
Report To:	Environment & Regeneration Committee	Date:	3 September 2015
Report By:	Corporate Director Environment, Regeneration & Resources	Report No:	ERC/ENV/IM/15.243
Contact Officer:	Robert Graham	Contact No:	714827
Subject:	Decriminalised Parking Enforcement – Parking Strategies for Towns and Villages outside Greenock - Update		

1.0 PURPOSE

- 1.1 The purpose of this report is to inform Committee of a change requested by the Central Gourock Redevelopment Working Group to the draft parking strategy for Gourock, originally proposed in Report No. ERC/ENV/IM/15.236, Agenda item 5 at this Committee of 16 June 2015.

2.0 SUMMARY

- 2.1 Following approval by this 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. Calls for parking strategies for Inverclyde's other settlements prompted a report on the principles of such strategies, derived from extensive consultation, to be submitted to this Committee on 16 June 2015 and subsequently approved.
- 2.3 At the 18 August 2015 meeting of the Central Gourock Redevelopment Working Group it was requested that the proposed Parking Strategy for Gourock be changed to allow more loading space for delivery vehicles on the north side of Kempock Street and to provide more free unlimited stay parking in Kempock Street car park.
- 2.4 The changes to the proposed strategy for Gourock are shown below in *italics*.
- *A restriction of 'No Waiting 8-11am, Mon-Sat' will be promoted outside the Cleats Bar on Kempock Street to cater for deliveries. The two displaced disabled bays will be relocated outside Sainsbury.*
 - *Kempock Street car park will be free. Approximately 80 spaces in the west half would have no time limit. The remaining approximately 80 spaces would be restricted to 3 hours maximum stay.*

3.0 RECOMMENDATIONS

- 3.1 Approves the proposed changes to the Gourock parking strategy.
- 3.2 Agrees to the suspension of Standing Order 31 as this report recommends changes to the decision of this Committee taken on 16 June 2015.
- 3.3 Remits the Head of Environmental and Commercial Services to prepare and promote traffic regulation orders to progress and enforce the proposed changes.

3.4 Notes that officers will review Kempock Street car park's operation and restrictions a year after implementation.

Ian Moffat
Head of Environmental & Commercial Services

4.0 BACKGROUND

- 4.1 Following approval by this 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.
- 4.2 Strategic changes to waiting and loading restrictions were made only in Greenock town centre. Calls for parking strategies for Inverclyde's other settlements prompted a report on the principles of such strategies, derived from extensive consultation, to be submitted to this Committee on 16 June 2015 and subsequently approved.
- 4.3 At the 18 August 2015 meeting of the Central Gourock Redevelopment Working Group it was requested that the proposed Parking Strategy for Gourock be changed to allow more loading space for delivery vehicles on the north side of Kempock Street and to provide more free unlimited stay parking in Kempock Street car park.

5.0 PROPOSED CHANGES TO GOUROCK PARKING STRATEGY

5.1 The previously approved content of the Gourock parking strategy is shown below. The changes to the proposed strategy requested by the Central Gourock Redevelopment Working Group are shown below in *italics*.

5.2 Gourock:

- On-street limited waiting on Kempock Street has been increased 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.
- *A restriction of 'No Waiting 8-11am, Mon-Sat' will be promoted outside the Cleats Bar on Kempock Street to cater for deliveries. The two displaced disabled bays will be relocated outside Sainsbury.*
- *Kempock Street car park will be free. Approximately 80 spaces in the west half would have no time limit. The remaining approximately 80 spaces would be restricted to 3 hours maximum stay.*
- 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.

6.0 NEXT STEPS

- 6.1 The proposed changes to Kempock Street car park necessitated its removal from the Off-street (Variation 5) TRO and the creation of an Off-street (Variation 6) TRO which, subject to Members' approval, will begin consultation in week commencing 7 September 2015. If no objections are received, the TRO could be submitted to the 29 October 2015 Environment and Regeneration Committee and, subject to approval of this committee, to the Council Meeting on 3 December 2015. Subject to the making of the order, it could be made effective 6 weeks later in January 2016. Should the TRO attract objections, the effective date could be delayed by as much as 26 weeks.
- 6.2 The other proposed changes will be accommodated in the TROs associated with the parking strategies for the towns and villages outside Greenock as per the approved programme submitted in the previous report ERC/ENV/IM/15.236.
- 6.3 Kempock Street car park's operation and restrictions will be reviewed a year after implementation.

7.0 CONSULTATION

- 7.1 The Head of Legal and Property Services has been consulted on this report. Approval of this report will result in the promotion of 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.
- 7.2 The Chief Financial Officer has been consulted on this report.

8.0 IMPLICATIONS

- 8.1 Financial: The changes recommended in this report do not alter the financial implications reported on in the previous report ERC/ENV/IM/15.236, as below.

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	Na	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)		

8.2 Human Resources:

This report has no implications for human resources.

8.3 Equality and Diversity:

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

8.4 Repopulation:

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

9.0 BACKGROUND PAPERS

9.1 None.