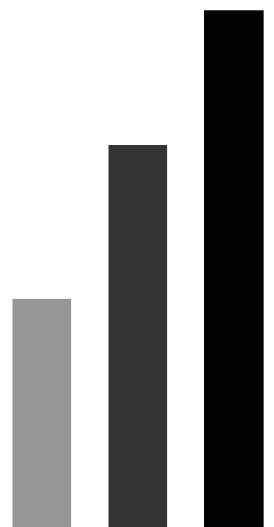


Agenda 2015

Environment & Regeneration Committee

For meeting on:

29	October	2015
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A meeting of the Environment & Regeneration Committee will be held on Thursday 29 October 2015 at 3pm within the Municipal Buildings, Greenock.

GERARD MALONE
Head of Legal and Property Services

BUSINESS

1. Apologies, Substitutions and Declarations of Interest	Page
PERFORMANCE MANAGEMENT	
2. Environment & Regeneration Revenue Budget 2015/16 – Period 5 to 31 August 2015 Report by Chief Financial Officer and Corporate Director Environment, Regeneration & Resources	p
3. Environment & Regeneration Capital Programme 2015/16 to 2017/18 - Progress Report by Chief Financial Officer and Corporate Director Environment, Regeneration & Resources	p
NEW BUSINESS	
4. Public Bodies' Duties Required Climate Change Reporting Report by Corporate Director Environment, Regeneration & Resources	p
5. Scotland's National Marine Plan Report by Corporate Director Environment, Regeneration & Resources	p
6. Update on RCGF Bids for Physical Regeneration Projects Report by Corporate Director Environment, Regeneration & Resources	p
7. Roads Asset Management Plan Street Lighting Investment Strategy - Update Report by Corporate Director Environment, Regeneration & Resources	p
8. Resident's Parking Permit Scheme Terms and Conditions Report by Corporate Director Environment, Regeneration & Resources	p

9.	Proposed Traffic Regulation Orders – Various Roads Including Residents’ Parking Permit Scheme Report by Corporate Director Environment, Regeneration & Resources		p
10.	Proposed Traffic Regulation Order – Disabled Person’s Parking Places (On-Street) Order No 3 2015 Report by Corporate Director Environment, Regeneration & Resources		p
11.	Proposed Traffic Regulation Order – Disabled Person’s Parking Places (On-Street) Order No 4 2015 Report by Corporate Director Environment, Regeneration & Resources		p
12.	Victoria Tower – Refurbishment as Tourist Attraction Report by Corporate Director Environment, Regeneration & Resources		p
13.	District Court Room – Refurbishment as Tourist Attraction Report by Corporate Director Environment, Regeneration & Resources		p
14.	Proposed Sale of Land to Ferguson Marine Engineering Limited Report by Corporate Director Environment, Regeneration & Resources		p
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.			
15.	Environment & Regeneration Capital Programme 2015/16 to 2017/18 Progress – Addendum Report by Chief Financial Officer and Corporate Director Environment, Regeneration & Resources providing an update in respect of the status of the District Court Offices Redevelopment project and making recommendations in this regard	Paras 6 & 8	p
16.	Lease of Premises – Bridgend Road, Greenock Report by Corporate Director Environment, Regeneration & Resources on the lease of premises at Bridgend Road, Greenock	Paras 2, 6 & 9	p
17.	Lease of Premises – Cathcart Street, Greenock Report by Corporate Director Environment, Regeneration & Resources on the lease of premises at Cathcart Street, Greenock	Paras 2, 6 & 9	p
18.	Lease of Premises – Sir Michael Street, Greenock Report by Corporate Director Environment, Regeneration & Resources on lease of premises at Sir Michael Street, Greenock	Paras 2, 6 & 9	p
19.	Property Assets Management Report Report by Corporate Director Environment Regeneration & Resources on activities and proposals for the management of the Council’s property assets	Paras 2, 6 & 9	p

20.	Use of Powers Delegated to the Chief Executive: Proposed Sale of Surplus Land at Inverkip Report by Corporate Director Environment, Regeneration & Resources on the use of the powers delegated to the Chief Executive in relation to the proposed sale of surplus land at Inverkip	Paras 2, 6 & 9	p
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Enquiries to - **Rona McGhee** - Tel 01475 712113

Report To:	Environment & Regeneration Committee	Date:	29 October 2015
Report By:	Chief Financial Officer and Corporate Director Environment, Regeneration and Resources	Report No:	FIN/98/15/AP/MMcC
Contact Officer:	Mary McCabe	Contact No:	01475 712222
Subject:	Environment and Regeneration 2015/16 Revenue Budget – Period 5 to 31 August 2015		

1.0 PURPOSE

- 1.1 To advise Committee of the 2015/16 Revenue Budget position at Period 5 to 31 August 2015.

2.0 SUMMARY

- 2.1 The revised 2015/16 budget for Environment and Regeneration is £20,368,000 which excludes Earmarked Reserves.
- 2.2 The latest projection, excluding Earmarked Reserves, is an underspend of £212,000, a reduction in spend of £176,000 since Period 3 Committee.
- 2.3 The major variances projected at Period 5 are:
- i. An underspend in fuel across Environmental Services of £49,000. This is in part due to a reduction in fuel prices which will be returned to the inflation contingency.
 - ii. An underspend within the residual waste contract of £77,000 due to a reduction in tonnages of waste treated.
 - iii. Turnover savings within Environmental Services Management of £88,000; £40,000 of which is the early achievement of a future year saving.
 - iv. An underrecovery of Roads Client sales, fees and charges income of £43,000. This is due to fewer construction consent applications than anticipated.
- 2.4 Earmarked Reserves for 2015/16 total £2,523,000 of which £1,475,000 is projected to be spent in the current financial year. As detailed in Appendix 4 expenditure of £222,000 (15%) has been incurred to Period 5, which is in line with phased expenditure.

3.0 RECOMMENDATIONS

- 3.1 The Committee note the current projected underspend for 2015/16 of £212,000 as at 31 August 2015.

Alan Puckrin
Chief Financial Officer

Aubrey Fawcett
Corporate Director
Environment, Regeneration & Resources

4.0 BACKGROUND

- 4.1 The purpose of this report is to advise Committee of the current position of the 2015/16 budget and to highlight the main issues contributing to the projected underspend.
- 4.2 The revised 2015/16 budget for Environment and Regeneration, excluding earmarked reserves, is £20,368,000. This is a reduction of £1,828,000 from the approved budget. Appendix 1 gives details of this budget movement.

5.0 2015/16 CURRENT POSITION

- 5.1 The current projection for 2015/16 is an underspend of £212,000.

5.2 Regeneration & Planning - £9,000 overspend

The current projected out-turn for Regeneration & Planning is an overspend of £9,000, a reduction in projected spend of £9,000 since Period 3.

The main issues relating to the current projected overspend for Regeneration & Planning are detailed below:

(a) Employee Costs

There is a projected overspend of £9,000 due to the turnover savings target not being met. However, this overspend has reduced by £9,000 since last Committee.

5.3 Property Services - £35,000 overspend

The current projected out-turn for Property Services is an overspend of £35,000, a reduction in projected spend of £17,000 since last Committee.

The main issues contributing to the current projected overspend for Property Services are detailed below:

(a) Employee Costs

As previously reported there is a projected overspend of £39,000, made up as follows:

- i. Cost of additional Technical Services employee of £49,000; offset by additional fee income.
- ii. Excess turnover savings of £10,000, partially offset by increased agency worker costs.

(b) Property Costs

There is a projected overspend of £23,000, £3,000 more spend than previously reported, mainly due to overspends on Non Domestic Rates of £13,000 and a number of minor overspends.

(c) Administration Costs

As previously reported, there is a projected overspend of £112,000 due mainly to agency worker costs within Technical Services of £100,000; partially offset by additional fee income.

(d) Income

There is a projected overrecovery in income of £139,000, £20,000 more income than was projected at Period 3. This overrecovery is due to:

- i. Additional Technical Services capital recharge income of £119,000 – offset by increased employee costs and agency worker costs, as previously reported.
- ii. Overrecovery of biomass and solar energy income of £20,000, not previously reported.

5.4 **Environmental & Commercial Services - £201,000 underspend**

The current projected out-turn for Environmental & Commercial Services is an underspend of £201,000, a reduction in projected spend of £149,000 since Period 3.

The main issues contributing to the current projected underspend for Environmental & Commercial Services are detailed below and in Appendix 3:

(a) **Employee Costs**

There is a projected underspend of £193,000, a further reduction in spend of £89,000 since last Committee, mainly due to:

- i. An underspend in Refuse Collection of £24,000, an increase in projected spend of £10,000 since Period 3. This underspend is due to delays in filling vacant posts. This is offset by increased agency worker costs, per 5.4(e) below.
- ii. Additional turnover savings within Management of £88,000; further turnover savings of £58,000 since last report; £40,000 of which is the early achievement of a 2016/17 saving.
- iii. An underspend in Janitors employee costs of £31,000 which is offset by reduced recharge income. This is a further underspend of £12,000 since last Committee.
- iv. An underspend in Catering of £12,000 due to turnover savings and reduced additional hours; a further reduction in expenditure of £5,000 from last Committee.
- v. An overspend within Vehicle Maintenance Drivers of £15,000, as previously reported. This is offset by additional income.
- vi. Turnover savings within Building Services of £13,000 due to delays in filling vacant posts. This is a further reduction in spend of £1,000 since Period 3.
- vii. An underspend in Roads Operational employee costs of £14,000, not previously reported; due to delays in filling vacant posts.
- viii. Other minor savings across the Service of £26,000, a reduction in spend of £9,000 since last report.

(b) **Property Costs**

There is a projected underspend of £77,000, a further reduction in spend of £46,000 since last Committee, mainly due to underspends in the residual waste contract of £64,000, a reduction in spend of £48,000 from Period 3; and food waste of £10,000, a reduction in projected spend of £3,000; due to a reduction in waste tonnages treated.

(c) **Supplies & Services**

There is a projected overspend of £493,000, an increase in spend of £402,000 since last Committee, mainly due to the following:

- i. Projected overspend on Roads Operational Sub Contractors and Materials of £400,000; £372,000 more spend than previously reported. This overspend is based on the current workplan and is offset by additional income.
- ii. Roads Client rechargeable spend of £49,000; £20,000 more spend than last Committee; which is offset by additional income.
- iii. Overspend on Crematorium technical equipment of £36,000, an increase in spend of £16,000 from last Committee, as a result of necessary repairs to the cremators.
- iv. A projected underspend in Catering provisions of £25,000, not previously reported. This underspend partially offsets the underrecovery in Catering income.

(d) Transportation & Plant

There is an underspend of £78,000, £42,000 less spend than previously reported, mainly as a result of:

- i. An underspend in the purchase of fuel of £65,000, a further reduction in projected spend of £26,000. This is offset by an underrecovery of fuel income.
- ii. Underspends in fuel under the Client Services of £49,000, in line with reduced Vehicle Maintenance fuel spend. This is in part due to a reduction in fuel prices which will be returned to the inflation contingency.
- iii. An overspend in Roads Operational external hires of £36,000, £48,000 more spend than previously projected. This is based on the current workplan and is offset by additional income.
- iv. A small underspend in non-routine maintenance across the client services of £21,000, not previously reported.
- v. Minor overspend on Roads Fund licences of £11,000, as previously reported.

(e) Administration Costs

There is a projected overspend of £57,000, £15,000 more spend than at Period 3, mainly due to:

- i. A projected overspend in Refuse Collection agency staff costs of £30,000, as previously reported. This is partially offset by reduced employee costs, as reported above.
- ii. A projected overspend on Vehicle Maintenance Drivers' agency staff costs of £15,000, not previously reported. This overspend is offset by additional recharge income.

(f) Payments to Other Bodies

There is an underspend of £28,000 projected in recycling contract costs based on current projected tonnages. This is a reduction in spend of £9,000 since last Committee.

(g) Income

There is a projected overrecovery of £358,000, a projected increase in income of £363,000 since Period 3, made up as follows:

- i. An overrecovery of Roads Operational income of £472,000, £448,000 more income than previously reported, in line with increased costs, detailed above. The net projected variance for Roads Operational being an overrecovery of £17,000.
- ii. An overrecovery of Roads Client recharge income of £49,000, £20,000 more income than previously projected as detailed above.
- iii. A projected underrecovery of Roads Client sales, fees and charges income of £43,000, not previously reported. This underrecovery is due to less construction consent income than anticipated.
- iv. An underrecovery in Janitors recharge income of £31,000, in line with reduced employee costs. This is a further reduction in income of £12,000 since Period 3.
- v. An overrecovery of Vehicle Maintenance Drivers income of £43,000, in line with increased employee costs and agency costs. This is £29,000 more income than was projected at last Committee.
- vi. An underrecovery of Vehicle Maintenance fuel recharge income of £65,000, in line with reduced costs, not previously reported.
- vii. An underrecovery of special catering income of £46,000, as previously reported. This is partially offset by reduced spend on provisions and is in line with previous years. A review of Special Catering is being undertaken by officers in order to bring this back on budget by the year end.

5.5 **Corporate Director - £55,000 underspend**

The Corporate Director budget is projecting £55,000 under budget as a result of recharges to Riverside Inverclyde, as reported at Period 3.

6.0 **EARMARKED RESERVES**

6.1 There is a planned contribution of £1,874,000 to Earmarked Reserves in the current financial year. Appendix 4 gives an update on the operational Earmarked Reserves, ie excluding strategic funding models such as RI funding, AMP and Vehicle Replacement Programme. Spend to date on these operational Earmarked Reserves is in line with phased budget.

7.0 **VIREMENTS**

7.1 There are no virement requests in this report.

8.0 **IMPLICATIONS**

Finance

8.1 All finance implications are discussed in detail within the report above.

Financial Implications:

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
N/A					

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact £000	Virement From (if Applicable)	Other Comments
N/A					

Legal

8.2 There are no specific legal implications arising from this report.

Human Resources

8.3 There are no specific human resources implications arising from this report.

Equalities

8.4 There are no equality issues arising from this report.

Repopulation

8.5 There are no repopulation issues within this report.

9.0 CONSULTATIONS

9.1 The report has been jointly prepared by the Corporate Director Environment, Regeneration & Resources and the Chief Financial Officer.

10.0 CONCLUSIONS

10.1 The Committee is currently reporting an underspend of £212,000.

11.0 LIST OF BACKGROUND PAPERS

11.1 There are no background papers relating to this report.

Environment & Regeneration Budget Movement - 2015/16

PERIOD 5: 1st April 2015 - 31st August 2015

Service	Approved Budget		Movements			Revised Budget
	2015/16 £000	Inflation £000	Virement £000	Supplementary Budgets £000	Transferred to EMR £000	2015/16 £000
Regeneration & Planning	4,594				(960)	3,634
Property Services	3,485				(914)	2,571
Environmental & Commercial Services	13,958		(1)	47		14,004
Corporate Director	159					159
Totals	22,196	0	(1)	47	(1,874)	20,368

Supplementary Budget Detail

£000

External Resources

Internal Resources

Parklea Klargester system - funded from Revenue Implications of the Capital Programme

6

Waste Disposal Contract - inflationary increase funded from the Inflation Contingency

41

Savings/Reductions

47

ENVIRONMENT AND REGENERATION COMMITTEEREVENUE BUDGET MONITORING REPORTPERIOD 5: 1st April 2015 - 31st August 2015

Subjective Heading	Approved Budget 2015/16 £000	Revised Budget 2015/16 £000	Projected Out-turn 2015/16 £000	Projected Over/(Under) Spend	Percentage Variance %
Employee Costs	17,873	17,786	17,582	(204)	(1.15)%
Property Costs	8,239	8,275	8,225	(50)	(0.61)%
Supplies & Services	6,498	6,509	6,985	476	7.31%
Transport Costs	3,505	3,516	3,439	(77)	(2.20)%
Administration Costs	521	521	690	169	32.36%
Payments to Other Bodies	6,035	6,076	6,048	(28)	(0.45)%
Income	(20,475)	(20,441)	(20,939)	(498)	(2.43)%
TOTAL NET EXPENDITURE	22,196	22,242	22,030	(212)	(0.96)%
Transfer to Earmarked Reserves *	0	(1,874)	(1,874)	0	0.00%
TOTAL NET EXPENDITURE EXCLUDING EARMARKED RESERVES	22,196	20,368	20,156	(212)	(1.04)%

Objective Heading	Approved Budget 2015/16 £000	Revised Budget 2015/16 £000	Projected Out-turn 2015/16 £000	Projected Over/(Under) Spend	Percentage Variance %
Regeneration & Planning	4,594	4,594	4,603	9	0.20%
Property Services	3,485	3,485	3,520	35	0.99%
Environmental & Commercial Services	13,958	14,004	13,803	(201)	(1.43)%
Corporate Director	159	159	104	(55)	(34.36)%
TOTAL NET EXPENDITURE	22,196	22,242	22,030	(212)	(0.96)%
Transfer to Earmarked Reserves *	0	(1,874)	(1,874)	0	0.00%
TOTAL NET EXPENDITURE EXCLUDING EARMARKED RESERVES	22,196	20,368	20,156	(212)	(1.05)%

* Per Appendix 3: New funding transferred to earmarked reserves during 2015/16

ENVIRONMENT AND REGENERATION COMMITTEE

REVENUE BUDGET MONITORING REPORT

MATERIAL VARIANCES

PERIOD 5: 1st April 2015 - 31st August 2015

Out Turn 2014/15 £000	Budget Heading	Subjective Head	Budget 2015/16 £000	Proportion of Budget	Actual to 31-Aug-15 £000	Projection 2015/16 £000	(Under)/Over Budget £000	Percentage Variance %
	REGENERATION & PLANNING							
	No Material Variances							
	PROPERTY SERVICES							
1,264	Technical Services	Employee Costs	1,108	448	466	1,167	59	5.32%
159	Central Repairs	Employee Costs	157	63	58	143	(14)	(8.92)%
							45	
10	Technical Services - Rates	Property Costs	1	1	11	11	10	1000.00%
							10	
64	Technical Services - Agency Staff	Administration	0	0	30	100	100	0.00%
							100	
(60)	Technical Services - Income (Feed in Tariffs)	Income	(55)	(23)	(46)	(75)	(20)	36.36%
(1,128)	Technical Services - Recharges to Capital	Income	(1,100)	(183)	(205)	(1,219)	(119)	10.82%
							(139)	
	ENVIRONMENTAL & COMMERCIAL SERVICES							
2,770	Management	Employee Costs	2,830	1,190	1,153	2,742	(88)	(3.11)%
610	VMTA	Employee Costs	575	233	245	590	15	2.61%
1,153	Refuse Collection	Employee Costs	1,294	536	500	1,270	(24)	(1.85)%
1,025	Janitorial	Employee Costs	1,031	417	396	1,000	(31)	(3.01)%
1,709	Catering	Employee Costs	1,815	734	712	1,803	(12)	(0.66)%
732	Roads Operational Account	Employee Costs	753	304	298	739	(14)	(1.86)%
822	Buidling Services	Employee Costs	856	346	334	843	(13)	(1.52)%
							(167)	
2,434	Transfer Station - Waste Disposal	Property Costs	2,458	1,006	977	2,393	(65)	(2.64)%
74	Waste Strategy - Food waste Disposal	Property Costs	98	39	35	88	(10)	(10.20)%
							(75)	
24	Crematorium - Technical Equipment	Supplies & Services	20	9	49	56	36	180.00%
950	Catering - Provisions	Supplies & Services	1,070	446	283	1,045	(25)	(2.34)%
267	Roads Operational Account - Subcontractors	Supplies & Services	235	68	96	295	60	25.53%
1,645	Roads Operational Account - Materials	Supplies & Services	1,525	316	863	1,865	340	22.30%
141	Roads Client - Rechareable Works	Supplies & Services	0	0	49	49	49	
							460	
37	Vehicle Maintenance - Road Fund	Transport & Plant	31	16	5	42	11	35.48%
531	Vehicle Maintenance - Fuel Purchases	Transport & Plant	556	232	192	491	(65)	(11.69)%
350	Environmental Fuel	Transport & Plant	369	154	337	320	(49)	(13.28)%
231	Environmental Non Routine (excluding Roads)	Transport & Plant	224	93	92	174	(50)	(22.32)%
63	Roads Operational Account - Non Routine	Transport & Plant	26	11	29	55	29	111.54%
309	Roads Operational Account - External Hires	Transport & Plant	305	88	170	341	36	11.80%
							(88)	
36	VMTA - Agency Staff	Administration	20	8	12	35	15	75.00%
56	Refuse Collection - Agency Staff	Administration	20	8	22	50	30	150.00%
							45	
144	Waste Strategy - Payments to Greenlight	PTOB	160	63	44	132	(28)	(17.50)%
							(28)	
(28)	Catering - Special Catering	Income	(90)	(37)	(9)	(28)	61	(68.42)%
(135)	Catering - Recharges Social Work	Income	(120)	(50)	(51)	(135)	(15)	12.50%
(1,136)	Janitorial - Recharges	Income	(1,140)	(475)	(436)	(1,109)	31	(2.72)%
(132)	Cleaning - Charges outwith contract	Income	(159)	(66)	(55)	(137)	22	(13.84)%
(11)	Cleaning - Variations Income	Income	0	0	0	(19)	(19)	0.00%
(93)	Roads Client - Sales, Fees & Charges	Income	(141)	(59)	(34)	(98)	43	(30.50)%
(141)	Roads Client - Recoveries	Income	0	0	(26)	(49)	(49)	0.00%
(783)	Roads Operational Account - Revenue/EMR	Income	(770)	(174)	(244)	(787)	(17)	2.21%
(2,836)	Roads Operational Account - Capital	Income	(2,705)	(611)	(1,009)	(3,155)	(450)	16.64%
(530)	VMTA Recharges - Fuel	Income	(556)	(232)	(192)	(491)	65	(11.69)%
(433)	VMTA Recharges - Drivers	Income	(389)	(162)	(145)	(432)	(43)	11.05%
							(371)	
	CORPORATE DIRECTOR							
117	Corporate Director	Employee Costs	136	55	55	81	(55)	(40.44)%
							(55)	
Total Material Variances							-263	

EARMARKED RESERVES POSITION STATEMENT

Appendix 4

COMMITTEE: Regeneration & Environment

<u>Project</u>	<u>Total Funding 2015/16</u>	<u>Phased Budget To Period 5 2015/16</u>	<u>Actual To Period 5 2015/16</u>	<u>Projected Spend 2015/16</u>	<u>Amount to be Earmarked for 2016/17 & Beyond</u>	<u>Lead Officer Update</u>
	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	
Youth Employment	199	22	9	167	32	Funding will be used to enhance core revenue budget in support of the Modern Apprenticeship scheme and Graduate support.
Business Support Initiative	31	13	15	31	0	This relates to Business Development Officer post which assists local businesses in accessing support
Birkmyre Park, Port Glasgow	13	13	13	13	0	Project is now complete
Whinhill Golf Club	43	5	7	43	0	The resurfacing of the Car Park is almost complete, with only a small area to be finished off. Orders have been placed for Equipment and the project should be finished shortly.
Flooding Strategy	44	0	0	44	0	Funding for legal fees related to discussions with Scottish Water on ownership of Eastern Line of Falls.
Greenock Town Centre Parking Strategy	30	0	0	30	0	£17k to be spent on Towns and Villages parking strategy signing/lining and the balance will be used for signing, etc. within the Bullring and Waterfront car parks. The Towns and Villages parking is subject to consultation planned for December 2015 and could be delayed if there are any objections.
Repopulating/Promoting Inverclyde	606	125	102	530	76	All workstreams proceeding well.
Employability Initiatives	426	5	9	200	226	Payment will be made to ICDT by year end
Greenock Municipal Buildings Tourism Initiative	133	2	6	6	127	A report will be submitted to Period 7 Committee detailing the options and recommendations as advised by external Consultants
Commonwealth Flotilla Event	74	0	0	40	34	Spend will be directed to creating a legacy from the sailing event undertaken to celebrate the Commonwealth Games. The legacy involves the relocation of pontoons used during the event to East India Harbour.

EARMARKED RESERVES POSITION STATEMENT

Appendix 4

COMMITTEE: Regeneration & Environment

<u>Project</u>	<u>Total Funding 2015/16</u>	<u>Phased Budget To Period 5 2015/16</u>	<u>Actual To Period 5 2015/16</u>	<u>Projected Spend 2015/16</u>	<u>Amount to be Earmarked for 2016/17 & Beyond</u>	<u>Lead Officer Update</u>
	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	
Roads Defects and Drainage works	291	38	61	291	0	15/16 Jetpatcher contract #1 completed ; carry over costs from 14/15 Patching Contract #3 completed; quotation for vactor unit is being implemented (one day per week). Anticipate full spend.
City Deal	83	0	0	40	43	Our anticipated share of Project Management Office Costs for this year.
Town and Village Centre Environmental Improvements	300	0	0	40	260	Minor spend expected this year. Working group to be set up to report back to Environment & Regeneration Committee on detailed use of reserve.
Substitute Funding - Riverside Inverclyde	250	0	0	0	250	To allow saving in Riverside Inverclyde ongoing revenue budget from 2016/17 while retaining funding levels to Riverside Inverclyde.
Total Category C to E	2,523	223	222	1,475	1,048	

Report To:	Environment & Regeneration Committee	Date:	29th October 2015
Report By:	Chief Financial Officer and Corporate Director Environment, Regeneration and Resources	Report No:	FIN/102/15/AP/JMcC
Contact Officer:	John McConnell	Contact No:	01475 712264
Subject:	Environment & Regeneration Capital Programme 2015/16 to 2017/18 - Progress		

1.0 PURPOSE

- 1.1 The purpose of the report is to update the Committee in respect of the status of the projects within the Environment & Regeneration Capital Programme and to highlight the overall financial position.

2.0 SUMMARY

- 2.1 This report advises Committee in respect of the progress and financial status of the projects within the Environment & Regeneration Capital Programme. The Environmental and Regeneration elements of the Committee's Capital Programme are presented in separate Appendices.
- 2.2 It can be seen from 7.2 that the projected spend is £80.731m, which means that the total projected spend is on budget.
- 2.3 Expenditure at 30th September is 25.84% of 2015/16 projected spend, there is net accelerated spend from future years of £0.765m being reported. This is a net reduction in acceleration of spend of £0.909m (4.66%) since last Committee mainly due to slippage in the Flooding Strategy – Greenock Central (£0.746m) and AMP Depots – Vehicle Maintenance Shed (£0.500m) which is offset by advanced RAMP – Lighting (£0.513m).

3.0 RECOMMENDATIONS

- 3.1 That Committee note the current position of the 2015/18 Capital Programme and the progress on the specific projects detailed in Appendices 1 & 2.
- 3.2 That Committee note and approve the next tranche of play area investment as detailed in 5.14.

Alan Puckrin
Chief Financial Officer

Aubrey Fawcett
Corporate Director
Environment, Regeneration
& Resources

4.0 BACKGROUND

- 4.1 On February 19th 2015 the Council approved a new 3 year Capital Programme covering the period 2015/18, effectively extending the previously approved 2013/16 Capital Programme to 2017/18. As part of this process in addition to the recurring annual allocations the Property Assets allocation has been increased from £1m per annum to £2m per annum, RAMP funding of £12m confirmed over 2016/17 & 2017/18 and allocations built in for additional flooding works (£0.95m) and Feasibility studies (£0.25m).

5.0 PROGRESS (Environmental & Commercial Services Major Projects)

- 5.1 For Roads (carriageways, footways, lighting, and structures) the total allocation for 2015/16 is £6.957m - this comprises £2.512m from Core Capital funding and £4.445m from the Roads Asset Management Plan.
- 5.2 Good progress has been achieved so far this financial year on carriageways schemes and major patching, with around £1.7m completed on site to date. For footways, spend is around £55,000 to date with the majority of the footway schemes being planned for progression later in the financial year. For lighting, work has commenced on the LED replacement programme with some work on site and further designs progressing; a Consultant has been appointed to carry out the bulk of the design and contract preparation aspects. As reported elsewhere on the agenda, it is anticipated that there will be accelerated spend of £0.800m on lighting projects this financial year; £287,000 was previously approved at the March Committee.
- 5.3 The flooding strategy works at Cartsburn / Kings Glen / Mearns Street are 20% complete and site design changes are being made to accommodate unforeseen buried obstacles. There are currently unforeseen ground conditions on the Cartsburn section and they are under review, it is likely that the completion of this project will be delayed. Design for Brougham Street is complete and tenders are being assessed. West Station design is 80% complete and is expected to be published for tender in October.
- 5.4 The flooding design phase 4 has been awarded to Aecom and they have started outline design proposals for the next phase on the Coves Burn, Gourock, Glenmosston Burn, Kilmacolm, Bouverie Burn, Port Glasgow and Gotter Water, Quarriers Village with expected completion December. An additional site at Port Glasgow Road Kilmacolm has been added to look at surface water run-off to prevent flooding on Port Glasgow Road in conjunction with Scottish Water's sewer upgrade of the area.
- 5.5 Greenock Parking Strategy's variation traffic orders have been implemented. Traffic orders for a resident parking permit scheme in central Greenock have been consulted on and there are 8 valid objections. The next steps in the process are subject to a separate report for consideration by this Committee.
- 5.6 The traffic orders for Kempock Street off-street car parks have been subject to public consultation. There has been one objection to this TRO. The next steps in the process are subject to a separate report for consideration by this Committee.
- 5.7 The traffic orders for the two new car parks at Gourock Station have been consulted on and there was one objection which has now been withdrawn.
- 5.8 Nittingshill bridge is complete at a total cost of £475,000. The parapet strengthening works are on-going with a completion date of November and this is £100,000 under budget. Reserve projects have been identified but due to resource issues these projects will be carried forward to 2016/17.
- 5.9 Traffic measures projects at All Saints School Crossing and B788 Chevrons are complete at £14,000 and All Saints Primary School crossing and speed calming complete £10,000. Pennyfern speed cushions start on site on 19 October at a cost of £25,000. Gourock Pool

railings, £9,000, are delayed until after Kempock Street has been completed. The Broadfield 20mph zone speed survey is complete and to implement a 20mph zone physical measures will be required which will increase the budget to £60,000. The design works are ongoing and a formal consultation process will be required before implementation. Execution of these works will be 2016/17.

- 5.10 SPT and Sustrans project designs for the R21 cycleway, £129,000, have been awarded to Aecom and are due to be completed in December 2015 ready for the tendering of the construction works. Raised bus stop kerbs, £20,000, are 80% complete.
- 5.11 The electric car charging points contract, funded by Transport Scotland, was awarded to Everwarm at £49,000. Spend in 2014/15 was £34,135. One unit remains to be installed at Kempock Street, when Riverside Inverclyde public realm works are expected to be completed in October. An additional electric vehicle charging unit has been installed at Wemyss Bay.
- 5.12 CWSS budgets are progressing. The puffin crossing at Eldon St/ Fox St, £15,000, is designed and a construction cost estimate of £75,000, consequently project deferred to 2016/17. The N753 cycle route on Ashton Rd, £50,000, is 70% complete, and dropped kerbs design work, £20,000, 80% complete. School crossing safety measures design work on going £10,000. N753 cycle route at Inverkip Toilets being designed £26,000.
- 5.13 The Vehicle Replacement Programme has a £2.024m budget for 2015/16. Orders have been placed for £1.676m with the remaining £348,000 budget being progressed at present. A full budget spend is anticipated for 2015/16.
- 5.14 Play areas programme: Investment of £1.223m in new or refurbished play areas is either complete or ongoing across Inverclyde. The programme and progress to date is summarised in Appendix 3.

In addition to the ongoing investment, a further £120,000 was approved in this budget with the recommendation that it is allocated towards match funding for new facilities or replacing equipment in existing play facilities. The recommended projects are:

Location	Detail	Value £000
Kelburn Terrace	Contribution towards a new play area to be installed and maintained by River Clyde Homes on their land.	50
Graham Street	Refurbish existing play area.	25
Auchmountain Halls	Install new play unit and associated safety surface.	10
Grieve Road	Replace safety surface	5
Various Sites	Install swing barriers Replace corroded litter bins Repair/replace fences and gates	30

- 5.15 Please refer to the status reports for each project contained in Appendix 1.

6.0 PROGRESS (Regeneration Major Projects)

6.1 Core Regeneration:

The Gourock Pier & Railhead Development project commenced on site on 1st December 2014. Works are progressing well although slightly behind programme with a revised completion date in October due in part to inclement weather.

The proposals for the regeneration of the Broomhill area are currently being developed by Riverside Inverclyde with feasibility studies commissioned and in progress.

In respect of Port Glasgow Town Centre Regeneration, the first meeting of the Town Centre Regeneration Forum took place in May with meetings scheduled every 3 months thereafter.

A separate update report on all of the current Riverside Inverclyde projects is being submitted to this Committee.

6.2 Leisure Strategy:

As previously reported the final major project within the programme has now been completed with the handover of the Rankin Park Grass Pitch and Changing Pavilion facility. Following the determination of the contract minor outstanding landscaping works are being undertaken through Environmental Services.

The project for replacement floodlighting at Ravenscraig Stadium is approaching tender issue stage with the final design work nearing completion.

6.3 Core Property Services: The programme includes a number of projects from the previous year as follows:

- Gourock Pier & Railhead Development – Repairs to the sea wall funded from the core property allocation have now been completed as part of the phased main project work currently on site as noted in 6.1 above.
- Greenock Municipal Buildings Window Replacement – A rolling programme will be taken forward through the Council's Building Services Unit. The pre-start meeting has been held with the programme to commence shortly. Tenders have also been returned and an acceptance issued for the Phase 2 works addressing replacement windows to the Building Standards Office.
- Gamble Halls Window Replacement – Tenders have been returned and accepted with a site start schedule for 2nd November.

The June 2015 Committee approved the proposed expenditure on a prioritised list of projects identified from the 2014 property condition surveys targeted towards either the properties rated in overall Condition C (Poor), or building elements within the property surveys noted as Condition C (Poor). A brief progress update on the larger scale projects within the core allocation is provided below:

- Greenock Municipal Buildings Toilet Refurbishment – design work has been advanced with listed building consent and planning applications imminent.
- Port Glasgow Town Hall – design work progressing for replacement roof covering in two phases and replacement windows in a further two phases. Tender documents are nearing completion for the first phase of roofing with tenders returned and being evaluated for the second phase window replacement. Tenders have also been issued for the final phase of rewiring.
- Greenock Cemetery Complex – Historic Scotland consultation has been taken forward with agreement in principal to the scope of works to the Office / Waiting Room and Crematorium. Tender documents and formal listed building consents are being prepared. An option to replace the Ivy House with a new unit is currently being investigated due to condition and suitability issues with the existing building. Tenders have been returned and accepted for the garage replacement / reinstatement and work will commence on site shortly.

Further projects will be identified as part of the on-going review of the property condition surveys.

6.4 Asset Management Plan – Offices:

Tenders for the District Court Offices Redevelopment have been returned and initial arithmetical checking and evaluation is complete. A more detailed report is included as an addendum elsewhere on this agenda, in summary though the level of tender return exceeds the capital programme allowance. A value engineering exercise has been carried out and has resulted in a reduction in cost however the revised value still exceeds the budget. The addendum addresses this by utilising part of the AMP Office balance/contingency to fund the budget shortfall. Subject to the proposals within the addendum being approved a legal acceptance will be progressed to allow the works to commence late Autumn 2015 to complete late Autumn 2016.

The tender for the demolition of Dalrymple House has now been accepted with a site start imminent.

The William Street building (former Education HQ) refurbishment was approved for progression via a Business Property Renovation Allowance (BPRA) scheme at the May Policy & Resources Committee. Design work has been progressed and is on-going with building warrant and planning applications submitted.

6.5 Asset Management Plan – Depots:

Pottery Street - The vehicle maintenance facility phase has progressed to tender return stage with tenders returned within budget and being evaluated. Subject to issue of formal acceptance, a site start is anticipated in November 2015 to complete Autumn/Winter 2016. The first phase of the car park works is currently on site with a further phase to follow in the current financial year. The dewatering facility phase is currently being designed with completion programmed prior to end of March 2016.

Kirn Drive - Further options for Kirn Drive have been prepared for consideration as part of the budget process.

6.6 Please refer to the status reports for each project contained in Appendix 2.

7.0 FINANCIAL IMPLICATIONS

Finance

7.1 The figures below detail the position at 30th September 2015. Expenditure to date is £5.239m (25.84% of the 2015/16 projected spend).

7.2 The current budget is £80.731m. The current projection is £80.731m which means the total projected spend is on budget.

7.3 The approved budget for 2015/16 is £19.507m. The Committee is projecting to spend £20.272m with net accelerated spend from future years of £0.765m mainly due to Carriageways (£0.616m), Lighting (£0.513m), Footways (£0.245m), Traffic Measures (£0.100m), Parking Strategy (£0.200m), Gourock Pier & Railhead Development Area (£0.100m) offset by slippage in Flooding Strategy – Greenock Central (£0.746m), AMP Depots – Vehicle Maintenance Shed (£0.500m), Broomhill Regeneration (£0.100m) and Port Glasgow Town Centre Regeneration (£0.076m).

7.4 One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
N/A					

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact £000	Virement From (If Applicable)	Other Comments
N/A					

8.0 CONSULTATION

8.1 Legal

There are no legal issues arising from the content of this report and as such the Head of Legal and Property Services has not been consulted.

8.2 Human Resources

There are no direct staffing implications in respect of the report and as such the Head of Organisational Development, HR and Communications has not been consulted.

8.3 Equalities

There are no equalities implications in this report.

8.4 Repopulation

The delivery of the projects identified in this report will assist in making Inverclyde a more attractive place to live and hence contribute to the Council's repopulation agenda.

