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<b>Report To:</b>	Environment & Regeneration Committee	<b>Date:</b>	16 June 2015
<b>Report By:</b>	Corporate Director Environment, Regeneration & Resources	<b>Report No:</b>	ERC/ENV/IM/15.236
<b>Contact Officer:</b>	Robert Graham	<b>Contact No:</b>	714827
<b>Subject:</b>	Decriminalised Parking Enforcement – Parking Strategies for Towns and Villages outside Greenock		

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### 1.0 PURPOSE

1.1 The purpose of this report is to inform Committee of the draft parking strategies for Port Glasgow, Gourock, Kilmacolm, Quarriers, Inverkip and Wemyss Bay. This is in response to a request by Committee that proposals for such strategies should be brought forward by officers before the summer recess 2015, in advance of the originally indicated first annual review of the Decriminalised Parking Enforcement (DPE) Scheme, planned for October 2015.

### 2.0 SUMMARY

2.1 Following approval by the Environment & Regeneration Committee on 25 October 2012 to progress and implement a DPE scheme for Inverclyde, it was introduced on 6 October 2014 with the making of four on-street and one off-street traffic regulation orders covering all of Inverclyde's towns and villages.

2.2 Strategic changes to waiting and loading restrictions were made only in Greenock town centre, which is the area most affected by the pressure for parking spaces from the conflicting needs of residents, commuters, shoppers and visitors. Other settlements within Inverclyde are not as populous, are not as badly affected by pressures for parking space and have not as yet been the subject of a parking strategy specifically tailored to cater for the effects of an increase in the use of private cars.

2.3 Shortly after the introduction of the DPE scheme, representations by traders in Greenock town centre led to the Council varying the parking restrictions to better suit modern shopping patterns. Calls for similar changes in Inverclyde's other settlements, mainly Kilmacolm, have prompted this report.

2.4 Options for changes to existing waiting and loading restrictions, identified from investigations by Council Officers, previous correspondence and requests from members of the public and business people, were included in letters to the appropriate Community Councils; these letters also invited comments and requests for other changes that the Community Councils would find helpful. In addition, Councillor McEleny has made representations following upon his contact with occupants of properties in Kempock Street, Gourock.

2.5 From this work, parking strategy proposals for Port Glasgow, Gourock, Kilmacolm and Quarriers, Inverkip and Wemyss Bay have been devised and are presented in Section 7 of this report.

2.6 A list of parking strategy principles for settlements outside Greenock town centre has been drawn up. The collected requests for changes were compared with those principles in drawing up the strategies for each town and village.

### **3.0 RECOMMENDATIONS**

It is recommended that Committee:

- 3.1 Notes the principles of Inverclyde Council's parking strategy for settlements outside Greenock.
- 3.2 Approves the proposed strategies for settlements outside Greenock, based on a comparison between those principles and the requests for change given in the appendix to this report.
- 3.3 Remits the Head of Environmental and Commercial Services to prepare and promote traffic regulation orders to progress and enforce the proposed strategies.
- 3.4 Notes that officers will review Kempock Street car park's operation and restrictions a year after implementation along with consideration of extending restrictions into Saturday.
- 3.5 Notes that officers continue to investigate new opportunities for off-street parking in Kilmacolm and that a further report will be brought back to Members in due course.

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

## **4.0 BACKGROUND**

- 4.1 Greenock is the largest settlement in Inverclyde. Its town centre is most affected by the pressure for parking spaces from the conflicting needs of residents, commuters, shoppers and visitors. Management of the parking supply in Greenock was not keeping up with the demands made on it by the increase in numbers of private cars over recent years. A parking strategy was formulated to provide a better managed parking system with better availability of spaces, improved access for deliveries and improved pedestrian safety.
- 4.2 Other settlements within Inverclyde are not as populous, are not as badly affected by pressures for parking space and have not as yet been the subject of a parking strategy specifically tailored to cater for the effects of an increase in the use of private cars.
- 4.3 Shortly after the strategy's introduction, representations by traders in Greenock town centre led to the Council varying the parking restrictions to better suit modern shopping patterns. Calls for similar changes in Inverclyde's other settlements have prompted this report.

