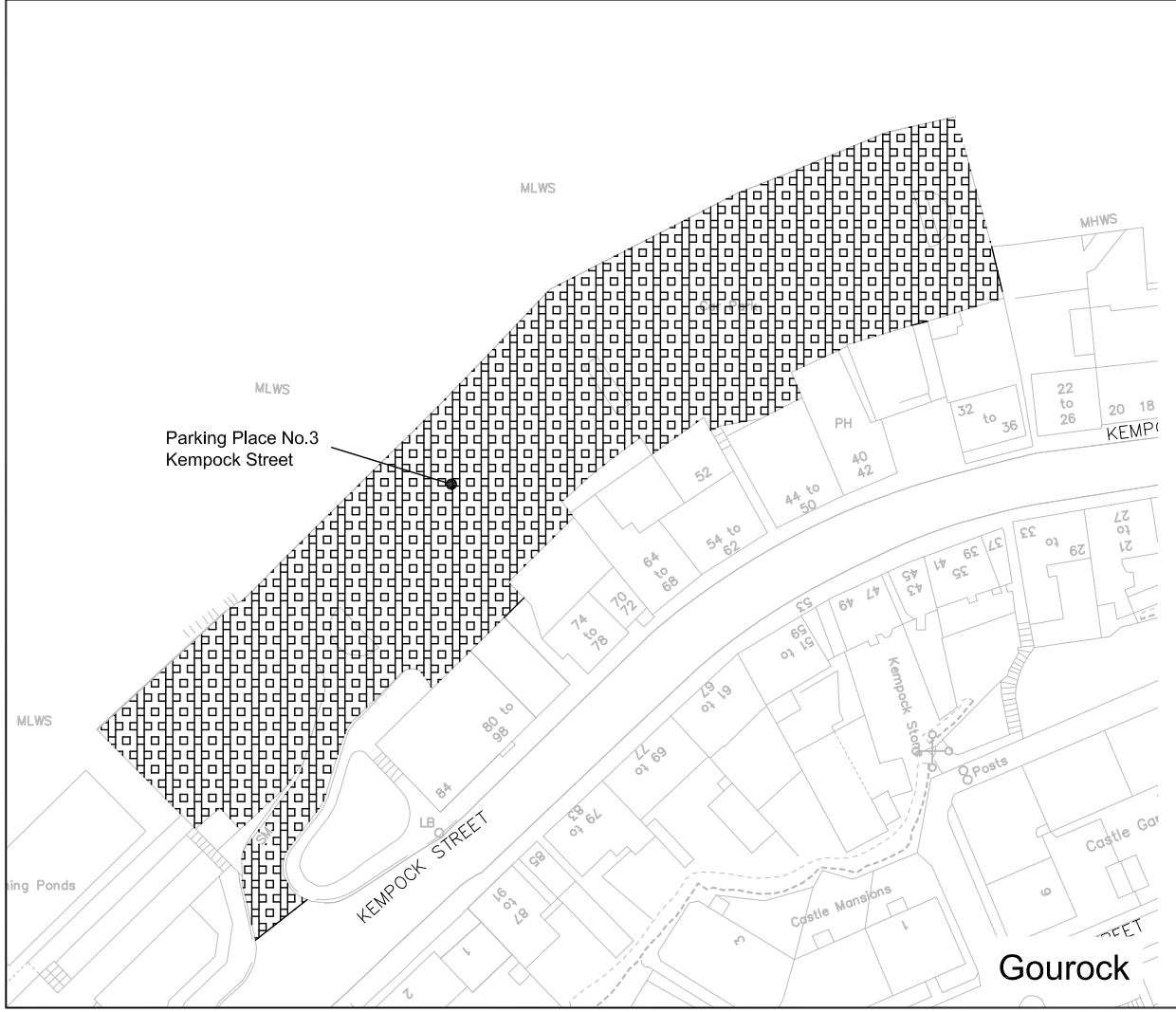
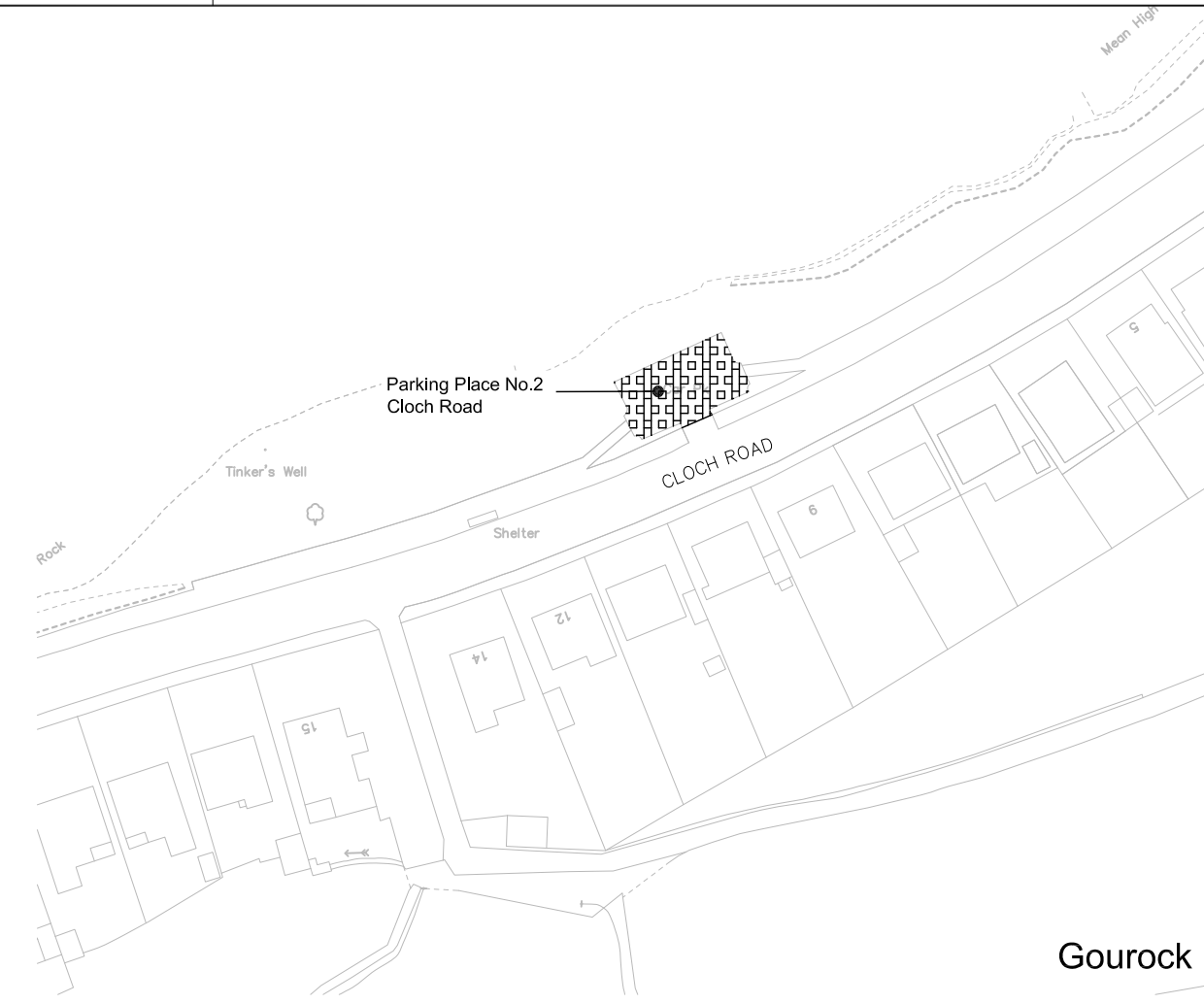
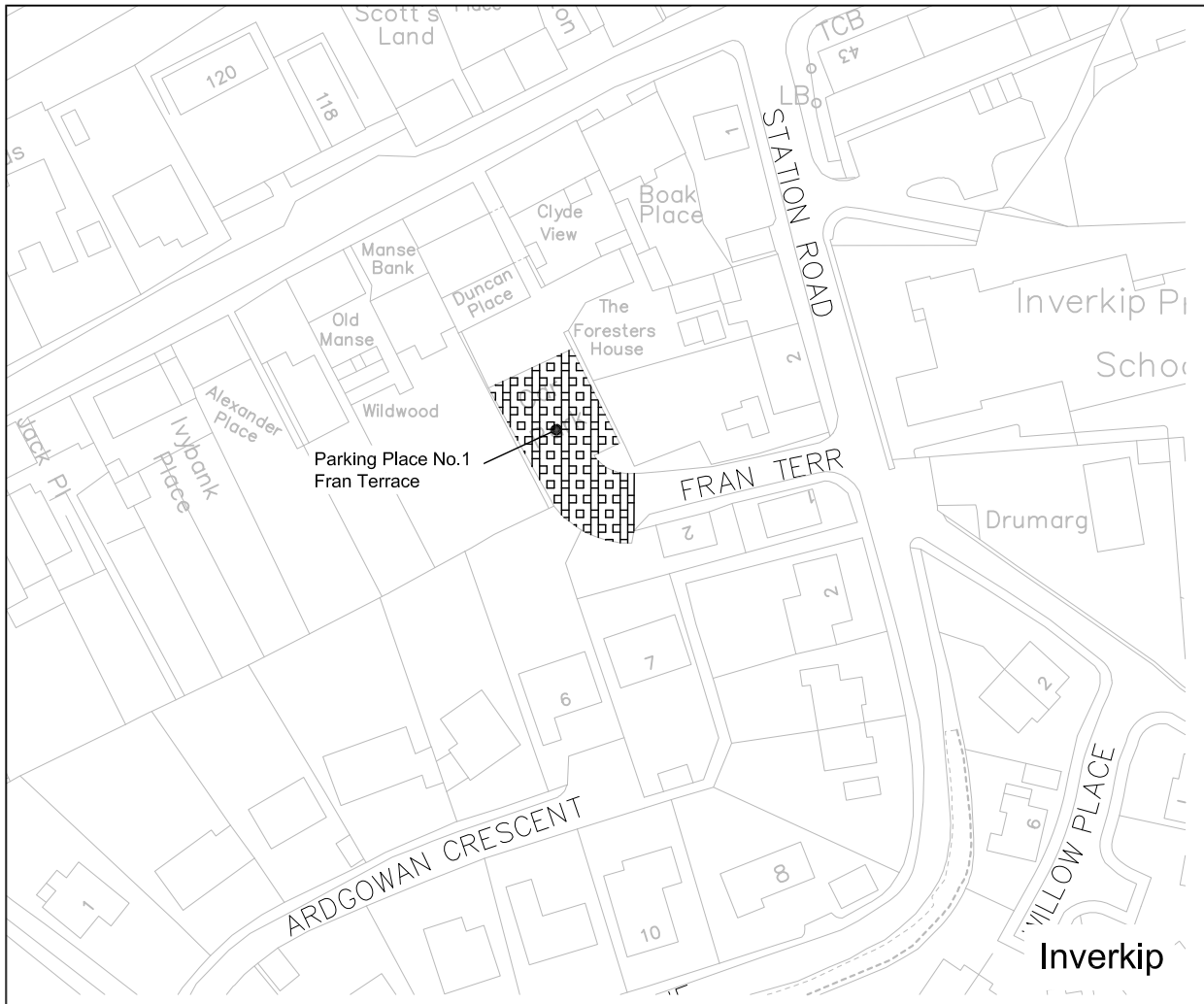
TARIFF	CHARGES	MAXIMUM DURATION OF STAY	NO RETURN WITHIN	DISPLAY TICKET/PARKING DISC/NONE	COMMENTS
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
A	Free	24 hours	n/a	None	n/a
B	Free	2 hours (3 hours for Disabled Person's Badge holders)	1 hour	None	n/a
C	Free	3 hours (3 hours for Disabled Person's Badge holders)	1 hour	Parking Disc	n/a
D	£1.00 per calendar day (Free for Disabled Person's Badge holders)	One calendar day	n/a	Ticket	Multiple stays in one calendar day, using the same ticket, are permitted in any Parking Place listed as D in Column 5 of Schedule 3 to this Order

SCHEDULE 5

THE INVERCLYDE COUNCIL (OFF-STREET PARKING PLACES) ORDER 201* PLAN INDEX

Plan Ref.	Effective date	Plan revision dates							
		1	2	3	4	5	6	7	8
TR/TRO/C134/001	**/**/201*								
TR/TRO/C134/002	**/**/201*								
TR/TRO/C134/003	**/**/201*								
TR/TRO/C134/004	**/**/201*								
TR/TRO/C134/005	**/**/201*								
TR/TRO/C134/006	**/**/201*								

DO NOT SCALE



Key
 Extent of off-street parking place

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Seal

Stat	Purpose of Issue	Date	Auth		
A	COVE RD AND MANOR CRES NOTE REMOVED	MJH JUNE '13	MJH MR		
Rev	Description	By	Date	Chk'd	Auth

INVERCLYDE COUNCIL
 71 East Hamilton Street
 Greenock
 PA15 2UA
 Tel: 01475 717171
 Email: roads@inverclyde.gov.uk
 www.inverclyde.gov.uk