9.0 LIST OF BACKGROUND PAPERS

9.1 None.

COMMITTEE: ENVIRONMENT & REGENERATION

APPENDIX 1

Project Name	1	2	3	4	5	6	7	8
	Est Total Cost	Actual to 31/3/15	Approved Budget 2015/16	Revised Est 2015/16	Actual to 30/09/15	Est 2016/17	Est 2017/18	Future Years
	£000	£000	£000	£000	£000	£000	£000	£000
Environmental Services - Roads								
<u>Core Programme</u>								
Bridge Strengthening	28	28	0	0	0	0	0	0
Lighting, Lit signs & Bollards	7	7	0	0	0	0	0	0
Traffic Measures	485	132	53	153	30	100	100	0
Parking Strategy	511	170	141	341	13	0	0	0
Cycling, Walking & Safer Streets	121	0	122	121	14	0	0	0
SPT	114	0	118	114	1	0	0	0
Sustrans	60	0	149	60	0	0	0	0
Flooding Strategy - Greenock Central	2,200	336	1,864	1,118	168	746	0	0
Flooding Strategy - Future Schemes	1,726	0	0	0	0	1,726	0	0
Additional Flooding Works, Castle Road and Others	40	24	16	16	0	0	0	0
Langhouse Road Development	115	77	38	38	2	0	0	0
Complete on Site	11	0	11	11	0	0	0	0
<u>Roads - Core Total</u>	5,418	774	2,512	1,972	228	2,572	100	0
<u>Roads Asset Management Plan</u>								
Carriageways	17,875	7,972	3,429	4,045	1,806	3,171	2,687	0
Footways	3,296	696	355	600	55	750	1,250	0
Structures	1,933	518	102	200	93	565	650	0
Lighting	4,179	379	261	800	197	1,500	1,500	0
Staff Costs	1,495	595	298	300	195	300	300	0
<u>Roads Asset Management Plan Total</u>	28,778	10,160	4,445	5,945	2,346	6,286	6,387	0
Environmental Services - Roads Total	34,196	10,934	6,957	7,917	2,574	8,858	6,487	0

APPENDIX 1

COMMITTEE: ENVIRONMENT & REGENERATION

	1	2	3	4	5	6	7	8
<u>Project Name</u>	<u>Est Total Cost</u>	<u>Actual to 31/3/15</u>	<u>Approved Budget 2015/16</u>	<u>Revised Est 2015/16</u>	<u>Actual to 30/09/15</u>	<u>Est 2016/17</u>	<u>Est 2017/18</u>	<u>Future Years</u>
	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>
<u>Environmental Services - Non Roads</u>								
Cemetery Development	30	0	30	30	6	0	0	0
Cremator Repairs	35	18	7	17	17	0	0	0
Zero Waste Fund	369	120	27	89	10	80	80	0
Vehicles Replacement Programme	13,050	8,177	2,024	2,024	0	983	1,866	0
Electric Vehicle Charging Infrastructure	73	34	39	39	5	0	0	0
Fox Street - Play Area	180	10	150	170	7	0	0	0
Skatepark - Play Area	174	67	87	107	87	0	0	0
Battery Park Wheelchair Play Area	95	2	58	93	11	0	0	0
Sir Michael Street Play Area	261	0	201	63	0	198	0	0
General Repairs to Play Areas	71	31	21	40	26	0	0	0
Various Other Play Areas	235	61	0	54	26	120	0	0
Play Areas complete on Site	35	0	29	35	0	0	0	0
Gourock Walled Garden, Toilet Provision	54	15	27	39	44	0	0	0
Coronation Park Port Glasgow - Seawall Repairs	220	65	115	155	153	0	0	0
Coronation Park Port Glasgow - Slipways	60	0	0	60	2	0	0	0
PG Health Centre Car Park	38	38	0	0	0	0	0	0
<u>Environmental Services - Non Roads total</u>	14,980	8,638	2,815	3,015	394	1,381	1,946	0
<u>Planning Services</u>								
Former SNH Grant	64	56	8	8	0	0	0	0
PLANNING SERVICES TOTAL	64	56	8	8	0	0	0	0
ENVIRONMENT AND PLANNING TOTAL	49,240	19,628	9,780	10,940	2,968	10,239	8,433	0

APPENDIX 2

COMMITTEE: ENVIRONMENT & REGENERATION

Project Name	1	2	3	4	5	6	7	8
	<u>Est Total Cost</u>	<u>Actual to 31/3/15</u>	<u>Approved Budget 2015/16</u>	<u>Revised Est 2015/16</u>	<u>Actual to 30/09/15</u>	<u>Est 2016/17</u>	<u>Est 2017/18</u>	<u>Future Years</u>
	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>
Regeneration and Planning								
<u>Core Regeneration:</u>								
Gourock Pier & Railhead Development Area	5,300	2,053	3,147	3,247	1,562	0	0	0
Broomhill Regeneration	860	15	175	175	0	670	0	0
Port Glasgow Town Centre Regeneration	1,460	718	416	416	86	326	0	0
Central Gourock	150	0	0	0	0	150	0	0
SV Comet	140	112	28	28	0	0	0	0
Core Regeneration Total	7,910	2,898	3,766	3,866	1,648	1,146	0	0
<u>Leisure Strategy</u>								
Rankin Park Grass Pitch and Pavilion	1,305	1,273	97	7	12	25	0	0
Ravenscraig Stadium Floodlighting	150	0	0	95	0	55	0	0
Leisure & Pitches Contingency	38	0	0	0	0	38	0	0
Leisure & Pitches Complete on site	87		1	1	0	86	0	0
Leisure Strategy Total	1,580	1,273	98	103	12	204	0	0
Regeneration Services Total	9,490	4,171	3,864	3,969	1,660	1,350	0	0
Property Assets								
<u>Core Property Assets</u>								
General Provision	3,857	0	720	0	0	1,857	2,000	0
Feasibility Studies	250	0	0	0	0	100	150	0
Greenock Municipal Buildings Window Replacement	150	10	140	140	0	0	0	0
Greenock Municipal Buildings Toilet Refurbishment	30	0	0	25	0	5	0	0
Gamble Halls Window Replacement/Rot Repairs	175	16	159	159	1	0	0	0
Port Glasgow Town Hall - Windows/Roofing	300	0	0	200	0	100	0	0

COMMITTEE: ENVIRONMENT & REGENERATION

APPENDIX 2

Project Name	1	2	3	4	5	6	7	8
	<u>Est Total Cost</u>	<u>Actual to 31/3/15</u>	<u>Approved Budget 2015/16</u>	<u>Revised Est 2015/16</u>	<u>Actual to 30/09/15</u>	<u>Est 2016/17</u>	<u>Est 2017/18</u>	<u>Future Years</u>
	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>
Greenock Cemetery Complex	280	0	0	50	0	230	0	0
Coronation Park Slipway	40	0	0	35	2	5	0	0
<u>Minor Works</u>								
Farms	10	1	9	9	0	0	0	0
Minor Demolitions	25	0	0	25	0	0	0	0
Inverclyde Leisure	50	0	0	45	13	5	0	0
General Works	100	0	0	90	18	10	0	0
Design & Pre-Contract	50	0	0	50	28	0	0	0
Reservoirs	50	0	0	50	8	0	0	0
<u>Statutory Duty Works</u>								
Electrical	30	0	0	25	0	5	0	0
Lightning Protection	10	0	0	10	1	0	0	0
Lifts	10	0	0	10	0	0	0	0
Water	15	0	0	10	6	5	0	0
Gas	10	0	0	10	0	0	0	0
Asbestos	50	0	0	45	15	5	0	0
Fire Risk	50	0	0	45	0	5	0	0
DDA/Equality	100	0	0	95	3	5	0	0
Capital Works on Former Tied Houses	600	0	20	20	12	160	60	360
Complete on Site Allocation	432		283	283	144	149	0	0
Waterfront Leisure Complex Combined Heat and Power Plant	250	19	181	181	0	50	0	0
Core Property Assets Total	6,924	46	1,512	1,612	251	2,696	2,210	360

APPENDIX 2

COMMITTEE: ENVIRONMENT & REGENERATION

Project Name	1	2	3	4	5	6	7	8
	<u>Est Total Cost</u>	<u>Actual to 31/3/15</u>	<u>Approved Budget 2015/16</u>	<u>Revised Est 2015/16</u>	<u>Actual to 30/09/15</u>	<u>Est 2016/17</u>	<u>Est 2017/18</u>	<u>Future Years</u>
	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>
<u>Asset Management Plan:</u>								
<u>Offices</u>								
Greenock Municipal Buildings - District Court Offices	2,305	167	794	794	110	1,272	72	0
Gourock Municipal Buildings	300	0	0	0	8	300	0	0
William St	1,800	15	77	77	14	1,647	61	0
Dalrymple House Demolition and Formation of Car Park	150	26	224	124	3	0	0	0
Port Glasgow Hub - Windows	19	1	14	18	2	0	0	0
AMP Office Balance	655	0	103	99	0	556	0	0
AMP Offices Complete on site	223		142	142	3	81	0	0
<u>Depots</u>								
Phase 3 - Vehicle Maintenance Shed and Road Infrastructure	5,249	592	2,036	1,674	220	2,812	171	0
Phase 4 - Fleet Secured Parking	601	99	502	502	0	0	0	0
Phase 5 - Pottery Street Facility and Fuel Tanks	1,290	17	0	0	0	1,051	222	0
Phase 6 - Building Services Depot Upgrade	149	3	138	0	0	8	138	0
Phase 7 - Dewatering & ICT	310	3	200	200	0	107	0	0
Complete on Site (Salt Dome Phase 1 and Enabling Works etc)	76		76	76	0	0	0	0
Kirn Drive Civic Amenity Site	700	67	0	0	0	633	0	0
Materials Recycling Facility	1,250	855	45	45	0	350	0	0
<u>Asset Management Plan Total</u>	<u>15,077</u>	<u>1,845</u>	<u>4,351</u>	<u>3,751</u>	<u>360</u>	<u>8,817</u>	<u>664</u>	<u>0</u>
<u>Property Assets Total</u>	<u>22,001</u>	<u>1,891</u>	<u>5,863</u>	<u>5,363</u>	<u>611</u>	<u>11,513</u>	<u>2,874</u>	<u>360</u>
<u>Regeneration Total</u>	<u>31,491</u>	<u>6,062</u>	<u>9,727</u>	<u>9,332</u>	<u>2,271</u>	<u>12,863</u>	<u>2,874</u>	<u>360</u>

Play Area	Value £000k	Current Status
Jacobs Drive	75	Complete.
Braeside	67	Complete.
Barr's Brae	67	Complete. One play unit destroyed by vandals and removed. Replacement on order and will be installed by end of November.
Sir Michael Street Big Lottery	75 188	The work is programmed to take place in financial year 2015/16. The Big Lottery Grant transfer was originally awarded to GCRAAG, but has now been transferred to Inverclyde Council, however, lease arrangements in respect of land owned by Network Rail remain to be finalised. In the circumstances a significant proportion of spend intended for this financial year has been slipped to next, which is reflected in the financial Appendix.
Battery Park Skatepark	175	Complete.
Wellpark	69	Complete.
Fox Street	180	Contract awarded 10 th September. There is a four week lead-in period prior to commencement of a three month works contract. The works are therefore due to be complete early in the New Year, subject to prevailing weather conditions and festive holiday period.
Birkmyre Park PG	35	Complete.
Battery Park (large)	95	Tenders were re-issued and are due to be returned week commencing 5 th October.
Ashton	20	Contract awarded. Site start anticipated in November following lead-in time for equipment manufacture.
Quarrier St/MacLeod St	27	Complete. The old unit was removed and replaced by new large multi-unit. However, the new unit was badly vandalised and has been fenced off until the damaged elements can be replaced. Unfortunately, vandalism has occurred on several occasions and even the fence erected to prevent access to the damaged unit is being regularly

Play Area	Value £000k	Current Status
		vandalised. Wardens are monitoring the site and investigating the vandalism. Replacement parts are due week commencing 12 th October and repairs will be completed during the following week.
General upgrades	100	<p>This item relates to the refurbishment of existing play areas based on the age and condition of play units. The budget is £100k in total to be spent over three years, this is year three.</p> <p>In 2013/14, the play area in Birkmyre Park Kilmacolm had new safety surface installed.</p> <p>In 2014/15, the play areas in Auchmountain Halls and Oronsay Avenue had new safety surface installed; damaged fencing was also replaced at the Oronsay site. New play units were installed in the small play area at Battery Park - in effect, this is a new play area as all the play units were replaced.</p> <p>In 2015/16, access paths at West Glen and Bawhirley Road play areas were resurfaced. Various play units within play areas across the district were refreshed with new panels, seats, boards etc. Bow top fencing was installed at Birkmyre Park PG and Grieve Road play areas. Park benches were installed at Birkmyre PG play area and a picnic unit at the new play area in Wellpark. Vandalised safety surface at Boglestone play area was replaced. A vandalised play unit at the Barr's Brae play area is in the process of being replaced.</p>
Gibshill	20 Inverclyde Council 30 Persimmon Homes	<p>A new play area is due to be installed this financial year on a site adjacent to Shankland Road and Thomas Muir Street. The project is part funded by Inverclyde Council (£20k), and Persimmon Homes (£30k) - as part of the Planning process. The land on which the play area is to be built is not owned by Inverclyde Council, it is owned by RCH and it is therefore the intention to have the land transferred to Inverclyde Council for the play area to be installed.</p> <p>The site in question was agreed following discussion with the Gibshill Resident's Assoc., it however remains to be surveyed to ensure there are no impediments to a play area being installed on the chosen plot.</p>
Total	1.223 million	

Report To:	Environment and Regeneration Committee	Date:	29/10/2015
Report By:	Corporate Director, Environment, Regeneration and Resources	Report No:	E+R/15/10/05/ SJ/
Contact Officer:	Stuart W Jamieson	Contact No:	01475 712402
Subject:	Public Bodies Duties Required Climate Change Reporting		

1.0 PURPOSE

- 1.1 The purpose of this report is to advise the Environment and Regeneration Committee of the Scottish Government's decision to implement mandatory climate change reporting for the public sector as stated in Part 4 of the Climate Change (Scotland) Act 2009. Moreover, the Scottish Government has provided a new reporting template with which to provide information on public sector action and performance on climate change, with 2014/15 being the pilot year with which to trial the template. The Council's provisional response using the new reporting template is given as an appendix to this report.

APPENDIX
(circulated
separately)

2.0 SUMMARY

- 2.1 As part of its commitment to the Scottish Climate Change Declaration, the Council submits annual information on its action and performance with respect to climate change to the Scotland Sustainable Network (part of Keep Scotland Beautiful). Other organisations in the public sector, e.g. higher education institutions, similarly report on this.
- 2.2 Scotland has missed its fixed annual greenhouse gas emissions reduction targets for the last three years. The Scottish Government believes the public sector should lead on emissions reduction. To demonstrate its commitment to this it has decided to improve climate change reporting of the public sector through using the powers given in Public Bodies Duties section of the Climate Change (Scotland) Act 2009 to introduce annual reporting on climate change for 'major players' in the public sector. Local authorities are deemed to be public sector major players.
- 2.3 The Scottish Government held a consultation on the reporting mechanism through devising a standard reporting template. In particular, an event was held by the Scotland Sustainable Network (SSN) in which public sector organisations responded to the consultation through SSN. After the summer recess, the final reporting template was submitted to public sector organisations. The first year's reporting, i.e. 2014/15, will be a pilot year with submissions due on 30 November 2015. Following the pilot, submissions will become mandatory from reporting year 2015/16.
- 2.4 Information submitted in the reporting process will be analysed centrally by the Scottish Government with a Climate Change Public Sector Report produced annually. The analysis will be used by the Scottish Government to inform the future direction of climate change policy and legislation and funding and support programmes.

3.0 RECOMMENDATION

- 3.1 It is recommended the Environment and Regeneration Committee
- (a) view the information given in the completed climate change reporting template for the Council;
 - (b) provide any required amendments with a view to final sign off and submission to the Scottish Government by 30 November 2015.

Stuart W. Jamieson
Head of Regeneration and Planning

4.0 IMPLICATIONS

Finance

4.1 There are no direct financial implications arising from this report.

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

Annually Recurring Costs/Savings

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From	Other Comments
n/a	n/a	n/a	n/a	n/a	n/a

Legal

4.2 There are no direct legal implications arising from this report.

Human Resources

4.3 There are no direct human resource implications arising from this report.

Equalities

4.4 There are no direct equalities implications arising from this report.

Repopulation

4.5 There are no direct repopulation implications arising from this report.

5.0 CONSULTATIONS

5.1 The Carbon Management Plan Technical Working Group has been consulted and provided input to the information given in the climate change reporting template.

5.2 **Chief Financial Officer:** no requirement to comment.

5.3 **Head of Legal and Property Services:** no requirement to comment.

5.4 **Head of Organisational Development, HR and Communications:** no requirement to comment.

6.0 BACKGROUND PAPERS

6.1 Attachments

The completed Scottish Government climate change reporting template for the Council.

Letter from Dr Aileen McLeod, Minister for Environment, Climate Change and Land Reform and Chair of Public Sector Climate Leaders Forum (PSCLF), to Chairs and Chief Executives of public sector major players regarding the introduction of Public Bodies Duties Climate Change Reporting.

Letter to Chairs and Chief Executives of public sector major players



29 June

CLIMATE CHANGE LEGISLATION – PUBLIC SECTOR ACTION AND SUPPORT

I am writing to you today, as you are leader of a public body classed as a 'climate change major player', in order to update you on my plans for Public Bodies Duties reporting. These plans have been developed in partnership with the Public Sector Climate Leaders Forum.

Background

I would like to start by commending all public bodies that have voluntarily committed to Scotland's Climate Change Declarations, and have been successfully publishing annual climate change reports over recent years. Similarly, I acknowledge the efforts of those who have published Public Sector Sustainability Reports. This work has provided a solid platform for open and transparent recording of climate change activity and progress across the public sector. I hope the long standing commitment to managing business operations efficiently, as evidenced in this good reporting practice, will continue in the future.

I was disappointed to have to announce earlier this month that Scotland had again missed its fixed annual emission reduction targets. Whilst there were a number of reasons for this, this creates an even stronger imperative for the public sector to lead by example and ramp up emission reductions. To demonstrate my commitment to improving climate change performance reporting and increasing emission reductions, I have therefore asked that the powers in the Climate Change (Scotland) Act 2009, to introduce reporting on compliance with the climate change public bodies duties, be used.

Progress on Public Bodies Duties reporting

A public consultation on a draft Order, which included a draft reporting form, developed collaboratively by members of the Climate Leaders Officer Group (see [Annex B](#)), with the aim of standardising reporting methodology and collecting more consistent and accurate public sector information, closed on 29 May 2015, and I am grateful to those who submitted their views. Responses are now being considered and it is my intention that a refined Statutory Order, reflecting these, will be laid before Parliament after the summer recess, with a view to bringing the reporting requirement into force in November this year, with the first mandatory reports due the following autumn.

Further work is now underway, involving the Sustainable Scotland Network (SSN) and CLOG to produce advisory guidance to support the reporting process. Climate change information submitted through this reporting process will be collated and assessed centrally by the Scottish Government, with a Climate Change Public Sector Report produced annually. This will help to monitor public sector progress and activity and inform the future direction of climate change policy, legislation, funding and support programmes.

In preparation for the first statutory reports in 2016, I am now asking major players to trial the "Required" Reporting form using this new format to produce your 2014/15 report. Your report should be published through your own procedures, prior to being submitted to the Sustainable Scotland Network by 31 October this year. This trial exercise will pave the way for 2015/16 reports to be published by each major player (see [Annex C](#)) and submitted on-line to the Scottish Government by 31 October 2016. As intimated at the start of this letter, some public bodies are already well advanced in their reporting and I would encourage those bodies to continue to report additional climate change information, such as area-wide emissions, environment, resource efficiency and behaviour change, using the "Recommended" section of the reporting form, to capture this and any other information unique to your operations.

Support

In anticipation of the introduction of this statutory reporting requirement both Resource Efficient Scotland (a programme of Zero Waste Scotland) and the Sustainable Scotland Network have been working on a suite of climate change and sustainability tools to help leaders, emission source managers and practitioners to embed and manage climate change activity, and comply with their climate change public bodies duties. Links to a range of climate change support tools are provided in [Annex A](#) of this letter, along with a link to the draft Required Reporting form and advisory guidance as they currently stand. I would particularly encourage major players to use the Climate Change Assessment Tool (CCAT), Influencing Behaviours tool (ISM) and e-Learning module, all of which are aimed at helping public sector organisations progress in the key priority areas.

In addition to monitoring emissions, we are also asking you to report on action your organisation has taken to adapt to climate change and, if applicable, to report on what progress your organisation has made in delivering the policies and proposals set out in the Scottish Climate Change Adaptation Programme. Adaptation to the effects of climate change is crucial if we are to be as prepared and resilient as possible to deal with the impacts of climate change in Scotland and I would encourage you to access the resources provided by Adaptation Scotland.

While it is relatively easy to measure success in the short term, particularly in terms of reducing carbon emissions, there are a wide range of activities that organisations need to consider to move beyond basic carbon reduction, and achieve an integrated and effective approach to Climate Change. The supporting tools will help your organisation put in place robust foundations, in terms of governance, data capture, behaviour change, sustainable procurement and effective communications, to prepare for Climate Change leadership in the future. SSN and RES will also be providing specific events to support on climate change reporting later this year. I look forward to working with you and hearing of your progress.

XXXXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXXXX

AILEEN MCLEOD
(Chair of Public Sector Climate Leaders Forum - PSCLF)

Taigh Naomh Anndrais, Rathad Regent, Dùn Èideann EH1 3DG
St Andrew's House, Regent Road, Edinburgh EH1 3DG
www.scotland.gov.uk



ANNEX A

CLIMATE CHANGE PUBLIC BODIES DUTIES REQUIRED REPORTING FORM

The reporting templates and guidance for this year's reporting are available online on the SSN website at <http://www.keepsotlandbeautiful.org/sustainability-climate-change/sustainable-scotland-network/reporting-on-climate-change-duties/>

SUSTAINABLE SCOTLAND NETWORK

All the resources below are available online at <http://www.keepsotlandbeautiful.org/ssn>.

Support is also available via email - ssn@keepsotlandbeautiful.org.

Call free on 01786 471333

SSN's website: The SSN website – which includes a public sector climate change portal - is a resource to support public sector action on climate change. We aim to improve understanding, influence, impact and reporting in the public sector with examples of case studies, reports, guidance etc.

Public Bodies Duties e-Learning module: SSN has an e-learning module that is designed to help all public sector employees gain a better understanding of their role and responsibilities in action on climate change, particularly in relation to the Public Bodies Duties in the Climate Change (Scotland) Act. (link to web: <http://www.keepsotlandbeautiful.org/sustainability-climate-change/sustainable-scotland-network/climate-change/e-learning-module/>)

The [Low Carbon Behaviours webpages](#) sets out the information, SSN support and resources available for the public sector in using the ISM (Individual, Social, Material) behaviour change approach to help design, develop and evaluate low carbon interventions.

SSN Annual Conference: The SSN annual conference takes place on 3rd November in Glasgow. This is a key event bringing public sector major players together on climate change leadership and action. More information on the conference will be available online soon. The Scottish Government encourages all major players to participate in this important event. Climate Change PBD Required Reporting Form.

RESOURCE EFFICIENT SCOTLAND

All the resources below are available online at www.resourceefficientscotland.com.

Support is also available via email enquiries@ResourceEfficientScotland.com

Call free on 0808 8082268

[Climate Change Assessment Tool](#) - enables practitioners, emission source managers and leaders to assess their organisational climate change capability and performance and track progress against the Public Sector Climate Change Duties..

[Carbon Footprinting and Project Register](#) - supports those organisations looking to establish current and future carbon footprints, by developing project registers and carrying out target-setting in a single tool.

[Lighting Improvements Calculator](#) - provides three examples of common lighting improvement projects.

[The Light Touch Calculator](#) - allows for a more complex lighting data analysis and calculates potential annual savings from upgrading or retrofitting existing lighting.

[Boiler Replacement Toolkit](#) - assists users to consider and compare alternative heat and fuel sources at the design stage of new-build or refurbishment projects.

[A Ten-Step Good Practice Guide – Water Efficiency](#) - helps organisations to implement tried-and-tested water minimisation projects, including simple, low and no-cost solutions and advice on changing staff behaviour.

[Building Management System Procurement Guidance](#) - A guide to help organisations through the processes of procuring a building management system and support services.

[Sustainable Procurement Modules](#) - examines opportunities for embedding sustainability within the procurement process, from background and policy information, through to developing the specification, evaluation and contract management.

ADAPTATION SCOTLAND

Adaptation Scotland provides tools and resources for public bodies with the aim to increase awareness and understanding of climate risks, and help public bodies put in place structures to manage these in line with the Public Bodies Climate Change (Adaptation) Duties enacted by the Climate Change (Scotland) Act 2009.

This includes the practical guide 'Five Steps to Managing your Climate Risks' that helps public bodies to develop arrangements to manage their climate risks.

More information can be found on the Adaptation Scotland website: <http://www.adaptationscotland.org.uk/2/50/0/Climate-Ready-Public-sector.aspx>

Further information on adaptation can be found in the Scottish Climate Change Adaptation Programme: <http://www.gov.scot/Publications/2014/05/4669>

Annex B

Membership of the Climate Leaders Officer Group (CLOG)

SG Officials	Scottish Government
Judith Young	Climate Change Public Bodies Duties
Howard Steele	Climate Change Public Bodies Duties
Jo Mitchell	Sustainable Procurement
Graeme Curran	Facilities Services
Daniel Lafferty	Transport Policy
Nicola Carvil	Low Carbon Innovation
CLOG Member	Organisation
Anna Beswick	Adaptation Scotland
Jill McMaster	Resource Efficiency Scotland
George Tarvit	Sustainable Scotland Network
Sarah Lee	EAUC
Neil Kitching	Scottish Enterprise
Paula Charleston	SEPA
Victoria Barby	2020 Group
Mark Williams	Scottish Water
Ewan Hyslop	Historic Scotland
David Beards	SFC
Lorna Richardson	COSLA
Mark Roberts	Audit Scotland
Kate Dapre	NHS
Chris Wood-Gee	D&G Council/SSN
Sheila Currie	SNH
Shirley MacMillan	Scot Parliament

ANNEX C

CLIMATE CHANGE PUBLIC BODIES DUTIES MAJOR PLAYERS LIST

The Scottish Ministers (8)

1. Disclosure Scotland
2. Historic Scotland
3. Scottish Government
4. Scottish Prisons Service
5. Scottish Public Pensions Agency
6. Skills Development Scotland
7. Student Awards Agency for Scotland
8. Transport Scotland

The Scottish Parliamentary Corporate Body (1)

Holders of offices in the Scottish Administration which are non-ministerial offices (7)

1. The Accountant in Bankruptcy
2. The Keeper of the Records of Scotland
3. The Keeper of the Registers of Scotland
4. The Scottish Charity Regulator
5. The Registrar General of Births, Deaths and Marriages for Scotland
6. The Scottish Court Service
7. The Scottish Housing Regulator

Local Government (32)

Any local authority

1. Aberdeen City Council
2. Aberdeenshire Council
3. Angus Council
4. Argyll and Bute Council
5. City of Edinburgh Council
6. Clackmannanshire Council
7. Comhairle nan Eilean Siar (Western Isles Council)
8. Dumfries and Galloway Council
9. Dundee City Council
10. East Ayrshire Council
11. East Dunbartonshire Council

12. East Lothian Council
13. East Renfrewshire Council
14. Falkirk Council
15. Fife Council
16. Glasgow City Council
17. Highland Council
18. Inverclyde Council
19. Midlothian Council
20. Moray Council
21. North Ayrshire Council
22. North Lanarkshire Council
23. Orkney Islands Council
24. Perth and Kinross Council
25. Renfrewshire Council
26. Scottish Borders Council
27. Shetland Islands Council
28. South Ayrshire Council
29. South Lanarkshire Council
30. Stirling Council
31. West Dunbartonshire Council
32. West Lothian Council

Transport Partnerships (1 + 6)

1. The Strathclyde Passenger Transport Authority

Any Transport Partnership created under the Transport (Scotland) Act 2005(1)

2. SWESTRANS - Dumfries and Galloway
3. SESTRANS - City of Edinburgh, Clackmannanshire, East Lothian, Falkirk, Fife, Midlothian, Scottish Borders, West Lothian
4. TACTRAN - Angus, Dundee City, Perth and Kinross, Stirling
5. NESTRANS - Aberdeen City, Aberdeenshire
6. HITRANS - Argyll and Bute (less Helensburgh and Lomond), Outer Hebrides, Highland, Moray, Orkney
7. ZetTrans - Shetland

National health service (19)

1. The Common Services Agency for the Scottish Health Service
2. The National Waiting Times Centre Board
3. NHS Education for Scotland
4. The Scottish Ambulance Service Board

(1) 2005 asp 12.

5. The State Hospitals Board for Scotland
Any Health Board
6. NHS Ayrshire and Arran
7. NHS Borders
8. NHS Dumfries and Galloway
9. NHS Fife
10. NHS Forth Valley
11. NHS Grampian
12. NHS Greater Glasgow and Clyde
13. NHS Highland
14. NHS Lanarkshire
15. NHS Lothian
16. NHS Orkney
17. NHS Shetland
18. NHS Tayside
19. NHS Western Isles

Educational institutions (19 +25)

The board of management of a college of further education (with the expressions used having the same meaning as in section 36(1) of the Further and Higher Education (Scotland) Act 1992(2))

An institution which is a fundable post-16 education body in receipt of funding from the Scottish Further and Higher Education Funding Council or a regional strategic body (with the expressions used having the same meaning as in the Further and Higher Education (Scotland) Act 2005(3)), other than any such institution whose activities are principally carried on outwith Scotland.

Universities

1. Edinburgh Napier University
2. Glasgow Caledonian University
3. Glasgow School of Art
4. Heriot-Watt University
5. The Open University in Scotland
6. Queen Margaret University
7. Robert Gordon University
8. Royal Conservatoire of Scotland
9. SRUC
10. University of Aberdeen
11. University of Abertay Dundee
12. University of Dundee

(2) 1992 c.37.

(3) 2005 asp 6.

13. University of Edinburgh
14. University of Glasgow
15. University of St Andrews
16. University of Stirling
17. University of Strathclyde
18. University of the Highlands and Islands
19. University of the West of Scotland

Colleges

1. Ayrshire College
2. Borders College
3. City of Glasgow College
4. Dumfries & Galloway College
5. Dundee and Angus College (previously Dundee College and Angus College)
6. Edinburgh College
7. Fife College
8. Forth Valley College
9. Glasgow Clyde College
10. Glasgow Kelvin College (previously John Wheatley College, North Glasgow College and Stow College)
11. Inverness College UHI
12. Lews Castle College UHI
13. Moray College UHI
14. Newbattle Abbey College
15. New College Lanarkshire (previously Motherwell College, Cumbernauld College, and Coatbridge College)
16. North East Scotland College (previously Aberdeen College and Banff and Buchan College)
17. North Highland College UHI
18. Orkney College UHI
19. Perth College UHI
20. Sabhal Mòr Ostaig UHI
21. Shetland College UHI
22. South Lanarkshire College
23. West College Scotland
24. West Highland College UHI
25. West Lothian College

Police (2)

1. A chief constable of the Police Service of Scotland
2. The Scottish Police Authority

Others (30)

1. Audit Scotland
2. Creative Scotland
3. Highlands and Islands Enterprise
4. Learning and Teaching Scotland
5. Revenue Scotland
6. Scottish Enterprise
7. Scottish Natural Heritage
8. Scottish Water
9. Social Care and Social Work Improvement Scotland
10. The Board of Trustees for the National Galleries of Scotland
11. The Board of Trustees of the National Museums of Scotland
12. The Board of Trustees of the Royal Botanic Garden, Edinburgh
13. The British Waterways Board
14. The Cairngorms National Park Authority
15. The Crofting Commission
16. The James Hutton Institute
17. The Loch Lomond and The Trossachs National Park Authority
18. The Moredun Research Institute
19. The National Library of Scotland
20. The Royal Commission on the Ancient and Historical Monuments of Scotland
21. The Scottish Children's Reporter Administration
22. The Scottish Environment Protection Agency
23. The Scottish Fire and Rescue Service
24. The Scottish Further and Higher Education Funding Council
25. The Scottish Legal Aid Board
26. The Scottish Public Services Ombudsman
27. The Scottish Qualifications Authority
28. The Scottish Social Services Council
29. The Scottish Sports Council
30. VisitScotland
31. **Any integration joint board established by order under section 9(2) of the Public Bodies (Joint Working) (Scotland) Act 2014**

Report To:	Environment and Regeneration Committee	Date:	29 October 2015
Report By:	Corporate Director, Environment, Regeneration and Resources	Report No:	E&R/15/10/04/RG/ AH
Contact Officer:	Stuart W Jamieson	Contact No:	01475 712491
Subject:	Scotland's National Marine Plan		

1.0 PURPOSE

- 1.1 To advise Members of the adoption of Scotland's National Marine Plan and its implications for Inverclyde.

2.0 SUMMARY

- 2.1 The Marine (Scotland) Act 2010, and the Marine and Coastal Access Act 2009, required Scottish Ministers to prepare and adopt 'Marine Plans' for Scotland's inshore waters (out to 12 nautical miles) and offshore waters (12 to 200 miles). Both plans were subsequently combined in 'The National Marine Plan', which was adopted on 25 March 2015.
- 2.2 The National Marine Plan provides a comprehensive framework for the development and use of Scotland's seas, setting out strategic objectives and general planning policies which promote the principles of sustainable development. The Plan also identifies the specific issues and opportunities relating to the sustainable growth of eleven key marine sectors. Of particular relevance to Inverclyde is the 'tourism and recreation' sector, with the Plan noting the Clyde estuary and Greenock Ocean Terminal are key areas for sailing and cruise liner activity within Scotland, and 'shipping, ports, harbours and ferries'.
- 2.3 Marine planning of inshore waters (e.g. Clyde estuary) will be implemented at a regional level, with 11 Regional Marine Planning Partnerships each developing a Regional Marine Plan. The Council is expected to play a significant role in the Clyde Marine Planning Partnership, which is in the process of being set up.
- 2.4 The National Marine Plan highlights some of the key sectoral issues which should be addressed in Regional Marine Plans. These include a requirement to consider the need to identify areas that are of recreational and tourism value and where prospects for significant development exist in this sector. In addition, consideration should also be given to identifying important ports and harbours and setting out criteria against which proposed development and use should be evaluated.
- 2.5 The Marine Plan will have implications for land use planning in Inverclyde, as both planning processes cover the inter-tidal zone (i.e. approx. the area between the low and high tide marks), and areas such as coastal and flood defence, ports and harbours, public/coastal access, tourism and recreation related activities, and waste water infrastructure. In light of this, it will be essential that the Clyde Marine Planning Partnership and the Council, as Planning Authority, collaborate during the preparation of their respective plans, in order to ensure a co-ordinated planning approach to marine development and use.

3.0 RECOMMENDATION

- 3.1 That the Committee note the adoption of the National Marine Plan and its implications for Inverclyde.

Aubrey Fawcett
Corporate Director, Environment, Regeneration and Resources

4.0 BACKGROUND

- 4.1 Marine planning in Scotland's inshore waters (out to 12 nautical miles) is governed by the Marine (Scotland) Act 2010, with offshore waters (12 to 200 miles) governed by the Marine and Coastal Access Act 2009. The two Acts, referred to as the 'Marine Acts', established a new legislative and management framework for the marine environment, allowing the competing demands on Scotland's seas to be managed in a sustainable way, whilst also protecting the marine environment.
- 4.2 The Marine Acts required Scottish Ministers to prepare and adopt 'Marine Plans' for Scotland's inshore and offshore waters. Both plans have subsequently been combined in 'The National Marine Plan', which was adopted on 25 March 2015.
- 4.3 The Marine (Scotland) Act 2010 also made provision for the marine planning of inshore waters to be delegated to a regional level, in order to enable local ownership and decision making. This has been implemented through the Scottish Marine Regions Order 2015, which established 11 Scottish Marine Regions (SMR's), with Inverclyde falling within the 'Clyde' region. Regional planning will be taken forward by Marine Planning Partnerships, who will have responsibility for preparing Regional Marine Plans. Local Authorities are expected to play an important role in these partnerships. The Clyde Marine Planning Partnership is in the process of being set up, with Marine Scotland currently in discussion with the Firth of Clyde Forum to identify key issues and explore options for the size and composition of the partnership.
- 4.4 Circular 1/2015 'The Relationship between the Statutory Land Use Planning System and Marine Planning and Licensing' points out that marine and land use planning jurisdictions will overlap in the inter-tidal zone and areas such as coastal and flood defence, ports and harbours, public/coastal access, tourism and recreation related activities, and waste water infrastructure. In light of this, the Circular states that it is essential for Marine Planning Partnerships and Planning Authorities to collaborate during the preparation of their respective plans, in order to ensure a co-ordinated planning approach to marine development and use.

5.0 PROPOSALS

- 5.1 The National Marine Plan's vision for the marine environment is for "*clean, healthy, safe, productive and diverse seas; managed to meet the long term needs of nature and people*". This vision is underpinned by a set of strategic objectives, which outline what is required to achieve a sustainable marine economy, ensure a strong, healthy and just society, live within environmental limits, promote good governance, use sound science responsibly and maintain good (marine) environmental status.
- 5.2 The Marine Plan's vision and strategic objectives are supported by a set of General Policies, which seek to balance a wide range of social, economic and environmental issues associated with marine development and use. These include the social and economic benefits of marine development, co-existence of marine sectors, climate change, natural heritage, landscape/seascape, coastal flooding, water and air quality and marine litter.
- 5.3 The Marine Plan also recognises the diversity of the marine economy by identifying 11 sectors which require specific objectives and planning policies in order to grow sustainably. These are sea fisheries, aquaculture, wild salmon and diadromous fish, oil and gas, carbon capture (CCS), offshore wind and marine renewable energy, recreation and tourism, shipping, ports, harbours and ferries, submarine cables, defence and aggregates.
- 5.4 The 'recreation and tourism' and 'shipping, ports, harbours and ferries' are the most relevant sectors to Inverclyde and therefore outlined below.

Recreation and Tourism

- 5.5 The National Marine Plan acknowledges the significant social and economic benefits that marine related tourism and recreation deliver, noting that the Clyde estuary and Greenock Ocean Terminal are key areas for sailing and cruise liner activity within Scotland. The Plan's objectives, which broadly seek to grow this sector sustainably, are supported by policies to safeguard and enhance relevant physical infrastructure, facilities and accesses to coastal area, while also ensuring any development or activity is

sensitive to the marine environment. The Plan highlights a number of issues which should be considered during the preparation of regional marine plans. Of particular relevance to Inverclyde and the Local Development Plan process is the need, where appropriate, for marine and land use planners to identify areas that are of recreational and tourism value and where prospects for significant development exist, including opportunities to link long distance walking and cycling routes and provide localised and/or bespoke recreational opportunities and visitor attractions.

Shipping, Ports, Harbours and Ferries

- 5.6 The National Marine Plan supports the significant and diverse role that ports, harbours and ferries play in the marine economy. It includes objectives and planning policies which seek to maximise the role of ports and harbours in facilitating freight/passenger transport and supporting other sectors (e.g. providing infrastructure for the renewable energy sector). The Plan also encourages sustainable travel by linking ferry services to public transport and active travel routes. With regard to Regional Marine Plans, there is a requirement to consider the need to identify important ports and harbours and set out criteria against which proposed development and use should be evaluated.
- 5.7 In order to align with Circular 1/2015 and ensure a co-ordinated planning approach to the inter-tidal area, particularly in relation to 'tourism and recreation' and 'shipping, ports, harbours and ferries', the planning service will liaise and formally consult with the Clyde Marine Planning Partnership during the preparation of the next LDP, which is programmed to begin in early 2016. While a timescale for the preparation of the Clyde Regional Marine Plan is not yet known, the planning service will also seek to input into this process.

6.0 IMPLICATIONS

Finance

- 6.1 There are no direct financial implications arising from this report.

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

Annually Recurring Costs/Savings

Cost Centre	Budget Heading	With effect from	Annual net Impact	Virement From	Other Comments
n/a	n/a	n/a	n/a	n/a	n/a

Legal

- 6.2 There are no direct legal implications arising from this report.

Human Resources

- 6.3 There are no direct human resource implications arising from this report.

Equalities

- 6.4 There are no direct equalities implications arising from this report.

Repopulation

- 6.5 There are no direct repopulation implications arising from this report.

7.0 CONSULTATIONS

7.1 **Chief Financial Officer:** no requirement to comment.

7.2 **Head of Legal and Property Services:** no requirement to comment.

7.3 **Head of Organisational Development, HR and Communications:** no requirement to comment.

8.0 LIST OF BACKGROUND PAPERS

- 8.1 (1) Scotland's National Marine Plan 2015
(2) Circular 1/2015 – The Relationship between the Statutory Land Use Planning System and Marine Planning and Licensing

ATTACHMENTS

None

Report To:	Environment and Regeneration Committee	Date:	29th October 2015
Report By:	Corporate Director Environment, Regeneration and Resources	Report No:	R037/15/AF
Contact Officer:	Aubrey Fawcett	Contact No:	Ext. 2762
Subject:	Update on RCGF Bids for Physical Regeneration Projects		

1.0 PURPOSE

- 1.1 The purpose of this report is to provide members of the Committee with an update on the outcome of the Stage 1 Regeneration Capital Grant Fund (RCGF) Application process and propose how projects are funded through the use of free reserves.

2.0 SUMMARY

- 2.1 Members will be aware that the Policy and Resources Committee approved a range of proposals for the use of free reserves on 22nd September 2015 and agreed that the final consideration of the balance of proposals be left to the Budget setting meeting in February 2016.
- 2.2 As part of the above decision a total of £2,796,000 was allocated provisionally against 3 projects which were submitted for consideration as part of the Regeneration Capital Grant Fund Application Stage 1 process by Riverside Inverclyde. These included:
1. Refurbishment of King George VI Building (Listed) in King Street Port Glasgow - Bid for RCGF of £381,470
 2. Port Glasgow Lower Town Quarter – Bid for RCGF of £985,000
 3. Industrial Business Park Enabling Works at Site 10, Broomhill, Greenock - Bid for RCGF of £1,510,000
- 2.3 Riverside Inverclyde has now received confirmation from the Scottish Government Regeneration Division that the Port Glasgow Lower Town Quarter has been successful in getting through to the second stage and the other two projects were not asked to proceed any further.
- 2.4 The report proposes that free reserves are used to fund projects as follows:
- Port Glasgow Lower Town Quarter £500,000
 - Strategic Arterial Road Improvement: Bakers Brae Realignment £1,000,000
 - King George VI Building, Port Glasgow £500,000 with an additional allocation from the central property of £500,000
- This reduces the amount previously requested by £796,000.

3.0 RECOMMENDATION

- 3.1 That Committee approves the projects as outlined in Section 5 of the report and remits consideration of allocating the use of £2.0million from free reserves to the next Policy and Resources Committee.

4.0 BACKGROUND

4.1.0 Riverside Inverclyde submitted three Regeneration Capital Grant Fund (RCGF) Applications as part of the first stage round in early July 2015. The applications were as follows:

4.1.1 Refurbishment of King George VI Building (Listed) in King Street Port Glasgow



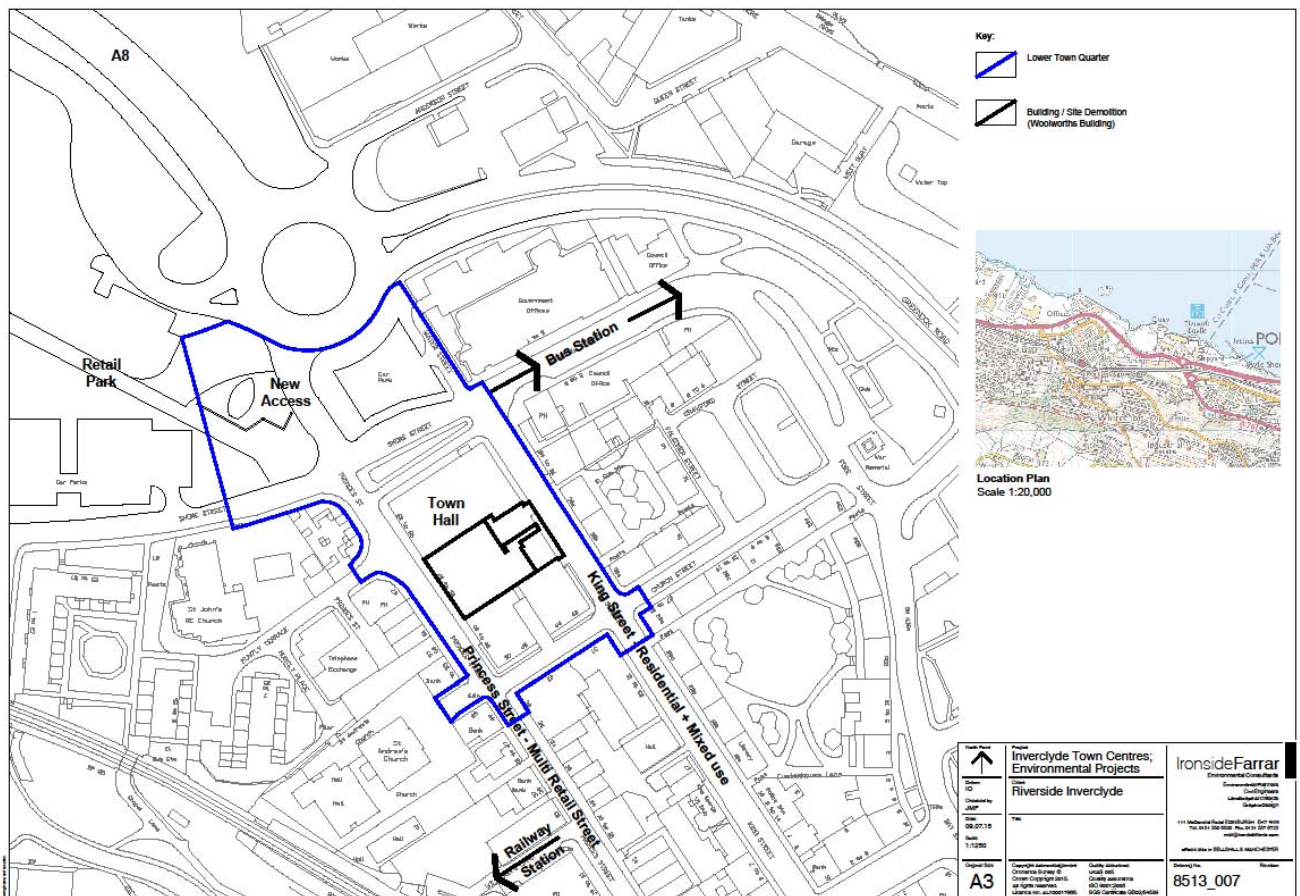
The proposal consisted of the redevelopment of the Old Town Hall as a specialist facility for older people and community use in the heart of the town.

Total Project Cost
RCGF requested

£1,395,300
£ 381,470

The application did not progress to the second stage of the application process.

4.1.2 Port Glasgow Lower Town Quarter



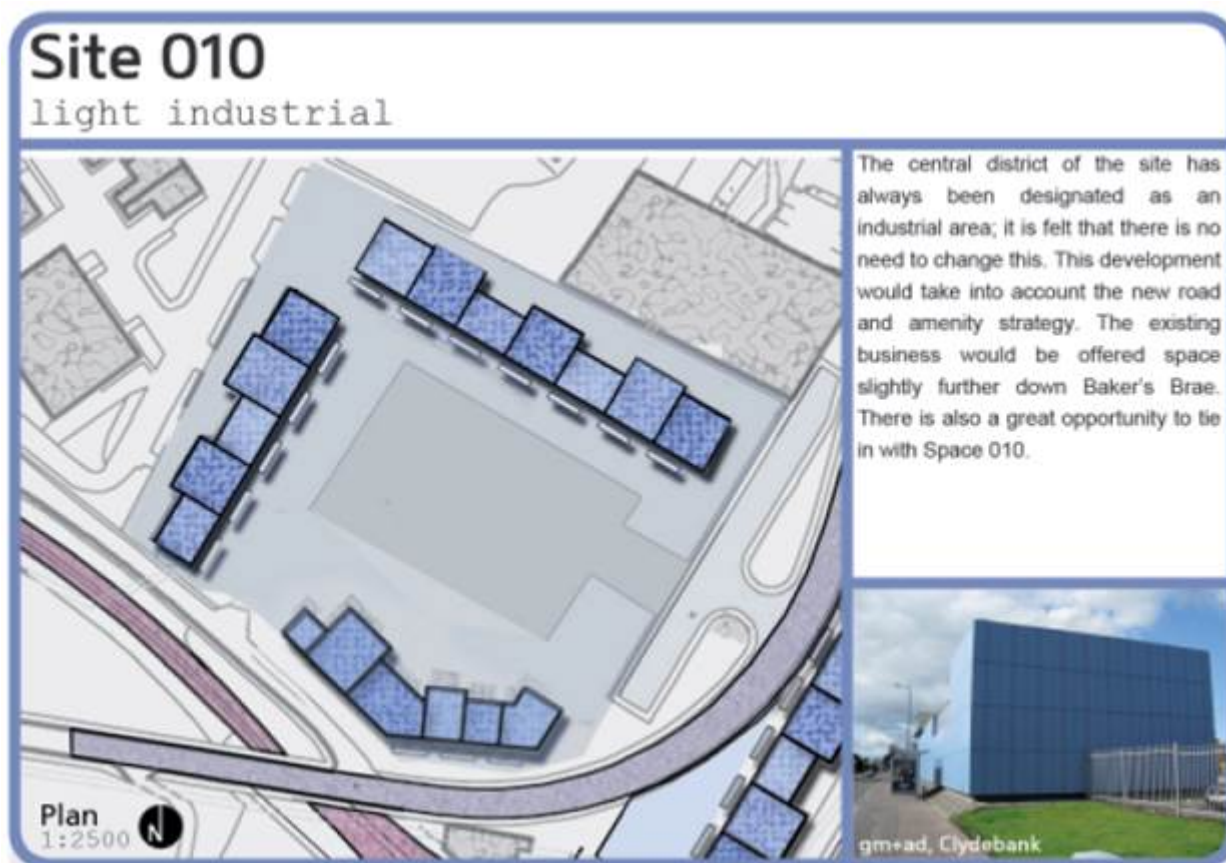
The Lower Town Quarter Project assists the re-structuring of Port Glasgow’s Town Centre through the acquisition, demolition and redevelopment of failed retail space to create a new civic quarter and focus on the Town Hall. The deliverables include:

- Acquisition and demolition of c12,000sq ft (1150m²) empty/redundant retail space
- Creation of new Lower ‘Port’ Quarter including new access and Town Square
- Refurbishment of ‘dead facades’ to add animation/enhanced surveillance
- Physical transformation of 3000sqm of redundant space / addressing ‘dereliction’
- Creation of new cross-connecting civic space – path/cycleway/safe connections
- Micro-pod retail mini units for enterprise and skills development

Total Project Cost	£2,459,116
RCGF requested	£ 985,000

The application has been progressed to the second stage of the application process. Submission is required by end of October with decision expected late November 2015.