## **5.0 CONSULTATIONS ON CHANGES TO WAITING AND LOADING RESTRICTIONS**

- 5.1 Officers attended meetings called by Port Glasgow traders on 16 February 2015, Kilmacolm Community Council on 24 February 2015 and Kilmacolm traders on 9 March 2015 to hear their views on the changes they would like to see.
- 5.2 Port Glasgow's traders were in general happy with the 30 minute parking restriction in the town centre and saw no reason to make changes to Port Glasgow's restrictions.
- 5.3 Kilmacolm Community Council requested that parking be allowed for 2 hours on-street and be unlimited in car parks. The Community Council also requested that parking on one side of Moss Road be banned at all times and that the delivery spaces on Lochwinnoch Road be converted into parking spaces. More off-street car parks should be created on suitable land.
- 5.4 Kilmacolm's traders requested parking stay duration limits of 2 or 3 hours on-street and 24 hours in car parks, a review of the need for the existing single yellow lines, more on-street and off-street parking spaces and the establishment of a disk zone. Kilmacolm Community Council's and Kilmacolm traders' detailed comments are given in Appendix 1.
- 5.5 Separately, options for changes to existing waiting and loading restrictions, identified from investigations by Council Officers, previous correspondence and requests from Elected Members, members of the public and business people, were included in letters dated 22 April 2015 to the appropriate Community Councils asking for comments and requests for other changes that they would find helpful, see Appendix 2. Reminders were sent by email on the closing date of 8 May 2015.
- 5.6 The Council sent out letters to the following Community Councils. The responses received are given in Appendix 3.
  - Greenock West CC
  - Gourock CC
  - Port Glasgow East CC
  - Port Glasgow West CC
  - Inverkip and Wemyss Bay CC

Greenock West CC agreed with the conversion of some double yellow lines to parking spaces on Cove Road but disagreed that an early morning loading bay should be created outside the Co-op on Cardwell Road.

Gourock CC requested a stay limit of 3 hours in Kempock Street car park, and 1 hour minimum on Kempock Street. Extra parking spaces should be created on Adelaide Street, Kempock

Place and Shore Street.

Port Glasgow East CC did not respond.

Port Glasgow West CC did not respond.

Inverkip and Wemyss Bay CC did not object to the suggestions given in the Council's letter.

- 5.7 In addition, Councillor McEleny has made representations that the parking stay limit on Kempock Street should be 1 hour, Kempock Street car park should remain long stay and a resident and business parking permit scheme should be explored. A summary of the points made by councillor McEleny following from his contact with the occupants of Kempock Street is in Appendix 4.

## **6.0 PARKING STRATEGY PRINCIPLES FOR SETTLEMENTS OUTSIDE GREENOCK**

- 6.1 New parking restrictions outside Greenock have been considered in line with these broad strategic principles:

- Double yellow lines used to improve safety and visibility for drivers
- Locating parking spaces so as not to hinder the passage of through traffic
- Restrictions generally apply 8am – 6pm Monday to Friday
- On-street parking restrictions with stay durations of over 30 minutes are controlled by parking disk
- Off-street parking restrictions with limited stay duration are controlled by parking disk
- On-street parking:
  - in residential districts is uncontrolled
  - in shopping streets is free with limited stay durations of up to 2 hours, according to demand
  - in shopping streets includes loading bays for delivery vehicles where no private off-street facilities exist
- Off-street parking:
  - is free and may have a limited stay duration where there is retail demand
- Blue badge parking:
  - is subject to national regulations
  - in residential streets is provided on request under the DPPP Act
  - in shopping streets is provided in marked bays without limit of stay
  - in public car parks is provided at Scottish Planning Policy levels

## **7.0 PROPOSED STRATEGIES**

- 7.1 The results of the consultations referred to in Section 5 were incorporated in the consideration of strategy options against the foregoing principles to produce the following strategy elements for each town and village.