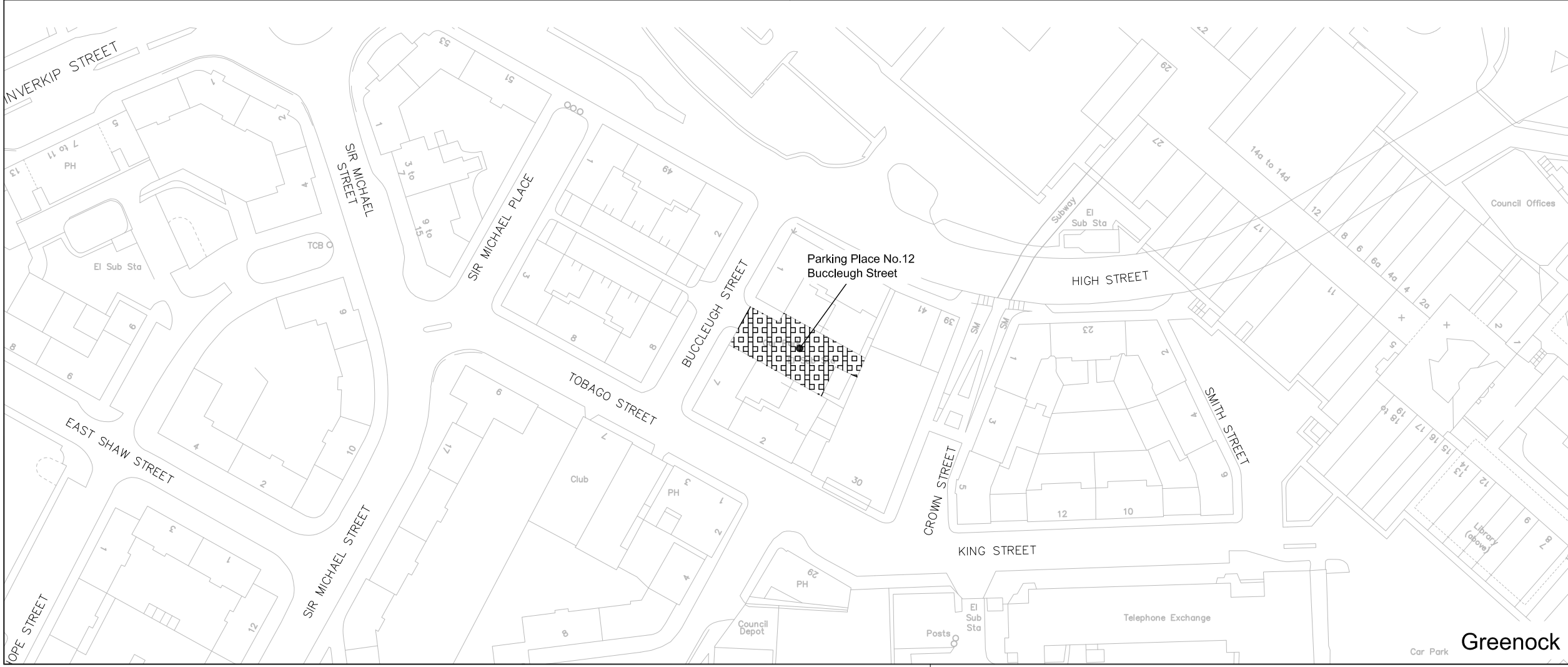
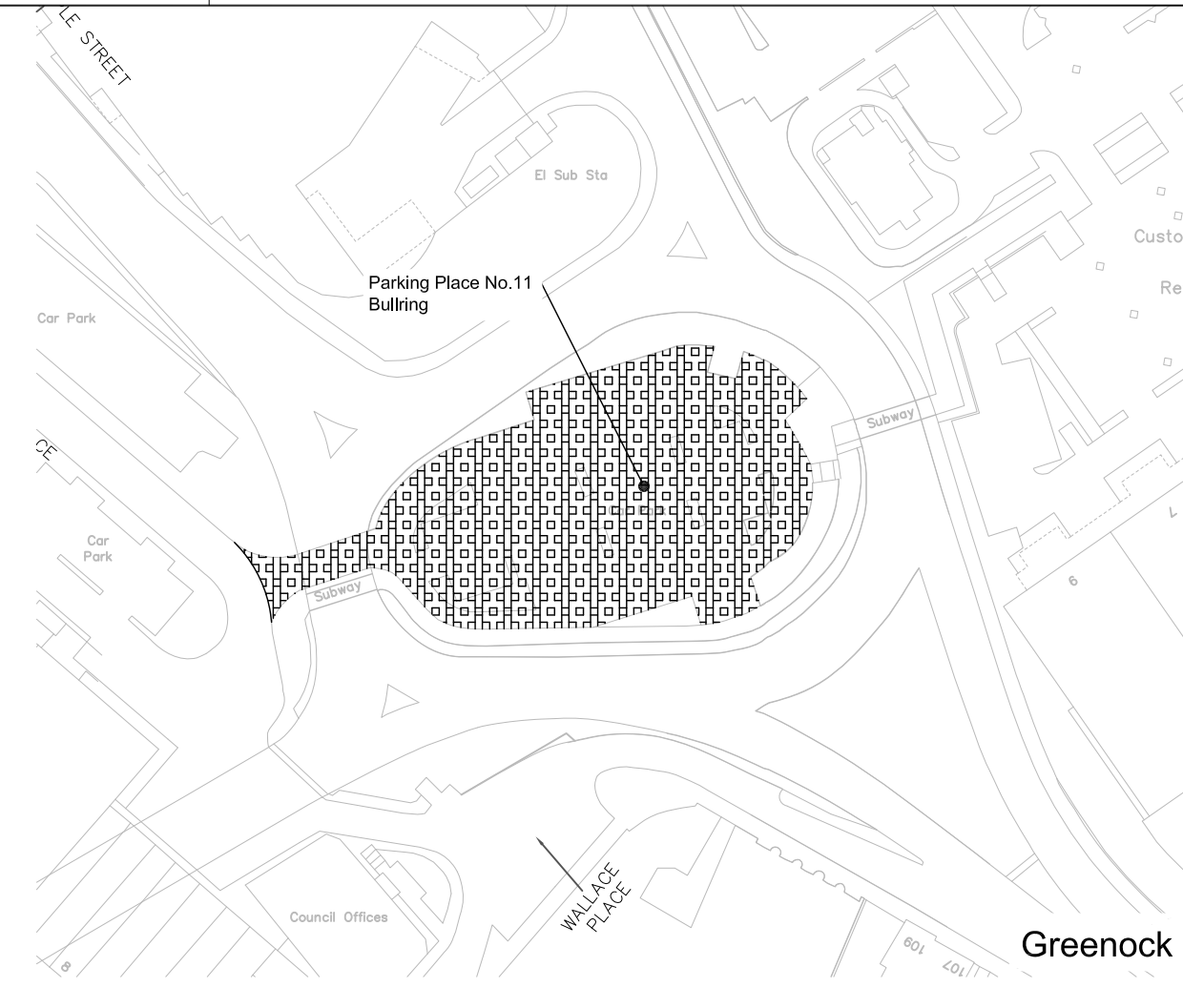
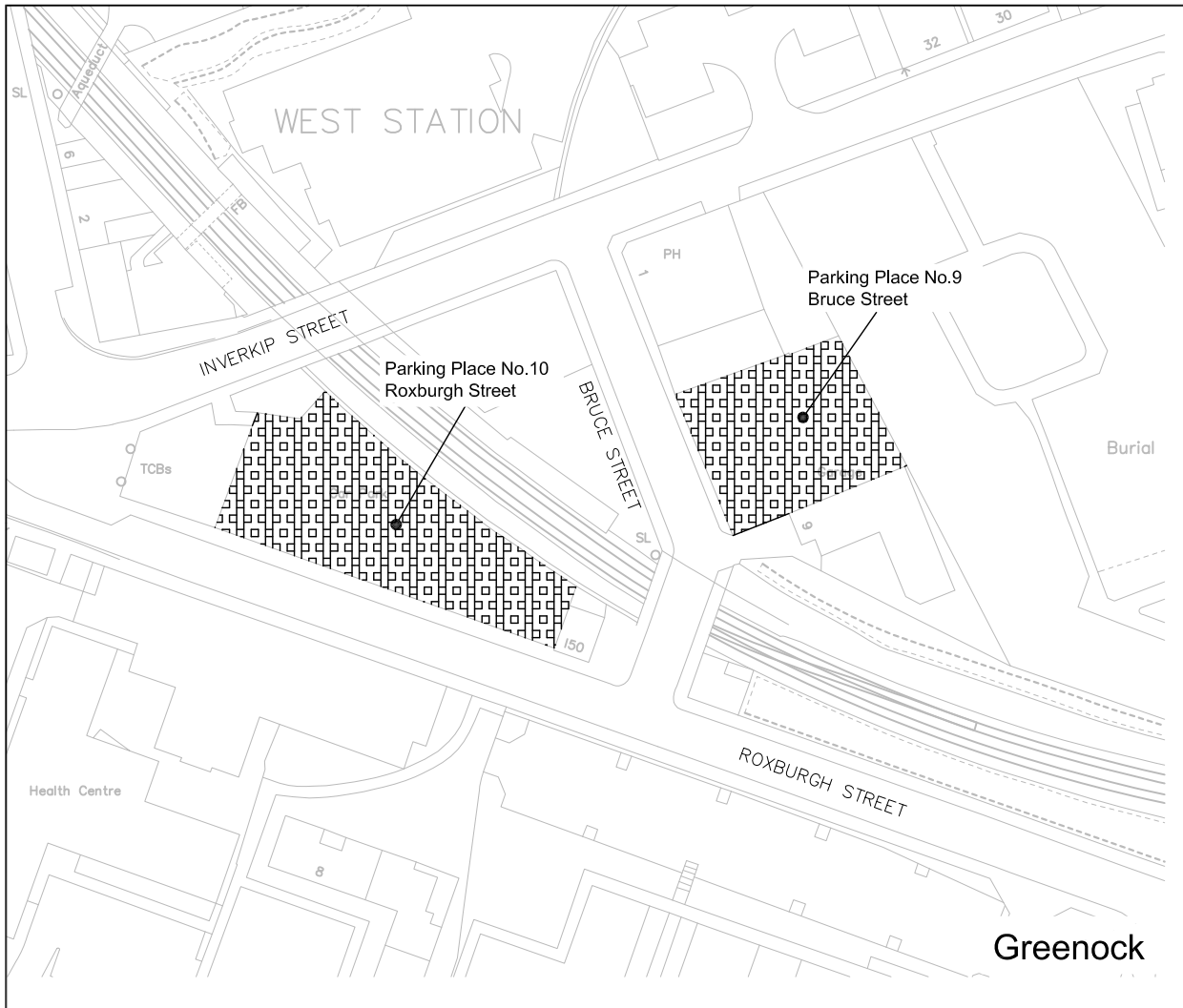
Inverclyde council

THE INVERCLYDE COUNCIL
 (OFF-STREET PARKING PLACES)
 ORDER 2014

EFFECTIVE DATE:
 (SHEET 1 OF 6)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C134-001	FEB '13	FEB '13	FEB '13

DO NOT SCALE



Key
 Extent of off-street parking place

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Stat	Purpose of Issue	Date	Auth

Rev	Description	By	Date	Chk'd	Auth

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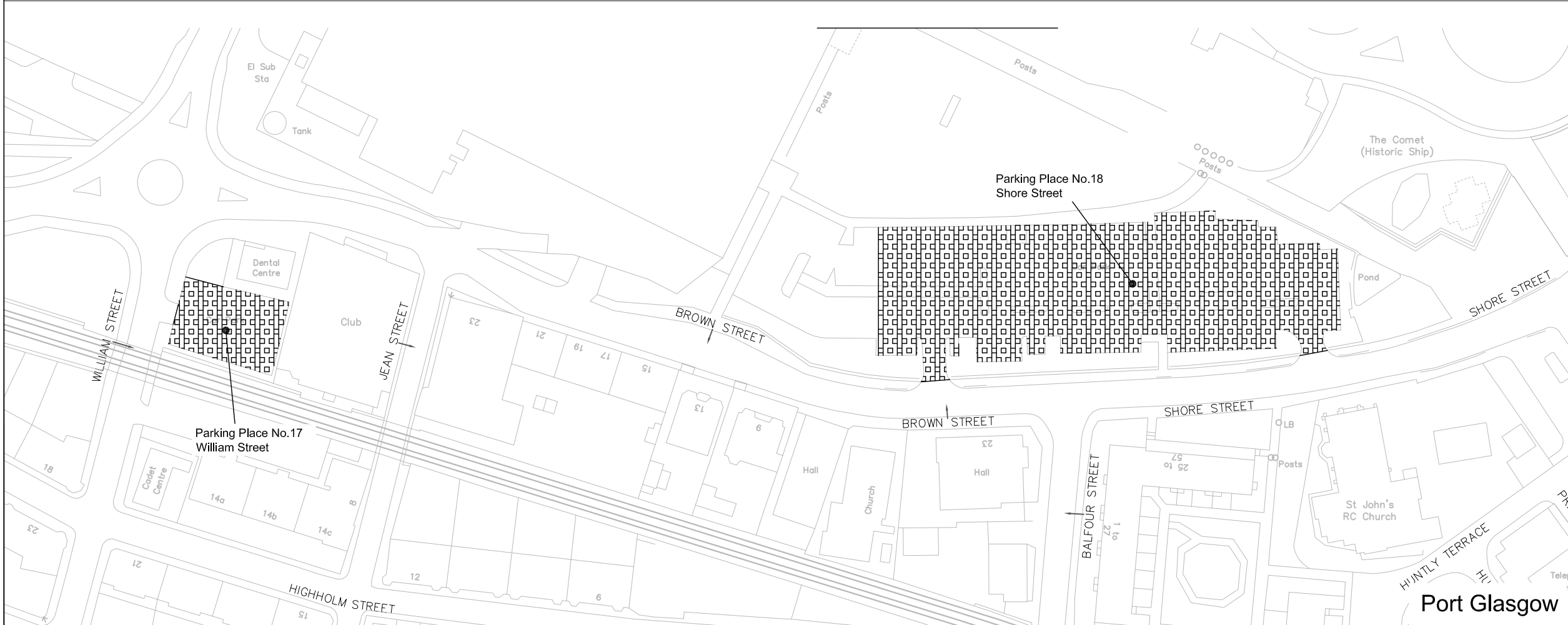
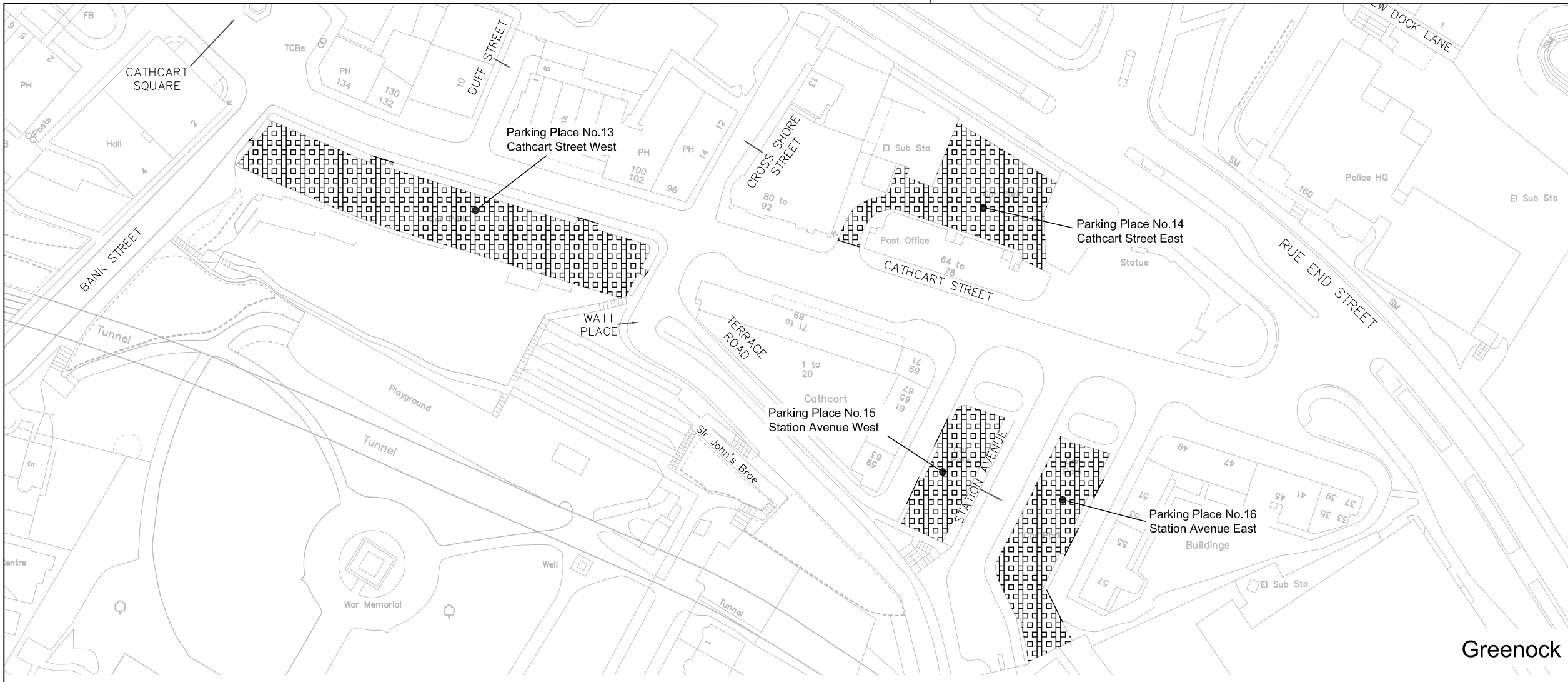
THE INVERCLYDE COUNCIL
 (OFF-STREET PARKING PLACES)
 ORDER 2014