4.1.3 Industrial Business Park Enabling Works at Site 10 and Baker’s Brae Road Realignment, Broomhill, Greenock



A ‘Proposed Vehicular Strategy Road Corner Improvement Project’ is one of the Greenock East-Central Masterplan’s key regeneration projects. The realignment will significantly improve traffic flows in the Mearns-Drumfrochar Road and unlock the development potential of the area. The road is a principal route in Greenock however investment and economic activity is limited by poor traffic flows, vacant and derelict buildings and overgrown wasteland. Ri aim to acquire a site adjacent to the core realignment area and prepare it for an Industrial Business Park. Demand exists for high quality small light industrial units to complement larger recently completed industrial units at Kelburn Business Park. Road realignment works will also facilitate planned investment in nearby public realm projects and contribute to planned housing developments with an estimated value of £20million.

Total Project Cost	£5,980,000
RCGF requested	£1,510,000

The application did not progress to the second stage of the application process.

- 4.2 As part of the detailed previous consideration of this project Members of the Environment and Regeneration Committee previously asked that an assessment/appraisal be undertaken to determine the benefits accruing from the implementation of the Baker's Brae Project and this be reported back to Committee for consideration. A copy of the executive summary is attached to this report.

The realignment offers:

- More flexibility in the potential to divert bus routes & reduce journey times;
- Potential reduction in rat running in Lynedoch Street & Regent Street;
- A reduction in queuing vehicles and standing traffic at peak periods which has benefits in reducing fuel consumption and air quality emissions;
- The potential to stimulate development opportunities;
- A significant reduction in journey times for movements by goods vehicles/commuters/residents;
- Provision of more comprehensive pedestrian crossing facilities;
- Reduction in the gradient of Baker Street to better accommodate cyclists & improve visibility;
- The opportunity to access the site identified as 010 in the Broomhill Masterplan & Local Development Plan for light industrial use, should the opportunity to purchase the site become available. It also opens out and makes the wider Drumfrochar Road more attractive to developers to come in and regenerate the area.

- 4.3 Members should note that the Bakers Brae Realignment is a strategic arterial road improvement and affords wider economic benefits for Inverclyde than just the immediate Drumfrochar Road area.

- 4.4 The Policy and Resources Committee agreed at its meeting on 22nd September 2015 the use of free reserves of £2,796,000 subject to successful RCGF bids for the Port Glasgow and Broomhill Projects.

5.0 PROPOSALS

- 5.1 In light of the decision that the Port Glasgow Lower Town Quarter received consent to progress to the 2nd Stage of the RCGF process and the other two projects did not, the following is proposed based upon a reduction in the scope of the Broomhill and King George VI projects:

Project	Funding from ri	Proposed RCGF Funding	Inverclyde Council Funding	Funding requested from free reserves	Total Project Cost
Port Glasgow Lower Town Quarter	£974,000*	£985,000 (subject to 2 nd stage approval)	0	£500,000	£2,459,000
Strategic Arterial Road Improvement: Bakers Brae realignment <u>Reduced scheme</u> <ul style="list-style-type: none"> ○ Realigning Baker's Brae Corner ○ Site Acquisitions around Bakers Brae Corner and along Drumfrochar Rd ○ Utility diversions and environmental landscaping ○ demolitions 	£2,000,000*	0	£110,000 (currently allocated)	£1,000,000	£3,110,000
King George VI Building (Listed) in King Street Port Glasgow	0	0	£500,000 (Property – General	£500,000	£1,000,000

<u>Reduced scheme to deal with essential repairs</u>			Capital Allocation)		
TOTAL	£2,974,000	£985,000	£610,000	£2,000,000	£6,569,000

*Subject to ri Approval

5.2 It is therefore proposed that the proposed use of reserves approved by the Policy and Resources Committee at its meeting on 22nd September 2015, subject to successful RCGF Bids be reduced from £2,796,000 to £2,000,000 and this matter be referred to the November Policy & Resources Committee for consideration.

5.3 It is also proposed that the funding of £750,000 allocated to Riverside Inverclyde for the Broomhill area is included within ri's proposed allocation of £2m.

6.0 IMPLICATIONS

Finance

6.1 Financial Implications:

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
Frees Reserves Property Capital	General Allocation	From 2016/17 2016/18	2,000 500		Subject to Policy & Resources approval

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 There are no legal implications arising from this report.

Human Resources

6.3 There are no HR implications arising from this report.

Equalities

6.4 There are no equalities implications arising from this report.

Repopulation

6.5 These projects contribute to the ongoing regeneration of Inverclyde and therefore should assist in attracting people to live in the area.

7.0 CONSULTATIONS

7.1 Riverside Inverclyde has been consulted in the preparation of this report.

8.0 LIST OF BACKGROUND PAPERS

8.1 None.

Baker Street, Greenock

Realignment Appraisal



Capabilities on project:
Transportation

Executive Summary

Introduction

AECOM have been commissioned by Inverclyde Council to appraise the feasibility of undertaking proposed improvement works to Baker Street, Greenock, which will include the realignment of carriageway at the brow of the hill in the vicinity of Dellingburn Street and to undertake associated improvements to the signalised junction at Baker Street and Ingleston Street. This will include the reconfiguring of stop lines, widening of corner radii and recalculating of signal timings.

Integration with Existing Policy Objectives

The proposed scheme is well suited to fulfil a number of governmental policy objectives both on a national and a local Council level. From a national perspective, the scheme most notably satisfies all three strategic outcomes of the National Transport Strategy (2006) to *“improve journey times and connections,” “reduce emissions to tackle climate change”* and *“improve quality...of transport, to give people the choice of public transport.”* It is also well positioned deliver upon the strategic aims of Scottish Planning Policy (2014) as well as the Scottish Transport Appraisal Guidance (STAG) objectives of implementability, deliverability and public acceptability.

From a local policy perspective, the proposed scheme satisfies various existing policies within Inverclyde Council's Local Development Plan and the strategic outcomes contained within the Single Outcome Agreement (2014 – 2017); as is demonstrated within **Table 1** below.

Table 1: Relevance of proposed scheme to Inverclyde Council's Strategic Outcomes	
Strategic Outcome	Relevance to Baker Street Proposals
Inverclyde's Population is stable with a good balance of socio-economic groups	The Baker Street proposals have the potential to stimulate development opportunities, including aspirations by River Clyde Homes within the Greenock area.
The area's economic regeneration is secured, economic activity in Inverclyde is increased, and skills development enables both those in work and those furthest from the labour market to realise their full potential	The Baker Street proposals offer the opportunity to significantly reduce journey times within Greenock for, particularly movements by goods vehicles, increasing economic activity. A reduction in journey time for commuter trips also improves the accessibility of the labour market for Inverclyde residents.
The health of local people is improved, combating health inequality and promoting healthy lifestyles	The scheme offers a number of benefits for active travel users; including the provision of more comprehensive pedestrian crossing facilities that better serve desire lines and a reduction in the gradient of Baker Street to better accommodate cyclists and to improve visibility.
All children, citizens and communities in Inverclyde plan an active role in nurturing the environment to make the area a sustainable and desirable place to live and visit.	A reduction in queuing vehicles and standing traffic on Baker Streets has benefits in reducing fuel consumption and associated air quality emissions. The realignment of the corner also offers further benefits in terms of reducing bus journey times; which has the potential to encourage modal shift.
N.B. Strategic outcomes that are not relevant to the Baker Street proposals have been omitted.	

The potential of the scheme to unlock the development potential of the Inverclyde LDP (2014) opportunity site ECN1 (b) for a business park also aligns with the aims of the regeneration body Riverside Inverclyde.

Capabilities on project:
Transportation

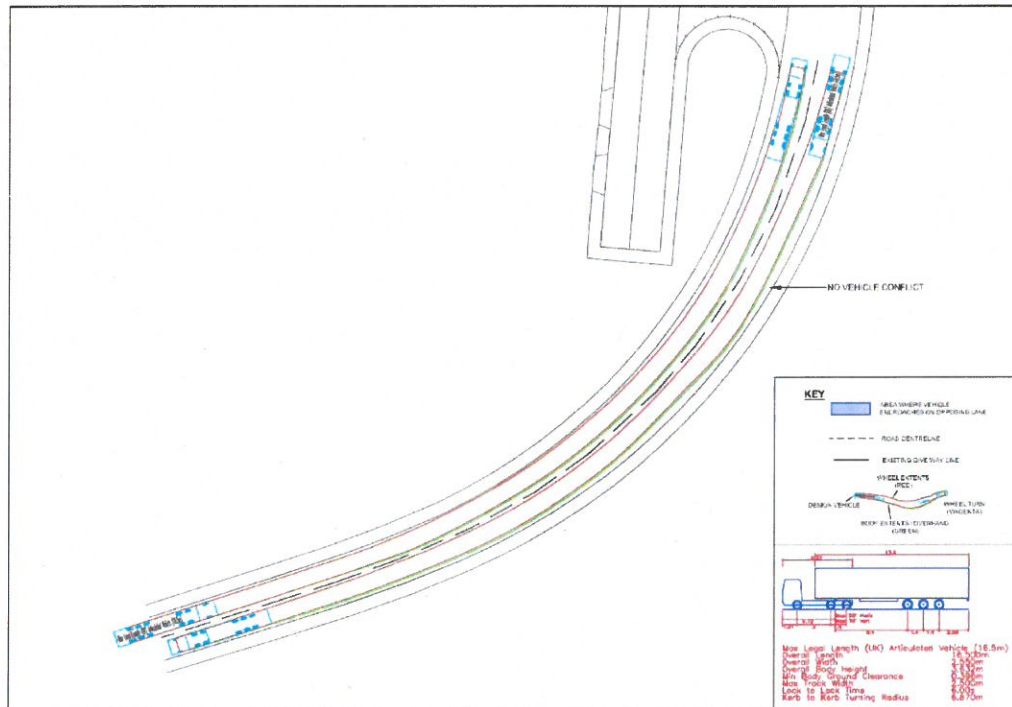


Figure 2: HGV Swept Path Analysis of proposed corner between Drumfrochar Road and Baker Street

With cognisance to 'Cycling by Design' (2010) and 'DDA Good Practice Guide for Roads' (2009), the proposed scheme also has a series of benefits for non-motorised users in terms of upgrading the existing signals to incorporate toucan facilities, pedestrian detectors and near-side signals, DDA compliant tactile paving and dropped kerbs. Further benefits are also offered by the proposed compact nature of the junction as well as the reduction in vertical gradient on Baker Street, however, it should be noted that this remains out with DDA guidelines.

The geometric improvements offer a number of wider benefits in terms of allowing the opportunity to reroute the C&M Coaches Number 31 and the Gillen Coaches 330 and 331 bus services which currently using Lynedoch Street and Regent Street with the aim of reducing overall bus journey times. The scheme also offers the potential to catalyse the industrial development opportunity site identified within the Inverclyde Local Development Plan within the land bordered to the southeast by the bend from Baker Street to Drumfrochar Road. In terms of road safety, there was limited evidence of the scheme's potential to reduce accidents and a future Stage 2 Road Safety Audit would be necessary to further determine its merits.

Traffic Modelling and PEARS Results

Automated Traffic Count (ATC) data, supplemented by a site visit check count and combined with traffic signal data supplied by Inverclyde Council has enabled the creation of both a LinSig and an S-Paramics microsimulation model to determine the extent to which the proposed scheme reduces congestion and improves resultant journey times.

The results from the LinSig model suggested that the proposed scheme combined with an optimisation of the signal timings would substantially improve the capacity of the junction, reducing the maximum degree of saturation on any one approach from 149.7% to 65.7%. The S-Paramics model reported similar results and significantly reduced the maximum number of queuing

Capabilities on project:
Transportation

vehicles on Baker Street. The results from the S-Paramics model have been inputted into the Transport Scotland software Program for the Economic Assessment of Road Schemes (PEARS). As is demonstrated within **Table 3** below, the result from the PEARS has reported a highly positive cost-benefit ratio of 7.19.

Table 3: PEARS Economic Assessment Summary	
Scheme Costs	
Capital Costs (Undiscounted)*	£ 2.16
Capital Costs (Discounted)*	£ 1.85
Central Government Contribution	£ -
Local Government Contribution	£ 1.85
Highway Benefits	
Greenhouse Gas Emissions	£ 0.03
Non Business User Benefits: Commuting	£ 2.17
Non Business User Benefits: Other	£ 5.08
Business User and Provider Benefits	£ 6.40
Wider Public Finance (indirect tax revenue)	£ -0.38
Total	£ 13.30
Total NPV	£ 11.45
Indicative BCR	7.19
*discounted rates in PEARS use the present value year of 2010 which are taken from HM Treasury's Green Book 'Appraisal and Evaluation in Central Government.' ¹	

Conclusions

The proposed realignment scheme is consummate with national, regional and local Inverclyde Council policies and fulfils many STAG objectives as well as those of Riverside Inverclyde and River Clyde Homes. The proposal allows improvements to forward visibility, horizontal geometry and vertical gradient and alleviates the existing issue whereby HGVs and buses have difficulty negotiating the corner between Baker Street and Drumfrochar Road. This has a number of wider benefits in terms of allowing for the diversion of bus routes and a potential reduction in rat running on Lynedoch Street and Regent Street.

The scheme also offers the potential to reduce queuing during the peak periods at the junction between Baker Street and Drumfrochar Road; which results in a highly positive BCR ratio of 7.19 from PEARS in terms of journey time savings. Nevertheless, in order to undertake an actual STAG appraisal it should be noted that a number of options should be considered, including a 'do minimum' option which would have tested the impact of minor alterations to the signal timings and the addition of further signal stages. As such, the design solution results', which encompassed both physical lane improvements as well as signal timings reconfiguration, may exaggerate the benefits of the scheme.

¹ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/220541/green_book_complete.pdf

Report To:	Environment & Regeneration Committee	Date:	29 October 2015
Report By:	Corporate Director Environment, Regeneration & Resources	Report No:	ERC/ENV/IM/15.249
Contact Officer:	Graeme Blackie	Contact No:	4828
Subject:	Roads Asset Management Plan Street Lighting Investment Strategy - Update		

1.0 PURPOSE

- 1.1 The purpose of this report is to seek Committee approval for an accelerated spend for 2015/16 in relation to a proposed programme of street lighting projects, and to advise Committee of the proposed schemes, procurement arrangements, and works programme for Street Lighting to March 2018.

2.0 SUMMARY

- 2.1 On 5 March 2015, the Environment & Regeneration Committee approved a proposed programme of works, including reserve projects, in respect of road carriageways, footway, street lighting and structures amounting to a value of £4.037m, along with approval of a Street Lighting Investment Strategy. An accelerated programme of works, to a value of £5.432m was subsequently approved at the Environment & Regeneration Committee of 3 September 2015.
- 2.2 At the Committee of 5 March 2015, it was noted that Officers would bring a report to a future Environment & Regeneration Committee in respect of the implementation of the Lighting Investment Strategy.
- 2.2 The proposed schemes, including procurement arrangements, and works programme are noted in paragraphs 5.0 and 6.0 of this report. It is proposed to accelerate spend on the street lighting works aspects of the 2015/16 RAMP programme by an additional £0.513m, thus bringing the overall RAMP spend for 2015/16 to £5.945m.

3.0 RECOMMENDATIONS

- 3.1 That the Committee notes the proposed schemes, procurement arrangements, and works programme for RAMP Street Lighting to March 2018.
- 3.2 That the Committee approves the proposed accelerated programme of street lighting works to be undertaken in 2015/16 using RAMP/Capital funding.

Ian Moffat
Head of Environmental & Commercial Services

4.0 BACKGROUND

- 4.1 On 5 March 2015, the Environment & Regeneration Committee approved a proposed programme of works, including reserve projects, in respect of road carriageways, footway, street lighting and structures amounting to a value of £4.037m, along with approval of a Street Lighting Investment Strategy. An accelerated programme of works, to a value of £5.432m was subsequently approved at the Environment & Regeneration Committee of 3 September 2015.
- 4.2 At the Committee of 5 March 2015, it was noted that Officers would bring a report to a future Environment & Regeneration Committee in respect of the proposed lighting schemes, including procurement arrangements and works programme, as at that time, those aspects were under consideration.
- 4.3 The proposed schemes, including procurement arrangements, and programme are noted in paragraphs 5.0 and 6.0 of this report. It is proposed to accelerate the programme for 2015/16 by £0.513m in respect of street lighting.

5.0 PROPOSALS

- 5.1 The proposed programme does not include any allocation for road infrastructure or lighting adjustments associated with the Schools Re-provisioning Programme.
- 5.2 The proposed projects, where appropriate, apply only to carriageways, footways, lighting and bridges etc. for which the Environmental and Commercial Services (Roads) has specific responsibilities in terms of the Roads (Scotland) Act 1984. In addition, the programme of such projects has been compiled in compliance with the requirements of the Council's Local Transport Strategy, with particular reference to Policies Psafe19, 24, 28, 30, 37 and 38, Pwalk5, and Penviro3 and 13.
- 5.3 The costs of the projects as specified have been compiled on the basis of assessed unit costs and not on priced bill of quantities. Should the cost of any individual project exceed the preliminary estimate, appropriate variances will be applied to the remaining programme.
- 5.4 The overall approved and proposed programme of RAMP expenditure for 2015/16 is as detailed below.

<i>Programme for 2015/16</i>	<i>Approved 3 Sep 2015</i>	<i>Proposed This Report</i>
	<i>£000</i>	<i>£000</i>
RAMP		
Carriageways	4,045	4,045
Footways	600	600
Street Lighting	287	800
Structures	200	200
Fees & Staffing	300	300
TOTAL	5,432	5,945

6.0 RAMP STREET LIGHTING PROGRAMME 2015/16 & 2016/18

- 6.1 The priority investment programme for street lighting has been determined through analysis of available information comprising: column condition surveys, street lighting inventory, a targeting of the existing higher wattage lanterns in the first instance, and local route knowledge.
- 6.2 The priority investment in street lighting infrastructure is noted in the table below.

<i>RAMP Lighting 2015/16</i>		<i>£000</i>
i	Lantern Replacements (High Wattage) (£541k) Quarriers (112 units) Greenock (913 units) Gourock (92 units) Port Glasgow (194 units) Kilmacolm (116 units)	800
ii	Column Installation/Replacements (£44k) Various locations	
iii	Traffic Signal Refurbishment (£15k) Brougham Street/Campbell Street, Greenock	
iv	Design Fees (external consultant) (£200k) 2016/18 works programme (design & contract preparation)	

- 6.3 Lantern replacements for 2015/16 are being carried out using a combination of in-house design and design by external suppliers as part of the Scotland Excel Lighting Materials Supply framework, with subsequent in-house review; lantern supply is via the Scotland Excel Lighting Materials Supply framework. The initial site installs are being carried by the Council's Lighting Maintenance Contractor. Quotation(s) to procure an external Contractor(s) for the bulk of the remaining installs will be undertaken in the near future. The list of streets affected are noted in Appendix 1 to this report.
- 6.4 Column replacements for 2015/16 comprise ad-hoc locations for those columns that are accident damaged and those identified as being in a very poor condition. The bulk of the programmed replacements will be undertaken as part of the 2016/18 main contract as noted in paragraph 6.6 below.
- 6.5 Following concerns over the condition of the traffic signal installation at Brougham Street/ Campbell Street, Greenock, with particular reference to the conspicuity of the pedestrian crossing facilities, a limited upgrade of the infrastructure was undertaken in July 2015, by the Council's Traffic Signal Maintenance Contractor.
- 6.6 In order to progress the street lighting lantern conversion and column replacement works programme for 2016/18, a street lighting design consultant has been procured via mini-competition under the terms of the Scotland Excel Consultancy Contract to assist with lighting design and contract preparation activities. These activities will commence on 19 October 2015 and are due to be completed at the end of February 2016. It is anticipated that a contract for the works, with an approximate value of around £3.000m will commence on site late Summer 2016 and be completed by March 2018. The contract works will comprise the replacement of approximately 7,500 lanterns and 1,000 columns.

7.0 IMPLICATIONS

7.1 Financial Implications:

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
Capital	RAMP	2015/16	5,945	-	See Para 5.4

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact £000	Virement From (if Applicable)	Other Comments
N/A					

Legal

7.2 Legal Services have been consulted on the content of this report.

Human Resources

7.3 No implications.

Equalities

7.4 No implications.

Repopulation

7.5 The improvement in the condition of the road network will assist the encouragement of inward investment.

8.0 CONSULTATIONS

8.1 None.

9.0 LIST OF BACKGROUND PAPERS

9.1 Inverclyde Council's "Road Asset Investment Strategy"; August 2012.

Appendix 1 - 2015/16 Lantern Conversions

Town/Village	Road	Number	Status	Completion	Stage (Nr.)		
					Design	Ordered	Installed
Greenock	Baker Street	11	Design		11		
	Bawhirley Road	26	Design		26		
	Belville Street	26	Design		26		
	Bentinck Street	2	Installed	Sep-15			2
	Brougham Street	30	Installed	Aug-15			30
	Campbell Street	32	Installed	Sep-15			32
	Carwood Street	18	Design		18		
	Clyde Square	4	Installed	Aug-15			4
	Custom House Quay	12	Design		12		
	Dellingburn Street (Lower)	17	Design		17		
	Dunlop Street	40	Ordered			40	
	Earnhill Road	32	Ordered			32	
	East Crawford Street	12	Design		12		
	Eldon Street	42	Installed	May-15			42
	Eldon Street	72	Installed	Sep-15			72
	Finnart Street	54	Ordered			54	
	Forsyth Street	4	Installed	Sep-15			4
	Fox Street	4	Installed	Sep-15			4
	Gleninver Road	9	Design		9		
	Grey Place	10	Installed	Sep-15			10
	Grieve Road	45	Design		45		
	Ingleston Street	13	Design		13		
	Johnston Street	3	Installed	Sep-15			3
	Kilmacolm Road	64	Ordered			64	
	Larkfield Road	14	Design		14		
	Leven Road	33	Ordered			33	
	Madeira Street	2	Installed	Sep-15			2
	Madeira Street	18	Ordered			18	
	Margaret Street	4	Installed	Sep-15			4
	Newark Street	55	Ordered			55	
	Newton Street	52	Ordered			52	
	North Street	3	Installed	Sep-15			3
	Ratho Street	9	Design		9		
	Regent Street	33	Design		33		
	Robertson Street	29	Installed	Sep-15			29
	Roseneath Street	2	Installed	Sep-15			2
Roxburgh Street	26	Design		26			
Union Street	44	Ordered			44		
Wellpark	5	Ordered			5		

Appendix 1 - 2015/16 Lantern Conversions (continued)

Town/Village	Road	Number	Status	Completion	Stage (Nr.)		
					Design	Ordered	Installed
Gourock	Ashton/ Cloch Road	14	Installed	Oct-15			14
	Faulds Park Road	47	Ordered			47	
	Hilltop Crescent	7	Design		7		
	Hilltop Road	24	Design		24		
Kilmacolm	Bridge of Weir Road	47	Ordered			47	
	Lochwinnoch Road	35	Ordered			35	
	Port Glasgow Road	34	Ordered			34	
Port Glasgow	Bridge Road	2	Design		2		
	Brown Street	23	Design		23		
	Clune Brae	28	Ordered			28	
	Clune Brae at Glasgow Road RB	17	Ordered			17	
	East Road	6	Design		6		
	Kilmacolm Road	66	Ordered			66	
	North Road	11	Design		11		
	Shore Street	10	Design		10		
	Shore Street Car Park	16	Design		16		
	South Road	13	Design		13		
	Stane Road	2	Design		2		
Quarriers	Craigbet Avenue	10	Installed	Sep-15			10
	Craigbet Crescent	3	Installed	Sep-15			3
	Craigbet Place	2	Installed	Sep-15			2
	Craigbet Road	32	Ordered			32	
	Craigends Avenue	15	Installed	Sep-15			15
	Craigends Place	2	Installed	Sep-15			2
	Craigends Road	1	Ordered			1	
	Gotter bank	4	Ordered			4	
	Juniper Avenue	16	Ordered			16	
	Laurel Way	21	Ordered			21	
	Torr Avenue	6	Installed	Aug-15			6
Totals		1425			Design 385 27%	Ordered 745 52%	Installed 295 21%

Report To: ENVIRONMENT & REGENERATION COMMITTEE **Date:** 29 OCTOBER 2015

Report By: CORPORATE DIRECTOR, ENVIRONMENT, REGENERATION & RESOURCES **Report No:** ERC/ENV/IIM/15.247

Contact Officer: ROBERT GRAHAM **Contact No:** 01475 714827

Subject: RESIDENTS' PARKING PERMIT SCHEME TERMS AND CONDITIONS

1.0 PURPOSE

- 1.1 The purpose of the report is to seek approval to the Terms and Conditions of the Residents' Parking Permit Scheme.
- 1.2 To advise Committee of the change to the format of the Residents' Parking Permit from a paper permit, as advised at 5 March 2015 meeting, to virtual permits.

2.0 SUMMARY

- 2.1 Following the introduction of the Greenock Town Centre parking strategy in October 2014 and the transfer of powers to Inverclyde Council for the enforcement of parking restrictions, some residents have found it difficult to park close to their home without fear of being penalised.
- 2.2 As a result, Consultants Peter Brett Associates undertook an options appraisal to consider the potential for introducing a Residents' Parking Permit Scheme in parts of Greenock Town Centre. It was agreed at the Environment and Regeneration Committee held on 5 March 2015 that a Residents' Parking Permit Scheme should be introduced in some parts of Greenock.
- 2.3 To provide a fair and consistent approach to the administration and issue of Resident Parking Permits, a set of Terms and Conditions has been prepared for Council approval.

3.0 RECOMMENDATION

- 3.1 That the Committee approve the Residents' Parking Permit Scheme Terms and Conditions relative to applying for and using Residents' Parking Permits.

Ian Moffat
Head of Environmental and Commercial Services

4.0 BACKGROUND

- 4.1 Decriminalised parking enforcement was introduced in Inverclyde in October 2014. At this time a parking strategy was introduced in Greenock Town Centre and a TRO was promoted detailing its effect. The TRO governing the Parking Strategy's "waiting and loading" restrictions attracted objections from residents who live in Greenock Town Centre who argued their ability to park free for unlimited periods, close to their homes, had been denied them.
- 4.2 At the Environment & Regeneration Committee of 5 March 2015 it was agreed that Residents' Parking Permits should be provided to resident in parts of Greenock. As a result the following TROs relative to Greenock are currently being promoted:
1. The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) (Variation No. 4) Order 2015
 2. The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) (Variation No. 5) Order 2015
 3. The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) (Variation No. 5) Order 2015
 4. The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) (Variation No. 6) Order 2015
 5. The Inverclyde Council (Off-Street Parking Places) (Variation No. 4) Order 2015
- 4.3 In order to ensure a fair and consistent system of issuing Residents' Parking Permits Terms and Conditions has been prepared detailing the rules for applying for and using Residents' Parking Permits.
- 4.4 Research was undertaken to review the Terms and Conditions of other Local Authorities throughout the UK who currently operate a Residents' Parking Permit Scheme. Based on this research, Terms and Conditions for use by Inverclyde Council were drawn up. These were issued for comment and revision to the Council's Legal Services and also to Safer Communities who operate the Parking Attendants service.
- 4.5 Advice was also sought from Imperial Civil Enforcement Solutions (ICES) who operate the Council back office. ICES will administer the Residents' Parking Permit Scheme as part of their existing contract. The Permits issued to residents will be Virtual Permits. Details of the vehicle will be held on a database accessed by the Parking Attendant's Handheld Computer. When the vehicle registration is scanned by the Parking Attendant details of any Permit associated with the vehicle will be displayed. Applications for Residents' Parking Permits should be made online. However, as some residents may not have access to the internet, first applications and renewal applications can both be made by post. It should be noted that postal applications will take longer than online applications.
- 4.6 At the Committee meeting of 5 March 2015 the report advised that paper permits would be issued to applicants. However, following discussions with ICES it is proposed to use virtual permits. A virtual permit means that no permit will be issued to display on the vehicle instead the information will be held on the Parking Attendant's handheld computer. This helps to prevent the fraudulent use of permits, for example, the permits being passed from one vehicle to another. Upon the successful application for a Residents' Parking Permit the applicant will receive a letter advising them of the permit reference, start date and end date.
- 4.7 As a result, the Terms and Conditions of the Residents' Parking Permit Scheme, Appendix 1 contained within Appendix 1 have been developed.

5.0 IMPLICATIONS

Finance

- 5.1 The financial implications of the Residents' Parking Permit Scheme were reported and approved by this Committee in March 2015. This report deals solely with the Terms and Conditions of the Scheme and there are no further financial implications arising as a result of this report.

Legal

- 5.2 Legal and Property Services have been consulted throughout the preparation of the Terms and Conditions of the Residents' Parking Permit Scheme.

Human Resources

- 5.3 There are no HR implications arising from this report.

Equalities

- 5.4 The Terms and Conditions aim to provide equality when determining who will qualify for Residents' Parking Permits as well as how the Scheme will be administered.

Repopulation

- 5.5 There are no repopulation implications arising from this report.

6.0 CONSULTATIONS

- 6.1 The Terms and Conditions have been prepared in consultation with the Council's Legal and Property Service, Safer Communities Service and ICES to ensure that a fair and consistent approach is developed in the administration of Residents' Parking Permit Scheme.

Appendix 1

The Chief Financial Officer has been consulted on the contents of the report.

7.0 LIST OF BACKGROUND PAPERS

- 7.1 None.

THE INVERCLYDE COUNCIL RESIDENTS' PARKING PERMIT SCHEME

TERMS AND CONDITIONS

Your entitlement to a Residents' Parking Permit (Permit)

- A Permit is specific to an individual person, their normal permanent address (specified address) and a specified vehicle.
- A Permit will last for a period of one year. You must renew your Permit annually or earlier if you change your vehicle or address.
- You are entitled to a maximum of 2 Permits per specified address. This allocation is reduced by 1 Permit for each off-road parking space (driveway and/or garage and/or space in a private car park) available within/ to the specified address.
- You can only apply for a Permit for the Zone within which the specified address is located.
- You must be 16 years of age or over to apply for a Permit.
- The specified vehicle must be registered in your name to the specified address or, if the specified vehicle is a company vehicle, you must be the authorised keeper.
- The specified vehicle may be a Motor Vehicle, Motor Cycle, Invalid Carriage or Goods Vehicle. The overall height of the specified vehicle must not exceed 2.27m (7' 5"), the length must not exceed 5.25m (17' 3") and the unladen weight must not exceed 3,500kg (996 lb).
- The specified vehicle must:
 - have a valid MOT test certificate throughout the life of the Permit;
 - have a valid road fund license (vehicle tax) throughout the life of the Permit; and
 - be insured in accordance with UK law.

We cannot issue a Permit if:

- your specified address is subject to car free development. Please speak to your solicitor, seller or landlord for this information as we will not be able to confirm this information for you.
- you cannot provide the correct documents.
- you submit fraudulent documents.
- you have 3 or more outstanding Penalty Charge Notices.
- you already have 2 valid Permits for the same specified address.

How to use your Permit

- Normally you will be issued with a Virtual Permit. Details of the specified vehicle and the Permit issued to that specified vehicle will be recorded on an electronic database held on the Parking Attendant's Hand-held Device.
- Should a paper Permit be provided, your Permit must be clearly displayed on your vehicle's front windscreen so that its details can be easily read. You must display your original Permit, copies are not acceptable.
- Every Permit has a unique identification reference number beginning with a prefix to identify its Zone. Whenever you contact us about your Permit, please quote this unique reference number.
- The abuse of a Permit contrary to these Terms and Conditions and the relevant Traffic Regulation Order ("TRO") may result in the cancellation of that Permit.
- The misuse of Permits should be reported to 01475 714800.

Where you can use the Permit

- You can only use your Permit in the Zone for which it has been issued. You must always park legally, in accordance with the sign plates and road markings in the vicinity.
- Vehicles must park correctly within the markings of the bay or space.
- Permits can be used on-street or in Council operated off-street car parks within the Zone for which it has been issued.
- Permits do not guarantee a parking space.
- The Zone name and any restrictions on the use of the parking bays by Permit holders will be shown on sign plates adjacent to the bays.

APPENDIX 1

- Permits are only valid for the specified vehicle indicated on the Permit, as referred to on the Residents' Parking Permit Application Form and on the submitted documentation.

Where you cannot use the Permit

- Permits cannot be used in Disabled Persons' Parking Places (with the exception of times during which Permit holder only parking applies, when a valid Disabled Persons' Badge shall also be displayed), police bays, ambulance bays, loading bays, taxi bays, bus bays, Electric Vehicle Parking Spaces, single and double yellow lines.
- Permits are not valid in suspended bays. This will result in a Penalty Charge Notice being issued and vehicles may be relocated or removed.
- Permits are not valid in private car parks.
- Permits are non-transferable and cannot be used for any vehicle other than the specified vehicle.

1. You must submit one of the following documents as proof of residency

- Public utility bill issued within the last 3 months (gas, electric, combined energy, water and landline phone).
- Rent book issued by the Council or housing association.
- Signed Tenancy Agreement that has been issued to the applicant.
- Council Tax statement.
- Bank statement issued within the last 3 months (Current or Savings account only).

2. You must submit the following in relation to the vehicle

If you are the specified vehicle's registered keeper:

- Second page of V5C (logbook) displaying the name and address of the applicant.
- If you have recently changed your vehicle and only have a V5C/2 or a bill of purchase, we can only issue a 6 week permit until your documents are complete. Following receipt of the complete documents you will be issued with a permit for 12 months.

If you are a student:

- Vehicle logbook (V5C) showing your name and specified address; and/or
- Letter from college or university stating that you live at an address in the Zone applied for.

If you have hired or leased the vehicle

- Hire/ Lease Agreement: Hire/ Lease documentation must show your name and specified address.

If the vehicle is a company vehicle

- Copy of vehicle logbook or Hire/ Lease Agreement in the company name; and
- Letter from the company on company headed paper showing the specified vehicle's registration number confirming that you are the sole keeper or user of the vehicle.

Renewals

- It is your responsibility to renew your Permit. If your specified vehicle does not have a valid Permit you will be at risk of receiving a Penalty Charge Notice. You can renew your Permit up to 28 days before its expiry date.
- You must allow 14 working days when applying for or renewing your Permit.
- If your qualifying circumstances change at any time such as, the ownership of the specified vehicle(s) or your specified address, then you must reapply for a Permit accordingly.
- When you renew your Permit, if you have not changed your specified vehicle or specified address, you do not need to submit any supporting documents.

Permit costs

A maximum of 2 permits may be issued free of charge to households within the Zone applied for.

Same zone

If you change your specified address within the same parking Zone and your Permit is still valid, you will need to advise us of the changes with correct proof of documents via post.

Different zone

If you move to a different parking Zone you will need to apply for a Permit for that Zone.

Suspensions

- If you have to leave your specified vehicle unattended, for example to go on holiday, and there is an urgent need for the bay to be suspended your vehicle may be moved outside of the suspended area.
- The Council or the Police may suspend a parking bay. Suspended parking signs will be placed at the location.
- In order to minimise the inconvenience caused to residents, the Council aims to erect warning signs at least 2 days before the scheduled start date of suspended bays.
- Emergency suspensions may be introduced at any time.

Preventing fraud

- The Council considers fraud and attempted fraud to be an extremely serious matter and will not hesitate to take preventative, remedial or punitive actions against any person or organisation suspected of fraud or attempted fraud.
- Permits remain the property of the Council and the Council reserves the right to withdraw any Permit for any breach of these Terms and Conditions or the relevant TRO - and your vehicle may be issued with a Penalty Charge Notice or removed.
- It is an offence under Section 29 of the Vehicle Excise and Registration Act 1994 to park or keep a mechanically propelled vehicle on a public road if the vehicle is unlicensed.
- The Council reserves the right to withdraw, invalidate or refuse to issue a Permit if:
 - the Permit holder or any person using the Permit threatens, physically attacks or verbally abuses a Parking Attendant, police officer or authorised Officer of the Council (such behaviour may also result in that person being barred from Council premises);
 - the Permit holder or any person using the Permit fails to comply with a reasonable request from a Parking Attendant, a police officer or an authorised Officer of the Council in respect of the use made by them of any Permit issued by the Council;
 - it becomes apparent that a Permit issued by the Council is improperly held or is being improperly used;
 - the specified vehicle for which the Permit has been issued has 3 or more outstanding Penalty Charge Notices which have reached the stage where the statutory rights of appeal have been exhausted.

The issuing authority (The Inverclyde Council) will process all information in accordance with the requirements of the Data Protection Act 1998. The enforcement authority (The Inverclyde Council) will use any data collected through the issuing of this Permit for other associated purposes. We are required by law to protect the public funds we administer and we may share/check this information with other bodies responsible for auditing or administering public funds, in order to prevent and detect fraud. These bodies include but are not limited to: other Council departments, other public authorities and other enforcement agencies.

When can you use your Permit?

1. You will be advised by email/ letter confirming that your documents are in order and that you have been approved for a Residents' Parking Permit.

APPENDIX 1

2. Do not presume you have been approved for a Residents' Parking Permit until you have been formally advised.

Report To: ENVIRONMENT & REGENERATION COMMITTEE **Date:** 29 October 2015

Report By: CORPORATE DIRECTOR, ENVIRONMENT, REGENERATION & RESOURCES **Report No:** ERC/ENV/IM/15.250

Contact Officer: ROBERT GRAHAM **Contact No:** 01475 714827

Subject: PROPOSED TRAFFIC REGULATION ORDERS – VARIOUS ROADS INCLUDING RESIDENTS’ PARKING PERMIT SCHEME

1.0 PURPOSE

- 1.1 Local Authorities are empowered to make Orders under the Road Traffic Regulation Act 1984 as amended 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.
- 1.2 The purpose of this report is to inform Committee of the outcome of the consultation procedure undertaken for the 5 Traffic Regulation Orders (TROs) associated with the introduction of Resident Parking Permits in Greenock, 1 TRO associated with the new car parks adjacent to Gourrock Station and 1 TRO associated with the realignment and division of the Kempock Street car park. The report also seeks a decision whether Committee will hear the objections relating to The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) (Variation No. 6) Order 2015 and The Inverclyde Council (Off-Street Parking Places) (Variation No. 6) Order 2015 themselves or appoint an independent Reporter. It also advises of the options available to Committee for progressing these and other TROs.

2.0 SUMMARY

- 2.1 At the meeting of this Committee on 5 March 2015, approval was granted for the introduction of a Residents’ Parking Permit Scheme in Greenock town centre. This was subject to there being no charge per year for the first and second permits per household and the scheme being reviewed a year after implementation. It was agreed that a household could apply for a maximum of 2 Residents’ Parking Permits.
- 2.2 Approval was also received to implement the public consultation exercise for Residents’ Parking Permits Scheme in the Kelly Street and Sir Michael Street/ Tobago Street/ King Street areas of Greenock.
- 2.3 As a result the following TROs were drafted. They were issued for public consultation and drew the following number of maintained objections:

TRO	No. of Maintained Objections
The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) (Variation No. 4) Order 2015 (hereafter referred to as Inner 4)	0
The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) (Variation No. 5) Order 2015 (hereafter referred to as Inner 5)	0
The Inverclyde Council (Various Roads)	0

(Outer Greenock) (Waiting Restrictions) (Variation No. 5) Order 2015 (hereafter referred to as Outer 5)	
The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) (Variation No. 6) Order 2015 (hereafter referred to as Outer 6)	8
The Inverclyde Council (Off-Street Parking Places) (Variation No. 4) Order 2015 (hereafter referred to as Off-Street 4)	0

A map showing the locations of these Residents' Parking Permits Scheme is included in Figure 1 in Appendix 1.

Appendix 1

- 2.4 The redevelopment of Gourrock Pierhead and Kempock Street resulted in the construction of new and realigned car parks. As a result the following TROs were drafted. They were issued for public consultation and drew the following number of maintained objections:

TRO	No. of Maintained Objections
The Inverclyde Council (Off-Street Parking Places) (Variation No. 5) Order 2015 (hereafter referred to as Off-Street 5)	0
The Inverclyde Council (Off-Street Parking Places) (Variation No. 6) Order 2015 (hereafter referred to as Off-Street 6)	0

3.0 RECOMMENDATION

- 3.1 It is recommended that Committee:

3.2 Residents' Parking Permit Scheme

- a. notes the requirement to hold a public hearing to consider the maintained objection, and decides either to hear these before a special meeting of this Committee or by an independent Reporter, in relation to Outer 6 and remits the Head of Environmental and Commercial Services and the Head of Legal and Property Services to make the necessary arrangements for the public hearing.
- b. agrees to 'hold back' the recommendation to The Inverclyde Council to make the TROs for Inner 4, Inner 5, Outer 5 and Off-Street 4 thus delaying the implementation of the Residents' Parking Permit Scheme in Inner Greenock.
- c. notes the delay to the implementation of the whole Residents' Parking Permit Scheme by at least 6 months (based on past experience), if the public hearing is before an independent Reporter, or slightly less, (possibly 3-4 months) if before this Committee at a special meeting.
- d. notes the cost of appointing an independent Reporter of approximately £10,000 which would come from the Decriminalised Parking Enforcement Revenue Budget.

3.3 Station Road Off-Street Car Parks, Gourrock

- a. recommend to The Inverclyde Council the making of the Traffic Regulation Order – The Inverclyde Council (Off-Street Parking Places) (Variation No. 5) Order 2015 and remit it to the Head of Environmental and Commercial Services and the Head of Legal and Property Services to arrange for its implementation.

3.4 Kempock Street Off-Street Car Parks, Gourrock

- a. recommend to The Inverclyde Council the making of the Traffic Regulation Order – The Inverclyde Council (Off-Street Parking Places) (Variation No. 6) Order 2015 and remit it to the Head of Environmental and Commercial Services and the Head of Legal and Property Services to arrange for its implementation.

Ian Moffat
Head of Environmental & Commercial Services

4.0 BACKGROUND

- 4.1 The Inverclyde Council introduced its Greenock Town Centre Parking Strategy on 6 October 2014. When they were promoted, the TROs governing the Parking Strategy's waiting and loading restrictions attracted objections from residents who live in the town centre who argued their ability to park free for unlimited periods, close to their homes, had been denied them.
- 4.2 The subsequent Report of the Public Hearing, called to hear these and other objections, recommended that the Strategy be implemented as intended, reviewed a year after implementation and the decision not to introduce a Residents' Parking Permits Scheme be reconsidered as part of that review.
- 4.3 A Decriminalised Parking Enforcement update report was submitted to the Environment and Regeneration Committee on 30 October 2014 subsequent to which Committee decided that a report should be submitted to the Environment and Regeneration Committee meeting on 5 March 2015 on options for the introduction of a Residents' Parking Permit Scheme for Greenock town centre.
- 4.4 At the Committee meeting on 5 March 2015 approval was granted for the introduction of a Residents' Parking Permit Scheme in Greenock town centre. This was subject to there being no charge per year for the first and second permits per household with a maximum of 2 permits per household and the scheme being reviewed a year after implementation.
- 4.5 At the same Committee meeting on 5 March 2015 approval was granted to consider the introduction of a Residents' Parking Permit Scheme in the Kelly Street and Sir Michael Street/ Tobago Street/ King Street areas of Greenock.
- 4.6 As a result the following TROs were drafted:
 1. The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) (Variation No. 4) Order 2015 (Inner 4)
 2. The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) (Variation No. 5) Order 2015 (Inner 5)
 3. The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) (Variation No. 5) Order 2015 (Outer 5)
 4. The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) (Variation No. 6) Order 2015 (Outer 6)
 5. The Inverclyde Council (Off-Street Parking Places) (Variation No. 4) Order 2015 (Off-Street 4)
- 4.7 The redevelopment of Gourock Pierhead and Kempock Street resulted in the construction of new and realigned car parks. As a result the following TROs were drafted:
 1. The Inverclyde Council (Off-Street Parking Places) (Variation No. 5) Order 2015
 2. The Inverclyde Council (Off-Street Parking Places) (Variation No. 6) Order 2015

Residents' Parking Permits – Limited areas of Outer Greenock

- 4.8 At the 5 March 2015 meeting of this Committee approval was granted for the introduction of a Residents' Parking Permit Scheme in the Kelly Street and Sir Michael Street/ Tobago Street/ King Street areas of Greenock.
- 4.9 As a result, TROs Outer 5 and Outer 6, listed above, were drafted and put out to public consultation. These propose the introduction of resident only parking Monday to Friday between 8.15am-9.15am and 5pm-6pm on parts of Sir Michael Street, Kelly Street and Houston Street, Jamaica Lane, King Street, Sir Michael Place, Buccleugh Street, Ann Street, Crown Street and Smith Street. These restrictions were proposed to provide

residents with the opportunity to gain access to streets near their home at the start and end of the working day whilst allowing other users to park outwith these times. On Tobago Street and part of Sir Michael Street it is proposed to introduce 2 hour waiting with no return within 30 minutes Monday to Friday from 8am to 6pm with an exemption for Residents' Parking Permit Holders. This provision was made to encourage turnover in spaces adjacent to shops and restaurants and to allow their customers to park where otherwise they would not be able to park.