- 7.2 Gourrock:

- On-street limited waiting on Kempock Street will increase from 30 minutes to 1 hour stay duration and on Lower Kempock Street will be introduced at 1 hour.
- A disc zone will be introduced on Kempock Street, Lower Kempock Street and Kempock Place.
- Parking spaces will be created on Cove Road, Adelaide Street, Kempock Place and Shore Street.
- A restriction of 'No Waiting 8-9am, Mon-Sat' will be promoted outside the Co-op on Cardwell Road to cater for early morning deliveries.

- A restriction of 'No Waiting 8-9am, Mon-Sat' will be promoted outside the Co-op on Shore Road to cater for early morning deliveries.
- Kempock Street car park would be free. The 40 spaces between its west access and the Gourrock Pool would have no time limit. The remaining 121 spaces would be restricted to 3 hours.
- The new Council car parks outside the station would be charged at £1 a day to provide long stay spaces protected from rail commuter use.
- Faulds Park Road would have 'No waiting at any time' restrictions applied on both sides from Cloch Road to Finbraken Drive.
- A Keep Clear marking on Albert Road would be strengthened to a 'No waiting at any time' restriction.
- A short length of 'No waiting at any time' restriction would be applied to Kirn Drive outside St Ninian's Primary School to improve visibility at the S-bend.

### 7.3 Port Glasgow:

- On-street limited waiting will remain of 30 minute stay duration.
- Off-street car parks will remain unchanged.
- A loading bay will be provided to the rear of Iceland on King Street to stop delivery vehicles parking end-on and blocking the road.
- A length of 'No waiting at any time' restriction will be applied to Glen Avenue to protect the entrance to a car park.
- A length of 'No waiting at any time' restrictions will be applied to the entrance to Boglestone Community Centre to help with access and egress.
- A Keep Clear marking at the Port Glasgow Pool on Bay Street will be strengthened to a 'No waiting at any time' restriction.
- Parking spaces on Scarlow Street will be removed to accommodate a new private car park entrance.

### 7.4 Kilmacolm and Quarriers:

- On-street limited waiting in the village centre will increase from 30 minutes to 2 hour stay duration.
- A disc zone will be introduced in the village centre.
- Off-street car parks will remain unchanged, i.e. free and uncontrolled for 24 hours.
- A 'No waiting, no loading at any time' restriction will be applied to one side of Elphinstone Court to help with access and egress.
- A 'No waiting at any time' restriction will be applied to part of Moss Road to help with access.
- A limited waiting restriction will be removed from parking spaces on Lochwinnoch Road opposite the former Police Office.

- Investigations will be undertaken into the practicality of creating more on-street parking at Market Place and extending the Cargill Centre car park. A request has been made of the Old Kirk on High Street to use its car park for the public when not being used for services. A response is awaited.

#### 7.5 Inverkip and Wemyss Bay:

- A 'No waiting at any time' restriction will be applied to the turning head at the cul-de-sac of Station Avenue, Inverkip and a 'No waiting 8am-6pm Monday to Friday' restriction will be promoted on Station Avenue from Kip Avenue to its turning head to control park and ride parking.

### 8.0 NEXT STEPS

- 8.1 Subject to Members' approval, the proposed strategies indicated above will be used to prepare draft traffic regulation orders which will then undergo their statutory consultation procedure with the public. Assuming no objections are forthcoming, the traffic regulation orders will be submitted to the next available Environment and Regeneration Committee meeting.
- 8.2 Kempock Street car park's operation and restrictions will be reviewed a year after implementation along with consideration of extending the restrictions into Saturday.
- 8.3 Officers will continue to investigate new opportunities for off-street parking in Kilmacolm and a further report will be brought back to Members in due course.