EFFECTIVE DATE:
 (SHEET 3 OF 6)

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A3	1:1250	Date FEB '13	Date FEB '13	Date FEB '13

Status	Drawing Number	Rev
P	TR/TRO/C134-003	-

DO NOT SCALE



Key
 Extent of off-street parking place

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Greenock

Stat	Purpose of Issue	Date	Auth
A	CAR PARKS SHOWN ON PLAN UPDATED	MJH JUNE '13	MJH MR

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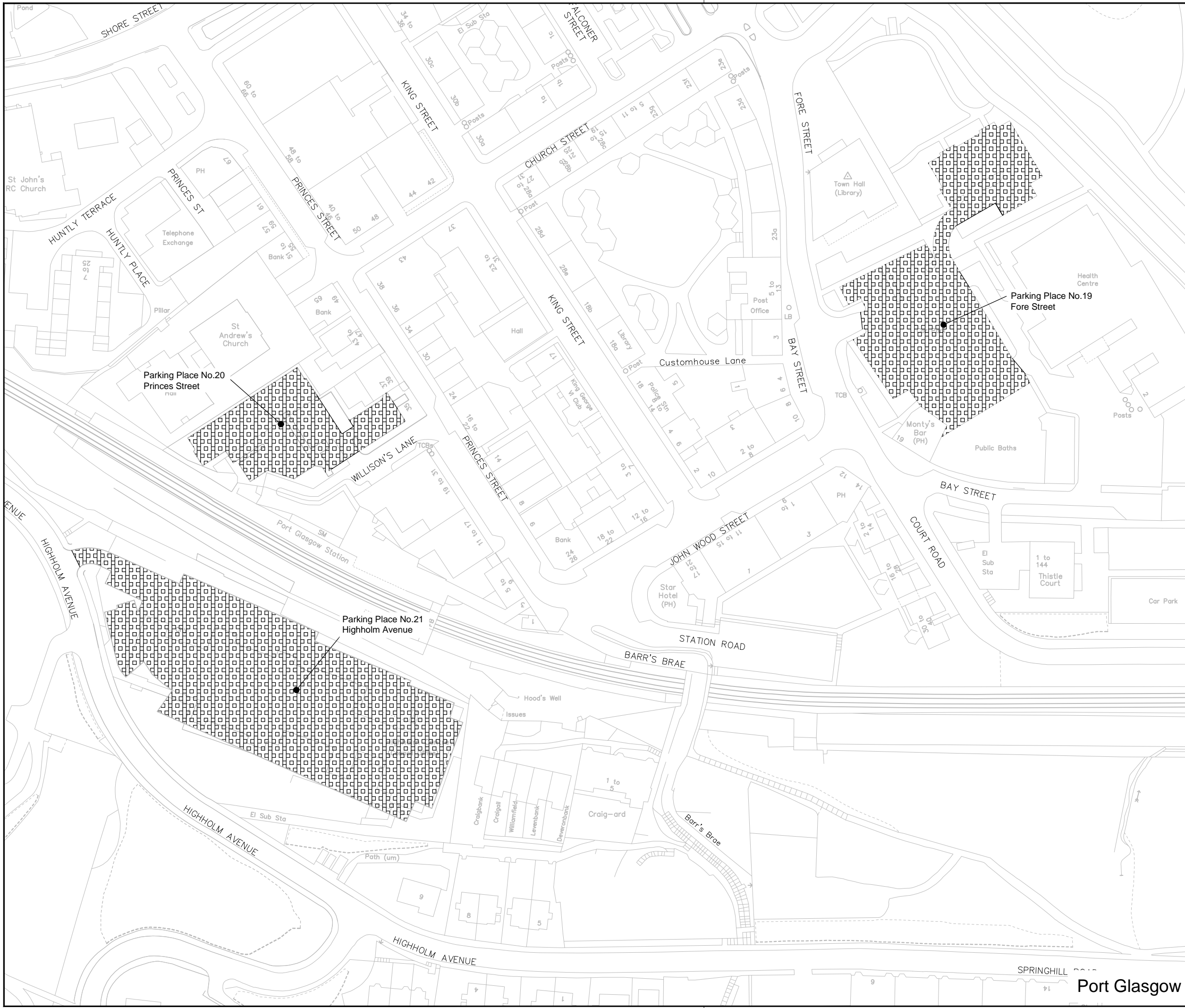
THE INVERCLYDE COUNCIL
 (OFF-STREET PARKING PLACES)
 ORDER 2014

EFFECTIVE DATE:
 (SHEET 4 OF 6)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C134-004	FEB '13	FEB '13	FEB '13

Port Glasgow

DO NOT SCALE



Key
 Extent of off-street parking place

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Stat	Purpose of Issue	Date	Auth

Rev	Description	By	Date	Chk'd	Auth

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Inverclyde council

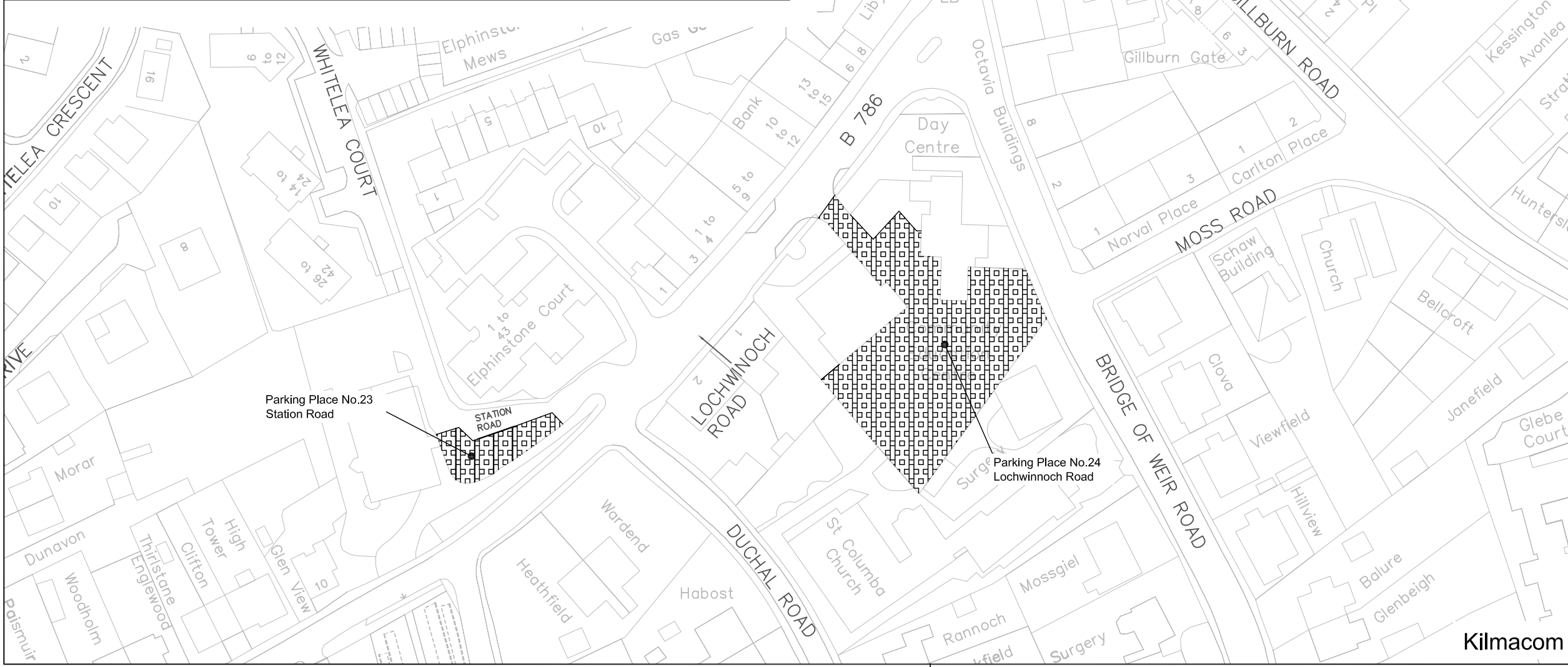
THE INVERCLYDE COUNCIL
 (OFF-STREET PARKING PLACES)
 ORDER 2014

EFFECTIVE DATE:
 (SHEET 5 OF 6)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C134-005	FEB '13	FEB '13	FEB '13

DO NOT SCALE

A3



Key
 Extent of off-street parking place

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Stat	Purpose of Issue	Date	Auth		
A	CAR PARK NUMBERS UPDATED	MJH JUNE '13	MJH MR		
Rev	Description	By	Date	Chk'd	Auth

INVERCLYDE COUNCIL
 71 East Hamilton Street
 Greenock
 PA15 2UA
 Tel: 01475 717171
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Inverclyde council

THE INVERCLYDE COUNCIL
 (OFF-STREET PARKING PLACES)
 ORDER 2014

EFFECTIVE DATE:
 (SHEET 6 OF 6)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C134-006	FEB '13	FEB '13	FEB '13

Kilmacom

Report To:	Environment and Regeneration Committee	Date:	17 June 2014
Report By:	Acting Corporate Director Environment, Regeneration & Resources	Report No:	ERC/ENV/IM/14.199
Contact Officer:	Ian Moffat	Contact No:	715910
Subject:	Parks Management Rules: Civic Government (Scotland) Act		

1.0 PURPOSE

- 1.1 The purpose of this report is to advise the Committee of the present position on the implementation of proposed new management rules for Inverclyde's parks and to seek approval to progress the matter to the next stage in the process, whereby the remaining objectors will be given an opportunity to be heard by the Committee.

2.0 SUMMARY

- 2.1 The September 2013 Committee approved draft Parks Management Rules for the purposes of public consultation on the proposed making of such rules under the Civic Government (Scotland) Act 1982. The proposal was advertised in the local press on 21 November 2013, posted on the Council website and at the parks affected, with a closing date of 10 January 2014 for members of the public to lodge written objections.
- 2.2 39 written objections to the proposed management rules were received.
- 2.3 Officers have corresponded with all the objectors on the draft Management Rules in general, and where possible recommended appropriate changes in an attempt to address their particular objections. Following this correspondence:
- 15 objectors have withdrawn their objections;
 - 7 objectors have confirmed their objections are not withdrawn; and
 - 17 objectors have not yet responded,
- these figures being accurate at the time of writing this report.
- 2.4 In terms of section 112 of the Civic Government (Scotland) Act 1982 objectors who have not withdrawn their objections must be given an opportunity to have their objections heard by the Council, and it is therefore necessary that arrangements now be put in place to give them that opportunity. It is proposed that a special meeting of the Environment & Regeneration Committee be convened solely for this purpose.
- 2.5 In the interim Officers will continue to engage with the remaining objectors with a view to addressing their concerns and to determine if they are prepared to withdraw their objections.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that the Committee note the present position on the progress of the consultation and note that a special meeting of this Committee will be convened solely to permit remaining objectors to have their objection(s) to the proposed Parks Management Rules heard by Councillors.

Alan Puckrin
Acting Corporate Director
Environment, Regeneration & Resources

4.0 BACKGROUND

- 4.1 Under Section 112 of the Civic Government (Scotland) Act 1982 a Local Authority may make management rules in respect of any land or premises owned, occupied or managed by the Authority and to which the public have access in order to regulate:
- the use of such land or premises, and
 - the conduct of persons while on or in such land or premises.
- 4.2 The September 2013 Committee approved draft Parks Management Rules for the purposes of giving notice of the Council's intention to make management rules, to advertise them to the public and to invite the written objections, all in accordance with the requirements of the 1982 Act.
- 4.3 A notice was placed in the local press on 21 November 2013 of the Council's intention to make such draft Parks Management Rules. This notice also confirmed where copies could be obtained, that there was a right to object, and how objections should be made. In addition to the newspaper notice:
- the draft rules and details of the process for objection were posted on Inverclyde Council's website; and
 - copies of the draft rules were posted in the relevant local parks.
- 4.4 In terms of the 1982 Act, 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. The period open for written objections was 21 November 2013, the date of the press notice, through to 10 January 2014.
- 4.5 39 letters or emails were received during the period each raising one or more objections to the draft Parks Management Rules as proposed.
- 4.6 Officers have emailed or written to each of the 39 objectors to discuss the terms of their objections and have where appropriate recommended amendments to the draft management rules in an attempt to address those objections. Following this correspondence, as at the time of writing this report:
- 15 objections have been withdrawn;
 - 7 have been confirmed as not withdrawn; and
 - 17 of the objectors have yet to respond.
- 4.7 Officers will continue to engage with the remaining objectors with a view to addressing their concerns and asking them to withdraw their objections.
- 4.8 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. Arrangements now require to be put in place to permit the remaining objectors to be heard by Councillors in terms of the recommendations above.
- 4.9 Those objectors who have withdrawn their objections have done so following explanations as to how the proposed rules will be applied and in some instances on the basis of officers proposing amendments to the original draft rules to address their objections.
- 4.10 As the hearing of objections is a statutory entitlement to objectors the Committee will be discharging legal responsibilities at the special meeting effectively as if it were a formal tribunal or Board with the equivalent obligations already familiar to Members for hearings and for continuity of attendance. However, there has not in the past been any necessity for the recourse to the hearing procedure for management rules and as this is a speciality of this legislation, a review with Members of the procedures will be arranged. There has been liaison with other relevant local authorities to assess practices and consideration has been given to determining whether it is competent or advisable to delegate this function to a sub-group of the Committee or to delegate to an appointed officer of the Council or an external reporter for

that purpose.

5.0 PROPOSALS

It is proposed that:

- 5.1 officers continue to engage with the remaining objectors with a view to addressing their concerns and securing a withdrawal of their objections.
- 5.2 a special meeting of the Committee be convened in terms of the recommendations, and officers will advise all remaining objectors that they may attend to make oral representations on the terms of their objections as lodged.
- 5.3 there be submitted to the Committee for consideration at the said special meeting a report detailing:
 - the objections received and subsequently withdrawn;
 - the detail of any changes proposed changes to the draft Management Rules as a result of which objectors have agreed to withdraw;
 - the objections which remain at that time, and in respect of which objectors may attend; and
 - the particular procedures that will be followed in the conduct of the meeting.

6.0 IMPLICATIONS

Finance

- 6.1 There will be costs associated with the supply of new signage to be erected within parks. Costs in question will be contained within existing budgets.

Financial Implications:

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
Grounds Maintenance	Supplies & Services	2014/15	£1,500		Signage

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact £000	Virement From (if Applicable)	Other Comments
N/A					

Legal

- 6.2 As a local authority, the Inverclyde Council has power in terms Section 112 of the Civic Government (Scotland) Act 1982 to make management rules regulating the use of and conduct of persons while on or in any land or premises owned, occupied, managed or controlled by the Council to which the public have access. In accordance with the statutory procedure draft Parks Management Rules have been publicised and objections received. Before making the management rules, the Council must take into consideration any objections timeously received and give any objector who maintains their objection an opportunity to be heard by them. Officers in Legal and Property Services will provide advice on the procedures to be followed in this process.