- 4.10 To prevent misuse of Permits in different areas of the town the two areas have been identified as different Zones for which different Permits will be issued. The Sir Michael Street/ Tobago Street, etc area, will form Zone GR2 which means that only residents from this area with a Permit for this area can park there during the restricted hours. The Kelly Street area will form Zone GR3 and only residents with a GR3 permit may park there during the restricted hours.
- 4.11 These TROs were issued for public consultation on 21 August 2015 with responses invited by 18 September 2015. No objections were received in relation to Outer 5. A total of 9 objections were received in relation to Outer 6. One of the objections related to the proposed restriction in the Kelly Street area of the town. Officers met with the objectors and as a result the objection was withdrawn.
- 4.12 A further objection was raised with regard to the proposed no waiting at any time restrictions on Regent Street and Terrace Road. Officers wrote to and met the objector on site to detail the extent of the proposals. As a result they suggested that the restriction on the east side of the road be reduced by approximately 6m i.e. 1 car length and that this would allow them to withdraw their objection. However, having considered this proposal it is not recommended as the proposed restrictions as advertised were developed to improve road safety.
- 4.13 A total of 7 objections were received regarding the proposed restrictions in the Tobago Street area. Officers wrote to and met with the objectors. They maintained their objections.
- 4.14 As there are no objections to Outer 5, it could be submitted to the Inverclyde Council recommending that it be made together with Inner 4, Inner 5, and Off-Street 4 (the finding of the consultations are explained in paragraphs 4.16 and 4.17 below).
- 4.15 With regard to Outer 6, there is a requirement for the objection to this TRO to be heard at a public meeting either heard before a special meeting of this Committee or by an independent Reporter.

Residents' Parking Permits – Inner Greenock Parking Zone

- 4.16 Following the 5 March 2015 Committee TROs Inner 4, Inner 5 and Off-Street 4, listed above, were drafted and issued for public consultation on 21 August 2015 with responses invited by 18 September 2015. There was 1 objection to Inner 5. Officers wrote to the Objector clarifying the proposals and as a result the objector withdrew his objection.
- 4.17 To prevent Permit holders from the Outer Zone parking in the Inner Zone, the Inner Zone has been named Zone GR1. This means that only residents with a GR1 Permit may park in this area.
- 4.18 There are no maintained objections to these three TROs and as a result the Committee could agree to submit Inner 4 and Inner 5 to the Inverclyde Council recommending they be made together with Outer 5 and Off-Street 4 (the outcome of the consultations in respect of these two TROs is explained elsewhere in this report). However, as explained in paragraphs 4.8-4.13 above there are maintained objections to Outer 6. As a result, Officers have considered the options available to Committee regarding the introduction of these TROs, it is recommended that they 'hold back' the recommendation to The Inverclyde Council to make the TROs for Inner 4, Inner 5, Outer

5 and Off-Street 4 thus delaying the implementation of the Residents' Parking Permit Scheme in Inner Greenock.

Station Road Off-Street Car Parks, Gourock

- 4.19 As part of the Gourock Pierhead redevelopment a number of off-street car parks are being constructed on Station Road. The majority are owned by Network Rail, however, 2 of the car parks are owned by Inverclyde Council. Therefore, in order to regulate and manage these car parks, they were included in a TRO, as agreed at the Environment and Regeneration Committee on 16 June 2015.
- 4.20 The TRO, Off-Street 5, was issued for public consultation on 26 August 2015 with responses invited by 18 September 2015. During the public consultation stage 1 objection was raised by a resident who feels that residents are being penalised by being prevented access to free parking near their home.
- 4.21 Officers wrote to the Objector advising that the Kempock Street car park TRO will provide free parking with no time limit which would provide an opportunity for residents to park. As a result the objector agreed to withdraw their objection.
- 4.22 It is therefore recommended that the Committee recommend to The Inverclyde Council the making of the Traffic Regulation Order – The Inverclyde Council (Off-Street Parking Places) (Variation No. 5) Order 2015 and remit it to the Head of Environmental and Commercial Services and Head of Legal and Property Services to arrange for its implementation.

Kempock Street Off-Street Car Parks, Gourock

- 4.23 As part of the Gourock Pierhead redevelopment Kempock Street car park has been realigned and is sited between Lower Kempock Street and the river. This creates a car park with 160 parking spaces. To address the needs of the various types of road users and to provide a fair balance between the demand for parking by residents and other road users TRO Off-Street 6 was drafted.
- 4.24 The TRO was issued for public consultation on 9 September 2015 with responses invited by 1 October 2015. One objection was received from a resident who was concerned that the car park would have a 3 hour time limit and that they would need to keep moving their car throughout the day at the weekend; when they work from home; or when they are on holiday.
- 4.25 Officers wrote to the Objector clarifying the proposals for the car park and highlighted that half of the car park will have no time limit and will be free to use. The Objector has withdrawn their objection.

5.0 IMPLICATIONS

Finance

- 5.1 It is unknown how many people will apply for a Residents' Parking Permit online or with a paper application, therefore it is assumed that 75% of applications will be made online with an assumed cost of £6 per permit and 25% will be paper applications with an assumed cost of £10 per permit.
- 5.2 Figures from the Peter Brett report suggest that there could be a total of 142 permits issued in Inner Greenock and 86 issued in Outer Greenock.

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this	Virement From	Other Comments
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			Report		
	Parking capital budget	15/17	£20,000		New signs and lines to extend zone and for resident only car park
02506	Parking revenue budget Additional Fine Income	15/16	£10,000		Independent Reporter to hold public hearing
02506	Parking revenue budget Additional Fine Income	16/17	£1,600		Initial issue of Residents' Parking Permits by ICES

Annual recurring Cost/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From (If Applicable)	Other Comments
02506	Parking Revenue	17/18	£1,400		Renewal of Residents' Parking Permits by ICES

Legal

- 5.3 There are no legal implications arising from this report. The Head of Legal and Property Services has been consulted on this report.

Human Resources

- 5.4 There are no HR implications arising from this report.

Equalities

- 5.5 There are no equalities implications arising from this report.

Repopulation

- 5.6 There are no repopulation implications arising from this report.

6.0 CONSULTATIONS

- 6.1 The proposals have been advertised in the Greenock Telegraph and full details of the proposals have been made available for public inspection during normal office hours at the offices of the Head of Environmental and Commercial Services, the Inverclyde Council Customer Service Centre and at Central Library. A copy of the draft Orders is appended hereto for Members' information.

Appendix 2

7.0 LIST OF BACKGROUND PAPERS

- 7.1 None.

Appendix 1

Appendix 2

THE INVERCLYDE COUNCIL
(VARIOUS ROADS) (INNER GREENOCK)
(CONTROLLED PARKING ZONE)
(VARIATION NO. 4) ORDER 2015
TRAFFIC REGULATION ORDER

**THE INVERCLYDE COUNCIL
(VARIOUS ROADS) (INNER GREENOCK)
(CONTROLLED PARKING ZONE) (VARIATION NO. 4) ORDER 2015**

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) (Variation No. 4) Order 2015".

2.0 Interpretation

2.1 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.

2.2 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.

2.3 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.

2.4 The On-Street Plans forming Schedule 1 to this Order and titled "The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) (Variation No. 4) Order 2015 On-Street Plans" are hereby incorporated into The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) Order 2013 and recorded in "The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) Order 2013 Plan Index".

2.5 The Plan Index forms Schedule 2.

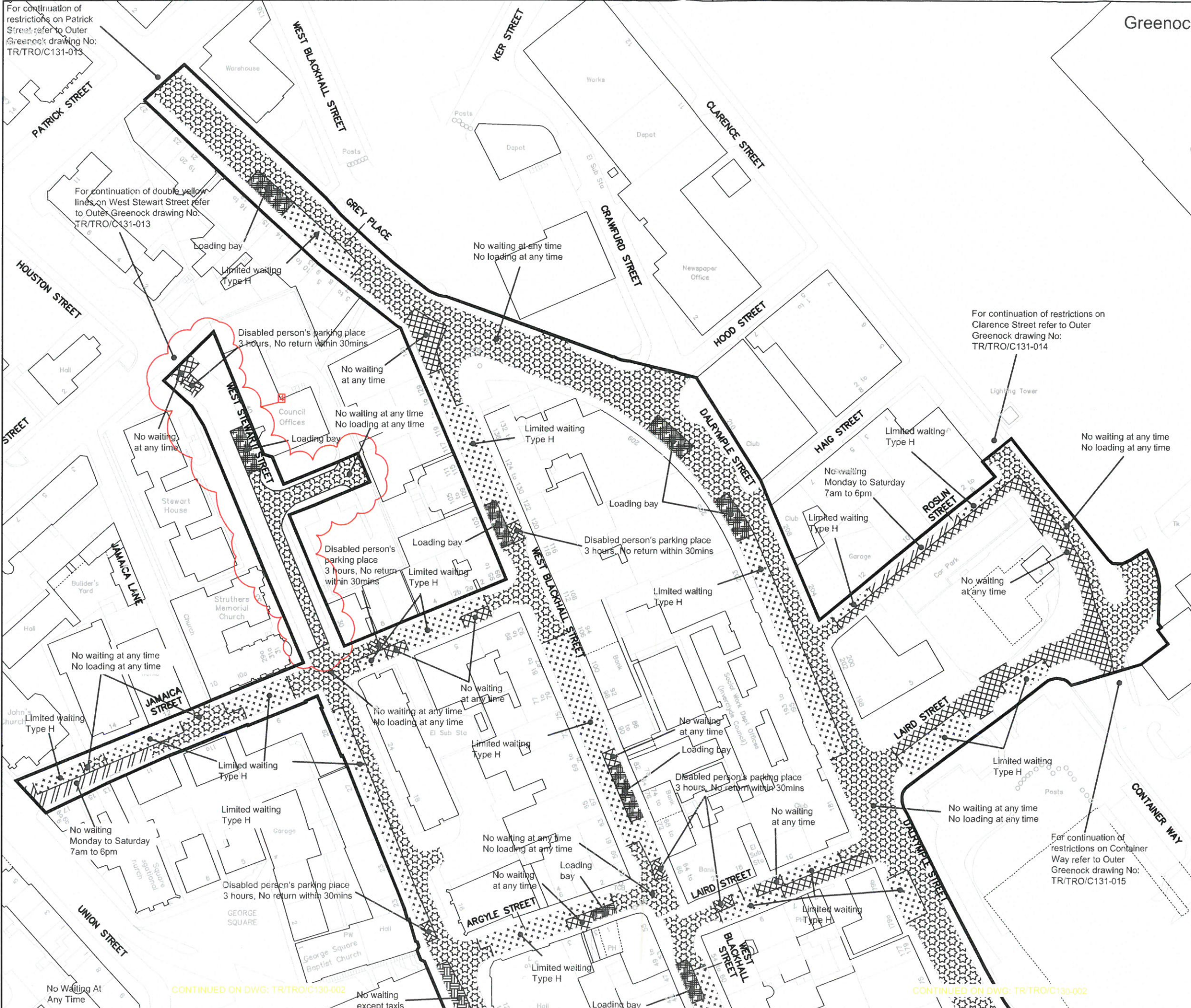
2.6 The Interpretation Act 1978 (as amended) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

SCHEDULE 1

The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) (Variation No. 4) Order 2015 On-Street Plans

DO NOT SCALE

A3



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)
- Parking place for permit holders at specified times
- 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
- Controlled Zone boundary
- 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 30 mins
 Type G: Mon-Sat 8am to 6pm, 2 hours, No return within 30 mins
 Type H: Mon-Fri 8am to 6pm, 2 hours, No return within 30 mins
 Type J: Mon-Sat 8am to 6pm, 1 hour, No return within 1 hour
 Type K: Mon-Fri 8am to 6pm, 2 hours, No return within 30 mins except Permit Holders

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Scale

Stat	Purpose of Issue	Date	Auth
4	INNER GREENOCK BOUNDARY AMENDED	EP JUN '15	EP MH
3	JAMAICA ST INCLUDED IN INNER ZONE	GS DEC '14	GS MH
2	WAITING TYPE H ADDED/JAMAICA ST REMOVED	GS OCT '14	GS MH
1	CHANGES TO JAMAICA ST RESTRICTIONS	MH MAY '14	MH MR

Rev	Description	By	Date	Chk'd	Auth

INVERCLYDE COUNCIL
 71 East Hamilton Street
 Greenock
 PA15 2UA

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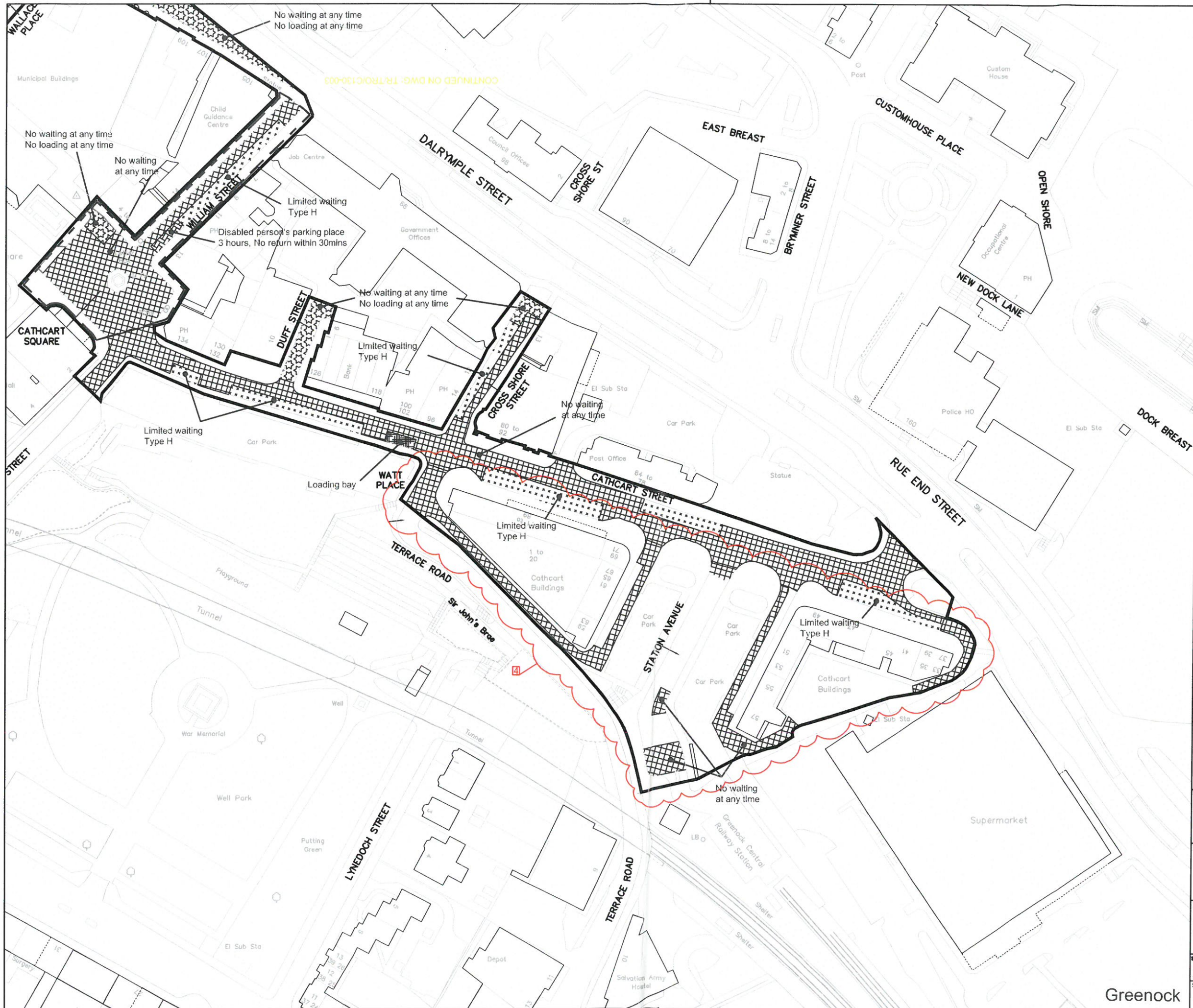


THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (INNER GREENOCK)
 (CONTROLLED PARKING ZONE) (VARIATION No.4)
 ORDER 2015

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	LM	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C/130-001	FEB '13	FEB '13	FEB '13
	Rev			
	4			

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)
- Parking place for permit holders at specified times
- 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
- Controlled Zone boundary
- 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 30 mins
 Type G: Mon-Sat 8am to 6pm, 2 hours, No return within 30 mins
 Type H: Mon-Fri 8am to 6pm, 2 hours, No return within 30 mins
 Type J: Mon-Sat 8am to 6pm, 1 hour, No return within 1 hour
 Type K: Mon-Fri 8am to 6pm, 2 hours, No return within 30 mins except Permit Holders

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Stat	Purpose of Issue	Date	Auth
4	INNER GREENOCK BOUNDARY AMENDED	EP JUN '15	EP MH
3	LIMITED WAITING TYPE H ADDED	GS OCT '14	GS MH
2	RESTRICTIONS ON CROSS SHORE ST AMENDED	MJH MAY '14	MJH MR
1	CATHCART ST & WILLIAM ST TIME CHANGES	MJH MAY '14	MJH MR

Rev	Description	By	Date	Chk'd	Auth

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THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (INNER GREENOCK)
 (CONTROLLED PARKING ZONE) (VARIATION No. 4)
 ORDER 2015

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	LM	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C/130-004	FEB '13	FEB '13	FEB '13
Rev				

Greenock

SCHEDULE 2

SCHEDULE 3

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

Plan Ref.	Effective Date of original plan	Effective Date of Plan Revision							
		1	2	3	4	5	6	7	8
TR/TRO/C130/001	06/10/2014	21/11/2014	25/05/2015	26/05/2015	#####				
TR/TRO/C130/002	06/10/2014	21/11/2014	25/05/2015						
TR/TRO/C130/003	06/10/2014	06/10/2014	21/11/2014	25/05/2015					
TR/TRO/C130/004	06/10/2014	06/10/2014	21/11/2014	25/05/2015	#####				

THE INVERCLYDE COUNCIL
(VARIOUS ROADS) (INNER GREENOCK)
(CONTROLLED PARKING ZONE)
(VARIATION NO. 5) ORDER 2015

TRAFFIC REGULATION ORDER

**THE INVERCLYDE COUNCIL
(VARIOUS ROADS) (INNER GREENOCK)
(CONTROLLED PARKING ZONE) (VARIATION NO. 5) ORDER 2015**

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 Phoillis 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) (Variation No. 5) Order 2015".

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:

"End Date" means the date on which the particulars of a Printed Permit or a Virtual Permit retained on the Telephone Parking System are removed from the Telephone Parking System;

"Hand-held Device" means apparatus used by a Parking Attendant, an Authorised Person or a police constable in uniform which is programmed to interface with the Telephone Parking System;

"Identification Code" means a combination of letters and numerals by which the Council identifies an Inner Greenock Controlled Parking Zone;

"Inner Greenock Controlled Parking Zone, also referred to as Zone GR1" means any road or part of a road within the boundary of the Inner Greenock Controlled Parking Zone, also referred to as Zone GR1, specified in the maps forming Schedule 1 to this Order;

"Permit" means a Printed Permit or a Virtual Permit issued by the Council in accordance with the Permit scheme set out in this Order;

"Printed Permit" means a document specified in Article 4.3 of this Order which may be issued by the Council and if so issued shall be displayed and used in accordance with the particulars stipulated thereon;

"Residents' Parking Permit" means a Printed Permit or a Virtual Permit issued by the Council, in accordance with the provisions of Article 3.0 of this Order, at such a charge and on such terms and conditions as the Council may determine;

"Service Provider" means a person or company providing services to or on behalf of the Council;

“Start Date” means the date on which the particulars of a Printed Permit or a Virtual Permit are entered on the Telephone Parking System;

“Telephone Parking System” means a system to facilitate and monitor any Permits, whether Virtual Permits or Printed Permits, using any telephone or internet enabled device via communication with the Service Provider; and

“Virtual Permit” means a Permit which is not a Printed Permit, which is specified in Article 4.2 of this Order and which may be issued by the Council.

- 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.
- 2.4 The On-Street Plans forming Schedule 1 to this Order and titled “The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) (Variation No. 5) Order 2015 On-Street Plans” are hereby incorporated into The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) Order 2013 and recorded in “The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) Order 2013 Plan Index”.
- 2.5 The Plan Index forms Schedule 2.
- 2.6 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 Residents’ Parking Permit**
- 3.1 The Council may issue Residents’ Parking Permits, at such a charge and on such terms and conditions as the Council may determine, to a person who ordinarily resides in a dwelling house in any road within the boundary of the Inner Greenock Controlled Parking Zone, also referred to as Zone GR1, specified in the maps forming Schedule 1 to this Order.

4.0 Form of Permits

- 4.1 A Permit shall be either a Virtual Permit or a Printed Permit;
- 4.2 The following information shall be retained on the Telephone Parking System as an indication that a Virtual Permit has been granted:-

- (a) the name and address of the applicant;
- (b) the name of the Inner Greenock Controlled Parking Zone in which the Virtual Permit is valid;
- (c) the Identification Code of the Inner Greenock Controlled Parking Zone in which the Virtual Permit is valid;
- (d) the Virtual Permit number;
- (e) the registration number of the Motor Vehicle, Motor Cycle or Invalid Carriage in respect of which the Virtual Permit has been issued;
- (f) the Start Date; and
- (g) the End Date.

- 4.3 Where a Printed Permit is issued by the Council:-

- (a) it shall include the particulars listed in sub-paragraphs (b) to (g) of Article 4.2;
- (b) it is not transferrable; and
- (c) it shall remain the property of the Council at all times.

5.0 Use of Permits

- 5.1 A Permit shall be used only in accordance with the Permit scheme set out in this Article.

- 5.2 Subject to Article 5.1 a Permit may be used:-

- (a) within the Inner Greenock Controlled Parking Zone, also referred to as Zone GR1;
- (b) in the case of a Virtual Permit, where the Motor Vehicle, Motor Cycle or Invalid Carriage has been recorded on the Telephone Parking System for that Virtual Permit; and
- (c) in the case of a Printed Permit, where details of the Motor Vehicle, Motor Cycle or Invalid Carriage are the same as those recorded on the Printed Permit and the Printed Permit is displayed on the Motor Vehicle, Motor Cycle or Invalid Carriage in accordance with Article 6.1 hereof.

- 5.3 If at any time a Motor Vehicle, Motor Cycle or Invalid Carriage is left in a Limited Waiting Parking Place and an inspection is carried out by a Parking Attendant, an Authorised Person or a police constable in uniform, and no indication that a Permit has been granted in respect of that Motor Vehicle, Motor Cycle or Invalid Carriage for the Inner Greenock Controlled Parking Zone, also referred to as Zone GR1, appears on the Hand-held Device of a Parking Attendant, an Authorised Person or a police constable in uniform, it shall be presumed, unless the contrary is proved, that a Permit has not been granted for that Motor Vehicle, Motor Cycle or Invalid Carriage at the time of inspection.

- 5.4 A person holding a valid Inner Greenock Controlled Parking Zone, also referred to as Zone GR1, Residents' Parking Permit is permitted to wait in any Limited Waiting Parking Place on a road within the boundary of the Inner Greenock Controlled Parking Zone, also referred to as Zone GR1, specified in the maps forming Schedule 1 to this Order, without limit of time.
- 5.5 An Inner Greenock Controlled Parking Zone, also referred to as Zone GR1, Residents' Parking Permit shall not be valid in any Limited Waiting Parking Place other than on those roads within the boundary of the Inner Greenock Controlled Parking Zone, also referred to as Zone GR1, specified in the maps forming Schedule 1 to this Order.

6.0 Display of Printed Permits

- 6.1 Where a Printed Permit issued by the Council is used:-
- (a) in the case of a Motor Vehicle, the driver of any Motor Vehicle parked in any Limited Waiting Parking Place who wishes to make use of a Printed Permit shall attach or display the Printed Permit on the Motor Vehicle on the nearside thereof, behind the glass of the windscreen, in such position as to ensure that the front side of the Printed Permit is clearly visible to any person standing at the front nearside of the Motor Vehicle; and
 - (b) in the case of a Motor Cycle or Invalid Carriage, the driver of any Motor Cycle or Invalid Carriage parked in any Limited Waiting Parking Place who wishes to make use of a Printed Permit shall attach or display the Printed Permit on the Motor Cycle or Invalid Carriage in a conspicuous position in front of the driver's seat.
- 6.2 Where an inspection is carried out by a Parking Attendant, an Authorised Person or a police constable in uniform, and a Printed Permit issued in respect of that Motor Vehicle, Motor Cycle or Invalid Carriage is not displayed in accordance with Article 6.1 or the particulars shown on the Printed Permit indicate it has not yet commenced, it shall be deemed that a Printed Permit has not been issued in respect of that vehicle at the time of inspection.

7.0 Duration of Permits

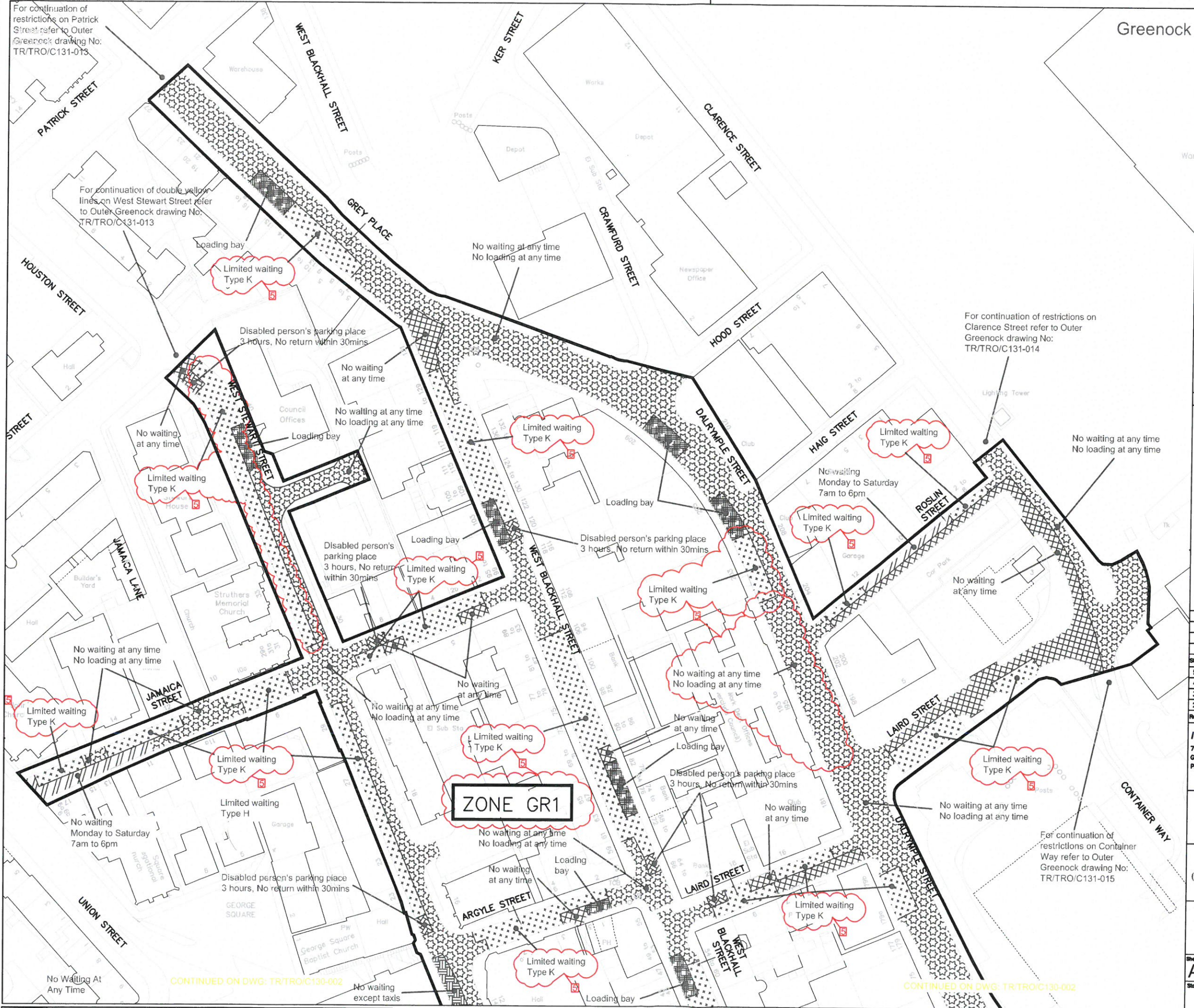
- 7.1 A Permit shall be valid from the Start Date retained on the Telephone Parking System for one calendar year or, if earlier, until such time as it is revoked or cancelled by the Council.
- This Order and the ### Schedules annexed hereto are sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by*

SCHEDULE 1

The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) (Variation No. 5) Order 2015 On-Street Plans

DO NOT SCALE

A3



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 type of limited waiting referred to on these drawings)
- Parking place for permit holders at specified times
- 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
- Controlled Zone boundary
- 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 30 mins
 Type G: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
 Type H: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins
 Type J: Mon-Sat 8am to 6pm, 1 hour. No return within 1 hour
 Type K: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins except Permit Holders

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

For continuation of restrictions on Container Way refer to Outer Greenock drawing No: TR/TRO/C131-015

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Seal

Stat	Purpose of Issue	Date	Auth
5	PARKING PERMITS/DALRYMPLE ST CHANGE	EP JUN '15	EP MH
4	INNER GREENOCK BOUNDARY AMENDED	EP JUN '15	EP MH
3	JAMAICA ST INCLUDED IN INNER ZONE	GS DEC '14	GS MH
2	WAITING TYPE H ADDED/JAMAICA ST REMOVED	GS OCT '14	GS MH

Rev	Description	By	Date	Chk'd	Auth

INVERCLYDE COUNCIL
 71 East Hamilton Street
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THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (INNER GREENOCK)
 (CONTROLLED PARKING ZONE) (VARIATION No.5)
 ORDER 2015

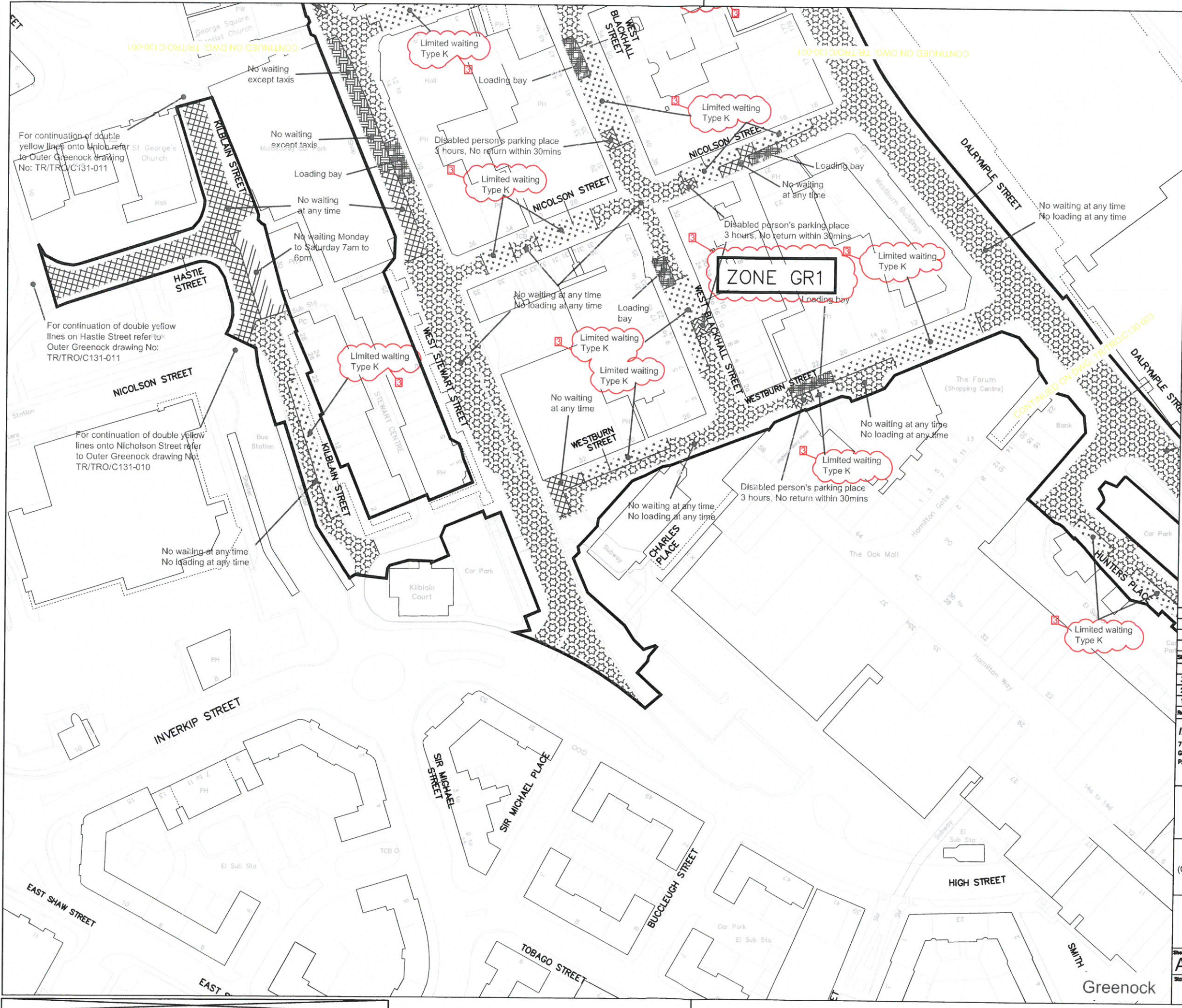
EFFECTIVE DATE:

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
Rev				
				5

CONTINUED ON DWG: TR/TRO/C130-002

CONTINUED ON DWG: TR/TRO/C130-002

DO NOT SCALE



Key

- 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 5 mins of limited waiting referred to on these drawings)
- Parking place for permit holders at specified times
- Disabled person's parking place (subject to restrictions shown)
- Police parking place (subject to restriction shown)
- Ambulance parking place (subject to restriction shown)
- Loading bay
- Controlled Zone boundary
- 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 30 mins
 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 30 mins
 Type G: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
 Type H: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins
 Type J: Mon-Sat 8am to 6pm, 1 hour, No return within 1 hour
 Type K: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins except Permit Holders

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Station	Purpose of Issue	Date	Auth
3	RESIDENT PARKING PERMIT SCHEME	EP JUN '15	EP MH
2	LIMITED WAITING TYPE H ADDED	GS OCT '14	GS MH
1	DISABLED BAYS REMOVED KILBLAIN COURT	M&H MAY '14	M&H MR
Rev	Description	By	Date

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

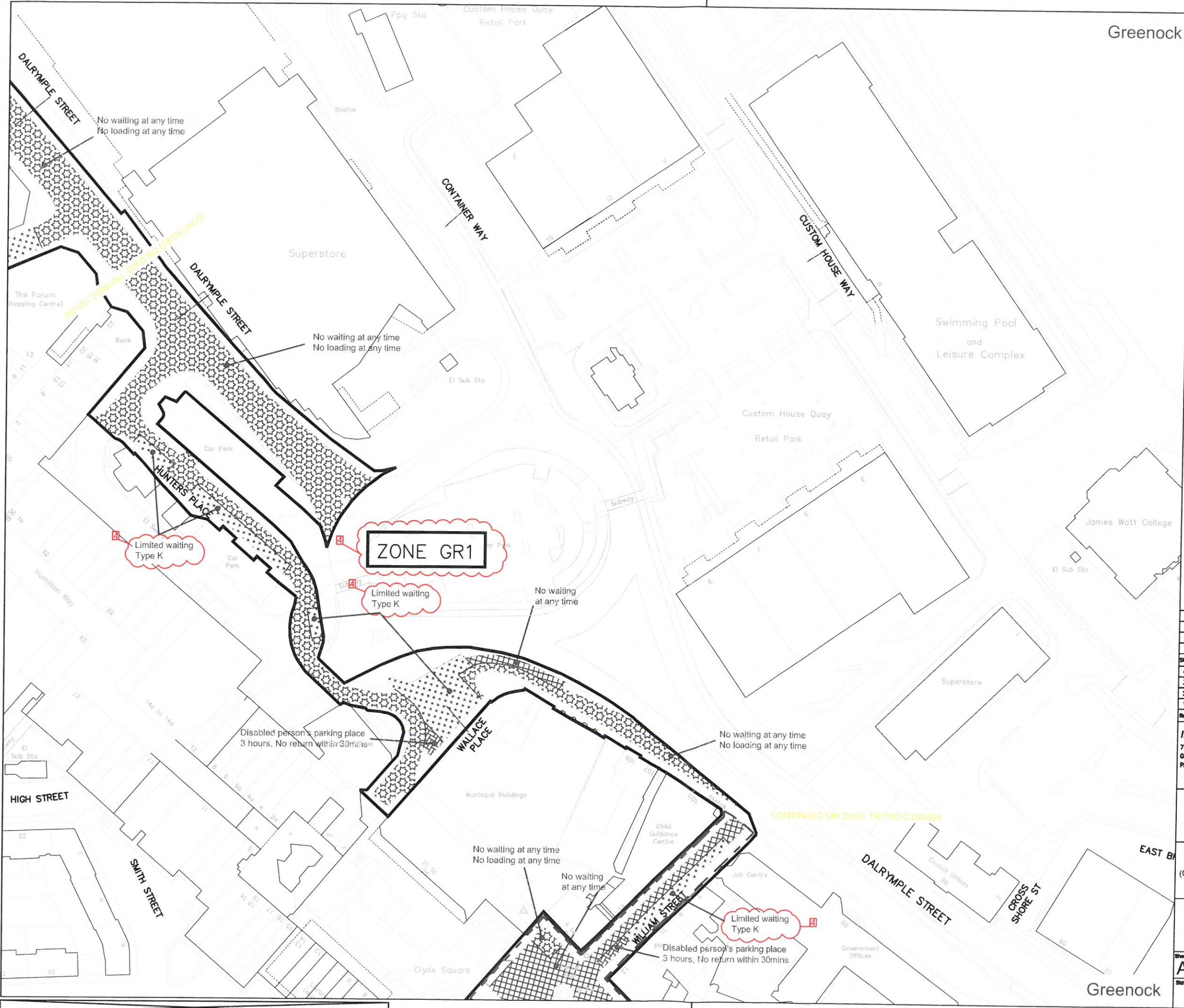
Inverclyde council

THE INVERCLYDE COUNCIL (VARIOUS ROADS)
(INNER GREENOCK)
(CONTROLLED PARKING ZONE) (VARIATION No. 5)
ORDER 2015

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	LM	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C130-002	FEB '13	FEB '13	FEB '13
Rev				
				3

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)
- Parking place for permit holders
at specified times
- 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
- Controlled Zone boundary
- 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 30 mins
 Type G: Mon-Sat 8am to 6pm, 2 hours, No return within 30 mins
 Type H: Mon-Fri 8am to 6pm, 2 hours, No return within 1 hour
 Type J: Mon-Sat 8am to 6pm, 1 hour, No return within 1 hour
 Type K: Mon-Fri 8am to 6pm, 2 hours, No return within 30 mins except Permit Holders

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Seal

Stat	Purpose of Issue	Date	Auth
4	RESIDENT PARKING PERMIT SCHEME	EP JUN '15	EP MH
3	LIMITED WAITING TYPE H ADDED	GS OCT '14	GS MH
2	LOADING RESTRICTION ADDED CATHCART SQ	MJH MAY '14	MJH MR
1	CATHCART ST & WILLIAM ST TIME CHANGES	MJH MAY '14	MJH MR

Rev	Description	By	Date	Chk'd	Auth

INVERCLYDE COUNCIL
 71 East Hamilton Street
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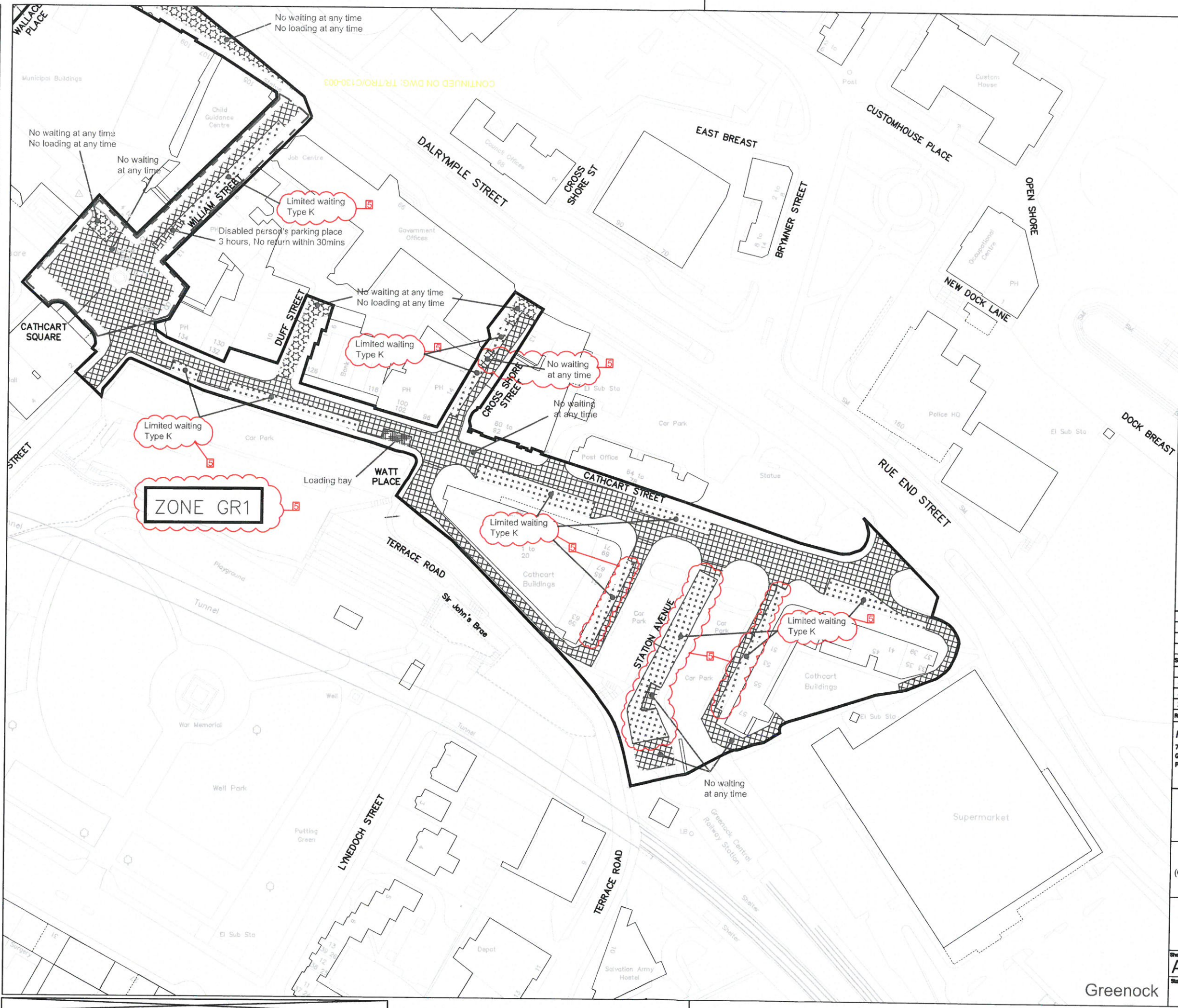


THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (INNER GREENOCK)
 (CONTROLLED PARKING ZONE) (VARIATION No. 5)
 ORDER 2015

EFFECTIVE DATE:

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				
				4

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)
- Parking place for permit holders
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 Type K: Mon-Fri 8am to 6pm, 2 hours, No return within 30 mins except Permit Holders

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Sheet	Purpose of Issue	Date	Auth
5	PARKING PERMITS/STATION AVE/ X SHORE ST	EP JUN '15	EP MH
4	INNER GREENOCK BOUNDARY AMENDED	EP JUN '15	EP MH
3	LIMITED WAITING TYPE H ADDED	GS OCT '14	GS MH
2	RESTRICTIONS ON CROSS SHORE ST AMENDED	MAH MAY '14	MAH MR

Rev	Description	By	Date	Ch'd	Auth

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THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (INNER GREENOCK)
 (CONTROLLED PARKING ZONE) (VARIATION No. 5)
 ORDER 2015

EFFECTIVE DATE:

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				
				5

Greenock

SCHEDULE 2

SCHEDULE 3

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

Plan Ref.	Effective Date of original Plan	Effective Date of Plan Revision							
		1	2	3	4	5	6	7	8
TR/TRO/C130/001	06/10/2014	21/11/2014	25/05/2015	26/05/2015	#####				
TR/TRO/C130/002	06/10/2014	21/11/2014	25/05/2015	#####					
TR/TRO/C130/003	06/10/2014	06/10/2014	21/11/2014	25/05/2015	#####				
TR/TRO/C130/004	06/10/2014	06/10/2014	21/11/2014	25/05/2015	#####				

THE INVERCLYDE COUNCIL
(VARIOUS ROADS) (OUTER GREENOCK)
(WAITING RESTRICTIONS)
(VARIATION NO. 5) ORDER 2015

TRAFFIC REGULATION ORDER

**THE INVERCLYDE COUNCIL
(VARIOUS ROADS) (OUTER GREENOCK)
(WAITING RESTRICTIONS) (VARIATION NO. 5) ORDER 2015**

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) (Outer Greenock) (Waiting Restrictions) (Variation No. 5) Order 2015".