### 9.0 CONSULTATION

- 9.1 The Head of Legal and Property Services has been consulted on this report. Approval of this report will result in the promotion of five Traffic Regulation Orders to vary the principal decriminalised parking enforcement Traffic Regulation Orders, all in accordance with the terms of the Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999.
- 9.2 The Chief Financial Officer has been consulted on this report.

### 10.0 IMPLICATIONS

- 10.1 Programme: The estimated timetable for the preparation, consultation and implementation of the TROs necessary to enforce the strategy proposals in this report is shown in Appendix 5. It should be noted that the changes to TROs will be prioritised to allow effective and timeous implementation. It is envisaged that due to public concerns the TRO changes in Kilmacolm will be brought forward as soon as practicable.
- 10.2 Financial: The expansion of controlled limited stay parking into towns and villages outside Greenock will require the manufacture and erection of new signs and the installation of new road markings. The control of these new areas by parking disk will require the manufacture of more parking disks and their distribution to local shops. The introduction of £1 a day parking outside Gourock Rail Station will require the purchase and installation of two parking meters. Additional cash collection costs will be required. Other associated costs identified within this report will be funded from the existing revenue budget and the Parking Earmarked Reserve. However, it should be noted that this earmarked reserve is now fully committed for approved expenditure within the overall Parking Strategy. Revised Parking Attendant enforcement levels can be accommodated within the existing operation.

### One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
Parking Strategy	Pay & Display Equipment	2015/16	£10	N/a	Funded from Parking Revenue
Parking Strategy	Signs & Lines, Parking discs etc	2015/16 2015/16	£35	DPE Revenue (£18k)	£17k funded from remainder of EMR, £18k funded from one off virement from existing Revenue budgets

### Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact £000	Virement From (if Applicable)	Other Comments
Parking Revenue	Loan Charges	2015/16	£1.3		Part year effect 2015/16
	Cash Collection	2015/16	£1.0		
	Pay & Display Income	2015/16	£(5.7)		

#### 10.3 Human Resources:

This report has no implications for human resources.

#### 10.4 Equality and Diversity:

This report has no implications for the Council's equality and diversity policies.

#### 10.5 Repopulation:

This report has no implications for the Council's repopulation policies.

### 11.0 BACKGROUND PAPERS

#### 11.1 None.

## Appendix 1



## **Kilmacolm Community Council Submission to Inverclyde Council's Parking Review**

Kilmacolm Community Council (KCC) has considered with some care the points that it should make in order to assist Inverclyde Council's present review of parking arrangements. We held an open meeting at which we were given useful presentations by officials and at which we heard a wide range of views expressed by local people. In the light of this, and of our own soundings of local opinion, we believe that the following points should be taken into account by Inverclyde.

### **Enforcement**

KCC considers that the level of enforcement activity in the village since the autumn of 2014 is generally appropriate, and proportionate both to the issues involved and to the enforcement activity elsewhere in Inverclyde.

We consider, however, that there is a case for a modest change of emphasis within a broadly unchanged level of enforcement. We understand that the bulk of enforcement, though not all, is at present directed to people parking on single yellow lines or over-staying in short-term parking spaces. While not ignoring either of these categories of offence, we suggest that it would be right to put particular emphasis on parking that compromises safety. In particular, we would like to see some greater enforcement of the no waiting areas around schools at opening and closing times, while we would also hope that officers will take quick action if they see people parking so as to compromise safety at the three preferred crossing points around the Cross.

### **Time Limits**

At present there is a 30 minute limit to on-street parking in the centre of the village. There is a very widely shared view that this should be increased to 2 hours. People appreciate that this is likely to reduce turn-over, and thus potentially reduce the number of people in total who can park in a day. However the strong, general view is that this is a price that is worth paying in order to increase the number of people who can use the village centre for shopping and other activities that last longer than 30 minutes.

A majority, but a smaller majority, of people support the continuing absence of any effective time limit on off-street parking. That is in accordance with the thinking of officials as presented at the open meeting.