Human Resources

- 6.3 There are no human resources implications associated with the making of these management rules.

Equalities

- 6.4 Access to parks is an equality issue and these management rules will help to regulate the use of parks and encourage access for all who wish to use parks as a shared environment. The proposed rules have been drafted with due consideration to the Scottish Outdoor Access Code.

Repopulation

- 6.5 The Council's aims stated in the Corporate Statement 2013-17 are assisted by the recommendations in this report, in that there will be access to leisure opportunities for all life stages and that abundant protected green/open spaces are accessible to all.

7.0 CONSULTATIONS

- 7.1 The relevant notice was advertised in the Greenock Telegraph on 21 November 2013 and a closing date of 10 January 2014 was set for members of the public to lodge written objections to the proposed Parks Management Rules.
- 7.2 The Head of Legal and Property Services was consulted on the contents of this report.

8.0 LIST OF BACKGROUND PAPERS

- 8.1 Section 112 of the Civic Government (Scotland) Act 1982.

Report To: Environment and Regeneration Committee **Date:** 17 June 2014

Report By: Acting Corporate Director Environment, **Report No:** R332/14/AP/IM
Regeneration and Resources

Contact Officer: Ian Moffat / Alan McClintock **Contact No:** 01475 715910

Subject: Advancement of Capital Spend from 2015/16

1.0 PURPOSE

- 1.1 The purpose of this report is to seek Committee approval to advance 2 areas of expenditure planned for 2015/16 which are included in approved capital programmes.

2.0 SUMMARY

- 2.1 Property Services have been carrying out investigations into the stability of the sea wall at the Kempock Street Car Park. These investigations indicate that remedial action is required in order to secure the long term future of the wall.
- 2.2 Riverside Inverclyde are carrying out major works within the car park as part of the Gourrock Redevelopment works. This includes resurfacing the car park. In order to minimise the period the car park is shut it is desirable to carry out the sea wall works concurrently with the RI contract which is expected to commence on site in July.
- 2.3 The design work for the project is highly specialised and it is desirable that the Consultants who carried out the feasibility study are appointed to carry out the design work. Given this position and the fact the total spend for both the feasibility and design works fall under £25,000, the Corporate Procurement Manager has indicated his agreement to this direct award, as required in terms of the Council's Procurement Manual.
- 2.4 The Property Capital Allocation 2014/15 includes £250,000 towards this work however the cost for the recommended option is estimated at £500,000. It will therefore be necessary to pre allocate £250,000 from the 2015/16 Property Capital Allocation to fund the project.
- 2.5 The works contract will itself be advertised as required in terms of the Standing Orders Relating to Contracts.
- 2.6 With the ongoing discussions between the Council, COSLA and Scottish Government over support funding for Flooding schemes, the ongoing collaborative procurement exercise with Renfrewshire Council on street lighting, officers anticipate slippage in RAMP capital and are seeking Committee approval to advance the carriageway resurfacing programme to absorb any slippage in these or other areas.
- 2.7 The Committee on 6th March 2014 granted delegated authority to the Head of Environmental & Commercial Services to achieve full spend of the RAMP/Capital Budget through substitution of projects from a reserve list.

3.0 RECOMMENDATION

- 3.1 It is recommended that approval is granted to:-

-
- agree the carrying out of reinforcement works to the Kempock Street Car Park Sea Wall concurrently with other major works being carried out to the car park by Riverside Inverclyde subject to suitable contractual obligations being imposed on contractors to minimise any associated risks all to the satisfaction of the Head of Legal and Property Services;
 - approve the pre allocation of £250,000 from the 2015/16 Property Capital Allocation to increase the funding for the project to £500,000 in order to progress with Option 3; and
 - approve the advancement of £600,000 of carriageway resurfacing works from 2015/16 to absorb slippage arising elsewhere in the 2014/15 RAMP capital programme and note that an update on progress will be presented to the next meeting of the Committee.

Ian Moffat
Head of Environment & Commercial Services

4.0 BACKGROUND

Gourock Sea Wall

- 4.1 The sea wall at the Kempock Street Car Park was built in order to form the car park. It is a sheet steel piled wall tied back with steel rods to concrete ballast under the car park. Given its age and exposure the condition of the wall deteriorates over time and Property Services have carried out a number of investigations in recent years to establish the condition of the wall and estimate the effect of future corrosion.
- 4.2 The most recent investigation involved excavating the car park to expose the back face of the pile and the tie rods. This established that the tie rods were in good condition but that there was no tolerance for future corrosion. This meant that remedial work is required.
- 4.3 The Council had engaged a specialist marine civil engineering firm Wallace Stone LLP to examine the condition of the wall. Because of the highly specialist nature of the work, Wallace Stone's knowledge of the project and the value of the fee involved (£13,000) it was desired to appoint Wallace Stone LLP to carry out the design work for the project. Based on this information, including the fact the total value paid to this consultant will fall below £25,000, the Corporate Procurement Manager has indicated his agreement to this direct award, as required in terms of the Council's Procurement Manual. Quantity Surveying Services and on site supervision will be carried out by Property Services.
- 4.4 The 2014/15 Property Capital Allocation includes a contribution of £250,000 towards this work. This was a budget allocation which was made prior to any detailed investigation work being carried out. The recommended option (Option 3) has a cost of £500,000. As the remainder of the 2014/15 allocation has been earmarked for other projects it is necessary, in order to fund the project, to pre allocate £250,000 from the 2015/16 allocation.
- 4.5 The works contract will itself be advertised as required in terms of the Standing Orders Relating to Contracts.

RAMP Carriageway Programme

- 4.6 Delivery of the 2014/15 carriageway programme will depend on a number of factors including changing priorities due to ongoing changes within the condition of the network, weather, market prices and the work programmes of public utility companies who also require access to the road network. In view of this, Committee granted delegated authority to the Head of Environmental & Commercial Services to achieve full spend of the capital budget through the substitution of projects from a reserve list when necessary.
- 4.7 On 6th March 2014 Committee approved a carriageway investment programme for 2014/15 of £3.366 million. It is anticipated that with the support of third party contractors this scheme can be accelerated by bringing forward funds earmarked for carriageway resurfacing in 2015/16.
- 4.8 Officers from Roads Services are currently reviewing the carriageway reserve schemes along with other essential carriageway resurfacing and major patching works required on A & B class roads up to a value £600,000 and would seek Committee approval to identify and progress carriageway schemes to this value. An update on the schemes identified would be presented to the next Committee meeting.

5.0 OPTIONS – GOUROCK SEA WALL

- 5.1 Following investigation works three options for remedial work were identified.

- Option 1 – Restrict loading on wall by creating a public realm space along the wall 5 metres wide. Replace all waling bolts. Blast clean and paint wall above mid-tide level and install cathodic protection below mid-tide level, and below MLWS if possible.
 - This option would be unacceptable as the public realm space would significantly reduce the area available for parking. This option would be the second most expensive option at £795,000.

- Option 2 - Install new anchor ties, waling and anchor wall and including installation of new waling bolts if original waling is to be retained. This would also require blast cleaning and painting of the wall and installation of cathodic protection. The associated works would involve large scale excavation of the car park and replacement of surfacing, drainage street lighting etc.
 - This option is not viable due to the extensive disruption it would cause to the RI contract. This option would require the work to be carried out after completion of the RI contract which would mean the car park being shut for an additional 8 months. This is the most expensive option at £1.2 million.

- Option 3 - Leave the wall as it is and construct a rock armoured revetment in front of the wall to relieve the load on the wall.
 - This option is the most economic solution and will also match in with the new revetment being formed under the RI contract at the extension to the car park. The cost of this option is £497,000.

Option 3 is the one recommended by the specialist consultant and this view is endorsed by Property Services and Riverside Inverclyde officers.

6.0 FINANCIAL IMPLICATIONS

6.1 One off costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
Property Capital Allocation 2014/15	Gourock Sea Wall	2014/15	250		Leaves £750,000 to be allocated in 2015/16
Property Capital Allocation 2015/16	Gourock Sea Wall	2015/16	250		
RAMP Capital allocation	Carriageway resurfacing	2014/15	600		Brought forward from 2015/16

Recurring costs

The proposed Gourock Sea Wall construction is expected to be maintenance free although regular inspections will be required and occasional remedial works. This will be funded as required from existing budgets.

Cost Centre	Budget Heading	With Effect From	Annual Net Impact	Virement From	Other Comments

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7.0 CONSULTATION

- 7.1 The Head of Finance has been consulted and is in agreement with the recommendations.
- 7.2 The Head of Legal and Property Services has been consulted and has advised that given two contractors will be working on the same car park area at the same time any risks which may arise and the allocation of those risks should be dealt with by imposing appropriate contractual obligations upon the contractors.
- 7.3 There are no HR implications and therefore the Acting Head of Organisational Development, HR and Communications has not been consulted.
- 7.4 The Interim Chief Executive of Riverside Inverclyde has been consulted and is in agreement with the recommendations.

8.0 EQUALITIES

- 8.1 There are no equalities implications.

9.0 REPOPULATION

- 9.1 There are no direct repopulation implications although the work to the sea wall contributes to the improved infrastructure in Central Gourock and the carriageway work improves the roads infrastructure.

10.0 LIST OF BACKGROUND PAPERS

- 10.1 None.

Report To: Environment and Regeneration Committee Date: 17 June 2014

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

**Report No: E&R/14/06-02/
SJ/FJM**

**Contact Officer: F J Macleod, Planning Policy and
Property Manager**

Contact No: 01475 712404

**Subject: Glasgow and the Clyde Valley Strategic Development Planning Authority:
Minute of Agreement**

1.0 PURPOSE

- 1.1 To inform Committee of the request from Renfrewshire Council, host authority for the administration of the Glasgow and the Clyde Valley Strategic Development Planning Authority (SDPA), to Inverclyde Council, to sign the Minute of Agreement for the SDPA.

2.0 SUMMARY

- 2.1 The Glasgow and the Clyde Valley Strategic Development Planning Authority (SDPA) was established following the Planning etc. (Scotland) Act 2006 as the statutory body to prepare and keep under review a strategic development plan for the Glasgow City Region. The SDPA replaced the former Glasgow and the Clyde Valley Structure Plan Joint Committee, established in 1996 following local government reorganisation.
- 2.2 A Minute of Agreement was signed by the eight member councils in 1997/98 – East Dunbartonshire, East Renfrewshire, Glasgow City, North Lanarkshire, Renfrewshire, South Lanarkshire, West Dunbartonshire and Inverclyde – to appoint a Joint Committee for the purposes of representing them in carrying out the functions conferred upon them under the Town and Country Planning (Scotland) Act 1997.
- 2.3 The changes introduced by the 2006 Act and the establishment of the SDPA required the Minute of Agreement to be amended to reflect this change. The member councils of the Joint Committee have recently agreed to update this Agreement.

3.0 RECOMMENDATION

- 3.1 That Committee authorise the signing of the Glasgow and the Clyde Valley Strategic Development Planning Authority Minute of Agreement on behalf of Inverclyde Council.

**Aubrey Fawcett,
Corporate Director
Environment, Regeneration and Resources**

4.0 BACKGROUND

- 4.1 The Glasgow and the Clyde Valley Strategic Development Planning Authority (SDPA) was established as one of four SDPAs covering the main city regions in Scotland following the Planning etc. (Scotland) Act 2006, under The Strategic Development Planning Authority: Designation (No. 1) (Scotland) Order 2008. Eight member councils - East Dunbartonshire, East Renfrewshire, Glasgow City, North Lanarkshire, Renfrewshire, South Lanarkshire, West Dunbartonshire and Inverclyde - were designated as a group of planning authorities to jointly prepare, maintain and keep under review a strategic development plan for the Glasgow City Region.
- 4.2 The SDPA replaced the former Glasgow and the Clyde Valley Structure Plan Joint Committee, established in 1996 following local government reorganisation. A Minute of Agreement was signed by the eight member councils in 1997/98, to appoint a Joint Committee for the purposes of representing them in carrying out the functions conferred upon them under Sections 4 to 14 of the Town and Country Planning (Scotland) Act 1997, as amended by the 2006 Act.
- 4.3 The changes introduced by the 2006 Act and the establishment of the SDPA required the Minute of Agreement to be amended to reflect this change. The member councils of the Joint Committee have recently agreed to update this Agreement.

5.0 PROPOSALS

- 5.1 Renfrewshire Council, acting as host authority for the administration of the Glasgow and the Clyde Valley Strategic Development Planning Authority, has requested each of the eight member councils to sign the updated Minute of Agreement, attached as Annex 1.
- 5.2 The Minute of Agreement provides the basis for the constitution of the Joint Committee, including the appointment of two members from each member council and on a similar basis, each council paying one-eighth share of the cost of the SDPA. The Agreement outlines the remit of the Joint Committee, including the delegation of the strategic planning function of the eight councils to the Committee and all other administrative arrangements to fulfil its functions.

Annex 1

6.0 IMPLICATIONS

- 6.1 **Legal:** there are no direct implications arising from this report.
- 6.2 **Finance:** the annual cost to the Council paid to the GCV SDPA is £72000 and is contained in existing Regeneration & Planning budgets.

Financial implications – one-off costs

Cost Centre	Budget Heading	Budget Year	Proposed Spend this Report	Virement From	Other Comments
n/a	n/a	n/a	n/a	n/a	n/a

Financial implications – annually recurring costs/(savings)

Cost Centre	Budget Heading	Budget Year	Proposed Spend this Report	Virement From	Other Comments
Planning	Subscriptions	2014/15	£72000	n/a	Provision exists in existing budgets

- 6.3 **Human Resources:** there are no direct implications arising from this report.

6.4 **Equalities:** there are no direct implications arising from this report.

6.5 **Repopulation:** there are no direct implications arising from this report.

7.0 CONSULTATION

7.1 **Chief Financial Officer:** no requirement to consult on the issues raised by this report.

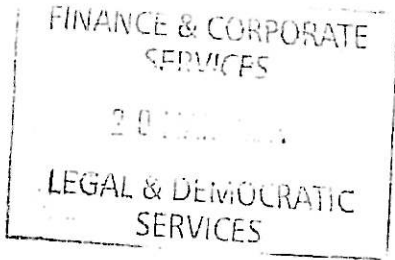
7.2 **Head of Legal and Property Services:** has been consulted in the preparation of this report.

7.3 **Head of Organisational Development, Human Resources and Communications:** no requirement to consult on the issues raised by this report.

Head of Regeneration and Planning
Municipal Buildings
Clyde Square
Greenock
PA15 1LS

MINUTE OF AGREEMENT

among



East Dunbartonshire Council, East Renfrewshire Council, Glasgow City Council, Inverclyde Council, North Lanarkshire Council, Renfrewshire Council, South Lanarkshire Council and West Dunbartonshire Council all incorporated by the Local Government etc. (Scotland) Act 1994 (and all hereinafter referred to as "the Member Councils").