2.0 Interpretation

2.1 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.

2.2 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.

2.3 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.

2.4 The On-Street Plans forming Schedule 1 to this Order and titled "The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) (Variation No. 5) Order 2015 On-Street Plans" are hereby incorporated into The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) Order 2013 and recorded in "The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) Order 2013 Plan Index".

2.5 The Plan Index forms Schedule 2.

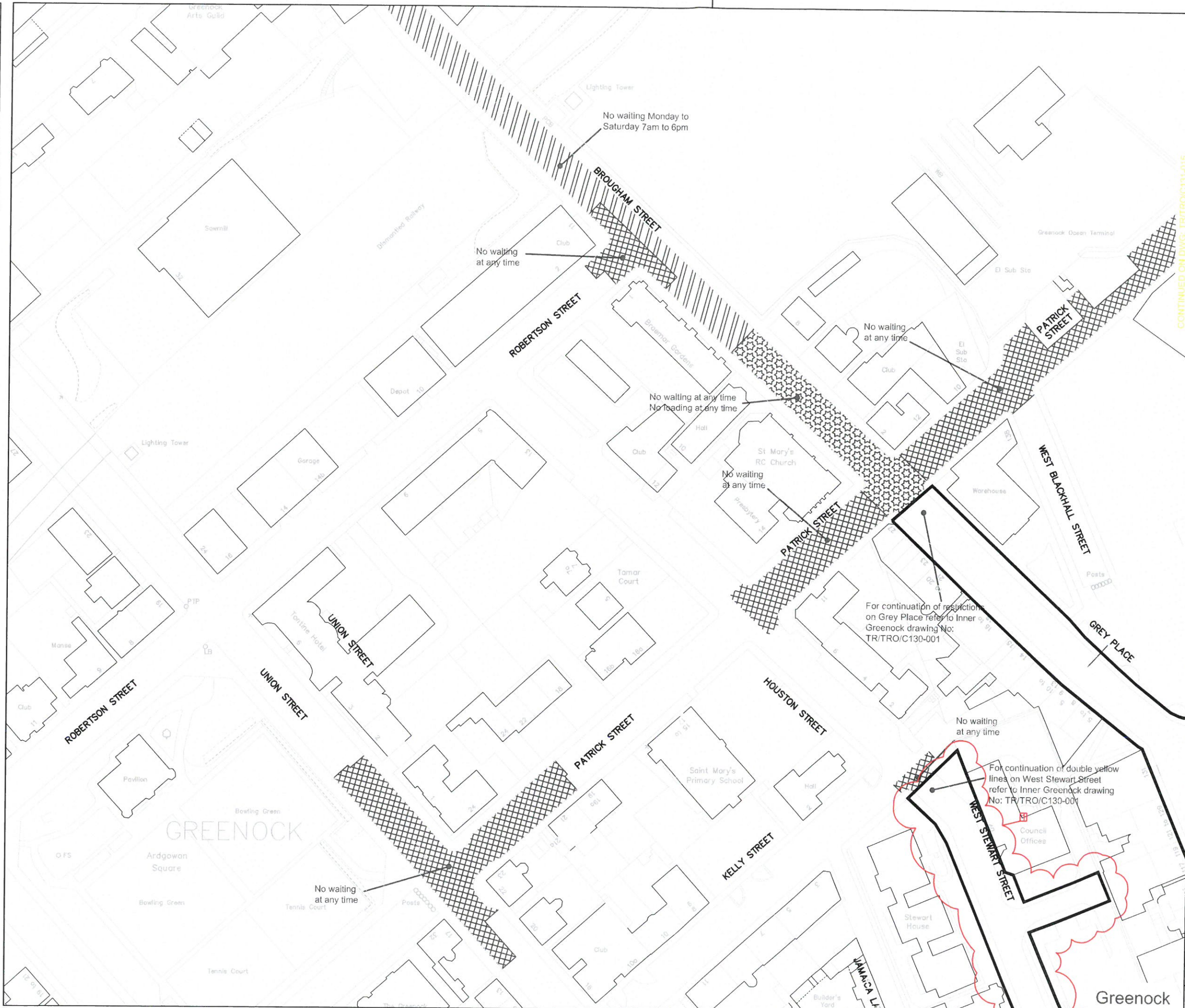
2.6 The Interpretation Act 1978 (as amended) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

SCHEDULE 1

The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) (Variation No. 5) Order 2015 On-Street Plans

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 or these drawings)
- Parking place for permit holders at specified times
- 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 K: Mon-Fri 8am to 6pm, 2 hours, No return within 30 mins except Permit Holders

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Seal

Stat	Purpose of Issue	Date	Auth
1	REMOVED FROM OUTER GREENOCK	EP JUN '15	EP MH
A	ALTERATION TO BROUGHAM ST RESTRICTIONS	MH JUNE '13	MH MR

Rev	Description	By	Date	Ch'd	Auth
1	REMOVED FROM OUTER GREENOCK	EP	JUN '15	EP	MH
A	ALTERATION TO BROUGHAM ST RESTRICTIONS	MH	JUNE '13	MH	MR

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THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) (VARIATION No. 5)
 ORDER 2015

EFFECTIVE DATE:

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
Rev				
				1

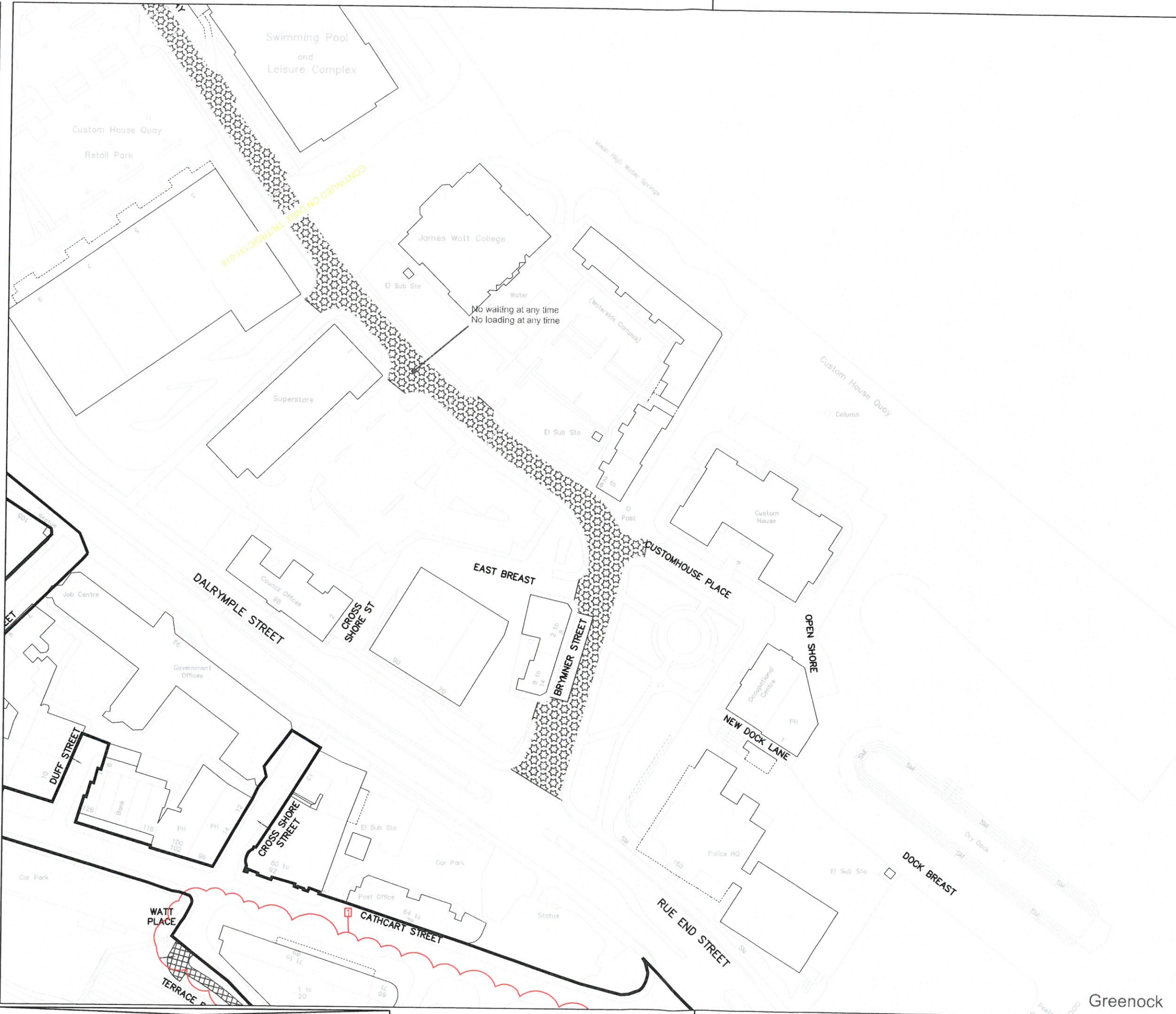
CONTINUED ON DWG: TR/TRO/C131-015

For continuation of restrictions on Grey Place refer to Inner Greenock drawing No: TR/TRO/C130-001

For continuation of double yellow lines on West Stewart Street refer to Inner Greenock drawing No: TR/TRO/C130-001

DO NOT SCALE

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Seal

Rev	Description	By	Date	Chk'd	Auth
1	REMOVED FROM OUTER GREENOCK	EP	JUN '15	EP	MH

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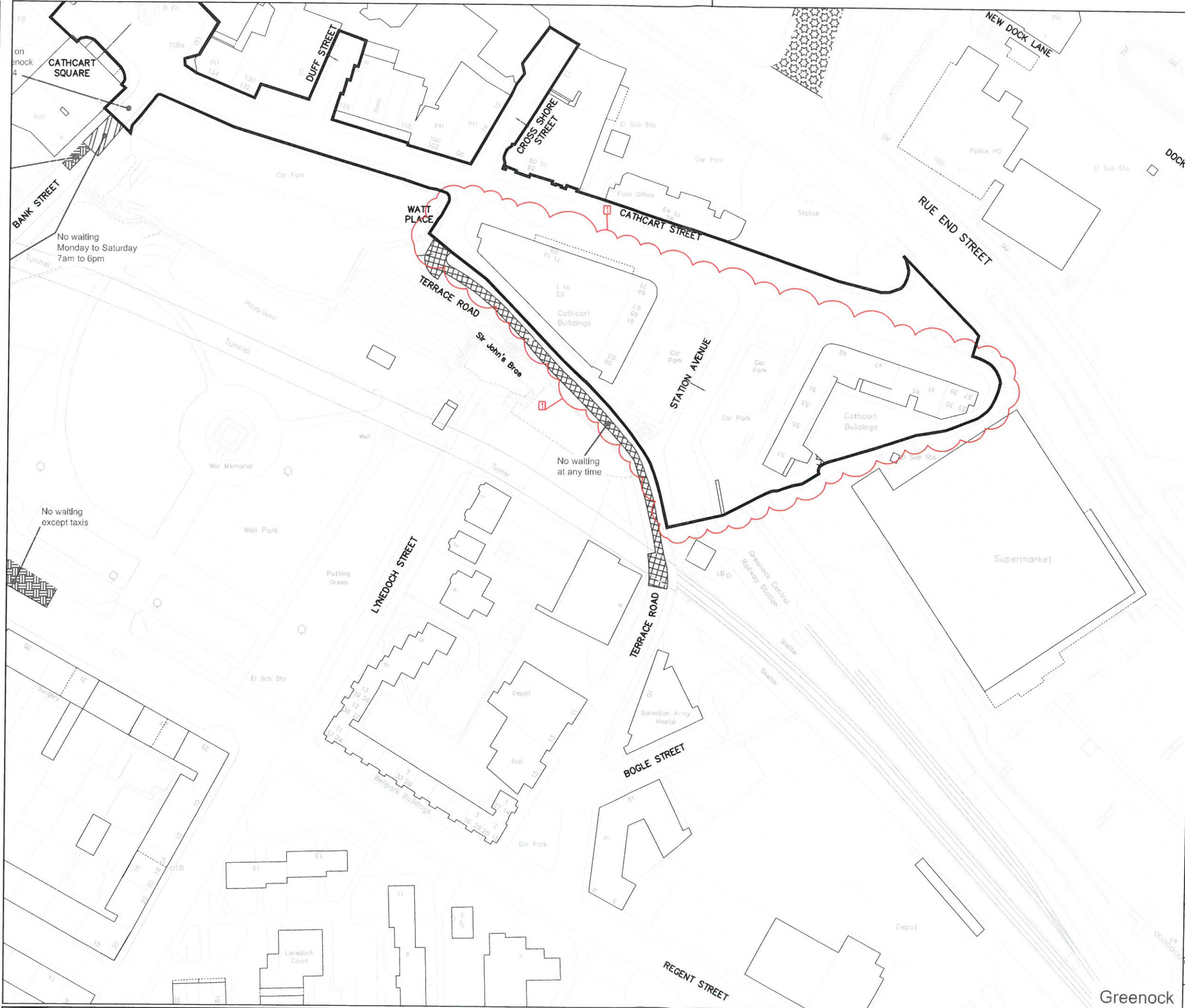
THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) (VARIATION No. 5)
 ORDER 2015

EFFECTIVE DATE:

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Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-017	FEB '13	FEB '13	FEB '13
Rev				
				1

Greenock

DO NOT SCALE



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No loading at any time
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- 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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 Permit Holders

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Seal

Stat	Purpose of Issue	Date	Auth
1	REMOVED FROM OUTER GREENOCK	EP JUN '15	EP MH

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THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) (VARIATION No. 5)
 ORDER 2015

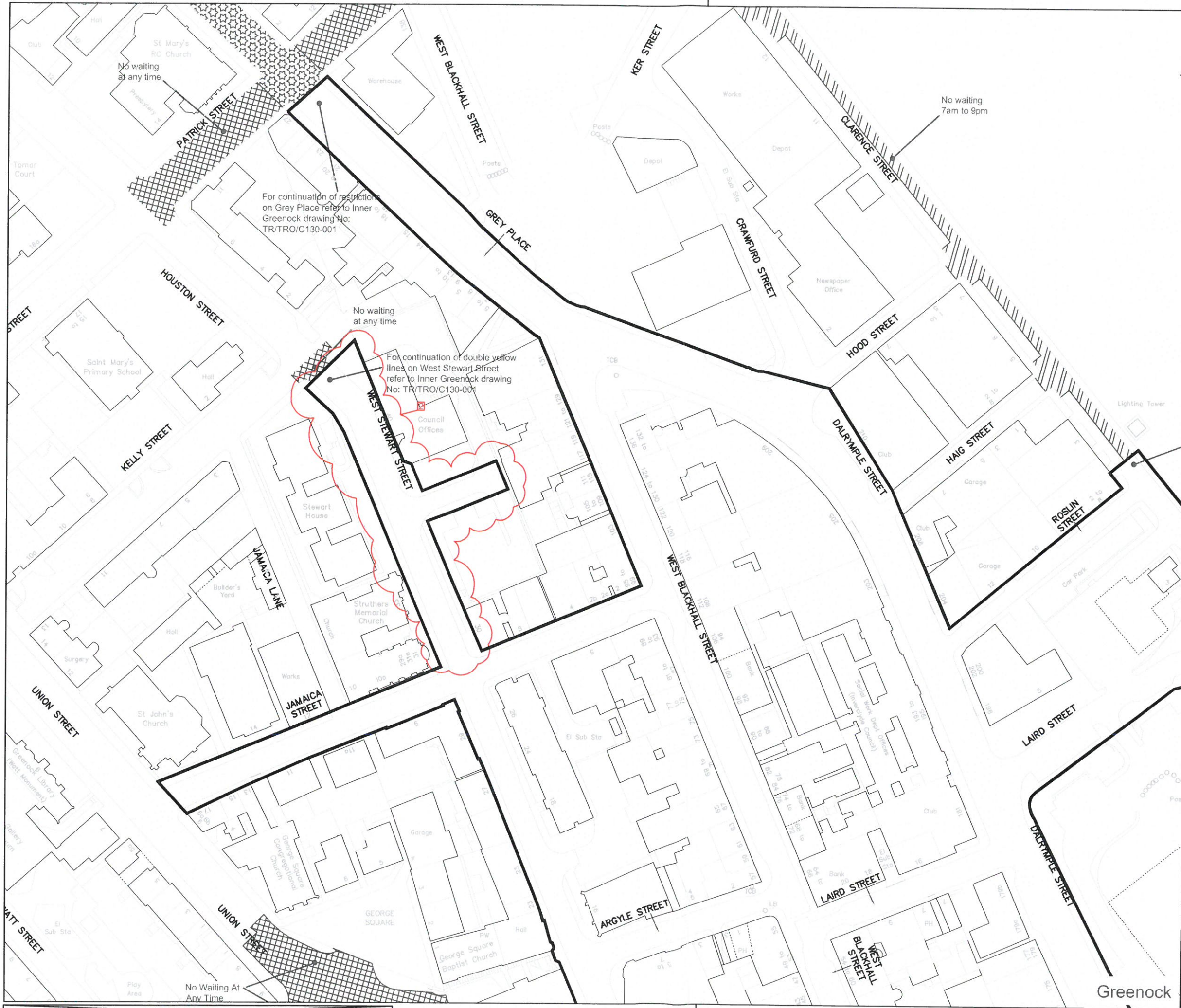
EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
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Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-023	OCT '14	OCT '14	OCT '14
Rev				
				1

Greenock

DO NOT SCALE

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Rev	Description	By	Date	Chk'd	Auth
2	REMOVED FROM OUTER GREENOCK	EP	JUN '15	EP	MH
1	JAMACA ST REMOVED FROM OUTER	GS	DEC '14	GS	MH

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THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) (VARIATION No. 5)
 ORDER 2015

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	GS	GD	MH
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-024	OCT '14	OCT '14	OCT '14
Rev				
				2

SCHEDULE 2

SCHEDULE 3

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

Plan Reference	Effective date of original plan	Effective Date of Plan Revision												
		1	2	3	4	5	6	7	8	9	10	11		
TR/TRO/131-001	06/10/2014													
TR/TRO/131-002	06/10/2014													
TR/TRO/131-003	06/10/2014													
TR/TRO/131-004	06/10/2014													
TR/TRO/131-005	06/10/2014													
TR/TRO/131-006	06/10/2014													
TR/TRO/131-007	06/10/2014													
TR/TRO/131-008	06/10/2014													
TR/TRO/131-009	06/10/2014													
TR/TRO/131-010	06/10/2014	21/11/2014												
TR/TRO/131-011	06/10/2014	25/01/2015												
TR/TRO/131-012	06/10/2014	21/11/2014												
TR/TRO/131-013	06/10/2014													
TR/TRO/131-014	06/10/2014	#####												
TR/TRO/131-015	06/10/2014													
TR/TRO/131-016	06/10/2014													
TR/TRO/131-017	06/10/2014	#####												
TR/TRO/131-018	06/10/2014													
TR/TRO/131-019	06/10/2014													
TR/TRO/131-020	06/10/2014	21/11/2014												
TR/TRO/131-021	06/10/2014	25/01/2015												
TR/TRO/131-022	06/10/2014													
TR/TRO/131-023	25/05/2015	#####												
TR/TRO/131-024	25/05/2015	26/05/2015	#####											

THE INVERCLYDE COUNCIL
(VARIOUS ROADS) (OUTER GREENOCK)
(WAITING RESTRICTIONS)
(VARIATION NO. 6) ORDER 2015
TRAFFIC REGULATION ORDER

**THE INVERCLYDE COUNCIL
(VARIOUS ROADS) (OUTER GREENOCK)
(WAITING RESTRICTIONS) (VARIATION NO. 6) ORDER 2015**

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) (Outer Greenock) (Waiting Restrictions) (Variation No. 6) Order 2015".

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:

"End Date" means the date on which the particulars of a Printed Permit or a Virtual Permit retained on the Telephone Parking System are removed from the Telephone Parking System;

"Hand-held Device" means apparatus used by a Parking Attendant, an Authorised Person or a police constable in uniform which is programmed to interface with the Telephone Parking System;

"Identification Code" means a combination of letters and numerals by which the Council identifies an Outer Greenock Residents' Parking Permit Area;

"Outer Greenock Residents' Parking Permit Area, also referred to as Zone GR2" means any road or part of a road contained within the boundary of the Outer Greenock Residents' Parking Permit Area, also referred to as Zone GR2, specified in the maps forming Schedule 1 to this Order;

"Outer Greenock Residents' Parking Permit Area, also referred to as Zone GR3" means any road or part of a road contained within the boundary of the Outer Greenock Residents' Parking Permit Area, also referred to as Zone GR3, specified in the maps forming Schedule 1 to this Order;

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

"Parking Disc Area" means any road or part of a road contained within the Parking Disc Area boundary, specified in the maps forming Schedule 1 to this Order;

"Permit" means a Printed Permit or a Virtual Permit issued by the Council in accordance with the Permit scheme set out in this Order;

“Printed Permit” means a document specified in Article 4.3 of this Order which may be issued by the Council and if so issued shall be displayed and used in accordance with the particulars stipulated thereon;

“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;

“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);

“Residents’ Parking Permit” means a Printed Permit or a Virtual Permit issued by the Council, in accordance with the provisions of Article 3.0 of this Order, at such a charge and on such terms and conditions as the Council may determine;

“Service Provider” means a person or company providing services to or on behalf of the Council;

“Start Date” means the date on which the particulars of a Printed Permit or a Virtual Permit are entered on the Telephone Parking System;

“Telephone Parking System” means a system to facilitate and monitor any Permits, whether Virtual Permits or Printed Permits, using any telephone or internet enabled device via communication with the Service Provider; and

“Virtual Permit” means a Permit which is not a Printed Permit, which is specified in Article 4.2 of this Order and which may be issued by the Council.

- 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 On-Street Plans forming Schedule 1 to this Order and titled "The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) (Variation No. 6) Order 2015 On-Street Plans" are hereby incorporated into The Inverclyde Council (Various Roads) (Inner Greenock) (Controlled Parking Zone) Order 2013 and recorded in "The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) Order 2013 Plan Index".
- 2.6 The Plan Index forms Schedule 2.
- 2.7 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 Residents' Parking Permit

- 3.1 The Council may issue Residents' Parking Permits, at such a charge and on such terms and conditions as the Council may determine:-

(a) to any person who ordinarily resides in a dwelling house on any road within the boundary of the Outer Greenock Residents' Parking Permit Area, also referred to as Zone GR2; and

(b) to any person who ordinarily resides in a dwelling house on any road within the boundary of the Outer Greenock Residents' Parking Permit Area, also referred to as Zone GR3

both of which said Areas or Zones are specified in the maps forming Schedule 1 to this Order.

4.0 Form of Permits

- 4.1 A Permit shall be either a Virtual Permit or a Printed Permit;
- 4.2 The following information shall be retained on the Telephone Parking System as an indication that a Virtual Permit has been granted:-
- (a) the name and address of the applicant;
 - (b) the name of any Outer Greenock Residents' Parking Permit Area in which the Virtual Permit is valid;
 - (c) the Identification Code of any Outer Greenock Residents' Parking Permit Area in which the Virtual Permit is valid;
 - (d) the Virtual Permit number;
 - (e) the registration number of the Motor Vehicle, Motor Cycle or Invalid Carriage in respect of which the Virtual Permit has been issued;
 - (f) the Start Date; and
 - (g) the End Date.

- 4.3 Where a Printed Permit is issued by the Council:-
- (a) it shall include the particulars listed in sub-paragraphs (b) to (g) of Article 4.2;
 - (b) it is not transferrable; and
 - (c) it shall remain the property of the Council at all times.

5.0 Use of Permits

- 5.1 A Permit shall be used only in accordance with the Permit scheme set out in this Article.
- 5.2 Subject to Article 5.1 a Permit issued with an Identification Code relating to the Outer Greenock Residents' Parking Permit Area, also referred to as Zone GR2, may be used:-
- (a) within the Outer Greenock Residents' Parking Permit Area, also referred to as Zone GR2;
 - (b) in the case of a Virtual Permit, where the Motor Vehicle, Motor Cycle or Invalid Carriage has been recorded on the Telephone Parking System for that Virtual Permit; and
 - (c) in the case of a Printed Permit, where details of the Motor Vehicle, Motor Cycle or Invalid Carriage are the same as those recorded on the Printed Permit and the Printed Permit is displayed on the Motor Vehicle, Motor Cycle or Invalid Carriage in accordance with Article 6.1 hereof.
- 5.3 Subject to Article 5.1 a Permit issued with an Identification Code relating to the Outer Greenock Residents' Parking Permit Area, also referred to as Zone GR3, may be used:-
- (a) within the Outer Greenock Residents' Parking Permit Area, also referred to as Zone GR3;
 - (b) in the case of a Virtual Permit, where the Motor Vehicle, Motor Cycle or Invalid Carriage has been recorded on the Telephone Parking System for that Virtual Permit; and
 - (c) in the case of a Printed Permit, where details of the Motor Vehicle, Motor Cycle or Invalid Carriage are the same as those recorded on the Printed Permit and the Printed Permit is displayed on the Motor Vehicle, Motor Cycle or Invalid Carriage in accordance with Article 6.1 hereof
- 5.4 If at any time a Motor Vehicle, Motor Cycle or Invalid Carriage is left in a Limited Waiting Parking Place on any road within the boundary of the Outer Greenock Residents' Parking Permit Area, also referred to as Zone GR2 and an inspection is carried out by a Parking Attendant, an Authorised Person or a police constable in uniform, and no indication that a Permit has been granted in respect of that Motor Vehicle, Motor Cycle or Invalid Carriage for the Outer Greenock Residents' Parking Permit Area, also referred to as Zone GR2, appears on the Hand-held Device of a Parking Attendant, an Authorised Person or a police constable in uniform, it shall be presumed, unless the contrary is proved, that a Permit has not been granted for that Motor Vehicle, Motor Cycle or Invalid Carriage at the time of inspection.

- 5.5 If at any time a Motor Vehicle, Motor Cycle or Invalid Carriage is left in a Limited Waiting Parking Place on any road within the boundary of the Outer Greenock Residents' Parking Permit Area, also referred to as Zone GR3 and an inspection is carried out by a Parking Attendant, an Authorised Person or a police constable in uniform, and no indication that a Permit has been granted in respect of that Motor Vehicle, Motor Cycle or Invalid Carriage for the Outer Greenock Residents' Parking Permit Area, also referred to as Zone GR3, appears on the Hand-held Device of a Parking Attendant, an Authorised Person or a police constable in uniform, it shall be presumed, unless the contrary is proved, that a Permit has not been granted for that Motor Vehicle, Motor Cycle or Invalid Carriage at the time of inspection.
- 5.6 A person holding a valid Outer Greenock Residents' Parking Permit Area, Zone GR2, Residents' Parking Permit is permitted to wait in any Limited Waiting Parking Place on any road within the boundary of the Outer Greenock Residents' Parking Permit Area, also referred to as Zone GR2, specified in the maps forming Schedule 1 to this Order, without limit of time.
- 5.7 An Outer Greenock Residents' Parking Permit Area, also referred to as Zone GR2, Residents' Parking Permit shall not be valid in any Limited Waiting Parking Place other than on those roads within the boundary of the Outer Greenock Residents' Parking Permit Area, also referred to as Zone GR2, specified in the maps forming Schedule 1 to this Order.
- 5.8 A person holding a valid Outer Greenock Residents' Parking Permit Area, Zone GR3, Residents' Parking Permit is permitted to wait in any Limited Waiting Parking Place on any road within the boundary of the Outer Greenock Residents' Parking Permit Area, also referred to as Zone GR3, specified in the maps forming Schedule 1 to this Order, without limit of time
- 5.9 An Outer Greenock Residents' Parking Permit Area, also referred to as Zone GR3, Residents' Parking Permit shall not be valid in any Limited Waiting Parking Place other than on those roads within the boundary of the Outer Greenock Residents' Parking Permit Area, also referred to as Zone GR3, specified in the maps forming Schedule 1 to this Order.
- 5.10 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.

6.0 Display of Printed Permits

6.1 Where a Printed Permit issued by the Council is used:-

- (a) in the case of a Motor Vehicle, the driver of any Motor Vehicle parked in any Limited Waiting Parking Place who wishes to make use of a Printed Permit shall attach or display the Printed Permit on the Motor Vehicle on the nearside thereof, behind the glass of the windscreen, in such position as to ensure that the front side of the Printed Permit is clearly visible to any person standing at the front nearside of the Motor Vehicle; and

(b) in the case of a Motor Cycle or Invalid Carriage, the driver of any Motor Cycle or Invalid Carriage parked in any Limited Waiting Parking Place who wishes to make use of a Printed Permit shall attach or display the Printed Permit on the Motor Cycle or Invalid Carriage in a conspicuous position in front of the driver's seat.

6.2 Where an inspection is carried out by a Parking Attendant, an Authorised Person or a police constable in uniform, and a Printed Permit issued in respect of that Motor Vehicle, Motor Cycle or Invalid Carriage is not displayed in accordance with Article 6.1 or the particulars shown on the Printed Permit indicate it has not yet commenced, it shall be deemed that a Printed Permit has not been issued in respect of that vehicle at the time of inspection

7.0 Duration of Permits

7.1 A Permit shall be valid from the Start Date retained on the Telephone Parking System for one calendar year or, if earlier, until such time as it is revoked or cancelled by the Council.

8.0 Limited waiting

8.1 Save as provided in Article 8.8 of this Order the Driver of a Motor Vehicle, shall on the arrival, and throughout the period of waiting at a Limited Waiting Parking Place within the Parking Disc Area, exhibit on the Motor Vehicle a Parking Disc in accordance with the provisions of Articles 8.2 and 8.3.

8.1.1. 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.

8.2 Save as provided in Article 8.8 the Parking Disc shall be exhibited on the Motor Vehicle in a Relevant Position.

8.3 Save as provided in Article 8.8 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 within the Parking Disc Area shown on the front of the Parking Disc is clearly visible to a person standing on the nearside of the Motor Vehicle.

8.4 When a Parking Disc has been displayed on a Motor Vehicle in accordance with the provisions of Articles 8.1, 8.2 and 8.3 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.

- 8.5 The Driver of a Motor Vehicle shall, on exhibiting the Parking Disc on the Motor Vehicle in accordance with Articles 8.1, 8.2 and 8.3 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 within the Parking Disc Area.
- 8.6 Subject to the provisions of Article 8.8 of this Order, the Driver of a Motor Vehicle shall not permit it to wait continuously in a Limited Waiting Parking Place within the Parking Disc Area 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 8.5 hereof.
- 8.7 When a Parking Disc exhibited in pursuance of Articles 8.1, 8.2 and 8.3 of this Order on a Motor Vehicle waiting in a Limited Waiting Parking Place within the Parking Disc Area 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 within the Parking Disc Area since that later time in any proceedings for an offence under Article 8.6 of this Order and Section 5 of the Road Traffic Regulation Act 1984 (as amended).
- 8.8 Nothing in Articles 8.1, 8.2 and 8.3 of this Order shall apply to:-
- (a) a Disabled Persons' Vehicle which is not causing an obstruction;
 - (b) 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 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.
 - (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.

8.9 No person shall:

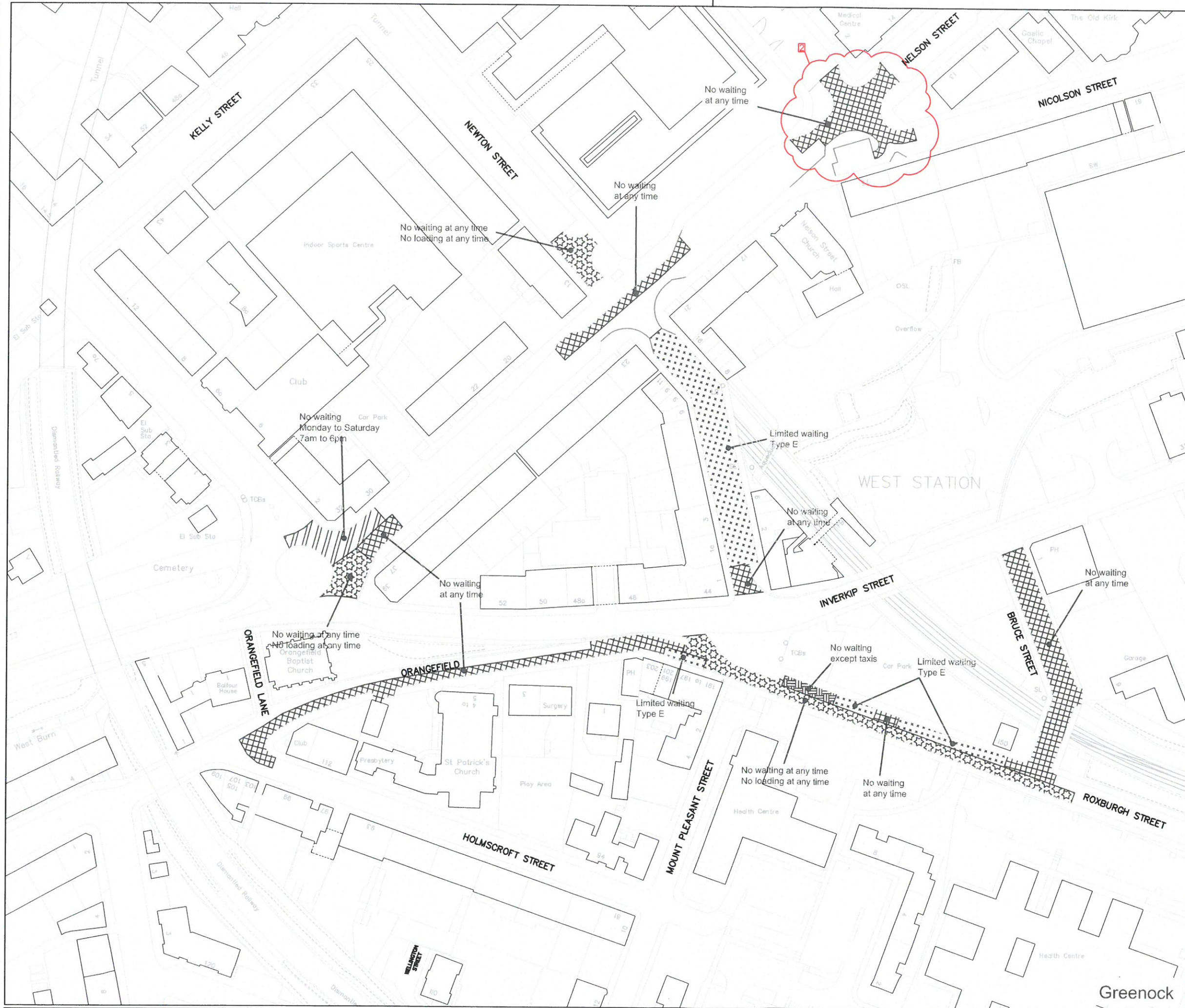
- (a) after the Parking Disc exhibited on the Motor Vehicle has been set in accordance with Article 8.5, alter the indications given by that Parking Disc whilst the said Motor Vehicle remains in the Limited Waiting Parking Place within the Parking Disc Area.
- (b) knowingly exhibit on any Motor Vehicle any Parking Disc which has been altered, defaced, mutilated or added to or upon which the figures or particulars have become illegible.