### **Changes to Yellow Lines**

A suggestion was made at the meeting, and widely supported, that the single yellow line on one side of Moss Road should be converted to a double yellow line. At present, parking on both sides of the road is permitted outside working hours, but the road is too narrow to accommodate it. We have, separately, received representations from a disabled resident of the road who has effectively been trapped in his car as a result of parking that prevented him reaching his parking place in his front garden.

Another widely held view is that the single yellow lines on the south-east side of Lochwinnoch Road should be removed and converted to on-street parking spaces. We are aware of the intention that these stretches of road should be used for unloading deliveries to the shops but that simply does not work. Delivery vehicles are commonly blocked by cars that park there despite the yellow line, while delivery drivers anyway prefer to stop, or if necessary double-park, directly outside the shop they are delivering to, even if spaces are available close by. In the view of KCC it would be better to accept reality and open these lengths of road to short-stay parkers.

### **Off-Street Parking**

The point was made by officials at the open meeting that no further provision of off-street parking was under consideration. There was an overwhelming view expressed by those present that more off-street parking was required, and that many of the present difficulties would not be resolved until it was provided.

The problem has always been in identifying a suitable site for a new or expanded car park. The KCC has previously advocated the use of the field behind the old police station on Lochwinnoch Road for this purpose. However, we accept that there are access problems. Two other possible sites that we consider warrant investigation are as follows. In neither case, we should emphasise, has the land owner been consulted. The first possibility would be to extend the main car park behind the Cargill Centre down towards Duchal Road on land adjoining St Columba's church. Although this would not take very many extra cars, it has the advantage of being central. The other possibility would be to make a new car park on what is known locally as the Gospel Hall site, the unused land to the north-east of Gillburn Road, north west of its junction with Moss Road. Although not so central, this would be less constrained than the first suggestion.

### **Other Points**

Indirectly related to parking, a widely held view in the village is that more needs to be done to make drivers aware of the preferred crossing places. The road surface should, at each crossing, be painted in a distinctive colour as it already is at the crossing over Bridge of Weir Road. Perhaps, subject to the views of local residents who might be affected by noise, rumble strips should be laid on the approaches to the crossings. These would be useful complements to enforcement action against people parking at the crossings, as mentioned above.

SUMMARY FROM ROBERT GRAHAM:

KILMACOLM TRADERS' MEETING

**Subject:** Kilmacolm Traders Meeting

From Monday night's meeting with the Kilmacolm Traders the main points to review were:

Parking limit on-street 2 or 3 hours

Parking limit off-street 24 hours

Review need for restrictions at existing single yellow lines

Provide additional on-street parking and off-street car parking

(I am arranging for a survey to identify the number of long term parkers using the existing car parks)

Establish a disc zone

Robert Graham  
Service Manager  
Environmental and Commercial Services  
71 East Hamilton Street  
Greenock PA15 2UA

## Appendix 2

Our Ref: MH/11/19

Your Ref:

Date: 22 April 2015

The Secretary  
Gourock Community Council  
4 McCallum Crescent  
Gourock  
PA19 1PY

**Environment, Regeneration & Resources**

Corporate Director: Aubrey Fawcett

Municipal Buildings  
Clyde Square  
Greenock  
PA15 1LY  
Tel: 01475 712764  
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aubrey.fawcett@inverclyde.gov.uk

Dear Sir/Madam,

**PARKING REVIEW**

The Inverclyde Council has undertaken to carry out a parking review of the various villages and town centres throughout Inverclyde and has asked Officers to provide a report with recommendations on any changes to the current parking arrangements before the Council's Committee recess on 4 June 2015.

As part of the consultation process I would appreciate it if you and your fellow Community Council members would provide comment on the proposals detailed below and offer any other suggestions on the parking arrangement within your area which will be considered by the Reviewing Officer prior to completion of the Parking Review report.