WHEREAS:

1. In terms of The Strategic Development Planning Authority: Designation (No. 1)(Scotland) Order 2008 ("the 2008 Order"), the Member Councils are designated a group of planning authorities which are jointly to prepare and keep under review a Strategic Development Plan for a strategic development plan area.
2. The Member Councils have agreed that the Strategic Development Planning Authority designated under the 2008 Order shall be known as "The Glasgow and the Clyde Valley Strategic Development Planning Authority".
3. The Member Councils have agreed to appoint a Joint Committee for the purpose of representing them in carrying out the functions conferred upon them under Sections 4 to 14 of the Town and Country Planning (Scotland) Act 1997 as amended by the Planning etc (Scotland) Act 2006 ("the Joint Committee" and "the 1997 Act" respectively) and have each passed the necessary resolution for giving effect to this Agreement.
4. The Member Councils have agreed to enter into this Agreement for their respective interests.

NOW THEREFORE it is hereby agreed and declared:-

1. Interpretation

- 1.1 Words importing the masculine gender only shall include the feminine gender and vice versa.
- 1.2 Words importing the singular number only shall include the plural number and vice versa.

2 Definitions

In this minute of agreement, the following words have the following meanings:

Convener – the Convener of the Joint Committee appointed by the Joint Committee.

Vice-Convener – the Vice-Convener of the Joint Committee appointed by the Joint Committee

Strategic Development Plan area – comprises the administrative boundaries of the eight Member Councils, with the exception of part of West Dunbartonshire which is covered by the Loch Lomond and the Trossachs National Park Authority.

3 Constitution of the Joint Committee

Constitution

3.1 The Member Councils hereby agree that the Joint Committee shall consist of sixteen members (such members being referred to herein as "Local Authority Members").

Appointment of Members by the Member Councils

3.2.1 Each of the Member Councils shall appoint two Local Authority Members to the Joint Committee in accordance with the provisions of this Clause.

3.2.2 Each of the Member Councils shall appoint its first two Local Authority Members before or at the meeting at which approval is given to this Agreement and such Local Authority Members shall, subject as hereinafter provided, continue in office until they are re-appointed or replaced by the Member Councils. Each of the Member Councils, following an Ordinary Election, shall, as soon as practicable thereafter, appoint or re-appoint Local Authority Members to the Joint Committee who shall hold office until they are re-appointed or replaced by the Member Councils.

3.2.3 A Local Authority Member shall cease to be a member of the Joint Committee when he ceases to be a member of the Member Council which appointed him or on the appointment by that Member Council of another Local Authority Member in his place, whichever shall occur first.

Appointment of Convener

- 3.3 Subject to the provisions of Clause 3.4.2 and 3.4.3 hereof, the Joint Committee shall elect biennially a Convener and Vice-Convener from its Local Authority Members both of whom shall continue in office until the first meeting of the Joint Committee which takes place after First April in the second year following their election.

Casual Vacancies

- 3.4.1 Where a casual vacancy occurs in the case of a Local Authority Member of the Joint Committee, the Member Council which appointed the Local Authority Member shall appoint a new member.
- 3.4.2 Where a vacancy occurs in the case of the Vice-Convener, the Joint Committee shall appoint a new Vice-Convener at the next or subsequent meeting of the Joint Committee, who shall continue in office until the previously anticipated expiry of the outgoing Vice-Convener's term of office.
- 3.4.3 When a vacancy occurs in the office of Convener, the Vice-Convener shall assume the office of Convener in succession to the previous Convener and shall continue in office until the previously anticipated expiry of the outgoing Convener's term of office.

Quorum

- 3.5 The quorum of the Joint Committee shall be four Local Authority Members provided that not less than four of the Member Councils are represented.

Procedures

- 3.6 The Joint Committee shall adopt Standing Orders relating to proceedings at its meeting.

Clerk and Treasurer

3.7.1 The Joint Committee shall from time to time invite one of the Member Councils to appoint an appropriate senior officer to act as Clerk to the Joint Committee. Similarly, the Joint Committee shall invite one of the Member Councils to appoint an appropriate senior officer to act as Treasurer to the Joint Committee. The Clerk and Treasurer shall continue in their respective offices until the relevant employing Member Council or the Joint Committee shall otherwise determine. The relevant employing Member Council's costs arising from the duties undertaken by the Clerk and Treasurer shall be reimbursed to it by the Joint Committee as provided for in Clause 6 hereof.

3.7.2 The procedures to be established under Clause 3.6 of this Agreement shall include Standing Orders with respect to contracts made on behalf of the Joint Committee by the Clerk to the Joint Committee for the supply of goods or the provision of services. Such Standing Orders shall be the subject of consultation with and approval by the Member Councils and in line with financial regulations.

Meetings

3.8 The Joint Committee shall meet not less than four times during each year. The Convener of the Joint Committee, in consultation with the after-mentioned Chair of the Steering Group, shall fix the date, time and place of meetings, subject to any previous agreement by the Joint Committee.

4. Remit of the Joint Committee

4.1 The aims and objectives of the Joint Committee shall be as follows:-

- (a) to prepare, monitor and keep under review the Glasgow and the Clyde Valley Strategic Development Plan (referred to herein as "the Strategic Development Plan") for the Strategic Development Plan area on behalf of the Member Councils.

- (b) to advise and make recommendations to the Member Councils on the policy content of the Strategic Development Plan, including the approval of the Strategic Development Plan by Member Councils, its submission to the Scottish Ministers, its final approval and its subsequent monitoring and review.
- (c) to receive reports from the Member Councils on conformity of Local Development Plans with the Strategic Development Plan.
- (d) to receive reports as required from Member Councils on development management matters of strategic significance.
- (e) to liaise with and make representations to the Scottish Government, Scottish Enterprise and other bodies as necessary on matters of relevance to strategic development planning in the Glasgow and the Clyde Valley Strategic Development Plan area.
- (f) to respond to and comment upon Strategic Development Plans, planning applications and other development proposals submitted to this Joint Committee by adjoining authorities.
- (g) to take such action as may be necessary from time to time to sustain the development strategy contained in the Strategic Development Plan and contribute to the economic, social and environmental regeneration of the Glasgow and the Clyde Valley Strategic Development Plan area.

The Joint Committee is empowered to do anything which is calculated to facilitate, or is conducive or incidental to the discharge of any of the aforesaid remit.

5. **Delegation of Functions**

Delegation to the Joint Committee

5.1 The Member Councils hereby delegate to the Joint Committee the power to discharge the functions conferred upon the Member Councils "under sections 5-12A (both inclusive) of the 1997 Act (as amended by the 2006 Act). The delegation hereby granted shall not prevent any or all of the Member Councils from discharging the said functions.

6. **Financial Arrangements**

Allocation of Expenditure

6.1 Each of the Member Councils shall pay a one-eighth share of the whole expenditure and costs incurred by the Joint Committee under this Agreement.

Joint Committee Budget

6.2.1 Not later than Thirty-First December in each year the Treasurer shall, in consultation with the Strategic Development Plan Manager, prepare and submit to the Joint Committee revenue estimates for the year following from First April. The revenue estimates will include detail with regards the requisition each Member Council shall be required to contribute. In determining to approve the revenue estimates the Joint Committee shall consider any observations by Member Councils. Each of the Members Councils will pay to the Joint Committee instalments in accordance with arrangements proposed by the Treasurer and approved by the Joint Committee.

6.2.2 All monies due to the Joint Committee shall be held by the Treasurer who shall make payments as required by the Joint Committee.

Accounts

6.3 The Treasurer shall prepare Accounts to the Joint Committee annually to Thirty first March and that these be submitted to the Joint Committee no later than Thirtieth September following. The accounts shall be audited in accordance with the

provisions of Section 96 of the Local Government (Scotland) Act 1973 and the Accounts shall be submitted to the Member Councils after formal submission to and approval by the Joint Committee after completion of the audit.

Financial Plan

6.4 For each financial year the Treasurer will submit to the Joint Committee a financial plan setting out estimated expenditure and associated requisitions for the following three years; and the Member Councils will have regard to this plan when preparing their own financial plans.

7. Administrative Arrangements

Strategic Development Plan Manager and Staff

7.1.1 The Joint Committee shall have power to appoint a Strategic Development Plan Manager and such supporting staff as is considered appropriate (the Strategic Development Plan Manager and supporting staff being referred herein as the "Core Team").

7.1.2 The Core Team shall provide a Strategic Development Planning service as directed by the after-mentioned Steering Group.

Steering Group

7.2 The Joint Committee shall be supported by a Steering Group comprising the Chief Planning Officers (or their representatives) of each of the member councils and the Strategic Development Plan Manager or his representative (referred to herein as the "Steering Group"). The Steering Group will from time to time appoint one of its members as Chair to the Steering Group (referred to herein as "the Chair"). The Steering Group will meet regularly (at least four times each year) to consider, *inter alia*, Strategic Development Plan Reviews, consultations and reports to be presented to the Joint Committee, and the work programme for Strategic Development Planning to be undertaken by the Core Team and within each authority.

Secondment of Staff

- 7.3 The Member Councils shall use their reasonable endeavours to meet any request from the Strategic Development Plan Manager or the Joint Committee for the secondment of appropriate/relevant staff for the purpose of assisting in the preparation of the strategic development plan, its updates and review. Any such secondment shall be on such terms as may be agreed between the Member Council and the Joint Committee.

Employing Authority and other Administrative Arrangements

- 7.4 Renfrewshire Council shall employ and provide personnel services for the Core Team and make provision for all necessary office accommodation and ancillary services, including transport and insurance. Other administrative tasks will be carried out by the Member Council whose employee for the time being has been appointed as Clerk to the Joint Committee. The Joint Committee shall pay to Renfrewshire Council the total costs reasonably incurred by Renfrewshire Council in connection with the employment of the Core Team, including costs arising from termination of employment, or termination of the Joint Committee, and including, without prejudice to the foregoing, any costs arising on redundancy or any unfair dismissal.

Arrangement of Services

- 7.5 When considering the arrangement of services, the Joint Committee shall have regard to the capabilities of the Service Departments of the Member Councils and in the event of the Joint Committee seeking the assistance of any of the Member Councils, the Council concerned shall not unreasonably withhold such assistance. The Joint Committee shall pay appropriate fees for any such assistance given, if so required.

Annual Report

- 7.6 The Joint Committee shall prepare each year an annual report on its work for submission to each of the Member Councils not later than thirty first March in the following financial year.

8. **Miscellaneous**

Commencement and Variation

8.1 This Agreement shall be deemed to have commenced and taken effect on Tenth June Two Thousand and Thirteen notwithstanding the dates hereof ("the Commencement Date") and may be varied only by supplementary written agreement amongst all the parties.

Withdrawal of a Party to the Agreement

8.2 Withdrawal may be made from the Agreement on Thirty first March in any year by any of the Member Councils serving upon the Joint Committee not less than two years notice to be served in like manner as a notice served under Section 190 of the Local Government (Scotland) Act 1973. Such withdrawal shall not affect the obligation of the party or parties withdrawing to pay their share of the costs due under this Minute of Agreement, including without prejudice to the foregoing generality, their allocation of the costs of the Core Team, any seconded staff and their contributions to the budgets of the Joint Committee for the next two financial years following the date of service of Notice.

Arbitration

8.3 Any dispute among the Member Councils shall be determined by an arbiter mutually agreed whom failing by an arbiter appointed by the Sheriff of North Strathclyde at Paisley on the written application of any of the parties. The decision of any such arbiter shall be final and binding on the parties.

Discharge of former agreement and rights and liabilities

8.4 Whereas the Member Councils entered into a Minute of Agreement dated Nineteenth March, Twenty seventh March, Nineteenth June, Seventeenth September and
Twenty fifth October all Nineteen hundred and ninety seven and Twenty sixth
January, Second February, and Thirteenth March all Nineteen hundred and ninety
eight relative to the carrying out of the functions of the Joint Committee appointed by
them under the Designation of Structure Plan Areas (Scotland) Order 1995 ("the Old
Minute of Agreement") then, with effect from the Commencement Date, the Member

1997

1998

Councils (i) discharge the Old Minute of Agreement and (ii) assume responsibility for and ratify all of the assets, rights, liabilities and obligations of the Member Councils under the Old Minute of Agreement.

In witness whereof this Agreement comprising this page, the nine preceding pages and the Schedule is executed by the parties as follows:-

~~For and on behalf of East Dunbartonshire Council by~~

..... (Signature of Authorised Signatory)

TUSKINS GLEN (Print Name)

at KILCINTHOCK (Location)

on 11 FEBRUARY 14 (Date)

before this witness

..... (Witness Signature)

MOIRA LOKIMER (Print Witness Name)

SUPPORT TEAM ASSISTANT (Witness Designation)

on 11/2/14 (Date)

For and on behalf of East Renfrewshire Council by

..... (Signature of Authorised Signatory)
ANDREW CAHILL
..... (Print Name)
at THORNHURST BANK (Location)
on 21/2/14 (Date)

before this witness

..... (Witness Signature)
IAH MARLEA
..... (Print Witness Name)
HEAD OF ENVIRONMENT
..... (Witness Designation)
on 21/2/14 (Date)

For and on behalf of Glasgow City Council by

..... (Signature of Authorised Signatory)
ANNEMARIE O'BANON
..... (Print Name)
at Glasgow (Location)
on 17 March 2014 (Date)

before this witness

..... (Witness Signature)
JACQUELINE CURRIE
..... (Print Witness Name)
SECRETARY
..... (Witness Designation)
on 17 March 2014 (Date)

For and on behalf of Inverclyde Council by

..... (Signature of Authorised Signatory)

..... (Print Name)

at..... (Location)

on..... (Date)

before this witness

..... (Witness Signature)

..... (Print Witness Name)

..... (Witness Designation)

on..... (Date)

For and on behalf of North Lanarkshire Council by

..... (Signature of Authorised Signatory)

..... (Print Name)

at..... (Location)

on..... (Date)

before this witness

..... (Witness Signature)

..... (Print Witness Name)

..... (Witness Designation)

on..... (Date)

For and on behalf of Renfrewshire Council by

..... (Signature of Authorised Signatory)

..... (Print Name)

at..... (Location)

on..... (Date)

before this witness

..... (Witness Signature)

..... (Print Witness Name)

..... (Witness Designation)

on..... (Date)

For and on behalf of South Lanarkshire Council by

..... (Signature of Authorised Signatory)

..... (Print Name)

at..... (Location)

on..... (Date)

before this witness

..... (Witness Signature)

..... (Print Witness Name)

..... (Witness Designation)

on..... (Date)

For and on behalf of West Dunbartonshire Council by

..... (Signature of Authorised Signatory)

..... (Print Name)

at..... (Location)

on..... (Date)

before this witness

..... (Witness Signature)

..... (Print Witness Name)

..... (Witness Designation)

on..... (Date)

Report To:	Environment and Regeneration Committee	Date:	17th June 2014
Report By:	Corporate Director Environment, Regeneration and Resources	Report No:	R334/AF
Contact Officer:	Aubrey Fawcett	Contact No:	01475 749822
Subject:	Commonwealth Flotilla		

1.0 PURPOSE

- 1.1 This paper informs the Committee of the details of the Homecoming Muster and the Commonwealth Flotilla between Greenock and Glasgow which takes place on Saturday 26th July.