This Order and the two Schedules annexed hereto are sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by ##

SCHEDULE 1

The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) (Variation No. 6) Order 2015 On-Street Plans

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)
- Parking place for permit holders at specified times
- 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

Outer Greenock Resident Parking Permit Area
 Parking Disc Area

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 30 mins
 Type G: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
 Type H: Mon-Fri 8am to 6pm, 2 hours. No return within 1 hour
 Type J: Mon-Sat 8am to 6pm, 1 hour. No return within 1 hour
 Type K: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins except Permit Holders

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Seal

Stat	Purpose of Issue	Date	Auth
2	NELSON ST/NICOLSON ST AMENDED	EP JUN '15	EP MH
1	NEWTON ST NWAT REVISED	MH NOV '13	MH MR

Rev Description By Date Ch'd Auth

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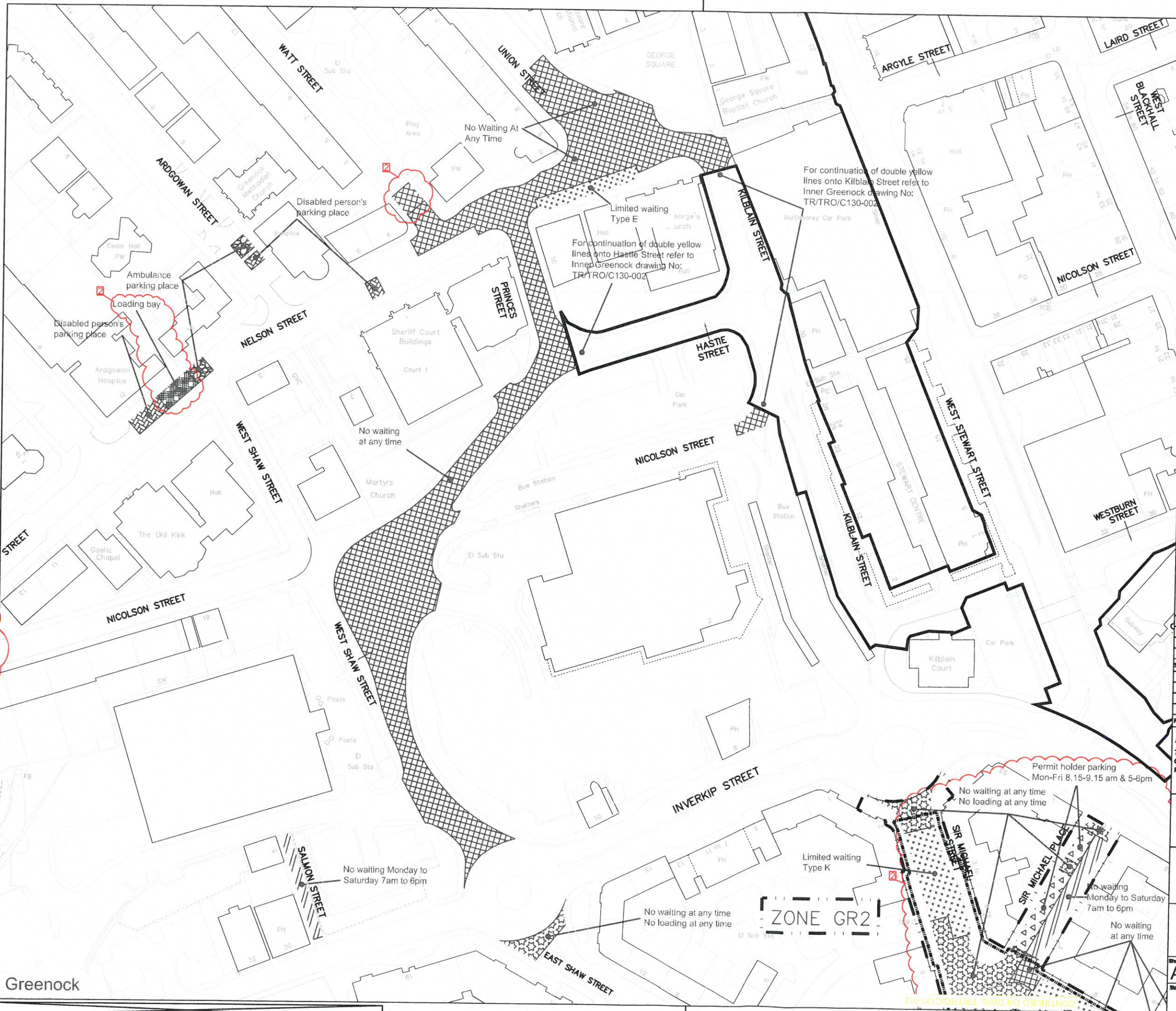
THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) (VARIATION No. 6)
 ORDER 2015

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	LM	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C/131-010	FEB '13	FEB '13	FEB '13
Rev				
				2

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)
- Parking place for permit holders at specified times
- 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

Outer Greenock Resident Parking Permit Area
Parking Disc Area

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 30 mins
 Type G: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
 Type H: Mon-Fri 8am to 6pm, 2 hours. No return within 1 hour
 Type J: Mon-Fri 8am to 6pm, 1 hour. No return within 1 hour
 Type K: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins except Permit Holders

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Sheet

Stat	Purpose of Issue	Date	Auth
2	PARKING PERMITS ADDED/NELSON ST AREA	EP JUN '15	EP MH
1	NELSON ST/UNION ST/WATT ST AMENDED	RM SEPT '14	MH MH

Rev	Description	By	Date	Chk'd	Auth

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A3	1:1250	MJH	LM	MR	
Date	FEB '13	Date	FEB '13	Date	FEB '13

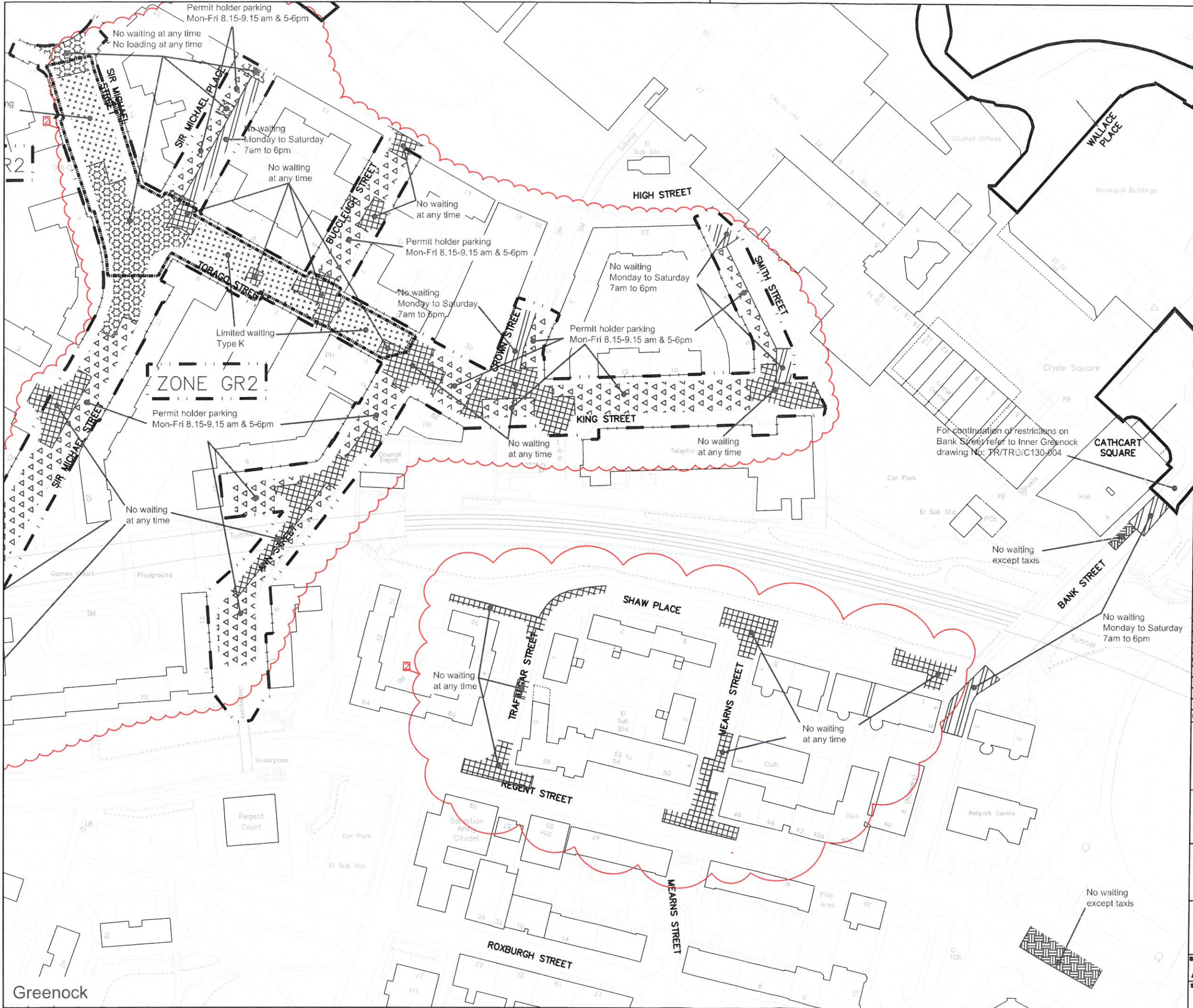
Status	Drawing Number	Rev
P	TR/TRO/C131-011	2

Greenock

CONTINUED ON DWG. TR/TRO/C131-012

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 times of limited waiting referred to on these drawings)
- Parking place for permit holders
at specified times
- 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

Outer Greenock Resident Parking
 Permit Area
 Parking Disc Area

Limited Waiting
 Type A: Mon-Fri, 8am-6pm, 30mins. No return within 30mins
 Type B: Mon-Fri 6am-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 30 mins
 Type G: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
 Type H: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins
 Type J: Mon-Sat 8am to 6pm, 1 hour. No return within 1 hour
 Type K: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins except Permit Holders

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Seal

For continuation of restrictions on Bank Street refer to Inner Greenock drawing No: TR/TRO/C130-004

Stat	Purpose of Issue	Date	Auth
2	PARKING PERMITS ADDED/ MEARNS ST AREA	EP JUN '15	EP MH
1	RESTRICTIONS ADDED ON BANK STREET	MH MAY '14	MH MR

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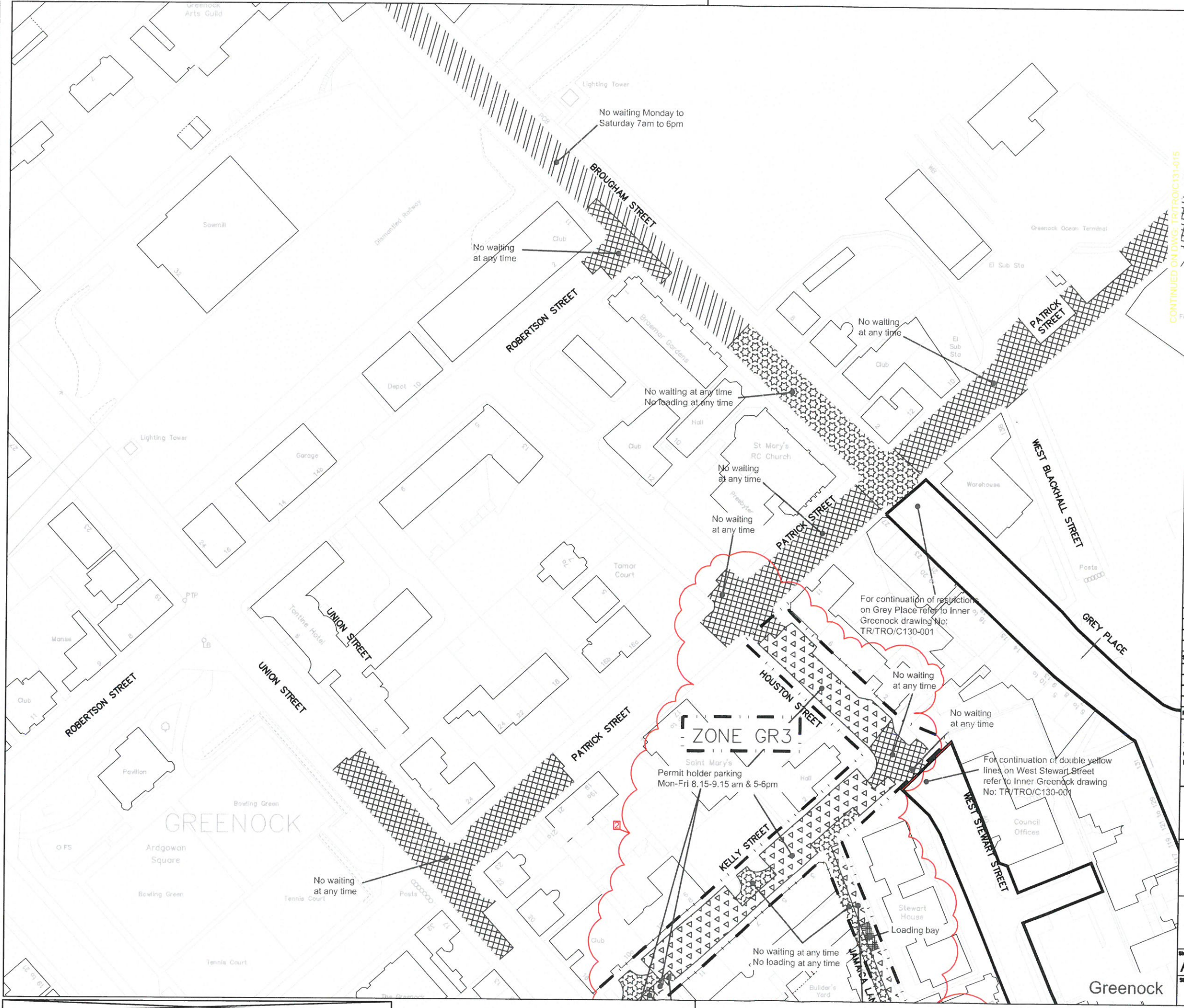
THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) (VARIATION No. 6)
 ORDER 2015

EFFECTIVE DATE:

Sheet Size	Original Scale	Design/Drawn	Checked	Authorised
A3	1:1250	MJM	LM	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-012	FEB '13	FEB '13	FEB '13
Rev				
				2

Greenock

DO NOT SCALE



Key

- No waiting at any time
- No waiting at any time No loading at any time
- No waiting at any time No loading at times shown
- 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)
- Parking place for permit holders at specified times
- 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

Outer Greenock Resident Parking Permit Area
Parking Disc Area

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 30 mins
 Type G: Mon-Sat 8am to 6pm, 2 hours, No return within 30 mins
 Type H: Mon-Fri 8am to 6pm, 2 hours, No return within 30 mins
 Type J: Mon-Sat 8am to 6pm, 1 hour, No return within 1 hour
 Type K: Mon-Fri 8am to 6pm, 2 hours, No return within 30 mins except Permit Holders

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Scale

Stat	Purpose of issue	Date	Auth
2	PARKING PERMITS & LOADING BAY ADDED	EP JUN '15	EP MH
1	REMOVED FROM OUTER GREENOCK	EP JUN '15	EP MH
A	ALTERATION TO BROUGHAM ST RESTRICTIONS	MH JUNE '13	MJH MR

Rev	Description	By	Date	Chk'd	Auth

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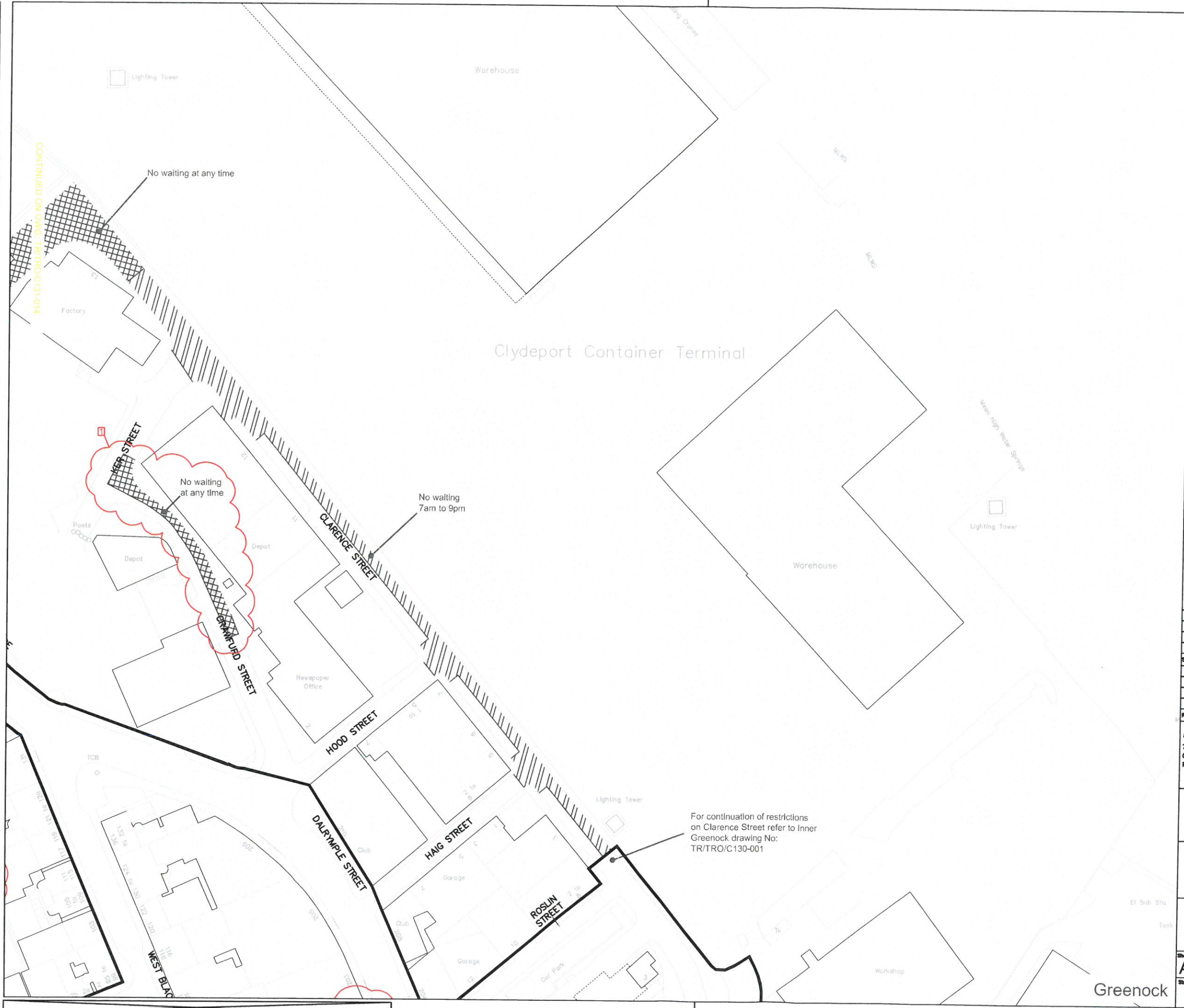


THE INVERCLYDE COUNCIL (VARIOUS ROADS) (OUTER GREENOCK) (WAITING RESTRICTIONS) (VARIATION No. 6) ORDER 2015

EFFECTIVE DATE:

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
Rev				
				2

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 5 per of limited waiting referred to on these drawings)
- Parking place for permit holders at specified times
- 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

Outer Greenock Resident Parking Permit Area
 Parking Disc Area

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 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 30 mins
 Type G: Mon-Sat 8am to 6pm. 2 hours. No return within 30 mins
 Type H: Mon-Fri 8am to 6pm. 2 hours. No return within 30 mins
 Type J: Mon-Fri 8am to 6pm. 1 hour. No return within 1 hour
 Type K: Mon-Fri 8am to 6pm. 2 hours. No return within 30 mins except Permit Holders

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Sheet

Stat	Purpose of Issue	Date	Auth		
1	NEW RESTRICTIONS ON CRAUFURD ST	EP JUN '15	EP MH		
A	SYL TIMES UPDATED	MH JUNE '13	MH MR		
Rev	Description	By	Date	Chk'd	Auth

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 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) (VARIATION No. 6)
 ORDER 2015

EFFECTIVE DATE:

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

For continuation of restrictions on Clarence Street refer to Inner Greenock drawing No: TR/TRO/C130-001

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 in these drawings)
- Parking place for permit holders at specified times
- 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

Outer Greenock Resident Parking Permit Area
 Parking Disc Area

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 30 mins
 Type G: Mon-Sat 8am to 6pm, 2 hours, No return within 30 mins
 Type H: Mon-Fri 8am to 6pm, 2 hours, No return within 30 mins
 Type I: Mon-Sat 8am to 6pm, 1 hour, No return within 1 hour
 Type J: Mon-Sat 8am to 6pm, 2 hours, No return within 30 mins
 Type K: Mon-Fri 8am to 6pm, 2 hours, No return within 30 mins
 Permit Holders

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Seal

Stat	Purpose of Issue	Date	Auth
2	INWAT & NLAT ADDED JAMES WATT WAY	EP JUN '15	EP MH
1	EXTENT OF SYL ALTERED ON RATHO ST	MJH JULY '14	MJH MR
A	EXTENT OF SYL AMENDED ON RATHO STREET	MJH MAY '14	MJH MR

Rev	Description	By	Date	Chk'd	Auth
2	INWAT & NLAT ADDED JAMES WATT WAY	EP	JUN '15	EP	MH
1	EXTENT OF SYL ALTERED ON RATHO ST	MJH	JULY '14	MJH	MR
A	EXTENT OF SYL AMENDED ON RATHO STREET	MJH	MAY '14	MJH	MR

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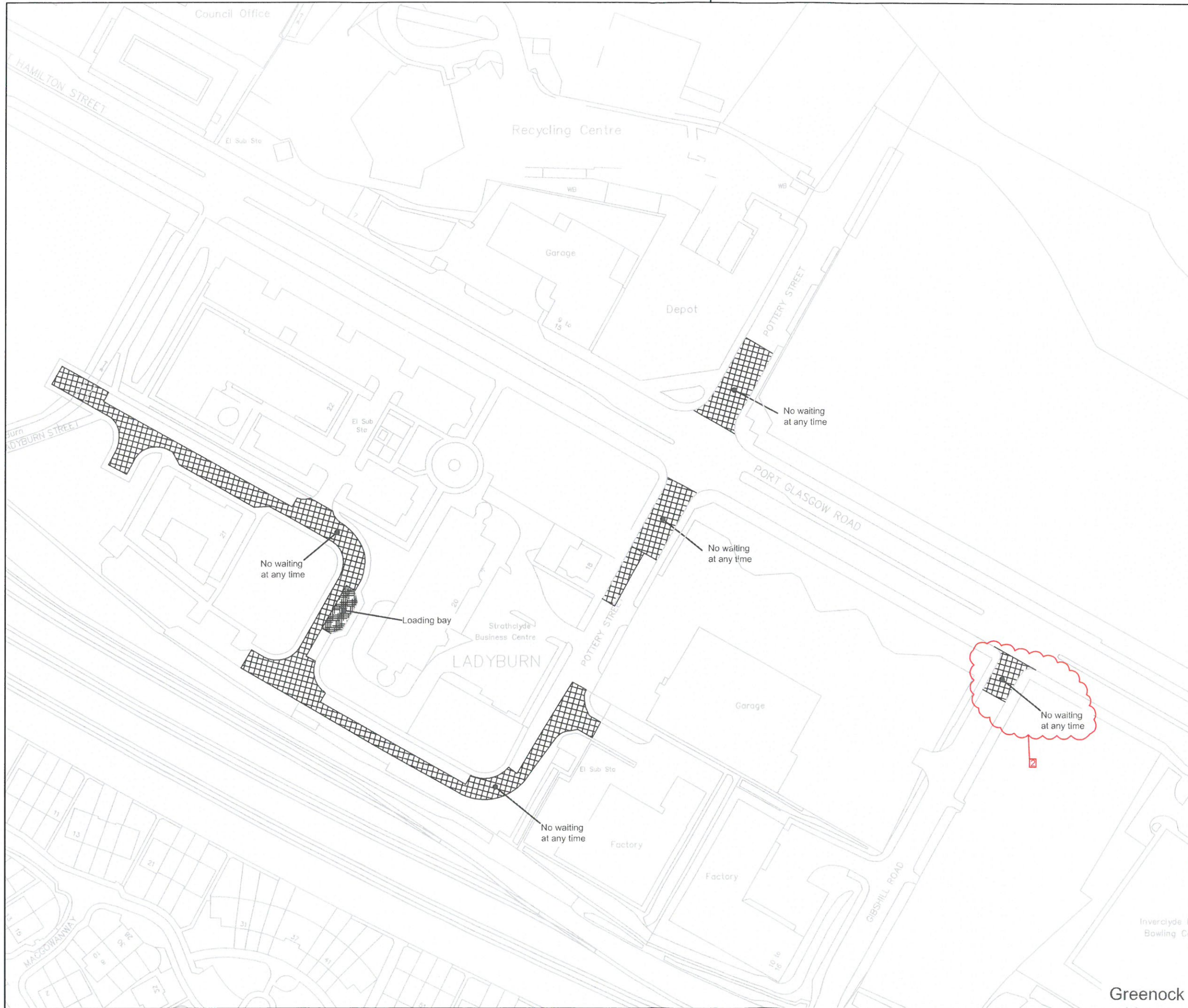
THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) (VARIATION No. 6)
 ORDER 2015

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A3	1:1250	MJH	MJH	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-020	FEB '13	FEB '13	FEB '13
Rev				
				2

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)
- Parking place for permit holders at specified times
- 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

Outer Greenock Resident Parking Permit Area
 Parking Disc Area

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 30 mins
- Type G: Mon-Sat 8am to 6pm, 2 hours, No return within 30 mins
- Type H: Mon-Fri 8am to 6pm, 2 hours, No return within 30 mins
- Type J: Mon-Fri 8am to 6pm, 1 hour, No return within 1 hour
- Type K: Mon-Fri 8am to 6pm, 2 hours, No return within 30 mins except Permit Holders

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Seal

Stat	Purpose of Issue	Date	Auth
2	GIBSHILL RD RESTRICTION ADDED AT A8	EP AUG '15	EP MH
1	POTTERY ST RESTRICTIONS ADDED	RH SEPT '14	MH MR
A	POTTERY ST (SOUTH OF A8) CORRECTED	MH JUNE '13	MH MR

Rev	Description	By	Date	Chk'd	Auth
2	GIBSHILL RD RESTRICTION ADDED AT A8	EP	AUG '15	EP	MH
1	POTTERY ST RESTRICTIONS ADDED	RH	SEPT '14	MH	MR
A	POTTERY ST (SOUTH OF A8) CORRECTED	MH	JUNE '13	MH	MR

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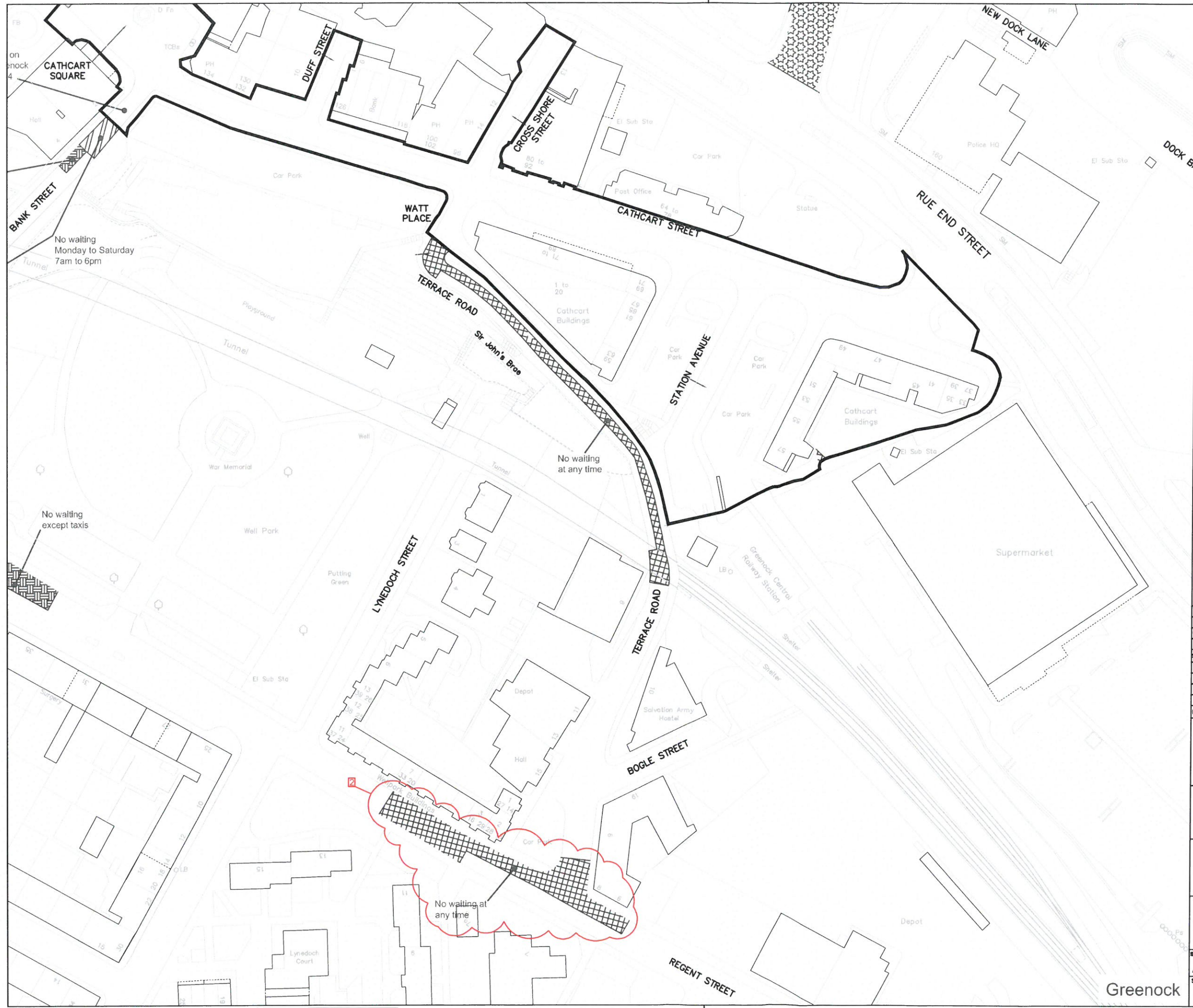
THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) (VARIATION No. 6)
 ORDER 2015

EFFECTIVE DATE:

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

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)
- Parking place for permit holders at specified times
- 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

Outer Greenock Resident Parking Permit Area
 Parking Disc Area

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 30 mins.
 Type G: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins.
 Type H: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins.
 Type J: Mon-Sat 8am to 6pm, 1 hour. No return within 1 hour.
 Type K: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins except Permit Holders.

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Seal

Stat	Purpose of Issue	Date	Auth		
2	NEW RESTRICTIONS ADDED TO REGENT ST	EP JUN '15	EP MH		
1	REMOVED FROM OUTER GREENOCK	EP JUN '15	EP MH		
Rev	Description	By	Date	Chk'd	Auth

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 (WAITING RESTRICTIONS) (VARIATION No. 6)
 ORDER 2015

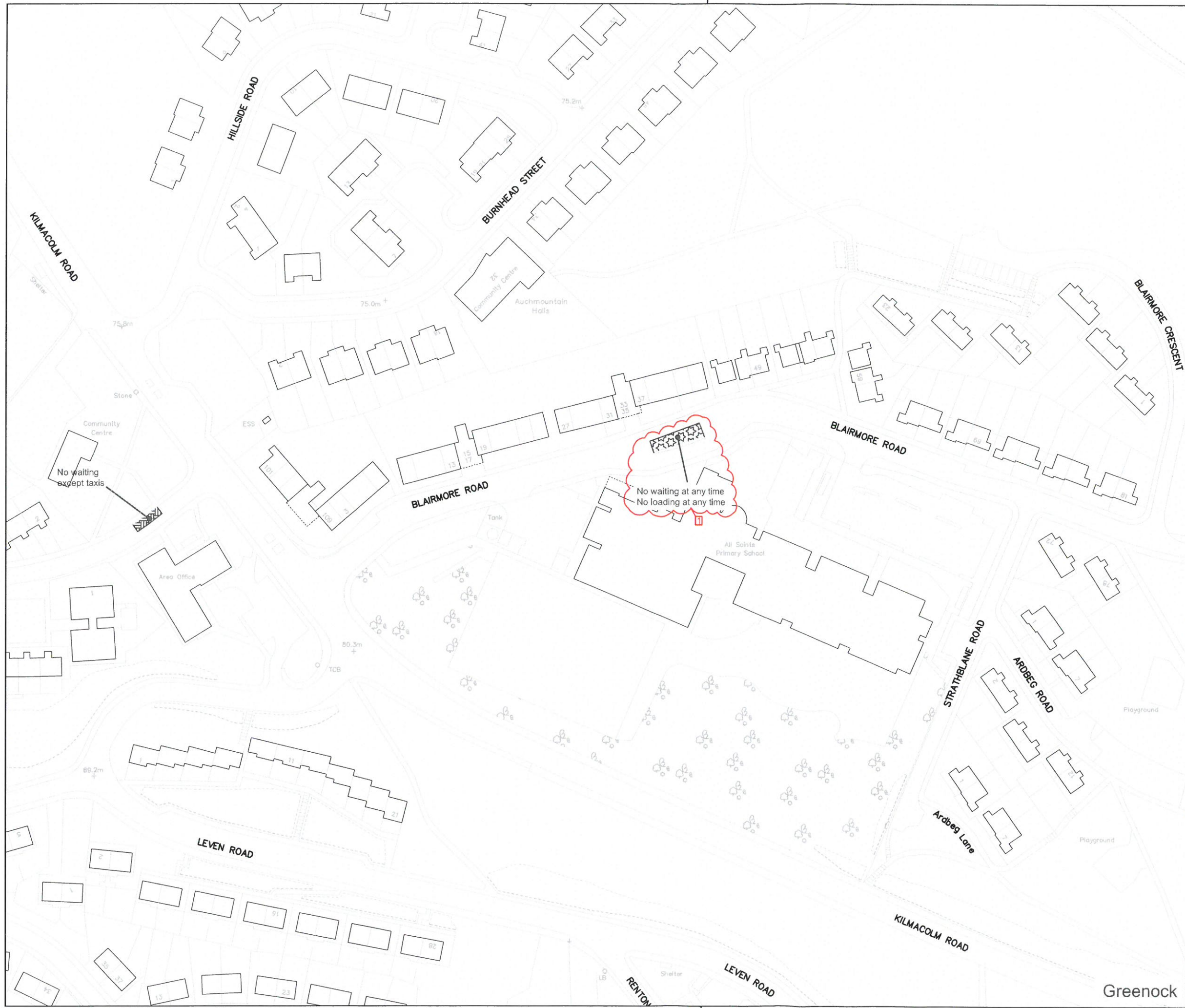
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A3	1:1250	GS	GD	MH
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-023	OCT '14	OCT '14	OCT '14
Rev				
				2

Greenock

DO NOT SCALE

A3



Key

- No waiting at any time
- No loading at any time
- No waiting at times shown
- No waiting at times shown
- No waiting except taxis
- Limited waiting (see below for types of limited waiting referred to on these streets)
- Parking place for permit holders at specified times
- 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

Outer Greenock Resident Parking Permit Area
 Parking Disc Area

Limited Waiting
 Type A: Mon-Fri 8am-6pm, 30mins. No return within 30mins
 Type B: Mon-Fri 8am-4pm, 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 30 mins
 Type E: Mon-Sat 8am to 6pm, 30 mins. No return within 30 mins
 Type F: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
 Type G: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
 Type H: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins
 Type J: Mon-Sat 8am to 6pm, 1 hour. No return within 1 hour
 Type K: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins except Permit Holders

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Stat	Purpose of Issue	Date	Auth
1	NEW RESTRICTIONS ADDED BLAIRMORE RD	EP JUN '15	EP MH

Rev	Description	By	Date	Chk'd	Auth
1	NEW RESTRICTIONS ADDED BLAIRMORE RD	EP	JUN '15	EP	MH

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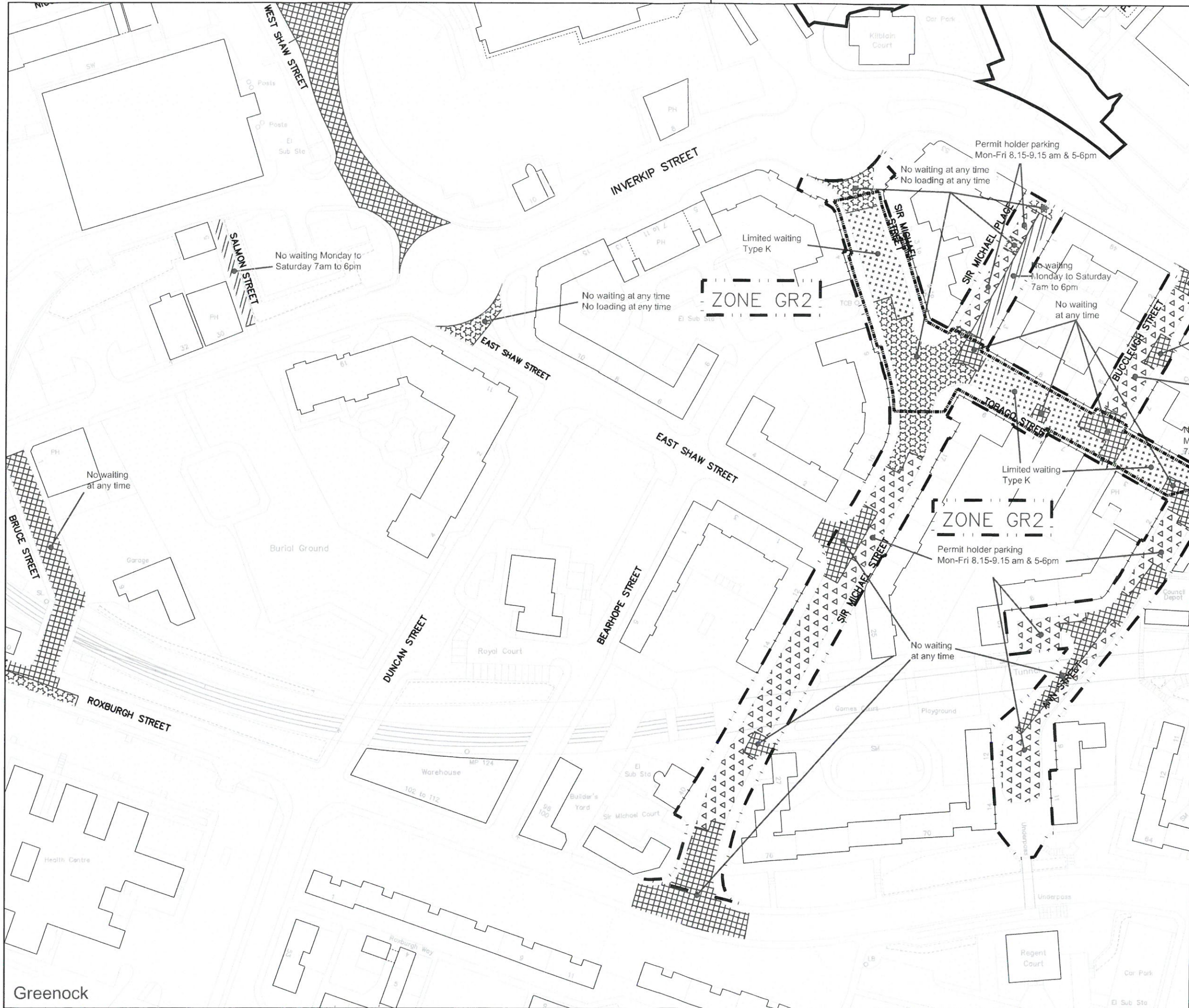
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 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) (VARIATION No. 6)
 ORDER 2015

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	LM	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C/131-022	FEB '13	FEB '13	FEB '13

Greenock

DO NOT SCALE



Key

- No waiting at any time
- No waiting at any time
- No waiting at times shown
- No waiting at any time
- No waiting except taxis
- Limited waiting (see below for types of limited waiting referred to on these drawings)
- Parking place for permit holders at specified times
- 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

Outer Greenock Resident Parking Permit Area
 Parking Disc Area

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 30 mins
 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 30 mins
 Type G: Mon-Sat 8am to 6pm, 2 hours, No return within 30 mins
 Type H: Mon-Fri 8am to 6pm, 2 hours, No return within 30 mins
 Type J: Mon-Sat 8am to 6pm, 1 hour, No return within 1 hour
 Type K: Mon-Fri 8am to 6pm, 2 hours, No return within 30 mins except Permit Holders

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Stat	Purpose of Issue	Date	Auth		
-	RESIDENT PARKING PERMIT SCHEME	EP JUN '15	EP MH		
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 (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) (VARIATION No. 6)
 ORDER 2015

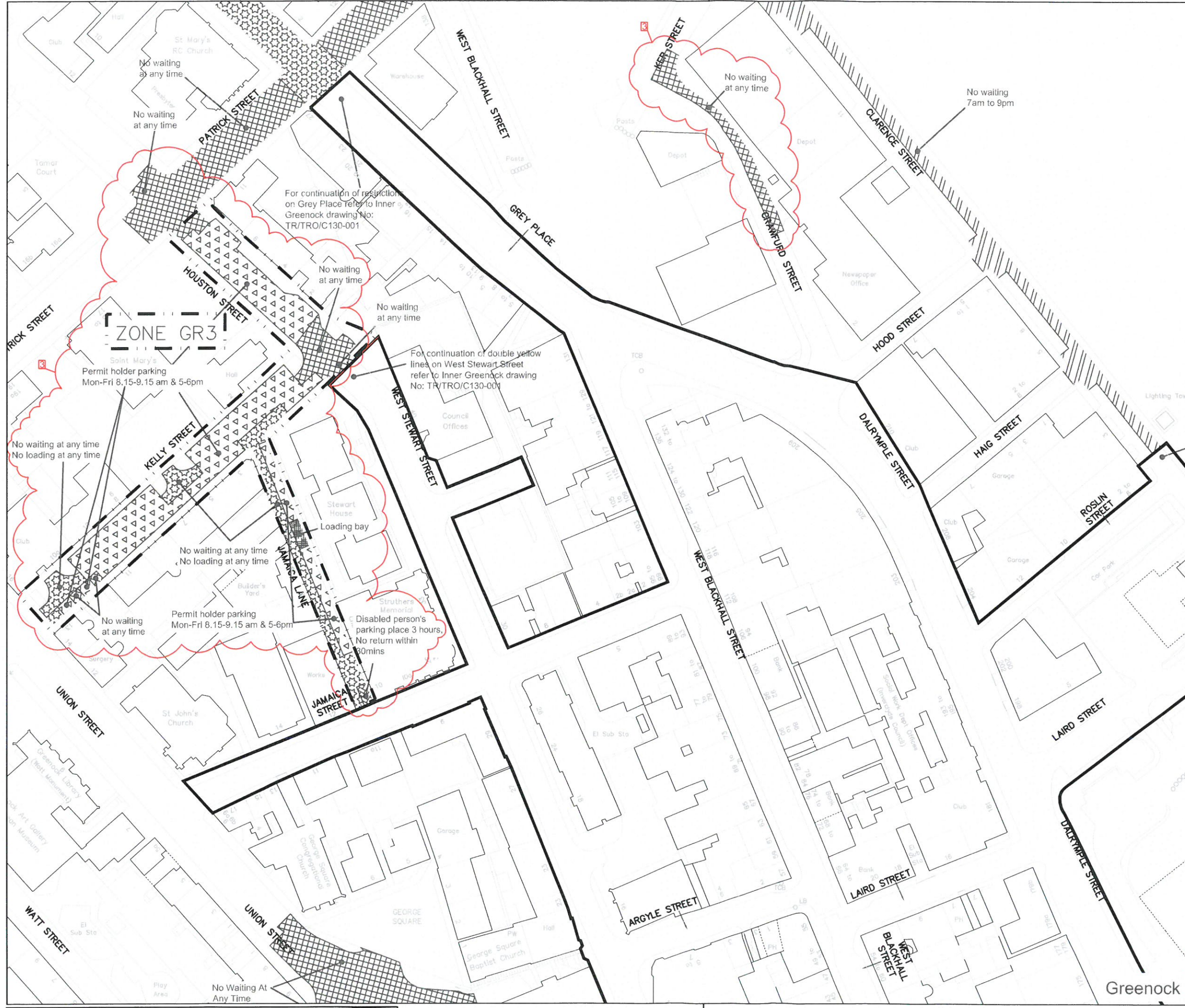
EFFECTIVE DATE:

Sheet Size A3	Original Scale 1:1250	Designed/Drawn EP	Checked EP	Authorised MH
Status P	Drawing Number TR/TRO/C/131+025	Date JUN '15	Date JUN '15	Date JUN '15

Greenock

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)
- Parking place for permit holders at specified times
- 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

Outer Greenock Resident Parking Permit Area
 Parking Disc Area

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 30 mins
 Type G: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
 Type H: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins
 Type I: Mon-Fri 8am to 6pm, 1 hour. No return within 1 hour
 Type K: Mon-Fri 8am to 6pm, 2 hours. No return within 30 mins except Permit Holders

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Rev	Description	By	Date	Chk'd	Auth
3	NEW RESTRICTIONS ADDED KELLY ST AREA	EP	JUN '15	EP	MH
2	REMOVED FROM OUTER GREENOCK	EP	JUN '15	EP	MH
1	JAMAICA ST REMOVED FROM OUTER	GS	DEC '14	GS	MH

Rev	Description	By	Date	Chk'd	Auth
3	NEW RESTRICTIONS ADDED KELLY ST AREA	EP	JUN '15	EP	MH
2	REMOVED FROM OUTER GREENOCK	EP	JUN '15	EP	MH
1	JAMAICA ST REMOVED FROM OUTER	GS	DEC '14	GS	MH

INVERCLYDE COUNCIL
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THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) (VARIATION No. 6)
 ORDER 2015

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised	
A3	1:1250	GS	GD	MH	
Date	OCT '14	Date	OCT '14	Date	OCT '14

TR/TRO/131-023	25/05/2015	#####	#####																	
TR/TRO/131-024	25/05/2015	#####	#####	#####																
TR/TRO/131-025	#####																			

THE INVERCLYDE COUNCIL
(OFF-STREET PARKING PLACES)
(VARIATION NO. 4) ORDER 2015
TRAFFIC REGULATION ORDER

**THE INVERCLYDE COUNCIL
(OFF-STREET PARKING PLACES) (VARIATION NO. 4) ORDER 2015**

We, The Inverclyde Council in exercise of the powers conferred on us by Sections 1(1), 2(1) to (3), 32(1), 35(1), 35(3), 35(3A), 35(3B), 46, 49, 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 (Off-Street Parking Places) (Variation No. 4) Order 2015".

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:-

"Hand-held Device" means apparatus used by a Parking Attendant, an Authorised Person or a police constable in uniform which is programmed to interface with the Telephone Parking System;

"Identification Code" means a combination of letters and numerals by which the Council identifies a Parking Place;

"Permit" means a Printed Permit or a Virtual Permit issued by the Council;

"Printed Permit" means a document issued by the Council which shall be displayed and used in accordance with the particulars stipulated thereon;

"Residents' Parking Permit" means a Printed Permit or a Virtual Permit issued by the Council, at such a charge and on such terms and conditions as the Council may determine;

"Telephone Parking System" means a system to facilitate and monitor any Permits, whether Virtual Permits or Printed Permits, using any telephone or internet enabled device via communication with the Service Provider; and

"Virtual Permit" means a Permit which is not a Printed Permit issued by the Council.

- 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 Off-Street Plans means the plans titled "The Inverclyde Council (Off-Street Parking Places) (Variation No. 4) Order 2014 Off-Street Plans" forming Schedule 1 to this Order which are hereby incorporated into "The Inverclyde Council (Off-Street Parking Places) Order 2013" and which are recorded as current for the purposes of interpretation of this Order in the Plan Index.
 - 2.6 The Plan Index forms Schedule 2 to this Order.
 - 2.7 The Schedule titled "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" forming Schedule 3 to this Order is hereby incorporated into "The Inverclyde Council (Off-Street Parking Places) Order 2013."
 - 2.8 The Schedule titled "Scale of Parking Charges applicable during the hours of operation for Parking Places specified in Schedule 3" forming Schedule 4 to this Order is hereby incorporated into "The Inverclyde Council (Off-Street Parking Places) Order 2013".
 - 2.9 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 Permits in Parking Places**
- 3.1 A Permit shall be used only in accordance with this Article.
 - 3.2 Subject to Article 3.1, a Permit issued with an Identification Code shown in Schedule 3, Column 8, may be used:-
 - (a) in a Parking Place bearing that Identification Code, shown in Schedule 3, Column 8;
 - (b) in the case of a Virtual Permit, where the Motor Vehicle, Motor Cycle or Invalid Carriage has been recorded on the Telephone Parking System for that Virtual Permit; and
 - (c) in the case of a Printed Permit, where details of the Motor Vehicle, Motor Cycle or Invalid Carriage are the same as those recorded on the Printed Permit and the Printed Permit is displayed on the Motor Vehicle, Motor Cycle or Invalid Carriage in accordance with Article 4.1 hereof.
 - 3.3 If at any time a Motor Vehicle, Motor Cycle or Invalid Carriage is left in a Parking Place and an inspection is carried out by a Parking Attendant, an Authorised Person or a police constable in uniform, and no indication that a Permit has been granted in respect of that Motor Vehicle, Motor Cycle or Invalid Carriage bearing the Identification Code for that Parking Place appears on the Hand-held Device of a Parking Attendant, an Authorised Person or a police constable in uniform, it shall be presumed, unless the

contrary is proved, that a Permit has not been granted for that Motor Vehicle, Motor Cycle or Invalid Carriage at the time of inspection.