In general terms it is not proposed to make any significant changes to the current Traffic Regulation Orders (TRO's) in Kempock Street, Kempock Street car park or Rail Station car park. However a few areas that are being looked at are:

- Kempock Place – Replace the existing double yellow line restrictions adjacent to the Library with parking spaces.
- Shore Street – Provide a footway build out at the junction of Shore Street and St John's Road to help drivers see oncoming traffic.
- Provide additional parking on Shore Road between St John's Road and Kempock Place (South side only).

Can I take this opportunity to thank you for taking the time to consider the above and would very much appreciate it if you were able to provide me with your comments by 8 May 2015.

Yours sincerely,

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

Enquiries To: Mr M Higginbotham, 71 East Hamilton Street, Greenock PA15 2UA  
Tel: 01475 714817

Our Ref: MH/11/19

Your Ref:

Date: 22 April 2015

The Secretary  
Greenock West and  
Cardwell Bay Community Council  
265 Eldon Street  
GREENOCK  
PA16 7QE

**Environment, Regeneration & Resources**

Corporate Director: Aubrey Fawcett

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PA15 1LY  
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aubrey.fawcett@inverclyde.gov.uk

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The Inverclyde Council has undertaken to carry out a parking review of the various villages and town centres throughout Inverclyde and has asked Officers to provide a report with recommendations on any changes to the current parking arrangements before the Council's Committee recess on 4 June 2015.

As part of the consultation process I would appreciate it if you and your fellow Community Council members would provide comment on the proposals detailed below and offer any other suggestions on the parking arrangement within your area which will be considered by the Reviewing Officer prior to completion of the Parking Review report.

In general terms it is not proposed to make any significant changes to the current Traffic Regulation Orders (TRO's) in Cardwell Road. However a few areas that are being looked at are:

- Providing a part time goods vehicle loading bay outside the Co-operative store in Cardwell Road
- Replacing some of the double yellow line restrictions on Cove Road with parking spaces

Can I take this opportunity to thank you for taking the time to consider the above and would very much appreciate it if you were able to provide me with your comments by 8 May 2015.

Yours sincerely,

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

Enquiries To: Mr M Higginbotham, 71 East Hamilton Street, Greenock PA15 2UA  
Tel: 01475 714817

Our Ref: MH/11/19

Your Ref:

Date: 22 April 2015

The Secretary  
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Wemyss Bay Community Council  
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INVERKIP  
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**Environment, Regeneration & Resources**  
Corporate Director: Aubrey Fawcett

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The Inverclyde Council has undertaken to carry out a parking review of the various villages and town centres throughout Inverclyde and has asked Officers to provide a report with recommendations on any changes to the current parking arrangements before the Council's Committee recess on 4 June 2015.

As part of the consultation process I would appreciate it if you and your fellow Community Council members would provide comment on the proposals detailed below and offer any other suggestions on the parking arrangement within your area which will be considered by the Reviewing Officer prior to completion of the Parking Review report.

In general terms it is not proposed to make any significant changes to the current Traffic Regulation Orders. However a few areas that are being looked at are:

- Providing double yellow line restrictions on Station Avenue at Inverkip Rail Station
- Providing an electric vehicle charging space on Shore Road outside the Wemyss Bay Rail Station car park

Can I take this opportunity to thank you for taking the time to consider the above and would very much appreciate it if you were able to provide me with your comments by 8 May 2015.

Yours sincerely,

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

Enquiries To: Mr M Higginbotham, 71 East Hamilton Street, Greenock PA15 2UA  
Tel: 01475 714817

Our Ref: MH/11/19

Your Ref:

Date: 22 April 2015

The Secretary  
Port Glasgow East Community Council  
73 West Woodside Avenue  
PORT GLASGOW  
PA14 6HR

portglasgoweastcommunitycouncil@hotmail.co.uk

**Environment, Regeneration & Resources**

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Dear Sir/Madam,

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The Inverclyde Council has undertaken to carry out a parking review of the various villages and town centres throughout Inverclyde and has asked Officers to provide a report with recommendations on any changes to the current parking arrangements before the Council's Committee recess on 4 June 2015.