2.0 SUMMARY

- 2.1 At the 20th February meeting of Inverclyde Council (paragraph 132), approval was given for a budget of up to £250,000 to help support a Royal Yachting Association of Scotland (RYAS) event to celebrate the Commonwealth Games: the Homecoming Muster and Commonwealth Flotilla.
- 2.2 The event is being organised by, and is the full responsibility of, RYAS. However, Inverclyde Council's Legal, Procurement, Planning, Environmental and Communications Services, "Blue Light" services, Clydeport, Blue Sea Marinas and Riverside Inverclyde (ri) have been working together with RYAS in providing the necessary expertise and support to assist in bringing this event to fruition; to optimise the showcasing of Inverclyde; and to deliver a legacy to Inverclyde from this event.
- 2.3 The Homecoming Muster takes place on Friday 25th July at James Watt Dock Marina (JWDM), and features a crew only event at the Sugar Sheds. The Commonwealth Flotilla takes place from 9:00am to 11:00am on Saturday 26th July. Additionally, in the week leading up to this event, there is an associated ASTO Small Ships Race. Boats arrive for this event on Sunday 20th July for a Provost's Reception and Captains' Meeting.
- 2.4 Approximately 230 boats will take part in the Commonwealth Flotilla. Its departure will be accompanied by an onshore event at Custom House Quay, the provision of which encourages spectators into a controlled vantage area and simultaneously discourages spectators from turning up at JWDM due to Health & Safety issues as the marina, unlike the Tall Ships event, will continue as a working marina throughout.
- 2.5 The budget agreed for the event includes an Inverclyde legacy element which will be realised by the installation of a free-to-use, day visitors' pontoon for the general sailing public's use.

3.0 RECOMMENDATIONS

3.1 It is recommended that Committee:

- Note the development of the project positively;
- Agree that the planned delivery of the event; the facilitation for the general public's engagement and enjoyment of the spectacle; and the legacy deliverable, are all consistent with the Council's expectation when budget approval was passed on 20th February 2014;
- Approve the proposal to dispense funds as outlined in Paragraph 8; and,
- Delegate authority to the Corporate Director Environment, Regeneration and Resources to conclude the Heads of Terms and the funding agreement with RYAS and procure and implement the legacy element in partnership with ri and Peel.

Aubrey Fawcett
Corporate Director Environment, Regeneration and Resources

4.0 BACKGROUND

- 4.1 At the 20th February meeting of Inverclyde Council (paragraph 132), approval was given for a budget of up to £250,000 to help support a Royal Yachting Association of Scotland (RYAS) event to celebrate the Commonwealth Games: the Homecoming Muster and Commonwealth Flotilla.
- 4.2 The event is being organised by, and is the full responsibility of, RYAS. However, Inverclyde Council's Legal, Procurement, Planning, Environmental and Communications Services, "Blue Light" services, Clydeport, Blue Sea Marinas and Riverside Inverclyde have been working together with RYAS in providing the necessary expertise and support to assist in bringing this event to fruition; to optimise the showcasing of Inverclyde; and to deliver a legacy to Inverclyde from this event.

5.0 CORE EVENT : COMMONWEALTH FLOTILLA

- 5.1 At 9am on 26th July, an anticipated 191 boats will begin leaving James Watt Dock Marina (JWDM). It will take one hour for the boats to decant from the marina and muster in the Garvel area where they will be joined by approximately 40 boats arriving from elsewhere. The boats will be joined by The Waverley, due to berth at Custom House Quay at 9:50.
- 5.2 The Flotilla will move from the Garvel area southwards alongside Custom House Quay and the Waterfront for the benefit of spectators, prior to turning and proceeding upriver to Glasgow. The Waverley will depart Custom House Quay at 10:40 (tbc). All boats are expected to be away from this area by 11:00.
- 5.3 Details of these elements are in Appendix A.
- 5.4 To encourage spectators to the area of Custom House Quay and the Waterfront, and away from JWDM (a working commercial enterprise being cognisant of Health & Safety requirements), an onshore event is currently being tendered by RYAS.
- 5.5 The winning onshore event tenderer will also have the responsibility for providing a managed spectator viewing point for the boats berthed at JWDM on the 25th and 26th July. This provision is being made in the anticipation of members of the public not being discouraged by JWDM's lack of public access (unlike the case of the Tall Ships event) due to:
- The marina will be operating as a working marina throughout the event; and
 - There will be over 1,000 crew members from boats registered for the Commonwealth Flotilla who will be attending a Crew Reception in the Sugar Sheds from 6:30pm to 11:00pm on Friday 25th July.

6.0 ASTO SMALL SHIPS RACE

- 6.1 In the week of the Homecoming Muster and Commonwealth Flotilla, there is a linked offshore event – the ASTO Small Ships Race, which has nine entrants (four of which are local: Clyde Challenger; Alba Endeavour; Alba Volunteer; and Spirit of Fairbridge, carrying between them 38 young people). Boats arrive for this event on Sunday 20th July for a Provost's Reception and Captains' Meeting. The crews will have a practice sail and onshore mini Commonwealth Games competition on Monday 21st July, before start of race on Tuesday, heading for Arran, Portavadie, and the Kyles of Bute before returning to JWDM on 25th July.

7.0 LEGACY

- 7.1 The legacy aspect of the event will see the Riverside Inverclyde pontoon, previously leased to Ocean Youth Trust Scotland at Victoria Harbour temporarily moved to JWDM for Commonwealth Flotilla use, prior to being moved to East India Harbour, and made available to members of the public with visiting boats, thereby encouraging day visitors, animation of the river and an

economic dividend driven by day visitors' spend.

8.0 PROPOSAL

8.1 It is proposed that the funding allocated for the event is dispensed as follows:

- RYAS: the award of grant up to a maximum of £200,000 for event management and associated activities including as summarised below;
- Inverclyde Council in partnership with ri and Peel: the funding of the legacy element up to a total of £50,000; and
- That delegated authority is given to the Corporate Director Environment, Regeneration and Resources to conclude the Heads of Terms and the funding agreement with RYAS and procure the legacy element in partnership with ri/Peel.

8.2 Budget Summary is outlined approximately as follows:

- £66k - Pontoon related (rental, install and strip, crane fees)
- £26k - James Watt Dock Marina fees and expenses
- £ 8k - Reception and marketing element
- £75k - Spectator element (event management, security and project management)
- £25k - Contingency
- £50k - Legacy works (including transfer of pontoon temporarily to James Watt Dock, thereafter to East India Harbour for sailing public use).

9.0 IMPLICATIONS

Finance

9.1 Budget previously approved at Inverclyde Council meeting 20th February 2014.

Financial Implications:

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
Earmarked Reserves	Common wealth Flotilla	2014/15	£200,000	n/a	
	Common wealth Flotilla - Legacy	2014/15	£50,000	n/a	

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact £000	Virement From (If Applicable)	Other Comments
East India Harbour Pontoon	Maintenance etc	2014/15	£0	n/a	Ongoing operation of the pontoon will be carried out on a cost neutral basis

Legal

9.2 Heads of Terms acceptable to the Head of Legal and Property Services have been negotiated for this event, in conjunction with RI and RYAS.

Human Resources

9.3 Not applicable.

Equalities

9.4 Has an Equality Impact Assessment been carried out?

YES (see attached appendix)

NO - This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy. Therefore, no Equality Impact Assessment is required.

Repopulation

9.5 The part-funding for this event contributes to the repopulation strategy by attracting national, and potentially international, attention to Inverclyde due to the Homecoming Muster taking place in Inverclyde and the Commonwealth Flotilla setting off from Inverclyde. TV, radio and print media is anticipated for this event which would re-inforce the "Inviting Inverclyde" banner recently posted at the M8 at Tradeston, Glasgow, as part of the overall repopulation strategy.

10.0 CONSULTATIONS

10.1 Peel, JWDM and ri.

11.0 BACKGROUND PAPERS

11.1 Draft Heads of Terms.

APPENDIX A

Commonwealth Flotilla

26th July 2014



Event Plan

Please see attached Documents titled "Overall Event Plan" and "Daily Planner Extract for Inverclyde"

ASTO Small Ships Race

Schedule

Sunday 20 th July	Boats Arrive at James Watt Dock Marina. Provost reception and Captains Meeting
Monday 21 st July	Practice Sail and crew orientation. Mini Commonwealth Games
Tuesday 22 nd July	Race around the buoys with help from Scottish Sailing Institute in the morning. Overnight passage race around Arran in Afternoon
Wednesday 23 rd July	Finish overnight race at Portavadie. Watch Opening Ceremony on the big screen
Thursday 24 th July	Cruise in Company through the Kyles of Bute
Friday 25 th July	Prize Giving in the Sugar Sheds at James Watt Dock about 14.00

Boats Entered for ASTO Small Ships Race

Boat Name	Home Port	No. of Young People
Clyde Challenger	Inverkip	8
Alba Endeavour	Greenock	12
Alba Volunteer	Greenock	6
Swan	Lerwick	12
Spirit of Fairbridge	Greenock	12
Faramir	Essex	12
Maybe	Hull	12
TS Vigilant	Gosport	6
TS City Liveryman	Gosport	6

Cruise in Company

Saturday 19 th July	Fleet meets up in Tobermory
Sunday 20 th July	Explore the west side of Mull. Possible anchorage at Bunessan
Monday 21 st July	Explore Iona and the Ross of Mull. Possible anchorage Oronsay or Loch Tarbert, Jura
Tuesday 22 nd July	Sail through Corryvreckan and arrive at Crinan by lunchtime to lock into the canal. Overnight in canal
Wednesday 23 rd July	Exit canal and sail to Portavadie. Overnight at Portavadie Marina
Thursday 24 th July	Explore the Kyles of Bute and Clyde. Anchor at Rothesay
Friday 25 th July	Sail to James Watt Dock in Greenock

Location Plan for mustering of public and viewing points

RYAS Homecoming Muster, James Watt Dock Greenock – Public/ private access



Public viewing areas with fenced quaysides

Working dock areas with open quaysides – restricted public access

Area outside Custom House Quay



These spectator areas will be managed by an outside events company which we are currently in the tendering stage for. The exact areas will be confirmed once they are in place.

Report To:	Environment and Regeneration Committee	Date:	17th June 2014
Report By:	Corporate Director Environment, Regeneration and Resources	Report No:	R336/AF
Contact Officer:	Aubrey Fawcett	Contact No:	01475 749822
Subject:	Opportunity for the Development of a Micro Distillery in Inverclyde		

1.0 PURPOSE

- 1.1 This paper seeks approval to put an Inverclyde proposition to the market for the opportunity to develop a micro distillery in the area, in partnership with Riverside Inverclyde.

2.0 SUMMARY

- 2.1 In November 2013, Inverclyde Council produced a prospectus entitled "Opportunity for the Development of a Micro Distillery in Inverclyde". Within the prospectus, it was stated:
"Inverclyde Council is keen to promote economic activity in the area and wishes to work alongside entrepreneurs who are interested in developing business wealth. With this prospectus the Council considers there is a unique offering subject to planning, no legal restrictions and elected member approval to develop a micro distillery..."
- 2.2 Dialogue was undertaken with the Scotch Whisky Association to determine the level of interest within the sector and we have received a number of entrepreneurs who have expressed an interest in developing a micro distillery in Inverclyde.
- 2.3 The location of any new micro distillery is very important particularly if there is a desire to develop a visitors' centre alongside with possible restaurant/tea room facilities. In this regard the former Garvocks Farm Steading alongside Loch Thom has been identified as the first location to be promoted due to its outstanding location which aligns with the idyllic image of Scottish Whisky distilling.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that the Committee :
- Agree the market should now be tested by inviting formal applications for the development of a micro distillery at the former Garvocks Farm Steading alongside Loch Thom as outlined in Section 5.0 of this report;
 - Delegate authority to the Corporate Director Environment, Regeneration and Resources to engage with Riverside Inverclyde in partnership to secure a suitable entrepreneur as part of an integrated business diversity and tourism offering for Inverclyde; and,
 - Note that a further report will be brought back to Committee to formally approve the final arrangements for transferring the land and the overall proposal.

4.0 BACKGROUND

- 4.1 Whisky was last produced in Inverclyde in 1952 at the Ardgowan and Greenock Distilleries in Greenock using water from the Gryffe reservoir and local peat from the hills above Greenock. Resurrecting the idea of attracting investment in a whisky production facility and visitor centre to Inverclyde on land owned by Inverclyde Council could create employment in the production of whisky and in the running of a new visitor attraction with whisky making classes/tasting sessions.
- 4.2 The new facility could provide the area with an important asset as a producer of a quality drink product with the distillery providing up to 10 full time jobs (Kilchoman Distillery employs 16 FTE's in distillery, shop and café) and potentially attract around 10,000 visitors a year. It should be noted that there are a number of micro distilleries currently at various stages between planning and construction in Scotland.
- 4.3 The major producers are also investing heavily. Diageo's Chief Executive Paul Walsh was quoted in The Scotsman of 21 May 2014 "We expect that success to continue, particularly in the high growth markets around the world, which is why we are announcing this major investment in Scotch whisky production, committing over £1billion in the next five years, to seize that opportunity for global growth".
- 4.4 In order to maximise the potential for success, Officers have been considering the ideal/preferred location for a micro distillery development which maximises the opportunity to develop other compatible facilities alongside e.g. visitors' centre and high quality restaurant or tea room. In this regard the former Garvocks Farm Steading alongside Loch Thom has been identified as the first location to be promoted due to its outstanding location which aligns with the idyllic image of Scottish Whisky distilling.
- 4.5 A SWOT analysis has been carried out by Inverclyde Council which identifies the potential for such a venture at this location. This includes:

SWOT Analysis for a Micro Distillery

Strengths

- Nearby water supply
- Nearby barley supply...potentially arable farms in Inverclyde or nearby
- Historical abundance of peat nearby – investigation required
- Accessible for tourists already
- Proximity to Greenock Ocean Terminal with 65,000 cruise passengers
- Proximity to ferry links to Argyll and the Highlands for further whisky trail
- Proximity to Glasgow
- Inverclyde already has a history and tradition with regard to whisky distilling
- Remoteness of the site away from urban areas

Weaknesses

- Loch Thom is grey water and would require the installation of a treatment plant to allow the water to be used for distilling
- The project needs to be able to attract wealthy investors for the idea of a distillery to progress

Opportunities

- Growing number of cruise ship visitors looking to explore whisky
- Growing market for micro distillery products
- Growing interest from investors to develop more micro whisky distilleries
- Potential to resurrect old brands (Ardgowan & Greenock) and become a "producer" of whisky again
- Employment opportunities to distil whisky but also to create a visitor attraction and potentially accommodation in the hills above Greenock
- Government funding available to develop more micro distillers

Threats

- Competitorsbut no micro distilleries locally in Inverclyde or Renfrewshire
- Possible opposition from residents of Inverclyde
- The negative press potential from Greenock's reputation for alcohol abuse

5.0 PROPOSAL

- 5.1 It has been identified that Inverclyde has the potential to be a location for a micro distillery, and this is supported by different entrepreneurs separately approaching ri and Inverclyde Council expressing their interest in developing a micro distillery in the area. Accordingly the following proposals arise:
- a) That Inverclyde Council, supported by ri, seeks requisite approvals to offer the market land identified as suitable for a micro distillery (following due diligence and receiving approvals from Members, Planning, Legal, and a satisfactory report from the District Valuer and at the earliest opportunity thereafter); and
 - b) That Riverside Inverclyde contributes resource and expertise to the securing of an appropriate investor.
- 5.2 A copy of the prospectus prepared for the micro distillery offer is outlined in Appendix A to this report. It is intended that marketing material will be prepared to reflect the nature of bids being invited which will encourage not only offers for the land but also other economic benefits being promoted by the prospective purchasers e.g:
- number of jobs
 - ancillary activities being proposed such as visitors' centre, restaurant/tea room
 - shared equity based upon return over the period of the venture
 - grant applications being promoted
 - sustainable business plan
- 5.3 Members should be aware that it is intended to advise a guide price for the land purchase through the marketing materials which will assist entrepreneurs to consider and take a view on this important element in their business plan projections.