- 3.4 A Permit shall not be valid in a Parking Place other than a Parking Place which bears the same Identification Code, as shown in Schedule 3, Column 8.
- 3.5 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.

4.0 Display of Printed Permits

- 4.1 Where a Printed Permit issued by the Council is used:-
- (a) in the case of a Motor Vehicle, the driver of any Motor Vehicle parked in any Parking Place who wishes to make use of a Printed Permit shall attach or display the Printed Permit on the Motor Vehicle on the nearside thereof, behind the glass of the windscreen, in such position as to ensure that the front side of the Printed Permit is clearly visible to any person standing at the front nearside of the Motor Vehicle; and
 - (b) in the case of a Motor Cycle or Invalid Carriage, the driver of any Motor Cycle or Invalid Carriage parked in any Parking Place who wishes to make use of a Printed Permit shall attach or display the Printed Permit on the Motor Cycle or Invalid Carriage in a conspicuous position in front of the driver's seat.
- 4.2 Where an inspection is carried out by a Parking Attendant, an Authorised Person or a police constable in uniform, and a Printed Permit issued in respect of that Motor Vehicle, Motor Cycle or Invalid Carriage is not displayed in accordance with Article 4.1 or the particulars shown on the Printed Permit indicate it has not yet commenced, it shall be deemed that a Printed Permit has not been issued in respect of that vehicle at the time of inspection.

5.0 Exemptions to Restrictions

- 5.1 The maximum duration of stay for the parking of Motor Vehicles in any Parking Place shall be as set out in Column 3 of Schedule 4 to this Order.
- 5.2 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 Column 2 of 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 Column 2 of Schedule 4 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.
- 5.3 Notwithstanding Article 5.1 of this Order, a Motor Vehicle, Motor Cycle or Invalid Carriage in respect of which there is a valid Residents' Parking

Permit, and in the case of a Printed Permit, displayed in accordance with Article 4.1, waiting in a Parking Place and bearing the same Identification Code shown in Schedule 3, Column 8 shall be exempt from:-

- (a) the maximum duration of stay specified in Column 3 of Schedule 4; and
- (b) the charges specified in Column 2 of Schedule 4.

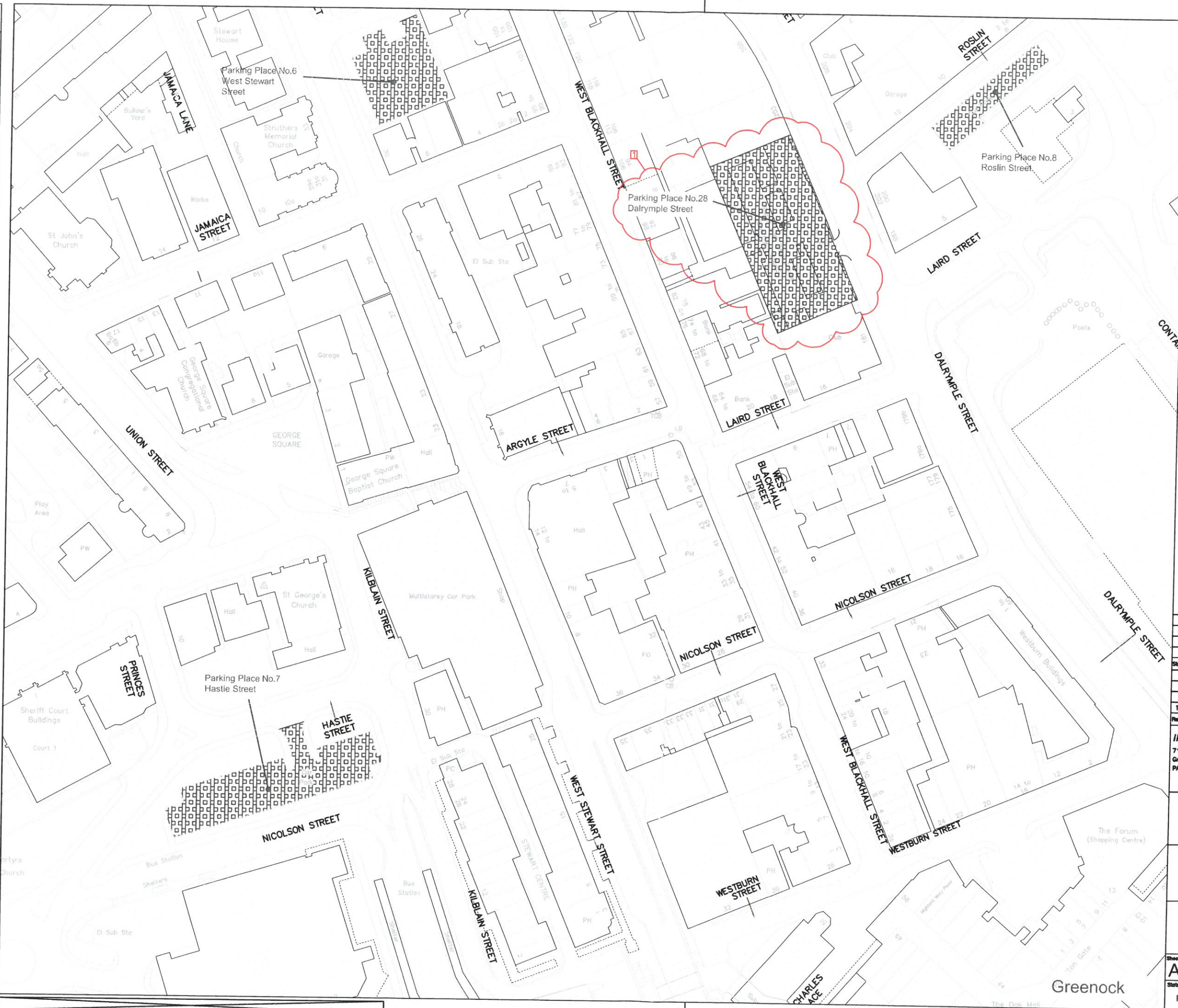
This Order and the four Schedules annexed hereto are sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by ##

SCHEDULE 1

The Inverclyde Council (Off-Street Parking Places) (Variation No. 4) Order 2014 Off-Street Plans

DO NOT SCALE

A3
 0 10 50



Key

 Extent of off-street parking place

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Rev	Description	By	Date	Ch'd	Auth
1	PARKING PLACE No. 28 ADDED	EP	JUN '15	EP	MH

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THE INVERCLYDE COUNCIL
 (OFF-STREET PARKING PLACES)
 (VARIATION No. 4) ORDER 2015

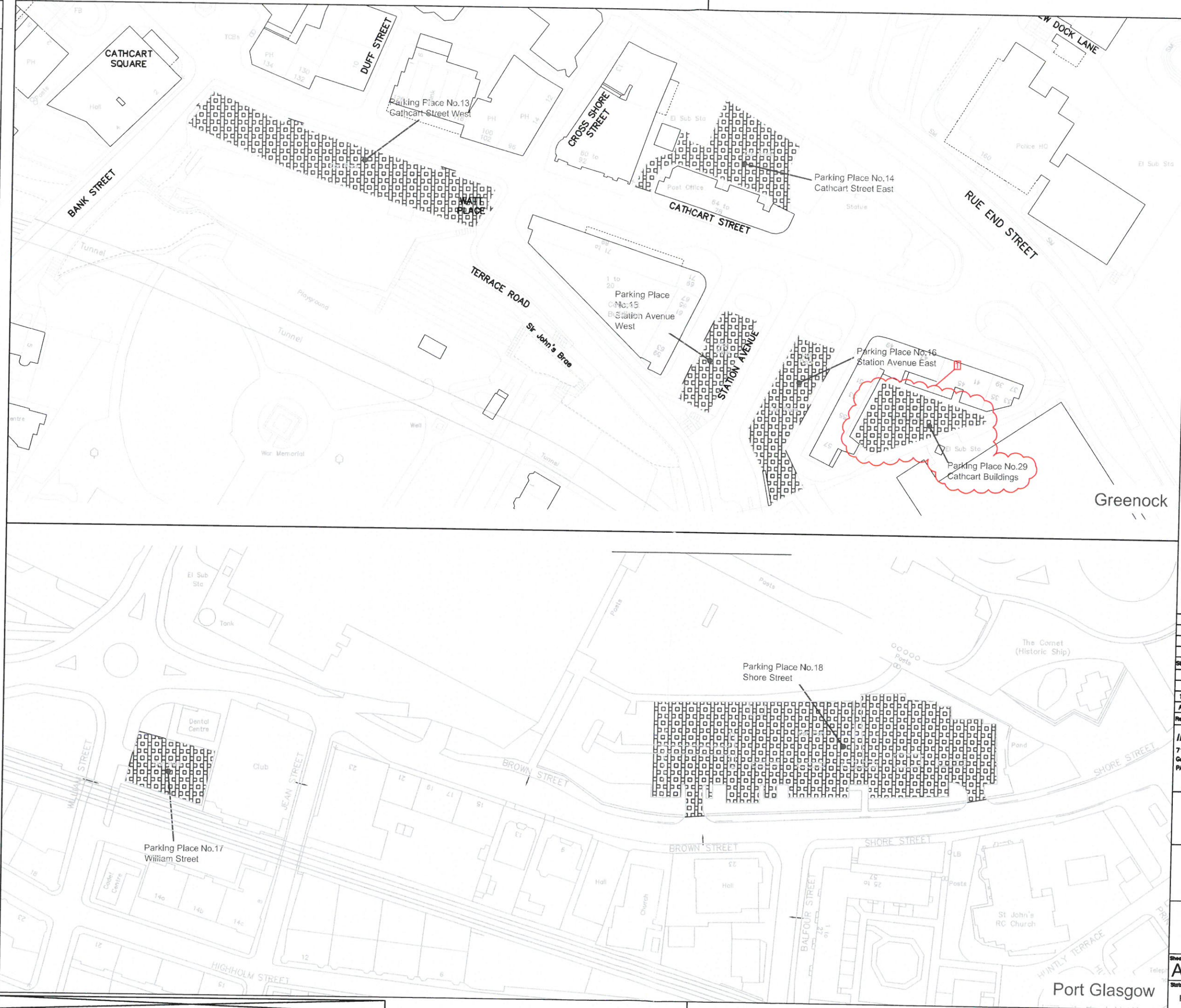
EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
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Status	Drawing Number	Date	Date	Date
P	TR/TRO/C134-002	FEB '13	FEB '13	FEB '13
Rev				
				1

Rev 1
 Drawing Number TR/TRO/C134-004
 Status P

DO NOT SCALE

A3
 0 10 50



Key
 Extent of off-street parking place

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Stat	Purpose of issue	Date	Auth
1	PARKING PLACE No. 29 ADDED	EP JUN '15	EP MR
A	CAR PARKS SHOWN ON PLAN UPDATED	MJH JUNE '13	MJH MR
Rev	Description	By	Date

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Inverclyde
 council

THE INVERCLYDE COUNCIL
 (OFF-STREET PARKING PLACES)
 (VARIATION No. 4) ORDER 2015

EFFECTIVE DATE:

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
Rev				
				1

SCHEDULE 2

SCHEDULE 5

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

Plan Ref.	Effective date of original plan	Effective date of Plan Revision							
		1	2	3	4	5	6	7	8
TR/TRO/C134/001	06/10/2014	#####							
TR/TRO/C134/002	06/10/2014	#####							
TR/TRO/C134/003	06/10/2014	#####							
TR/TRO/C134/004	06/10/2014	#####							
TR/TRO/C134/005	06/10/2014								
TR/TRO/C134/006	06/10/2014								
TR/TRO/C134/007	21/11/2014								
TR/TRO/C134/008	#####								

SCHEDULE 3

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	OPENING HOURS OF PARKING PLACE Column 4	TARIFF Column 5	DISABLED PERSONS' PARKING PLACES (No.) Column 6	ELECTRIC VEHICLE PARKING SPACES (No.) Column 7	PARKING PLACE IDENTIFICATION CODE Column 8
25	Barr's Brae	08:00-18:00 Mon-Sat	24 hours	A	1		Column 8
9	Bruce Street	08:00-18:00 Mon-Sat	24 hours	A	3		
12	Buccleugh Street	08:00-18:00 Mon-Sat	24 hours	H	1		GR2
11	Bullring	08:00-18:00 Mon-Fri	24 hours	E	4		GR1
13	Cathcart Street West	08:00-18:00 Mon- Fri	24 hours	F	4	2	GR1
14	Cathcart Street East	08:00-18:00 Mon- Fri	24 hours	E	1		GR1
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		

PARKING PLACE REFERENCE NUMBER Column 1	NAME OF PARKING PLACE Column 2	CHARGING HOURS OF PARKING PLACE Column 3	OPENING HOURS OF PARKING PLACE Column 4	TARIFF Column 5	DISABLED PERSONS' PARKING PLACES (No.) Column 6	ELECTRIC VEHICLE PARKING SPACES (No.) Column 7	PARKING PLACE IDENTIFICATION CODE Column 8
19	Fore Street	08:00-18:00 Mon-Sat	24 hours	A	8	2	
1	Fran Terrace	08:00-18:00 Mon-Sat	24 hours	A	0		
7	Hastie Street	08:00-18:00 Mon- Fri	24 hours	E	2		GR1
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	2	
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- Fri	24 hours	E	0		GR1
10	Roxburgh Street	08:00-18:00 Mon-Sat	24 hours	A	2		
18	Shore Street	08:00-18:00 Mon-Sat	24 hours	A	11		
16	Station Avenue East	08:00-18:00 Mon- Fri	24 hours	E	2		GR1
15	Station Avenue West	08:00-18:00 Mon- Fri	24 hours	E	2		GR1

PARKING PLACE REFERENCE NUMBER Column 1	NAME OF PARKING PLACE Column 2	CHARGING HOURS OF PARKING PLACE Column 3	OPENING HOURS OF PARKING PLACE Column 4	TARIFF Column 5	DISABLED PERSONS' PARKING PLACES (No.) Column 6	ELECTRIC VEHICLE PARKING SPACES (No.) Column 7	PARKING PLACE IDENTIFICATION CODE Column 8
23	Station Road	08:00-18:00 Mon-Sat	24 hours	A	1		
6	West Stewart Street	08:00-18:00 Mon- Fri	24 hours	E	2		GR1
17	William Street	08:00-18:00 Mon-Sat	24 hours	A	1		
26	Waterfront	08:00-18:00 Mon- Fri	24 hours	A	2		
27	Cinema	08:00-18:00 Mon- Fri	24 hours	C	2		
28	Dalrymple Street	08:00-18:00 Mon- Fri	24 hours	E	4		GR1
29	Cathcart Buildings	08:00-18:00 Mon- Fri	24 hours	G	0		GR1

SCHEDULE 4

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 or Disabled Person's Badge	n/a
C	Free	3 hours (3 hours for Disabled Person's Badge holders)	1 hour	Parking Disc or Disabled Person's Badge	n/a
D	£1.00 per calendar day (Free for Disabled Person's Badge holders)	One calendar day	n/a	Ticket or Disabled Person's Badge	Multiple stays in one calendar day are permitted if space is available on return
E	£1.00 per calendar day (Free for Disabled Person's Badge holders)	One calendar day	n/a	Ticket or Residents' Parking Permit or Disabled Person's Badge	Multiple stays in one calendar day are permitted if space is available on return
F	Free	3 hours (3 hours for Disabled Person's Badge holders)	1 hour	Parking Disc or Residents' Parking Permit or Disabled Person's Badge	n/a
G	Free	Unlimited	n/a	Residents' Parking Permit or Disabled Person's Badge	n/a
H	Free	Unlimited	n/a	Residents' Parking Permit	n/a

THE INVERCLYDE COUNCIL
(OFF-STREET PARKING PLACES)
(VARIATION NO. 5) ORDER 2015
TRAFFIC REGULATION ORDER

**THE INVERCLYDE COUNCIL
(OFF-STREET PARKING PLACES) (VARIATION NO. 5) ORDER 2015**

We, The Inverclyde Council in exercise of the powers conferred on us by Sections 1(1), 2(1) to (3), 32(1), 35(1), 35(3), 35(3A) 35(3B), 46, 49, 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 (Off-Street Parking Places) (Variation No. 5) Order 2015”.

2.0 Interpretation

- 2.1 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.
- 2.2 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.
- 2.3 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.
- 2.4 The Off-Street Plans titled “The Inverclyde Council (Off-Street Parking Places) (Variation No. 5) Order 2015 Off-Street Plans” forming Schedule 1 to this Order and are hereby incorporated into “The Inverclyde Council (Off-Street Parking Places) Order 2013” and recorded in “The Inverclyde Council (Off-Street Parking Places) Order 2013 Plan Index”.
- 2.5 The Plan Index forms Schedule 2 to this Order.
- 2.6 The Schedule titled “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” forming Schedule 3 to this Order is hereby incorporated into “The Inverclyde Council (Off-Street Parking Places) Order 2013.”
- 2.7 The Schedule titled “Scale of Parking Charges applicable during the hours of operation for Parking Places specified in Schedule 3” forming Schedule 4 to this Order is hereby incorporated into “The Inverclyde Council (Off-Street Parking Places) Order 2013”.

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.

This Order and the four Schedules annexed hereto are sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by ##

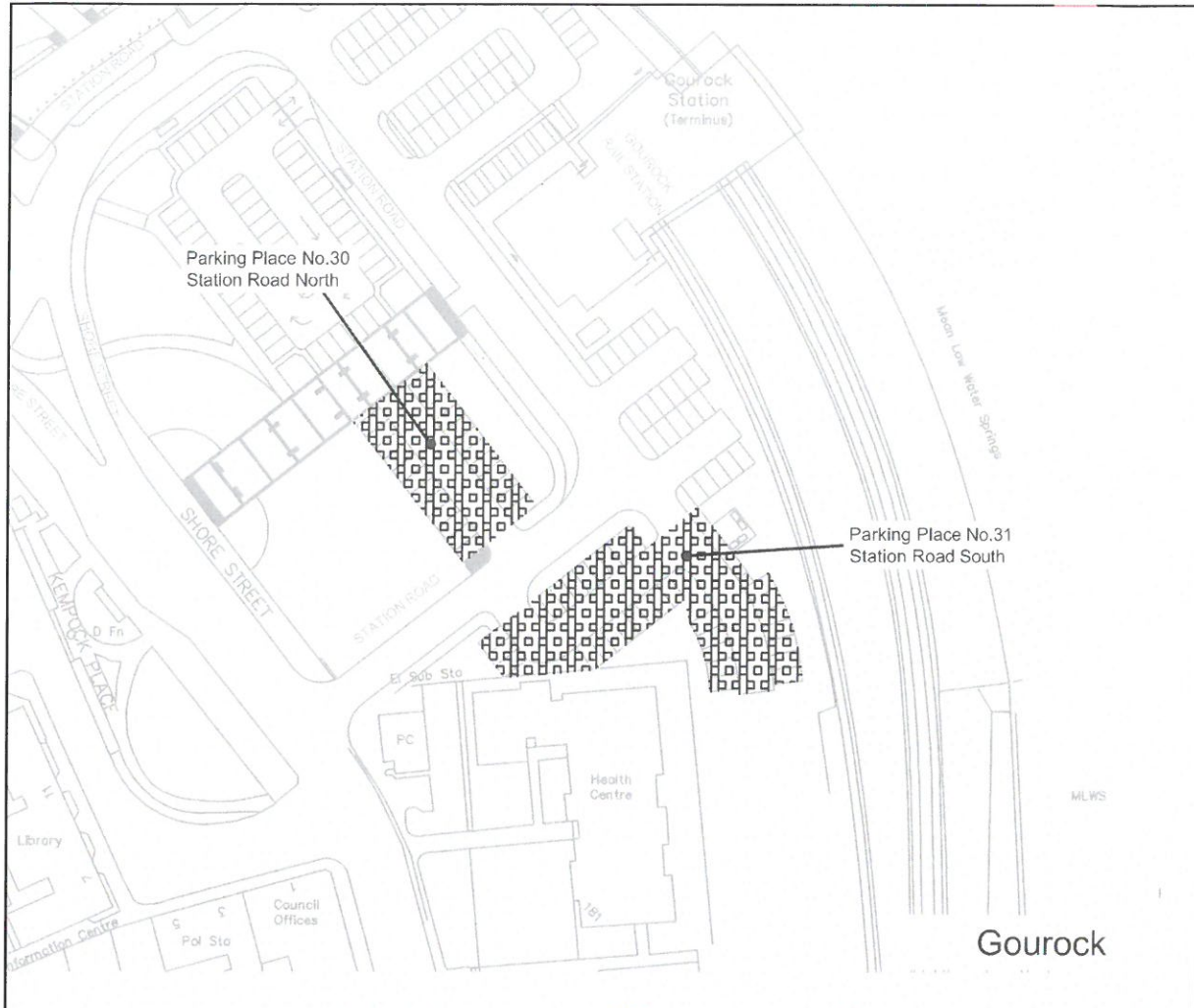
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SCHEDULE 1

The Inverclyde Council (Off-Street Parking Places) (Variation No. 5) Order 2015 Off-Street Plans

DO NOT SCALE

A3
 0 10 50



Space not used

Space not used

Space not used

Key
 Extent of off-street parking place

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Scale

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
 (OFF-STREET PARKING PLACES)
 (VARIATION No. 5) ORDER 2015

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised	
A3	1:1250	EP	EP	MH	
Date	JUN '15	Date	JUN '15	Date	JUN '15

Status	Drawing Number	Rev
P	TR/TRO/C134-008	-

SCHEDULE 2

SCHEDULE 5

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

Plan Ref.	Effective date of original plan	Effective date of Plan Revision							
		1	2	3	4	5	6	7	8
TR/TRO/C134/001	06/10/2014								
TR/TRO/C134/002	06/10/2014	#####							
TR/TRO/C134/003	06/10/2014								
TR/TRO/C134/004	06/10/2014	#####							
TR/TRO/C134/005	06/10/2014								
TR/TRO/C134/006	06/10/2014								
TR/TRO/C134/007	21/11/2014								
TR/TRO/C134/008	#####								

SCHEDULE 3

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	NAME OF PARKING PLACE	CHARGING HOURS OF PARKING PLACE	OPENING HOURS OF PARKING PLACE	TARIFF	DISABLED PERSONS' PARKING PLACES (No.)	ELECTRIC VEHICLE PARKING SPACES (No.)	PARKING PLACE IDENTIFICATION CODE
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8
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	H	1		GR2
11	Bullring	08:00-18:00 Mon-Fri	24 hours	E	4		GR1
13	Cathcart Street West	08:00-18:00 Mon- Fri	24 hours	F	4	2	GR1
14	Cathcart Street East	08:00-18:00 Mon- Fri	24 hours	E	1		GR1
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		

PARKING PLACE REFERENCE NUMBER Column 1	NAME OF PARKING PLACE Column 2	CHARGING HOURS OF PARKING PLACE Column 3	OPENING HOURS OF PARKING PLACE Column 4	TARIFF Column 5	DISABLED PERSONS' PARKING PLACES (No.) Column 6	ELECTRIC VEHICLE PARKING SPACES (No.) Column 7	PARKING PLACE IDENTIFICATION CODE Column 8
19	Fore Street	08:00-18:00 Mon-Sat	24 hours	A	8	2	
1	Fran Terrace	08:00-18:00 Mon-Sat	24 hours	A	0		
7	Hastie Street	08:00-18:00 Mon- Fri	24 hours	E	2		GR1
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	2	
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- Fri	24 hours	E	0		GR1
10	Roxburgh Street	08:00-18:00 Mon-Sat	24 hours	A	2		
18	Shore Street	08:00-18:00 Mon-Sat	24 hours	A	11		
16	Station Avenue East	08:00-18:00 Mon- Fri	24 hours	E	2		GR1
15	Station Avenue West	08:00-18:00 Mon- Fri	24 hours	E	2		GR1

PARKING PLACE REFERENCE NUMBER Column 1	NAME OF PARKING PLACE Column 2	CHARGING HOURS OF PARKING PLACE Column 3	OPENING HOURS OF PARKING PLACE Column 4	TARIFF Column 5	DISABLED PERSONS' PARKING PLACES (No.) Column 6	ELECTRIC VEHICLE PARKING SPACES (No.) Column 7	PARKING PLACE IDENTIFICATION CODE Column 8
23	Station Road	08:00-18:00 Mon-Sat	24 hours	A	1		
6	West Stewart Street	08:00-18:00 Mon- Fri	24 hours	E	2		GR1
17	William Street	08:00-18:00 Mon-Sat	24 hours	A	1		
26	Waterfront	08:00-18:00 Mon- Fri	24 hours	A	2		
27	Cinema	08:00-18:00 Mon- Fri	24 hours	C	2		
28	Dalrymple Street	08:00-18:00 Mon- Fri	24 hours	E	4		GR1
29	Cathcart Buildings	08:00-18:00 Mon- Fri	24 hours	G	0		GR1
30	Station Road North	08:00-18:00 Mon- Sat	24 hours	D	0		
31	Station Road South	08:00-18:00 Mon- Sat	24 hours	D	0		

SCHEDULE 4

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 or Disabled Person's Badge	n/a
C	Free	3 hours (3 hours for Disabled Person's Badge holders)	1 hour	Parking Disc or Disabled Person's Badge	n/a
D	£1.00 per calendar day (Free for Disabled Person's Badge holders)	One calendar day	n/a	Ticket or Disabled Person's Badge	Multiple stays in one calendar day are permitted if space is available on return
E	£1.00 per calendar day (Free for Disabled Person's Badge holders)	One calendar day	n/a	Ticket or Residents' Parking Permit or Disabled Person's Badge	Multiple stays in one calendar day are permitted if space is available on return
F	Free	3 hours (3 hours for Disabled Person's Badge holders)	1 hour	Parking Disc or Residents' Parking Permit or Disabled Person's Badge	n/a
G	Free	Unlimited	n/a	Residents' Parking Permit or Disabled Person's Badge	n/a
H	Free	Unlimited	n/a	Residents' Parking Permit	n/a

THE INVERCLYDE COUNCIL
(OFF-STREET PARKING PLACES)
(VARIATION NO. 6) ORDER 2015
TRAFFIC REGULATION ORDER

**THE INVERCLYDE COUNCIL
(OFF-STREET PARKING PLACES) (VARIATION NO. 6) ORDER 2015**

We, The Inverclyde Council in exercise of the powers conferred on us by Sections 1(1), 2(1) to (3), 32(1), 35(1), 35(3), 35(3A) 35(3B), 46, 49, 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 (Off-Street Parking Places) (Variation No. 6) Order 2015".

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;

"Charging Post" means an installation adjacent to a parking space for the purposes of recharging the battery of an Electric Vehicle by way of a connecting lead;

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

"Electric Vehicle" means a vehicle, including a motorcycle, which uses electricity as a source of power for propulsion and includes a vehicle which in addition uses, or is capable of using, other sources of power for this purpose;

"Electric Vehicle Parking Space", for the purposes of this Order, means an area of the Parking Place defined as such by means of a sign or surface marking and defined in Schedule 3 which is provided solely for the recharging of Electric Vehicles' batteries by means of a Charging Post;

"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 Place" means an area of land specified by number and name in Columns 1 and 2 in Schedule 3 to this Order;

"Parking Space" means any area of a Parking Place which is provided for the leaving of a Motor Vehicle or an Electric 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; and

“Registered Keeper” means the person or organisation recorded by the Driver and Vehicle Licensing Authority as being the legal keeper of the Motor Vehicle.

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.

- 2.2 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.
- 2.3 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.
- 2.4 The Off-Street Plans titled “The Inverclyde Council (Off-Street Parking Places) (Variation No. 6) Order 2015 Off-Street Plans” forming Schedule 1 to this Order and are hereby incorporated into “The Inverclyde Council (Off-Street Parking Places) Order 2013” and recorded in “The Inverclyde Council (Off-Street Parking Places) Order 2013 Plan Index”.
- 2.5 The Plan Index forms Schedule 2 to this Order.
- 2.6 The Schedule titled “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” forming Schedule 3 to this Order is hereby incorporated into “The Inverclyde Council (Off-Street Parking Places) Order 2013.”
- 2.7 The Schedule titled “Scale of Parking Charges applicable during the hours of operation for Parking Places specified in Schedule 3” forming Schedule 4 to this Order is hereby incorporated into “The Inverclyde Council (Off-Street Parking Places) Order 2013”.
- 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 Electric Vehicle Parking Spaces**
- 3.1 Each Electric Vehicle Parking Space may be used, subject to the following provisions of this Order, as a parking space solely for the recharging of Electric Vehicles’ batteries by means of a Charging Post, in such positions, on such days and during such hours as are specified in relation to that Parking Place in Schedule 3;

- 3.2 At all times whilst an Electric Vehicle is waiting in an Electric Vehicle Parking Space, the driver shall cause that vehicle to be connected via a recharging lead to the Charging Post installed in respect of the Electric Vehicle Parking Space;
- 3.3 Every Electric Vehicle waiting in an Electric Vehicle Parking Space shall be caused to stand so that every part of the Electric Vehicle is within the marked limits of the Electric Vehicle Parking Space;
- 3.4 Where, within a Parking Place, there is a sign or surface marking which indicates that the Electric Vehicle Parking Space is available only for use by Electric Vehicles, for the purpose of recharging of Electric Vehicles' batteries, the driver of a Motor Vehicle shall not permit the Motor Vehicle to wait in that Electric Vehicle Parking Space;
- 3.5 When a Motor Vehicle or Electric Vehicle is left in an Electric Vehicle Parking Space 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 such Motor Vehicle or Electric Vehicle and, subsequently, may remove or arrange for the removal of such Motor Vehicle or Electric Vehicle from that Electric Vehicle Parking Space.

4.0 Exemptions to Restrictions

- 4.1 The maximum duration of stay for the parking of Motor Vehicles in any Parking Place specified in Schedule 3 shall be as set out in Column 3 of Schedule 4 to this Order;
- 4.2 Notwithstanding Article 4.1 of this Order, an Electric Vehicle waiting in an Electric Vehicle Parking Space shall be exempt from the maximum duration of stay specified in Column 3 of Schedule 4;
- 4.3 The display of ticket/parking disc requirements for the parking of Motor Vehicles in any Parking Place specified in Schedule 3 shall be as set out in Column 5 of Schedule 4;
- 4.4 Notwithstanding Article 4.3 of this Order, an Electric Vehicle waiting in an Electric Vehicle Parking Space shall be exempt from the display of ticket/parking disc requirements specified in Column 5 of Schedule 4.

5.0 Other Provisions

- 5.1 The Driver of an Electric Vehicle using an Electric Vehicle Parking Space shall stop the engine as soon as the Electric Vehicle is in an Electric Vehicle Parking Space in the Parking Place, and shall not start the engine except when about to change the position of the Electric Vehicle in the Parking Place or depart from the Parking Place;
- 5.2 Unless authorised in writing by the Council no person shall use an Electric Vehicle or anything towed by an Electric Vehicle when it is within a Parking Place, to offer for sale any goods or other article including an Electric 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

Electric 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 Electric 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 Electric Vehicle or part thereof other than is reasonably necessary to enable that Electric Vehicle to depart from the Parking Place;
- 5.4 No person shall use the Parking Place for the purpose of splitting loads or transferring plant between Electric Vehicles and/or Motor Vehicles or for loading or unloading goods in association with a commercial concern;
- 5.5 While an Electric Vehicle is within a Parking Place it shall not be lawful for the Driver of the Electric 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;
- 5.6 The Driver of an Electric Vehicle using a Parking Place shall not sound any horn or other similar instrument except when about to change the position of the Electric Vehicle in the Parking Place or depart from the Parking Place;
- 5.7 The Driver of any Electric 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;
- 5.8 (a) A Driver shall not park an Electric 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 an Electric Vehicle shall park the Electric Vehicle as directed by an Authorised Person or Parking Attendant;
- 5.9 When an Electric 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 Electric Vehicle or arrange for it to be removed from that Parking Place;
- 5.10 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 an Electric Vehicle in a Parking Place or remove or arrange for the removal of an Electric Vehicle from a Parking Place;
- 5.11 Any person altering or causing the alteration of the position of an Electric Vehicle by virtue of Articles 5.9 or 5.10 or removing or causing the removal of an Electric Vehicle by virtue of Articles 5.9 or 5.10 may do so by towing or driving the Electric Vehicle or in such other manner as he may think reasonably necessary to enable the position of the Electric Vehicle to be altered or the Electric Vehicle to be removed;

- 5.12 Any person removing or arranging for the removal of an Electric Vehicle by virtue of Articles 5.9 or 5.10 shall make such arrangements as he considers to be reasonably necessary for the safety of the Electric Vehicle in the place to which it is removed;
- 5.13 Where the Driver of an Electric Vehicle is alleged by the Council to have failed to comply with this Order, the Registered Keeper of the Electric 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; and
- 5.14 The Council may, as respects an Electric Vehicle which has been removed from a Parking Place in pursuance of Article 5.9, if it appears to have been abandoned, sell or otherwise dispose of the Electric Vehicle after having made reasonable enquiry to ascertain the name and address of the Registered Keeper of the Electric Vehicle in accordance with the procedure set out in the Refuse Disposal (Amenity) Act 1978 (as amended).

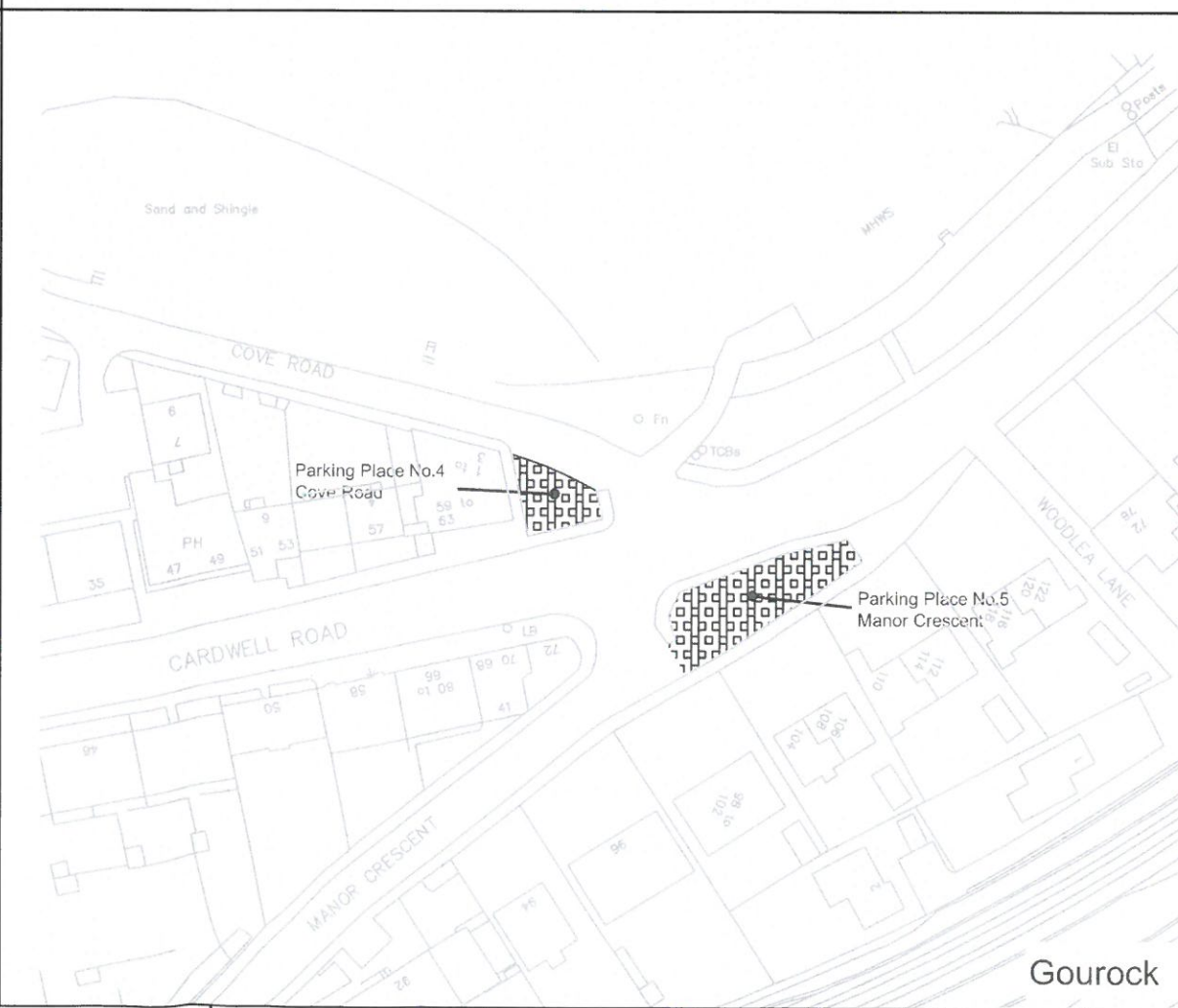
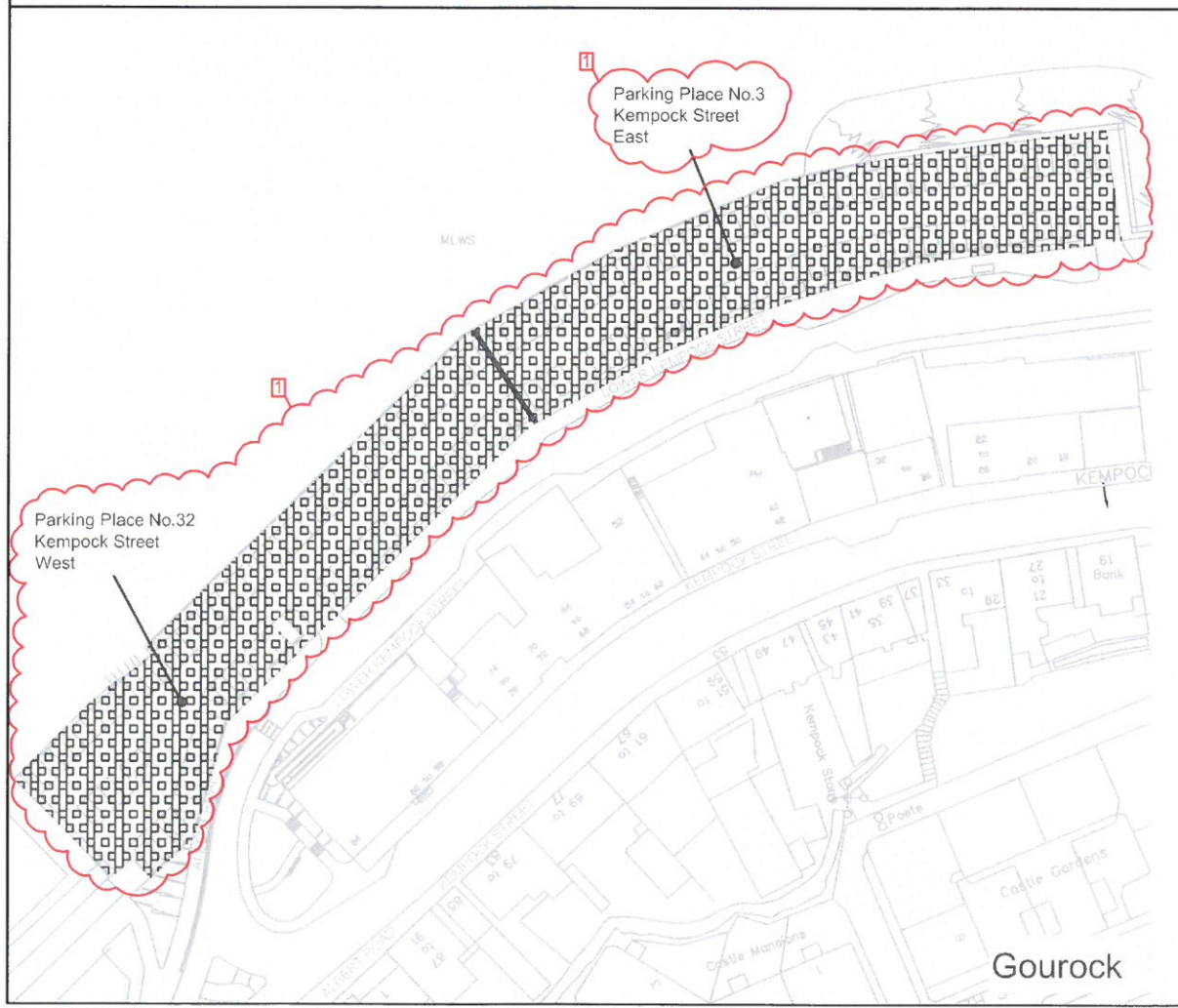
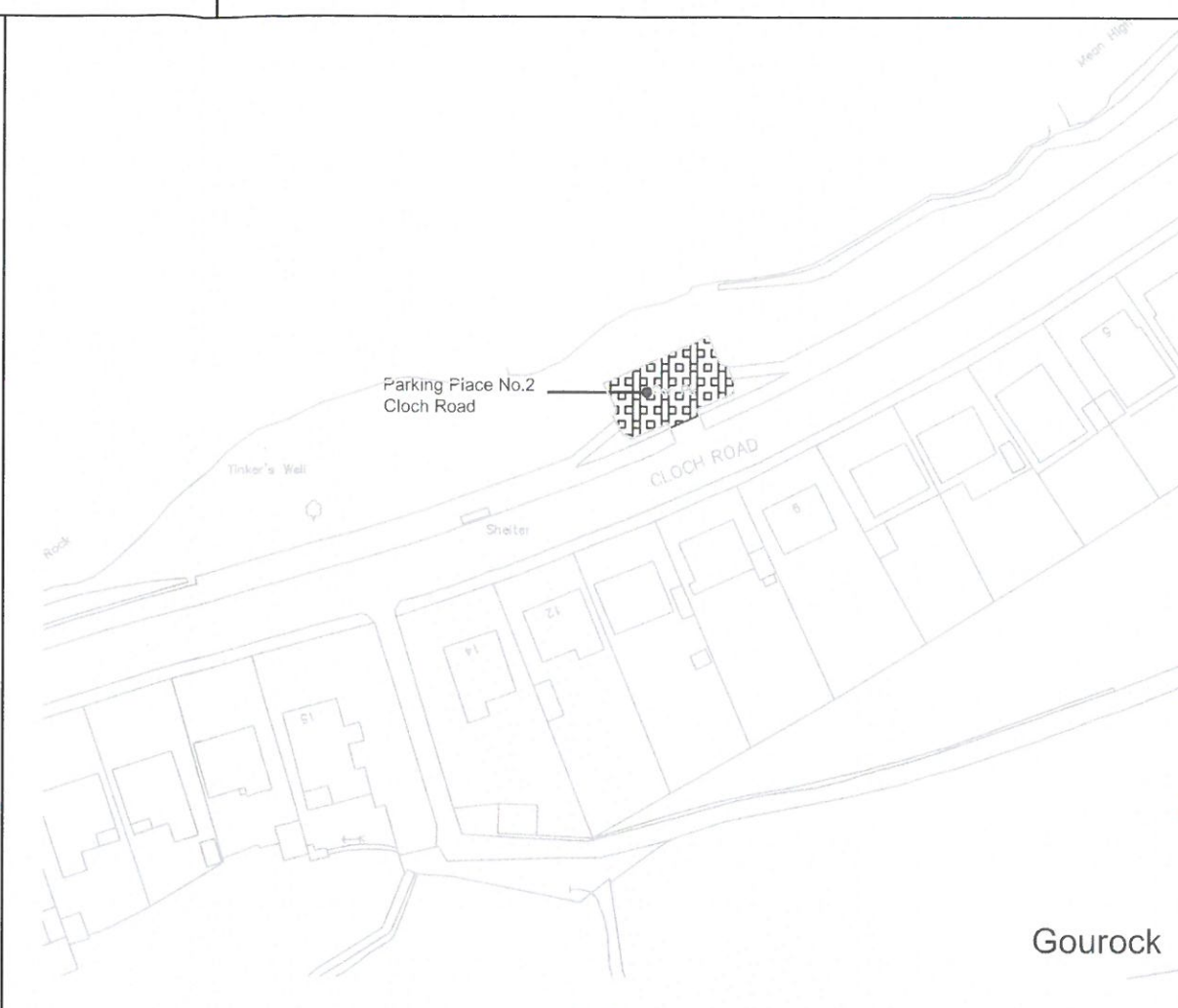
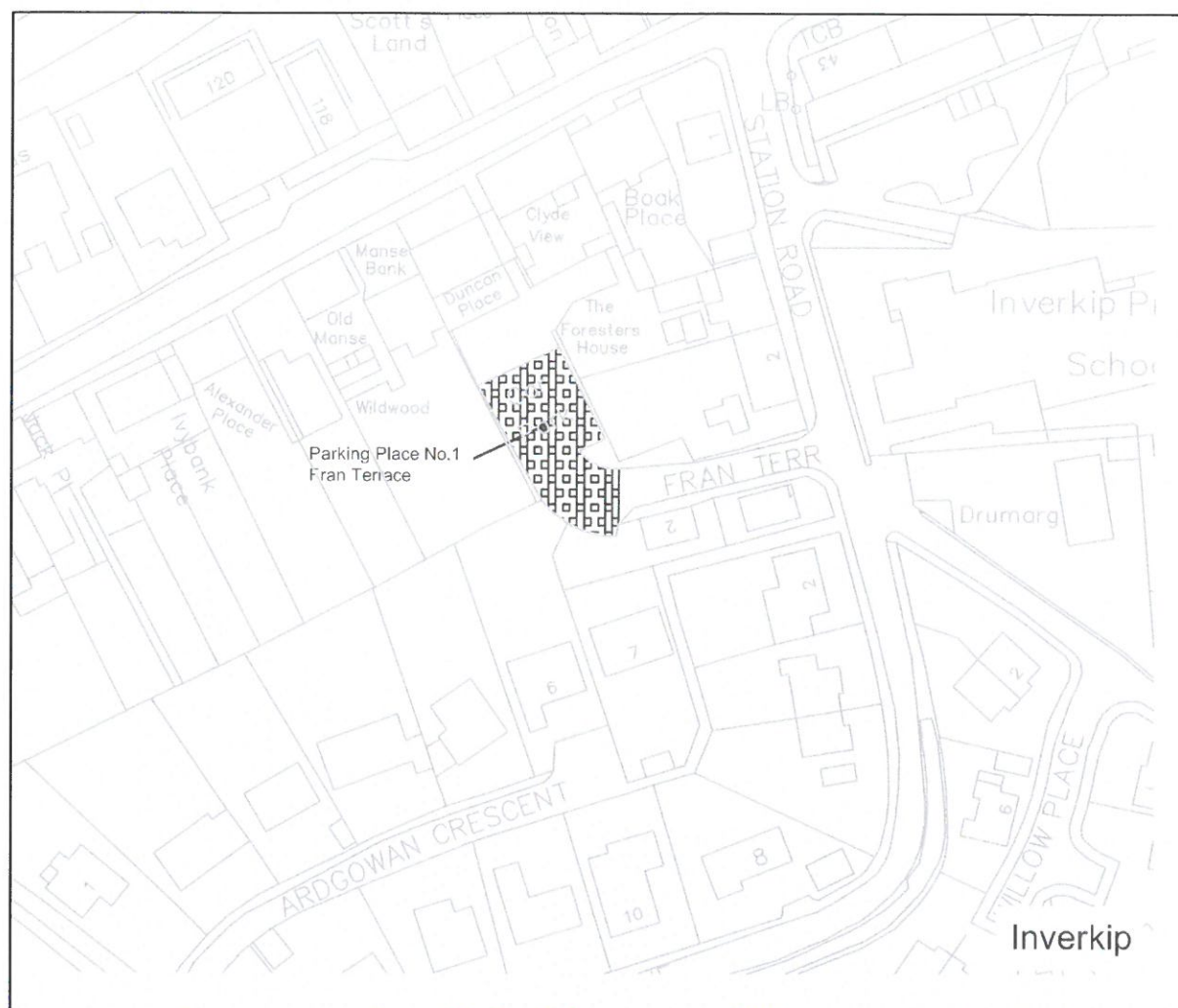
This Order and the four Schedules annexed hereto are sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by ##