As part of the consultation process I would appreciate it if you and your fellow Community Council members would provide comment on the proposals detailed below and offer any other suggestions on the parking arrangement within your area which will be considered by the Reviewing Officer prior to completion of the Parking Review report.

In general terms it is not proposed to make any significant changes to the current Traffic Regulation Orders. However an area that is being looked at is:

- Two electric vehicle charging spaces in Bay Street car park.

Can I take this opportunity to thank you for taking the time to consider the above and would very much appreciate it if you were able to provide me with your comments by 8 May 2015.

Yours sincerely,

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

Enquiries To: Mr M Higginbotham, 71 East Hamilton Street, Greenock PA15 2UA  
Tel: 01475 714817



Our Ref: MH/11/19

Your Ref:

Date: 22 April 2015

The Secretary  
Port Glasgow West Community Council  
12 North Road  
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**Environment, Regeneration & Resources**

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The Inverclyde Council has undertaken to carry out a parking review of the various villages and town centres throughout Inverclyde and has asked Officers to provide a report with recommendations on any changes to the current parking arrangements before the Council's Committee recess on 4 June 2015.

As part of the consultation process I would appreciate it if you and your fellow Community Council members would provide comment on the proposals detailed below and offer any other suggestions on the parking arrangement within your area which will be considered by the Reviewing Officer prior to completion of the Parking Review report.

In general terms it is not proposed to make any significant changes to the current Traffic Regulation Orders. However an area that is being looked at is:

- Double yellow line restrictions on Glen Avenue to help drivers leaving a car park see oncoming traffic.

Can I take this opportunity to thank you for taking the time to consider the above and would very much appreciate it if you were able to provide me with your comments by 8 May 2015.

Yours sincerely,

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

Enquiries To: Mr M Higginbotham, 71 East Hamilton Street, Greenock PA15 2UA  
Tel: 01475 714817

## Appendix 3

## **Mark Higginbotham**

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**From:** Siobhan McCready  
**Sent:** 06 May 2015 14:13  
**To:** Mark Higginbotham  
**Subject:** Parking Review Gourcock CC response

**Kempock Place – Replace the existing double yellow line restrictions adjacent to the Library with parking spaces.**  
**Shore Street – Provide a footway build out at the junction of Shore Street and St John's Road to help drivers see oncoming traffic.**  
**Provide additional parking on Shore Road between St John's Road and Kempock Place (South side only).**

Hi Mark, on behalf of the Community Council can I respond to above.

We are generally happy with what's been agreed, and in addition would like to see

- Lower Kempock street (car park behind shops) have a 3 hour parking restriction to prevent commuters parking there with permits for residents.
- Kempock St parking should be increased to minimum one hour although 3 hour waits would suit business community and shoppers alike and are therefore preferable.
- We could also look to remove yellow lines from Adelaide street area to free up spaces which are at a premium in town centre, lots of commuters parking all day etc.
- There was some discussion at the last Community Council around the two Police parking spaces (in Kempock place) being available to the public, in line with this, we would recommend that these be converted to normal parking spaces at the same time as the double yellow lines are removed in Kempock place.
- Overwhelming support for increase to time you can park on Shore Street, with a combination of both short and long stay parking in the car park. Assessment of removing the restrictions on the south side of Shore street (shop side) going west from the Victoria Bar to the

pharmacy. On the north side (shore side) at a point past the Health Centre going east towards John St. (Some years back the police had concerns about this although were willing to negotiate).

- Possibility of looking at the range of bus stops along this stretch and length of bays attached to each which seem to be more frequent than possibly required and of considerable length. 4 on South side between Eastern View and Kempock Gardens I believe 4 on North side too.

Hope this is of use and please give me a call if you need more information

Siobhan on behalf of Gourock CC.