6.0 IMPLICATIONS

Finance

- 6.1 There will be costs associated with the marketing of the proposal, the assessment of the responses and any associated legal/sale costs. These will be the subject of the follow up report.

Financial Implications:

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
tbc					To be clarified in the follow up report

Annually Recurring Costs/ (Savings)

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

Legal

- 6.2 Garvocks Steading is within the ownership of the Council and can be transferred for any suitable use except for direct agricultural provision.

Human Resources

- 6.3 Narrative to be provided here depending on the content of the report.

Equalities

- 6.4 Has an Equality Impact Assessment been carried out?

YES (see attached appendix)

NO - This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy. Therefore, no Equality Impact Assessment is required.

Repopulation

- 6.5 The proposals will contribute to making Inverclyde a more attractive place to visit, work and live.

7.0 CONSULTATIONS

- 7.1 Scotch Whisky Association and interested parties.

8.0 CONCLUSIONS

- 8.1 The proposals outlined above provide an opportunity to develop one of the Council's redundant assets to bring forward economic activity and generate jobs, whilst providing a local tourist attraction. Members are therefore asked to support the proposals as outlined and seek offers from interested parties.

9.0 LIST OF BACKGROUND PAPERS

- 9.1 n/a

Opportunity for the Development of a Micro Distillery in Inverclyde

Inverclyde has the potential to be a location for a micro distillery



Inverclyde Council is keen to promote economic activity in the area and wishes to work alongside entrepreneurs who are interested in developing business wealth. With this prospectus the Council considers there is a unique offering subject to planning, no legal restrictions and elected member approval to develop a micro distillery in the idyllic surroundings of Loch Thom. This prospectus allows interested partners to explore this opportunity further.

Whisky was last produced in Inverclyde in 1952 at the Ardgowan and Greenock Distilleries in Greenock using water from the Gryffe reservoir and local peat from the hills above Greenock. Resurrecting the idea of attracting investment in a whisky production facility and visitor centre to Inverclyde at Garvocks Farm beside Loch Thom above Inverkip (on land owned by Inverclyde Council), could create employment in the production of whisky and in the running of a new visitor attraction with whisky making classes/tasting sessions. The abundant supply of water from Loch Thom (currently grey water which would require treatment) and the availability of Scottish produced barley together with Inverclyde's proximity to the Highlands and Islands, could allow a whisky distillery at this location to become part of a whisky trail in the west of Scotland. Loch Thom Whisky could become a major player in the micro distillery market capable of producing its own distinctive and unique Lowland Malt if investors could be attracted to invest in the new distillery. This has already been seen at Bachilton Farm near Methven where the smallest and newest distillery in Scotland is about to launch. Universities such as Heriot Watt University's International Centre for Brewing and Distilling could potentially also get involved with the Inverclyde project to provide real learning experiences for students and advice at the set up and early stages of the business.



The new facility could provide the area with an important asset as a producer of a quality drink product with the distillery providing up to 10 full time jobs (Kilchoman Distillery employs 16 FTE's in distillery, shop and café) and potentially attract around 10,000 visitors a year.

Inverclyde already offers an increasing number of existing points of interest for visitors together with the development of activity and stay packages and a Loch Thom Distillery could significantly add to the portfolio of visitor attractions by providing a quality landmark attraction and a real asset for the area.

Issues for Consideration

Land/Water Ownership

With regard to lands surrounding Loch Thom, from discussions with Legal Services, Garvocks Farm Steading is retained by Inverclyde Council but all other land surrounding Loch Thom on the east side is owned by Council and leased to a farming tenant. Land to the west of Loch Thom (including the ground occupied by the Greenock Cut Visitor Centre) is owned by Ardgowan Estates. Any proposed development of a distillery could be developed at the vacant Garvocks Farm Steading, adjacent to Loch Thom.

Loch Thom is a reservoir which, since 1827, has provided a water supply to the town of Greenock. In 1872, another reservoir was created immediately to the east of Loch Thom at Gryffe Reservoir. Together with a network of 13 smaller reservoirs nearby they provide storage for almost 650,000,000 cubic feet (18,000,000 m³) of water. Today, as well as providing a water supply, the loch is used for sport fishing and forms part of the Clyde Muirshiel Regional Park. Loch Thom water is designated as “grey” water and not suitable to be used without treatment. Ownership of the water in Loch Thom would appear to be with Scottish Water and further discussions would need to take place with regard to the suitability of the water for whisky distilling and also whether Scottish Water will allow Loch Thom water to be used for this purpose. All water would require treatment and this would need to be factored into any costings for the establishment of a micro distillery.



SWOT Analysis for a Micro Distillery at Garvocks Farm Steading

Strengths

- Nearby water supply
- Nearby barley supply...potentially arable farms in Inverclyde or nearby
- Historical abundance of peat nearby – investigation required.
- Accessible for tourists already as 2 roads in place to Greenock Cut Visitor Centre which attracts 44,000 visitors per year
- Proximity to Greenock Ocean Terminal with 65,000 cruise passengers
- Proximity to ferry links to Argyll and the Highlands for further whisky trail
- Proximity to Glasgow
- Inverclyde already has a history and tradition with regard to whisky distilling
- Remoteness of the site away from urban areas

Weaknesses

- Loch Thom is grey water and would require the installation of a treatment plant to allow the water to be used for distilling
- The project needs to be able to attract wealthy investors for the idea of a distillery to progress

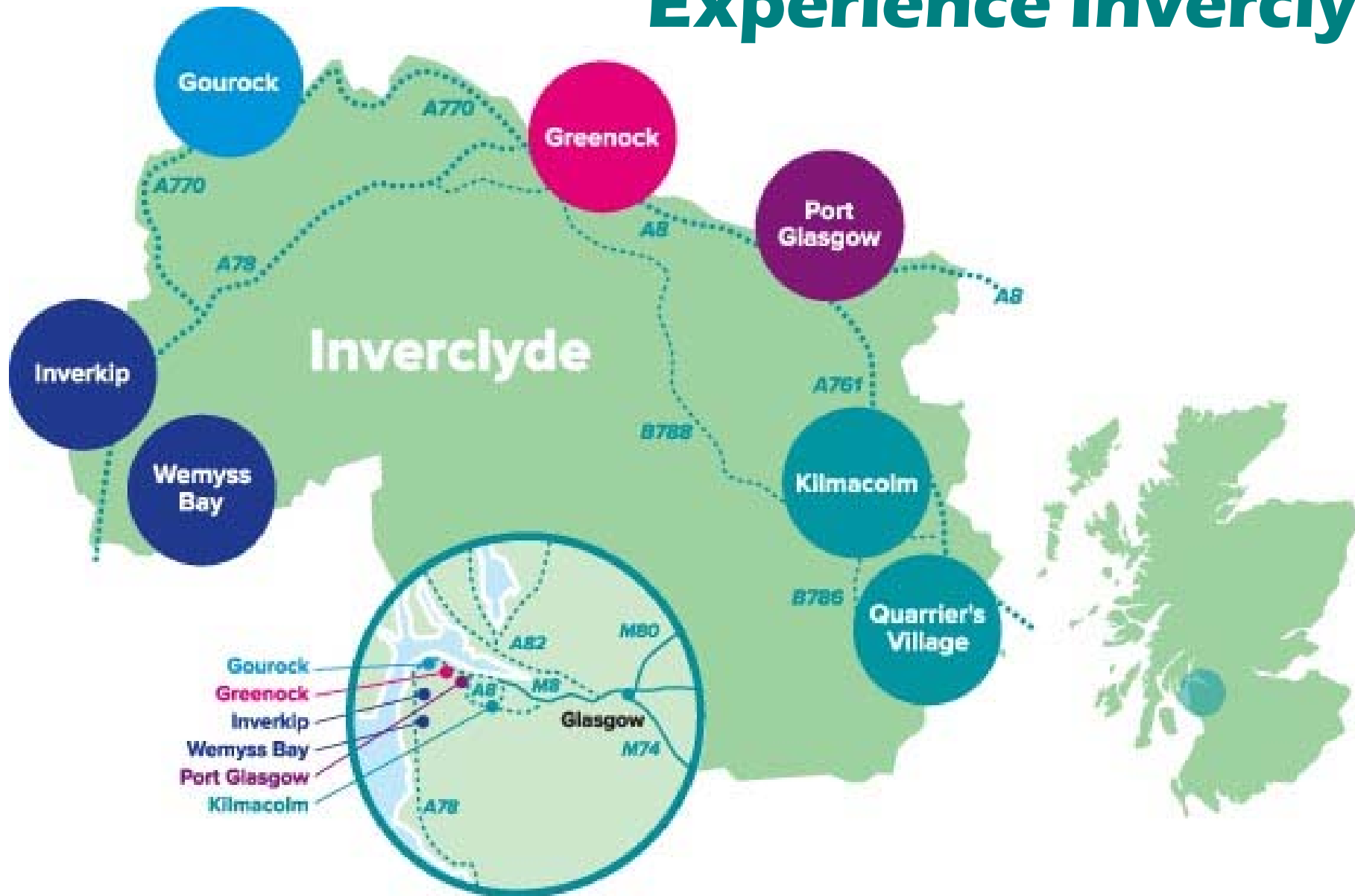
Opportunities

- Growing number of cruise ship visitors looking to explore whisky
- Growing market for micro distillery products
- Growing interest from investors to develop more micro whisky distilleries
- Potential to resurrect old brands (Ardgowan & Greenock) and become a “producer” of whisky again
- Employment opportunities to distil whisky but also to create a visitor attraction and potentially accommodation in the hills above Greenock
- Government funding available to develop more micro distillers

Threats

- Competitorsbut no micro distilleries locally in Inverclyde or Renfrewshire
- Possible opposition from residents of Inverclyde
- The negative press potential from Greenock’s reputation for alcohol abuse

Experience Inverclyde



Inverclyde – an overview

Inverclyde is an area of unrivalled beauty, situated along the broad coastal reaches of the River Clyde with breathtaking views to the Argyll Hills and Scottish Highlands. Shipbuilding, manufacturing and trading brought prosperity to Inverclyde in the 19th and 20th centuries, spawning such illustrious sons as James Watt, the engineer, whose famous inventions paved the way for the industrial revolution.

Many of Inverclyde's historical attractions celebrate Inverclyde's influential maritime history and industrial past. There's enjoyment for all the family - our sports, leisure and entertainment facilities are among the best in Scotland. The picturesque villages of **Inverkip** and **Wemyss Bay** have a distinct charm of their own. Their sailing waters and facilities provide an extensive range of water-based sports and activities. Inland, nestling in the Gryffe Valley, take time to explore **Quarrier's Village** - a conservation village, formerly the famous Victorian orphan community built by William Quarrier - and the historic village of **Kilmacolm** whose ecclesiastical roots date back to St. Columba.

Inverclyde's spectacular moorlands, hills and lochs lie mainly within **Clyde Muirshiel Regional Park**, a haven for the rarest species of Scottish wildlife and centre for numerous outdoor pursuits and activities. Inverclyde is one of Scotland's smallest council areas, with spectacular views and scenery, fabulous sporting and leisure opportunities and excellent transport links to Glasgow and the rest of Scotland. We are fortunate in being one of the most attractive places in Scotland to live and work, with 61 square miles stretching along the south bank of the magnificent estuary of the River Clyde. Further along, the river opens up into the Firth of Clyde, the gateway to the Scottish Highlands.

Inverclyde's main towns: **Greenock**, **Port Glasgow** and **Gourock** sit on the coastal strip. Our heritage, steeped in centuries of maritime and industrial history sits comfortably with a revitalised, modern economy of tourism/hospitality, service industries including customer contact and fulfillment services. The transformation has been remarkable by any standards. Inverclyde boasts not only major improvements to the physical environment but an enviable track record in attracting new industries and development

One of Inverclyde's major assets is its location, which gives it easy access to the whole of Scotland and much further afield. The centre of Greenock is only 25 miles west of Glasgow and the M8 motorway runs straight to our doorstep. Glasgow International Airport is only 15 minutes away which gives direct access to major European and American markets. Prestwick Airport has been increasing its freight and passenger services recently and is only an hour from Inverclyde. Rail services run from both Wemyss Bay and Gourock to Glasgow, where they link with services to other parts of Scotland and the rest of the United Kingdom. Car and passenger ferry services connect with Helensburgh, Bute and the Cowal peninsula, and on to the Mull of Kintyre.