Regards

Siobhán

Siobhan McCready  
Senior Community Worker  
Community Learning and Development  
Inverclyde Council  
32 Nicolson St  
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Twitter: @CommInverclyde

Facebook: <https://www.facebook.com/pages/Community-Work-Inverclyde/710538312313180>

**Mark Higginbotham**

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**From:** Secretary IBCC <[iwbcc@yahoo.co.uk](mailto:iwbcc@yahoo.co.uk)>  
**Sent:** 11 May 2015 17:28  
**To:** Mark Higginbotham  
**Subject:** Re: Parking Review

Hi mark

I sent this to my fellow community councillors and no objects were received.

Thanks jean Anderson

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**From:** Mark Higginbotham <[Mark.Higginbotham@inverclyde.gov.uk](mailto:Mark.Higginbotham@inverclyde.gov.uk)>;  
**To:** [iwbcc@yahoo.co.uk](mailto:iwbcc@yahoo.co.uk) <[iwbcc@yahoo.co.uk](mailto:iwbcc@yahoo.co.uk)>;  
**Subject:** RE: Parking Review  
**Sent:** Fri, May 8, 2015 10:04:03 AM

Sir/ Madam

Just a quick reminder that responses to the attached letter are due today. Please feel free to reply directly to this email with your comments if that is easier.

**Mark Higginbotham**

Team Leader Consultancy

Environmental and Commercial Services

Inverclyde Council

Tel. 01475 714817

**Mark Higginbotham**

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**From:** POLLARD EDWARD  
**Sent:** 09 May 2015 17:15  
**To:** Mark Higginbotham  
**Subject:** Re: Parking Review

Dear Mark,

In reply to your email which we received on the 2nd May, concerns have been expressed about the loading bay outside the co-op store on Cardwell Road and we will be discussing this at our Public Meeting on Wednesday the 14th May, and we will provide you with any feed back expressed by the public.

While realising we have exceeded the time limit to comment, your email did not give us enough time to consult the residents of our area on this matter.

We have highlighted this to Councillors in the past that the consultation periods fall between Community Council's scheduled meetings, and if this matter could be addressed, we could carry out the remit of the Community Council more effectively.

Concluding we totally agree with the replacement of the double yellow line restrictions on Cove Road as this has been brought to our notice on many occasions.

Kindest regards,

Irene Pollard.  
Hon. Secretary.

On 8 May 2015 at 11:05, Mark Higginbotham <[Mark.Higginbotham@inverclyde.gov.uk](mailto:Mark.Higginbotham@inverclyde.gov.uk)> wrote:

Sir/ Madam

Just a quick reminder that responses to the attached letter are due today. Please feel free to reply directly to this email with your comments if that is easier.

**Mark Higginbotham**

## Appendix 4

Thanks for that Ian. I am still receiving completed surveys and many have been sent to the office that I've still not read over. However please consider the following as party of your review:

- 100% of respondents believed that on Street parking on Kempock St should be increased to longer than 30 mins.
- 9% believed it should be increased to 45 min
- 50% believed it should be increased to 1 hour
- 39% believed it should be increased to 2 hours
- 12% believed it should be increased to 3 hours.

Regarding Kempock street car park 55% believed that it should remain a long stay car park whereas 45% believed it should incorporate both long stay parking and area of shorter stay parking to nullify commuters taking up spaces all day.

Several residents believed that they should not be treated to residents of central Greenock and that a residents parking permit system should be explored and that staff members should also be incorporated in this.

Therefore I believe it is clear that parking restrictions on Kempock street need to be increased.

When the one way system is up and running there is scope to explore having an area of the car park which is short stay between 9am and 6pm Monday to Saturday.

Please pass this info onto the team.

Kind regards

Chris

Sent from Samsung Mobile

----- Original message -----

From: Ian Moffat

Date:05/05/2015 14:51 (GMT+00:00)

To: Chris McEleny

Cc: Ian Moffat

Subject: RE: Parking review report- Inverclyde



## Appendix 5