What's on offer for visitors to Inverclyde



Things to See and Do in Inverclyde



Visitor Attractions

- Mclean Museum and Watt Library
- Waterfront Leisure Centre
- Clyde Muirshiel Regional Park (Lunderston Bay and Greenock Cut Visitors Centre)
- Gourrock Outdoor Pool
- The Waterfront Leisure Complex
- The Beacon Arts Centre
- Scottish Fire & Rescue Museum
- Newark Castle
- Finlaystone Country Estate
- Marinas at James Watt Dock and Kip
- Cardwell Garden Centre
- Custom House Quay where the Waverley calls
- Cruise ships and visiting Tall Ships
- Independent shopping experience in Gourrock
- Funworld
- The Greenock Town Trail

Outdoor Pursuits Available

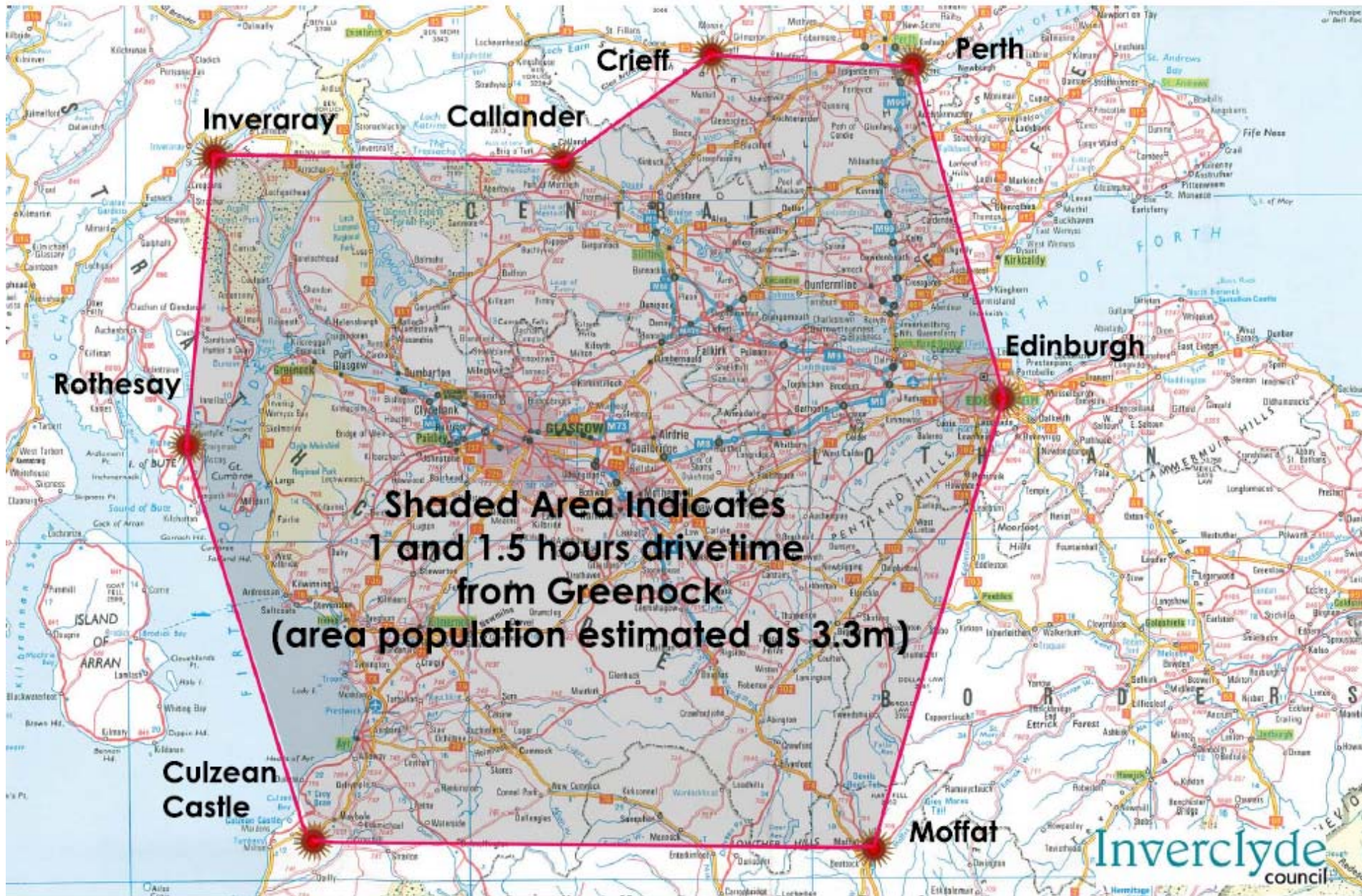
- Golf
- Sailing
- Marine and land based experiences
- Walking
- Mountain biking
- Horseriding
- Rowing
- Canoeing
- Diving

Forthcoming Tourist Attraction Activities

Work has begun on the creation of The Heritage Inverclyde Coastal Trail from Wemyss Bay to Langbank and will be complete by Autumn 2014.

Key Facts and Statistics





Key Facts & Statistics

Population of Inverclyde at 2011 Census:	81,500
Population within a 1 & ½ hrs drive of Inverclyde:	3,317,200

Overview of Main Areas of Economic Activity and Performance

- Maximising community benefits through procurement, specifically targeting construction projects that include schools, new housing and waterfront regeneration. Recently community benefits have been incorporated in contracts for Port Glasgow Shared Campus, the refurbishment of St Columba's and RI contracts for both Custom House and Riverside Business Park. Since its inception in 2008, the Community Benefits programme has created 570 jobs for local residents including 43 new apprenticeships. Ensuring community benefits follow from investment in schools, housing and area renewal;
- Maintaining the positive momentum on Business Start Ups, despite an economic down turn.
- Fulfilling the contract obligations on the highly successful Future Jobs Fund programme and continuing to deliver an additional 120 FJF posts directly through Inverclyde Council employability funding. An additional 23 full year posts will be delivered over the next three years provided by the Inverclyde Integrated Employability Programme targeted at unemployed and to reduce number of people claiming key benefits;
- Training and employability support to young people through national programmes;;
- Delivering a co-ordinated approach to employer engagement via a single point of contact;
- Support and advice to those wishing to start a new business;
- Promote sustainability and growth of new and existing businesses by supporting capital investment and improving workforce skills;
- Tourism development – year on year growth in visitor numbers; improve internal/external perception of Inverclyde; redevelop Ocean Terminal to meet needs of tourism sector;
- Scottish Tourism Economic Activity Monitor (STEAM) statistics show an increase of 19 on total revenue for 2011 compared with 2010 ie 51.74 (£'s millions) RI survey of cruise ship passengers shows an overall improvement in town centre perceptions;
- Attract external funding to deliver economic activities
- Development of Heritage Inverclyde coastal trail project (Coastal Communities Fund and Heritage Lottery bids submitted)/ DI Greenock Town Trail (Community Facilities Fund) walking trail
- Additional new "visitor attractions facilities in 2012 - Scottish Fire & Rescue Museum, The Beacon, Wemyss Bay Station, Dutch Gable House
- Attraction of Inverclyde as a location for creative industries such as film and arts development eg Shed Media relocation to Inverclyde in 2012 and building of The Beacon Arts Centre
- A variety of listed buildings potentially available for tourism/arts development including The Custom House, The Sugar Sheds, The Glebe Building and The Tobacco Warehouse
- £20m investment by Inverclyde Council in Roads infrastructure over the next 3 years
- Inverclyde is regarded as being one of the best providers of education in Scotland. Schools in Inverclyde are nationally renowned for performing way beyond schools in comparator authorities.

Table 2: Census day usually resident population by council area, 2001 and 2011;

percentage change in population by age group and council area, 2001 to 2011

Council area	Population 2001 ¹	Population 2011 ¹	% change 2001 to 2011 ²	% change 2001 to 2011 ² in population:		
				aged under 15	aged 15 to 64	aged 65 and over
SCOTLAND	5,062,000	5,295,400	4.6	-5.8	6.0	10.6
Argyll & Bute	91,300	88,200	-3.4	-16.6	-5.2	15.0
Clackmannanshire	48,100	51,400	7.0	-6.7	8.5	18.5
East Ayrshire	120,200	122,700	2.1	-9.9	3.5	10.1
East Dunbartonshire	108,200	105,000	-3.0	-16.3	-5.0	21.8
East Renfrewshire	89,300	90,600	1.4	-6.9	0.4	16.3
Falkirk	145,200	156,000	7.4	0.1	8.2	13.0
Fife	349,400	365,200	4.5	-6.0	5.4	12.9
Glasgow City	577,900	593,200	2.7	-10.0	8.7	-9.4
Inverclyde	84,200	81,500	-3.2	-16.1	-1.9	5.6
Midlothian	80,900	83,200	2.8	-8.1	3.3	14.6
North Ayrshire	135,800	138,200	1.7	-10.5	1.1	18.5
North Lanarkshire	321,100	337,800	5.2	-1.0	5.3	13.3
Perth & Kinross	134,900	146,700	8.7	-2.3	9.0	18.1
Renfrewshire	172,900	174,900	1.2	-8.6	1.5	11.2
South Ayrshire	112,100	112,800	0.6	-9.5	-0.5	13.2
South Lanarkshire	302,200	313,800	3.8	-6.9	4.2	15.5
Stirling	86,200	90,200	4.7	-4.5	4.5	16.0
West Dunbartonshire	93,400	90,700	-2.8	-13.9	-0.6	1.1
West Lothian	158,700	175,100	10.3	1.3	9.6	30.9
Totals		3,317,200				

Footnotes

1) Population data are rounded to the nearest hundred.

2) Percentages are calculated from unrounded data.

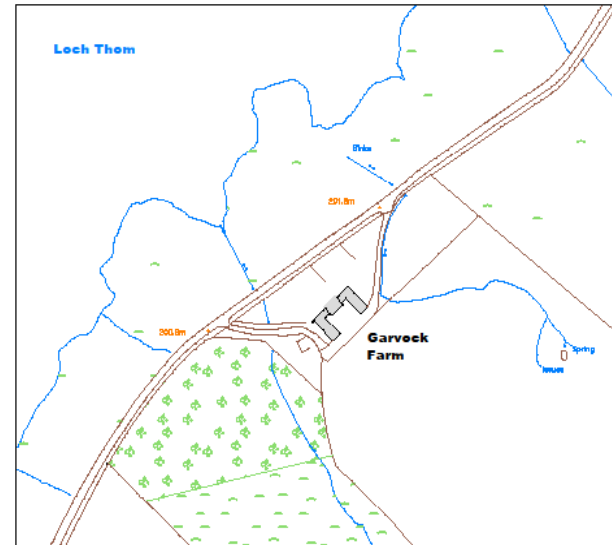
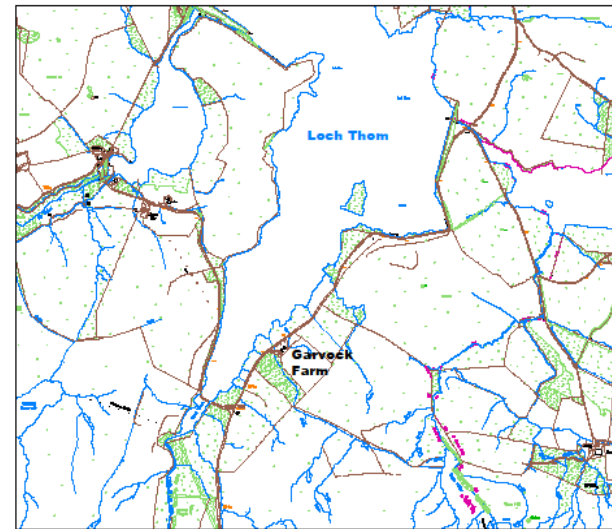
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Source: National Records of Scotland

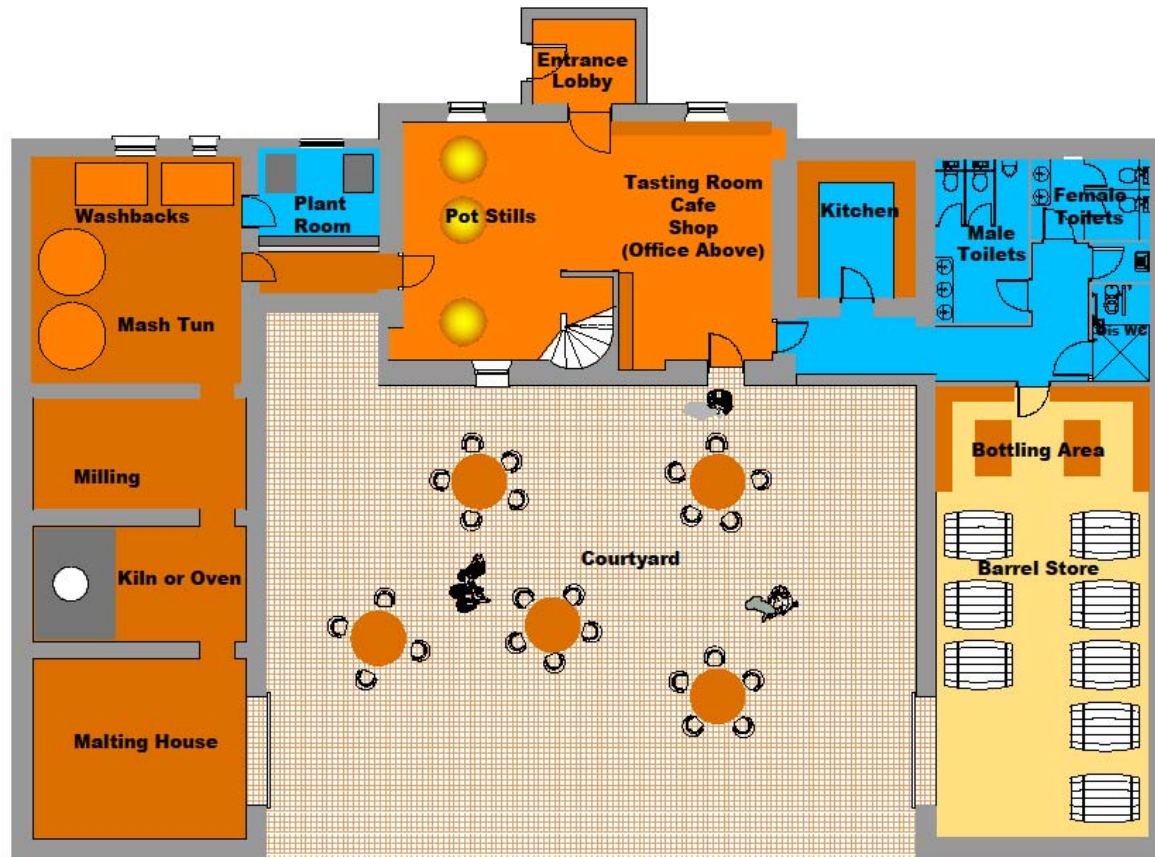
Table 14: Projected percentage of households by local authority and by age group, 2010 and 2035

Local authority	2010						2035					
	16-29	30-44	45-59	60-74	75+	Total	16-29	30-44	45-59	60-74	75+	Total
Scotland	12%	26%	28%	21%	12%	100%	12%	24%	24%	21%	18%	100%
Argyll & Bute	8%	20%	29%	27%	16%	100%	7%	21%	19%	25%	28%	100%
Clackmannanshire	13%	26%	28%	23%	11%	100%	14%	23%	21%	23%	19%	100%
East Ayrshire	10%	25%	28%	24%	13%	100%	10%	22%	22%	24%	22%	100%
East Dunbartonshire	6%	22%	32%	25%	16%	100%	5%	21%	22%	24%	28%	100%
East Renfrewshire	6%	22%	33%	23%	16%	100%	5%	23%	23%	23%	26%	100%
Falkirk	11%	28%	27%	21%	12%	100%	12%	24%	22%	22%	19%	100%
Fife	12%	25%	27%	23%	13%	100%	13%	23%	23%	22%	20%	100%
Glasgow City	18%	31%	26%	16%	10%	100%	15%	28%	29%	17%	10%	100%
Inverclyde	11%	24%	30%	23%	13%	100%	10%	21%	23%	25%	21%	100%
Midlothian	9%	25%	29%	24%	13%	100%	10%	25%	21%	23%	21%	100%
North Ayrshire	10%	24%	28%	25%	13%	100%	10%	22%	20%	25%	23%	100%
North Lanarkshire	11%	28%	29%	21%	11%	100%	11%	25%	23%	23%	17%	100%
Perth & Kinross	11%	22%	28%	24%	15%	100%	11%	25%	24%	20%	19%	100%
Renfrewshire	12%	26%	29%	21%	12%	100%	12%	25%	24%	22%	18%	100%
South Ayrshire	9%	21%	29%	25%	16%	100%	9%	22%	21%	23%	25%	100%
South Lanarkshire	10%	26%	29%	22%	12%	100%	10%	24%	23%	23%	19%	100%
Stirling	12%	23%	28%	23%	13%	100%	14%	26%	20%	20%	19%	100%
West Dunbartonshire	12%	26%	29%	22%	12%	100%	12%	24%	23%	24%	18%	100%
West Lothian	11%	30%	29%	21%	9%	100%	12%	26%	21%	23%	18%	100%

Images and Plans of Garvocks Farm Steading



Suggested Layout of Garvocks Farm Steading



Garvock Farm Micro Distillery