SCHEDULE 1

The Inverclyde Council (Off-Street Parking Places) (Variation No. 6) Order 2015 Off-Street Plans

DO NOT SCALE

A3
 0 10 50



Key

Extent of off-street parking place

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Stat	Purpose of Issue	Date	Auth
1	KEMPOCK ST CAR PARKS AMENDED/RENAMED	EP JUN '15	EP MJH
A	COVE RD AND MANOR CRES NOTE REMOVED	MJH JUNE '13	MJH MR

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



THE INVERCLYDE COUNCIL
 (OFF-STREET PARKING PLACES)
 (VARIATION No. 6) ORDER 2015

EFFECTIVE DATE:

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
Rev				
				1

SCHEDULE 2

SCHEDULE 5

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

Plan Ref.	Effective date of original plan	Effective date of Plan Revision							
		1	2	3	4	5	6	7	8
TR/TRO/C134/001	06/10/2014	#####							
TR/TRO/C134/002	06/10/2014	#####							
TR/TRO/C134/003	06/10/2014								
TR/TRO/C134/004	06/10/2014	#####							
TR/TRO/C134/005	06/10/2014								
TR/TRO/C134/006	06/10/2014								
TR/TRO/C134/007	21/11/2014								
TR/TRO/C134/008	#####								

SCHEDULE 3

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	OPENING HOURS OF PARKING PLACE Column 4	TARIFF Column 5	DISABLED PERSONS' PARKING PLACES (No.) Column 6	ELECTRIC VEHICLE PARKING SPACES (No.) Column 7	PARKING PLACE IDENTIFICATION CODE Column 8
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	H	1		GR2
11	Bullring	08:00-18:00 Mon-Fri	24 hours	E	4		GR1
13	Cathcart Street West	08:00-18:00 Mon- Fri	24 hours	F	4	2	GR1
14	Cathcart Street East	08:00-18:00 Mon- Fri	24 hours	E	1		GR1
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		

PARKING PLACE REFERENCE NUMBER Column 1	NAME OF PARKING PLACE Column 2	CHARGING HOURS OF PARKING PLACE Column 3	OPENING HOURS OF PARKING PLACE Column 4	TARIFF Column 5	DISABLED PERSONS' PARKING PLACES (No.) Column 6	ELECTRIC VEHICLE PARKING SPACES (No.) Column 7	PARKING PLACE IDENTIFICATION CODE Column 8
19	Fore Street	08:00-18:00 Mon-Sat	24 hours	A	8	2	
1	Fran Terrace	08:00-18:00 Mon-Sat	24 hours	A	0		
7	Hastie Street	08:00-18:00 Mon- Fri	24 hours	E	2		GR1
21	Highholm Avenue	08:00-18:00 Mon-Sat	24 hours	A	8		
3	Kempock Street East	08:00-18:00 Mon-Sat	24 hours	C	2		
24	Lochwinnoch Road	08:00-18:00 Mon-Sat	24 hours	A	6	2	
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- Fri	24 hours	E	0		GR1
10	Roxburgh Street	08:00-18:00 Mon-Sat	24 hours	A	2		
18	Shore Street	08:00-18:00 Mon-Sat	24 hours	A	11		
16	Station Avenue East	08:00-18:00 Mon- Fri	24 hours	E	2		GR1
15	Station Avenue West	08:00-18:00 Mon- Fri	24 hours	E	2		GR1

PARKING PLACE REFERENCE NUMBER Column 1	NAME OF PARKING PLACE Column 2	CHARGING HOURS OF PARKING PLACE Column 3	OPENING HOURS OF PARKING PLACE Column 4	TARIFF Column 5	DISABLED PERSONS' PARKING PLACES (No.) Column 6	ELECTRIC VEHICLE PARKING SPACES (No.) Column 7	PARKING PLACE IDENTIFICATION CODE Column 8
23	Station Road	08:00-18:00 Mon-Sat	24 hours	A	1		
6	West Stewart Street	08:00-18:00 Mon- Fri	24 hours	E	2		GR1
17	William Street	08:00-18:00 Mon-Sat	24 hours	A	1		
26	Waterfront	08:00-18:00 Mon- Fri	24 hours	A	2		
27	Cinema	08:00-18:00 Mon- Fri	24 hours	C	2		
28	Dalrymple Street	08:00-18:00 Mon- Fri	24 hours	E	4		GR1
29	Cathcart Buildings	08:00-18:00 Mon- Fri	24 hours	G	0		GR1
30	Station Road North	08:00-18:00 Mon- Sat	24 hours	D	0		
31	Station Road South	08:00-18:00 Mon- Sat	24 hours	D	0		
32	Kempock Street West	08:00-18:00 Mon- Sat	24 hours	A	2	2	

SCHEDULE 4

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 or Disabled Person's Badge	n/a
C	Free	3 hours (3 hours for Disabled Person's Badge holders)	1 hour	Parking Disc or Disabled Person's Badge	n/a
D	£1.00 per calendar day (Free for Disabled Person's Badge holders)	One calendar day	n/a	Ticket or Disabled Person's Badge	Multiple stays in one calendar day are permitted if space is available on return
E	£1.00 per calendar day (Free for Disabled Person's Badge holders)	One calendar day	n/a	Ticket or Residents' Parking Permit or Disabled Person's Badge	Multiple stays in one calendar day are permitted if space is available on return
F	Free	3 hours (3 hours for Disabled Person's Badge holders)	1 hour	Parking Disc or Residents' Parking Permit or Disabled Person's Badge	n/a
G	Free	Unlimited	n/a	Residents' Parking Permit or Disabled Person's Badge	n/a
H	Free	Unlimited	n/a	Residents' Parking Permit	n/a

Report To: ENVIRONMENT & REGENERATION COMMITTEE **Date:** 29 October 2015

Report By: CORPORATE DIRECTOR,
ENVIRONMENT, REGENERATION &
RESOURCES **Report No:** LP/122/15

Contact Officer: CAROLINE SHAW **Contact No:** 01475 712115

Subject: PROPOSED TRAFFIC REGULATION ORDER – DISABLED PERSONS’ PARKING PLACES (ON-STREET) ORDER NO. 3 2015

1.0 PURPOSE

- 1.1 Local Authorities are empowered to make Orders under the Road Traffic Regulation Act 1984 as amended 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.
- 1.2 The provision of on-street parking places for use by disabled drivers, who are the holders of a Disabled Person’s Badge, is regulated by The Disabled Persons’ Parking Places (Scotland) Act 2009. Inverclyde Council is required to promote a Traffic Regulation Order to regulate the use of such parking places.

2.0 SUMMARY

- 2.1 In order to comply with The Disabled Persons’ Parking Places (Scotland) Act 2009, Section 5, it is proposed to introduce a Traffic Regulation Order to accompany the provision of parking places for the disabled. This will restrict parking to drivers displaying a Disabled Person’s Badge only and will enable the Police to enforce such restrictions. The proposed Order will also revoke those parking places no longer required in order to maximise street parking capacity.

3.0 RECOMMENDATION

- 3.1 That the Committee recommend to The Inverclyde Council the making of the Traffic Regulation Order – Disabled Persons’ Parking Places (On-Street) Order No. 3 2015 and remit it to the Head of Environmental and Commercial Services and the Head of Legal and Property Services to arrange for its implementation.

Gerard Malone
Legal and Property Services

4.0 BACKGROUND

- 4.1 Currently no Traffic Regulation Orders exist at the locations shown in the Order which would prohibit the allocation of parking places for Disabled Person's Badge holders.
- 4.2 No objections were received to the proposed Order.
- 4.3 The Committee is asked to note that, if approved, the Order may not be implemented until the making of the Order has been advertised to allow any persons who so wish a period of six weeks to question the validity of the Order in terms of the Road Traffic Regulation Act 1984.

5.0 IMPLICATIONS

Finance

- 5.1 There are no financial implications arising from this report.

Legal

- 5.2 There are no legal implications arising from this report.

Human Resources

- 5.3 There are no HR implications arising from this report.

Equalities

- 5.4 There are no equalities implications arising from this report.

Repopulation

- 5.5 There are no repopulation implications arising from this report.

6.0 CONSULTATIONS

- 6.1 The proposals have been advertised in the Greenock Telegraph and full details of the proposals have 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 at Central, Port Glasgow, and Gourock Libraries. A copy of the draft Order is appended hereto for Members' information. Appendix 1

7.0 LIST OF BACKGROUND PAPERS

- 7.1 None.

THE INVERCLYDE COUNCIL
DISABLED PERSONS' PARKING PLACES
(ON-STREET) ORDER NO. 3 2015
TRAFFIC REGULATION ORDER

DRAFT

THE INVERCLYDE COUNCIL
DISABLED PERSONS' PARKING PLACES (ON-STREET)
ORDER NO. 3 2015

The Inverclyde Council in exercise of the powers conferred on them by Sections 32(1) of the Road Traffic Regulation Act 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Constable of Police Scotland in accordance with Part III of Schedule 9 to the Act hereby make the following Order.

1. This Order may be cited as "The Inverclyde Council Disabled Persons' Parking Places (On-Street) Order No. 3 2015" and shall come into operation on #####

2. In this Order the following expressions have the meanings hereby assigned to them

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

"disabled person's badge" means:

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

(b) a badge issued under a provision of the law of Northern Ireland corresponding to that section; or

(c) a badge 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 which has not ceased to be in force.

"disabled person's vehicle" means a vehicle lawfully displaying a disabled person's badge;

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

"parking place" means an area of land specified by number and name in Columns 1 and 2 in the Schedule to this Order;

"traffic sign" means a sign prescribed or authorised under Section 64 of the Act; and

"vehicle" unless the context otherwise requires, means a vehicle of any description and includes a machine or implement of any kind drawn or propelled along roads whether or not by mechanical power.

3. The Schedule titled "Disabled Persons' Parking Places (On Street) Order No. 3 2014" forms the Schedule to this Order.

4. Each area of road which is described in the Schedule to this Order and the plans relative to this Order is hereby designated as a parking place.

5. The parking places shall only be used for the leaving of disabled persons' vehicles displaying a valid disabled person's badge.

6. The limits of each parking place shall be indicated on the carriageway as prescribed by The Traffic Signs Regulations and General Directions 2002.
7. Every vehicle left in any parking place shall stand such that no parking place is occupied by more than one vehicle and that every part of the vehicle is within the limits of the parking place provided that, where the length of a vehicle precludes compliance with this paragraph, such vehicle shall be deemed to be within the limits of a parking place if;
 - i. the extreme front portion or, as the case may be, the extreme rear portion of the vehicle is within 300mm of an indication on the carriageway provided under this Order in relation to the parking place; and
 - ii. the vehicle, or any part thereof, is not within the limits of any adjoining parking place.
8. Any person duly authorised by the Council or a police officer in uniform or a traffic warden or parking attendant may move or cause to be moved in case of any emergency, to any place they think fit, vehicles left in a parking place.
9. Any person duly authorised by the Council may suspend the use of a parking place or any part thereof whenever such suspension is considered reasonably necessary:
 - i. for the purpose of facilitating the movement of traffic or promoting its safety;
 - ii. for the purpose of any building operation, demolition, or excavation in or adjacent to 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, apparatus for the supply of gas, water electricity or of any telecommunications apparatus, traffic sign or parking meter;
 - iii. for the convenience of occupiers of premises adjacent to the parking place on any occasion of the removal of furniture from one office or dwellinghouse to another or the removal of furniture from such premises to a depository or to such premises from a depository;
 - iv. on any occasion on which it is likely by reason of some special attraction that any street will be thronged or obstructed; or
 - v. for the convenience of occupiers of premises adjacent to the parking place at times of weddings or funerals or on other special occasions.
10. A police officer in uniform may suspend for not longer than twenty four hours the use of a parking place or part thereof whenever such suspension is considered reasonably necessary for the purpose of facilitating the movement of traffic or promoting its safety.

11. This Order insofar as it relates to the parking places to be revoked (R) and amended, as specified in the Schedule to this Order, partially revokes and amends The Inverclyde Council On-Street Parking Places (Without Charges) Order No: 01/1999 and The Inverclyde Council Disabled Persons' Parking Places (On-Street) Order Nos: 02/2014 and 03/2014 respectively.

Sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by

DRAFT

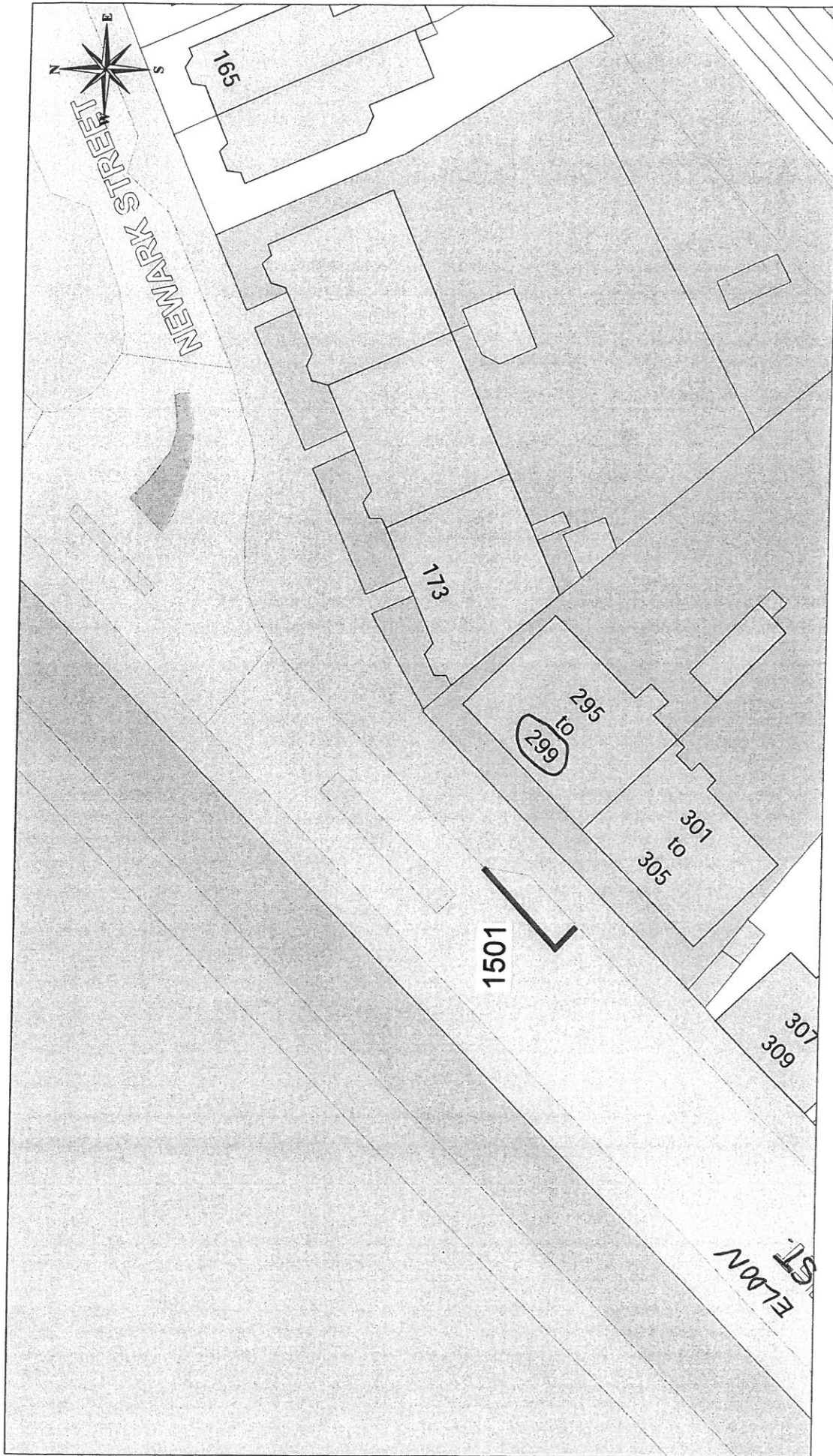
THE INVERCLYDE COUNCIL

**DISABLED PERSONS' PARKING PLACES
(ON-STREET) ORDER NO. 3 2015**

**Statement of Reasons for Proposing to Make
the above Order**

It is considered necessary in order to comply with The Disabled Persons' Parking Places (Scotland) Act 2009, Section 5, to make the above Order to provide assistance for disabled persons who hold a badge under the Disabled Persons (Badges for Motor Vehicles) (Scotland) Regulations 2000 as amended and by revoking those parking places no longer required to maximise street parking capacity.

Ian Moffat
Head of Environmental & Commercial Services
1 Ingleston Park
Cartsburn Street
GREENOCK
PA15 4UE

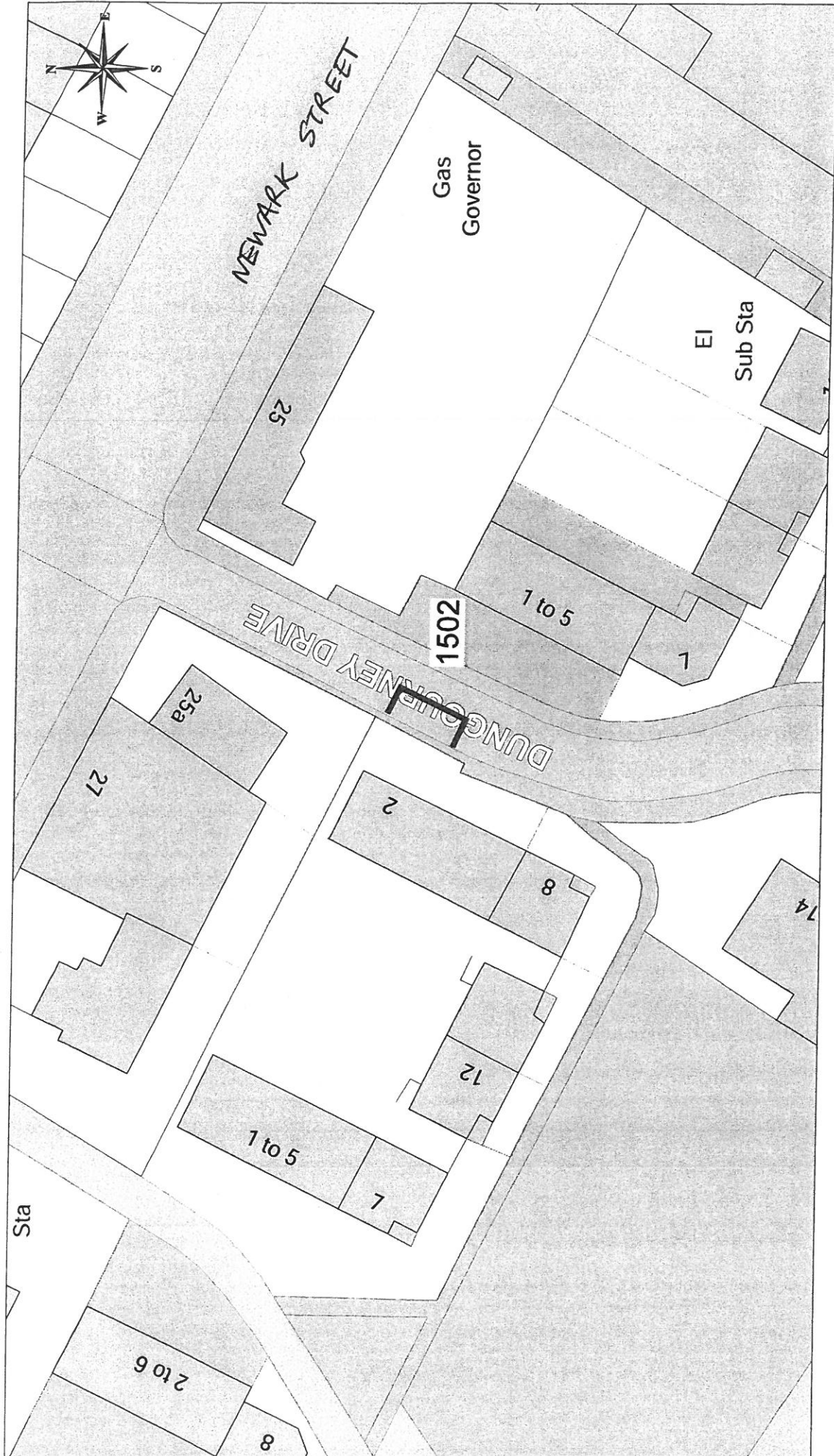


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DISABLED PERSONS' PARKING PLACE
 299 ELDON STREET, GOUROCK
 PLACE No. 1501

Inverclyde
 council
 Environmental Services

Regeneration & Environment
 Corporate Director: Aubrey Fawcett
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 aubrey.fawcett@inverclyde.gov.uk



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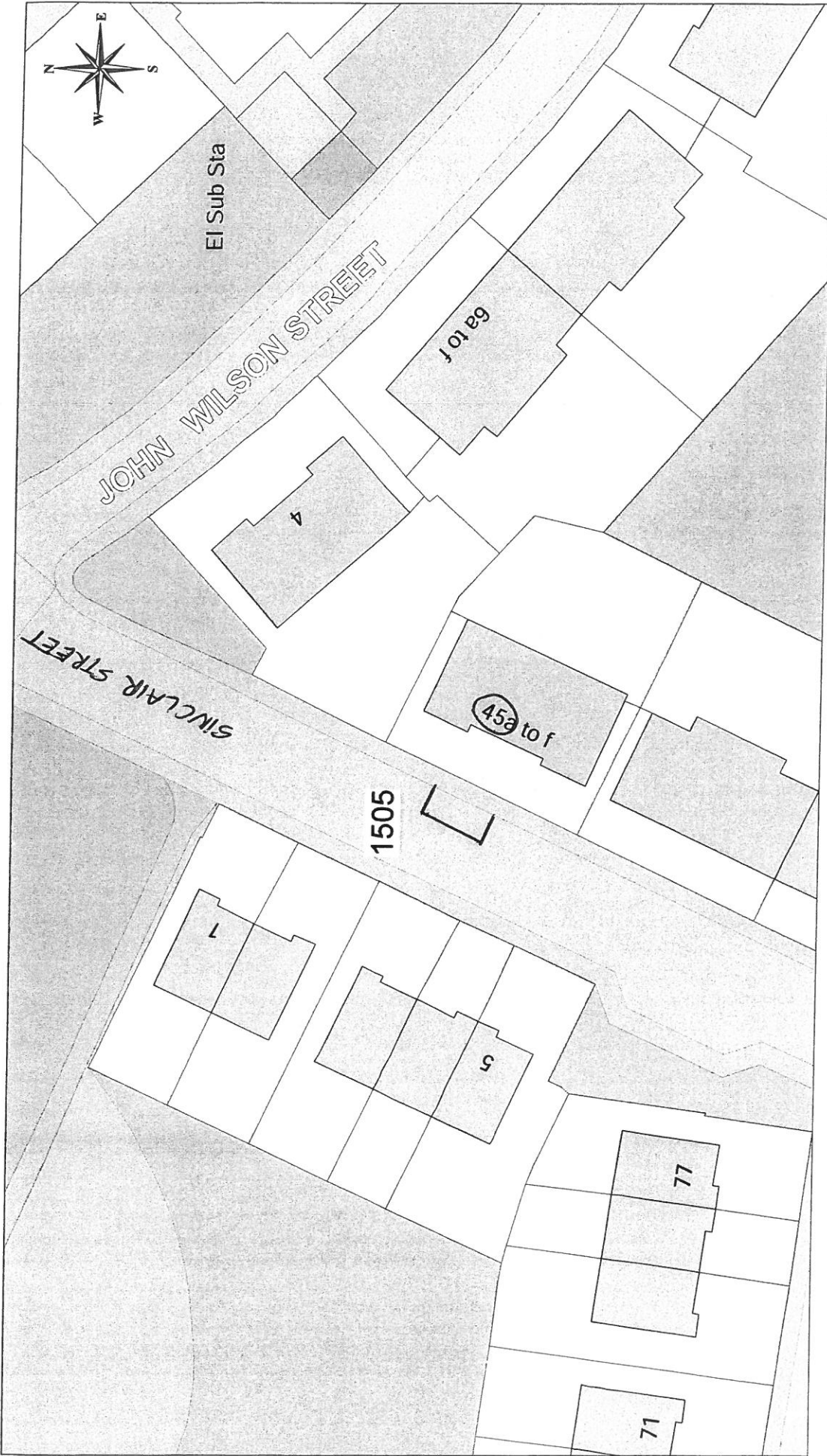
DISABLED PERSONS' PARKING PLACE
2 DUNGOURNEY DRIVE, GREENOCK
PLACE No. 1502

Inverclyde
 council

Environmental Services

Regeneration & Environment
 Corporate Director: Aubrey Fawcett

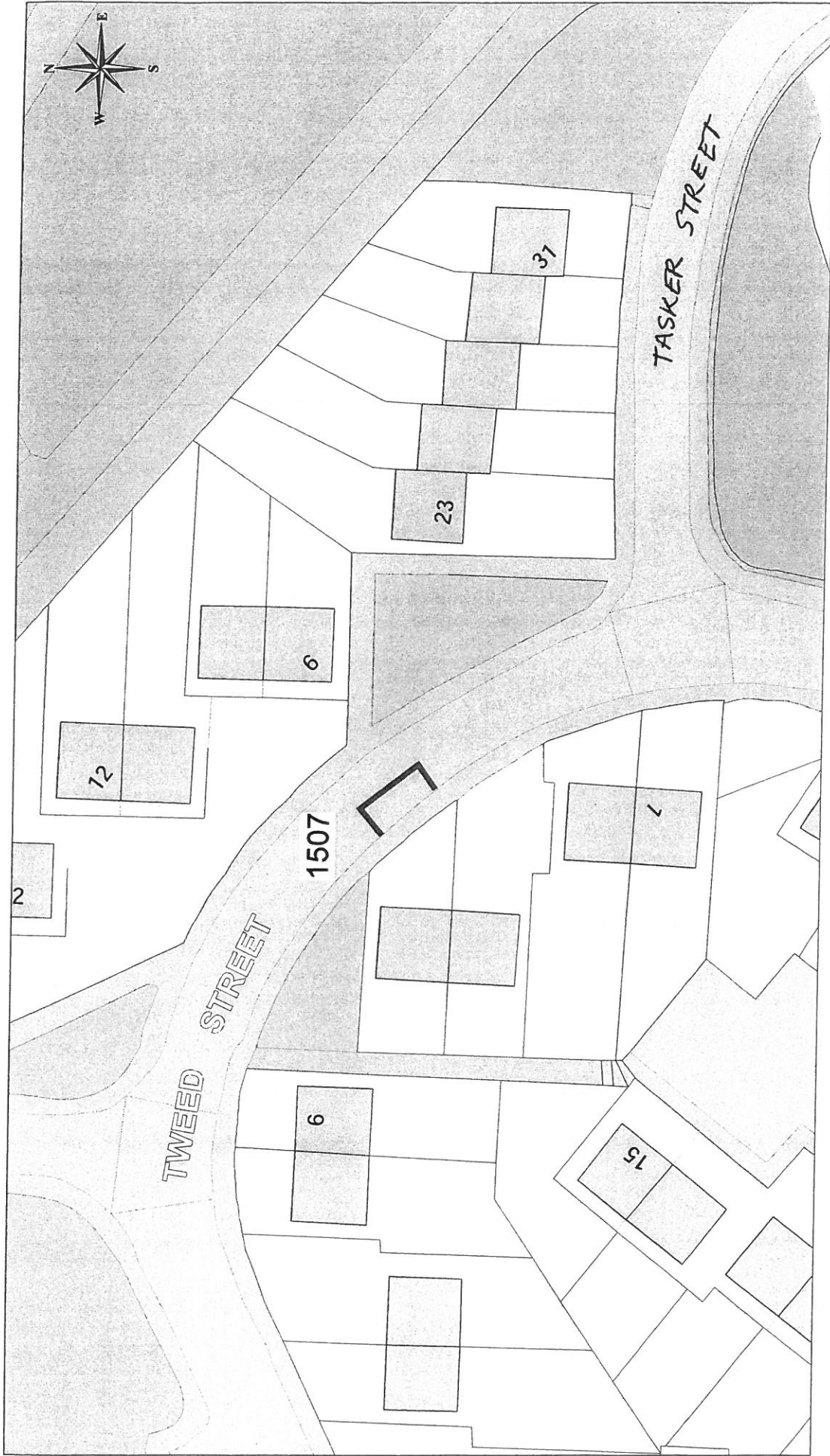
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DISABLED PERSONS' PARKING PLACE
45A SINCLAIR STREET, GREENOCK
PLACE No. 1505

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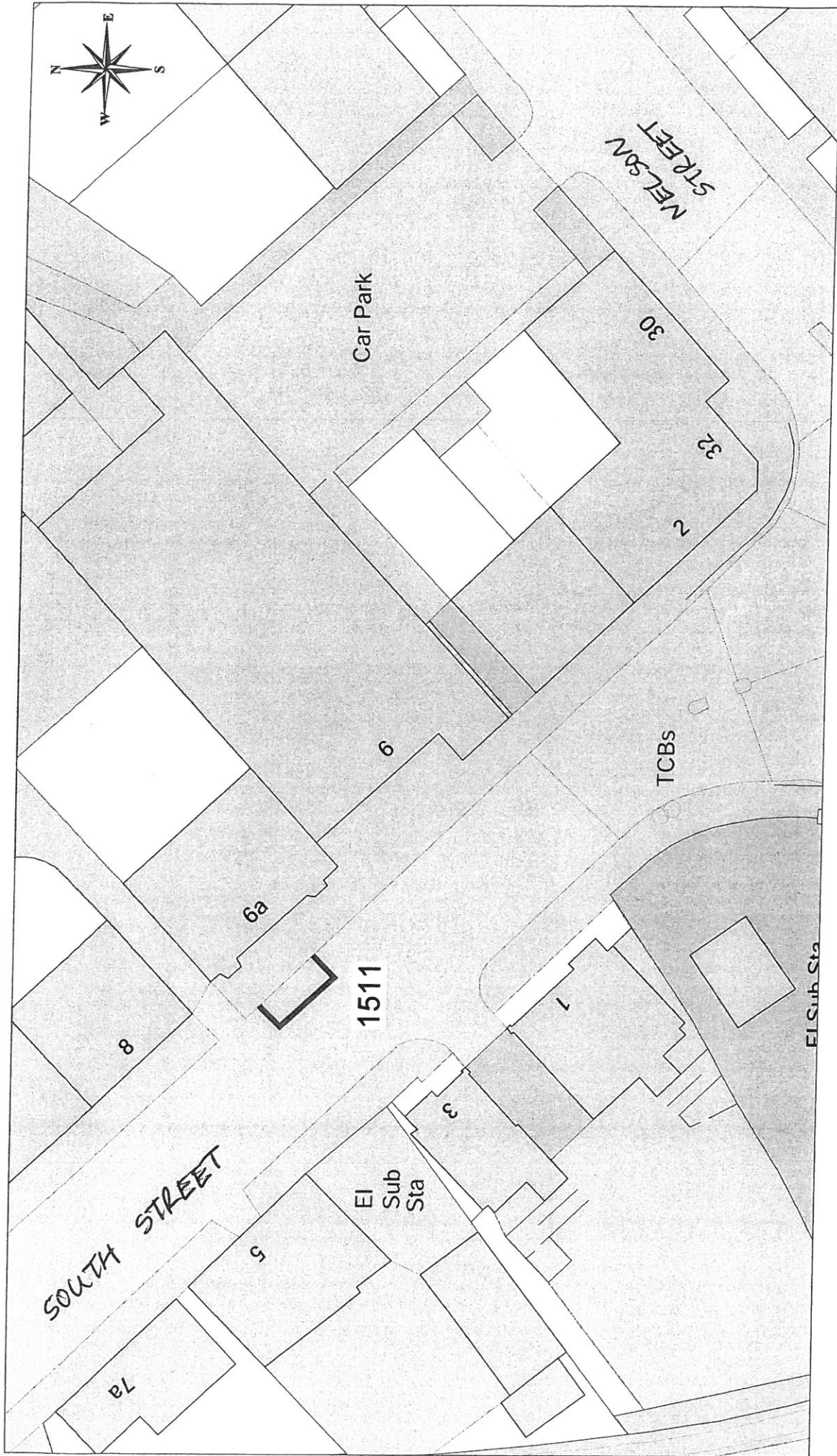




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DISABLED PERSONS' PARKING PLACE
7 TWEED STREET, GREENOCK
PLACE No. 1507

Inverclyde
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 Regeneration & Environment
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DISABLED PERSONS' PARKING PLACE
6A SOUTH STREET, GREENOCK
PLACE No. 1511

Inverclyde
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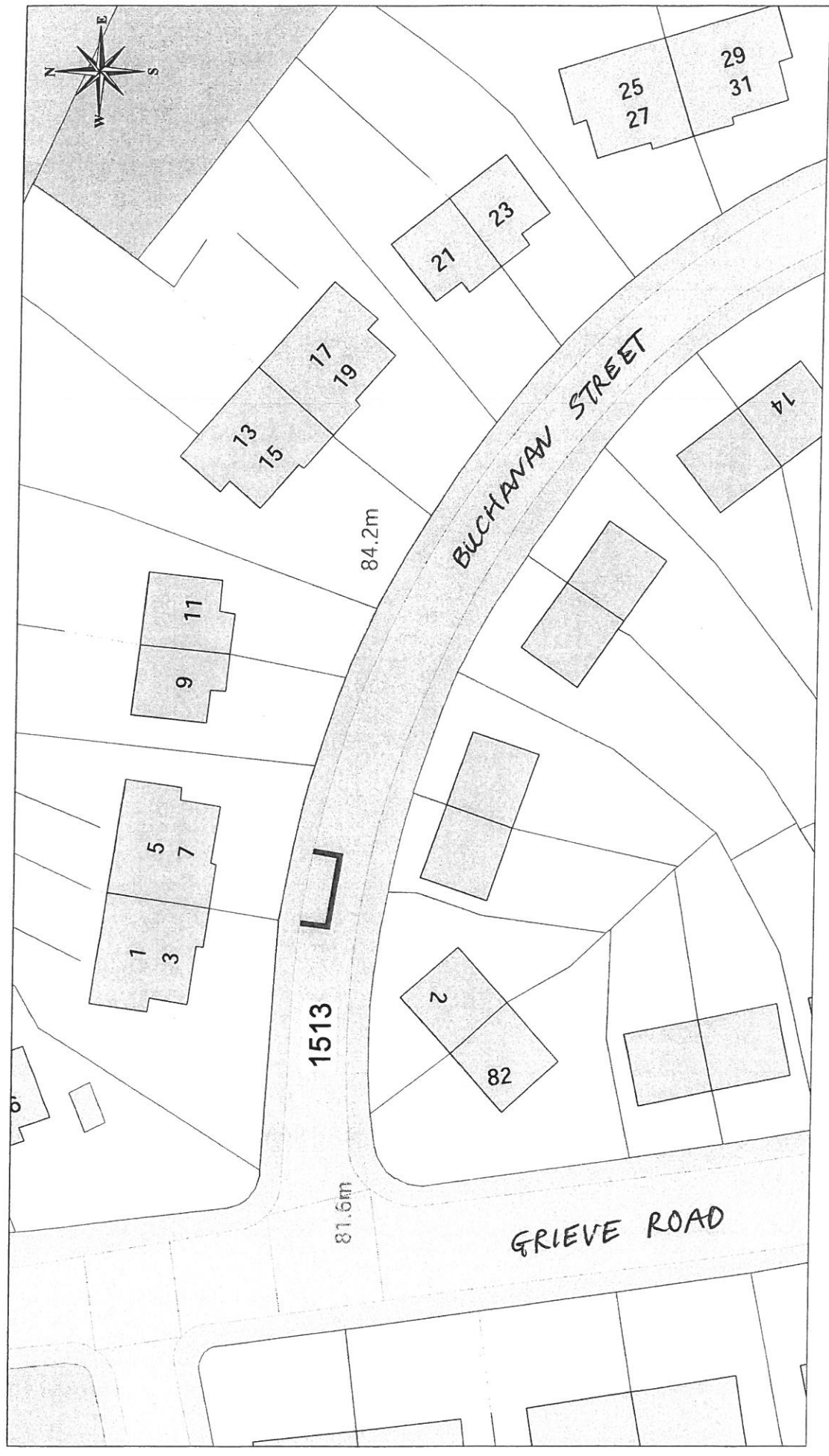


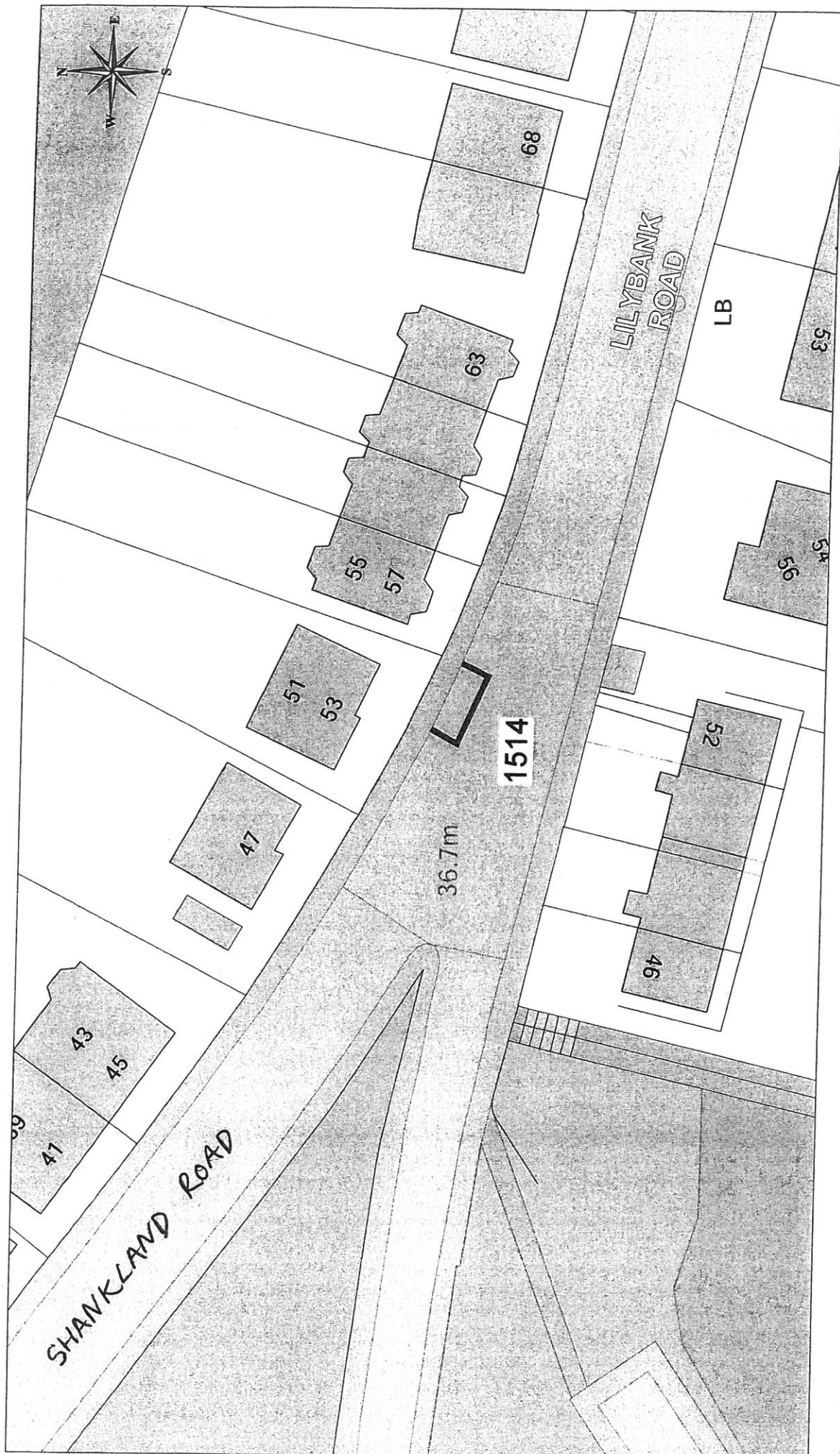
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DISABLED PERSONS' PARKING PLACE
5 BUCHANAN STREET, GREENOCK
PLACE No. 1513

Inverclyde
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Environmental Services

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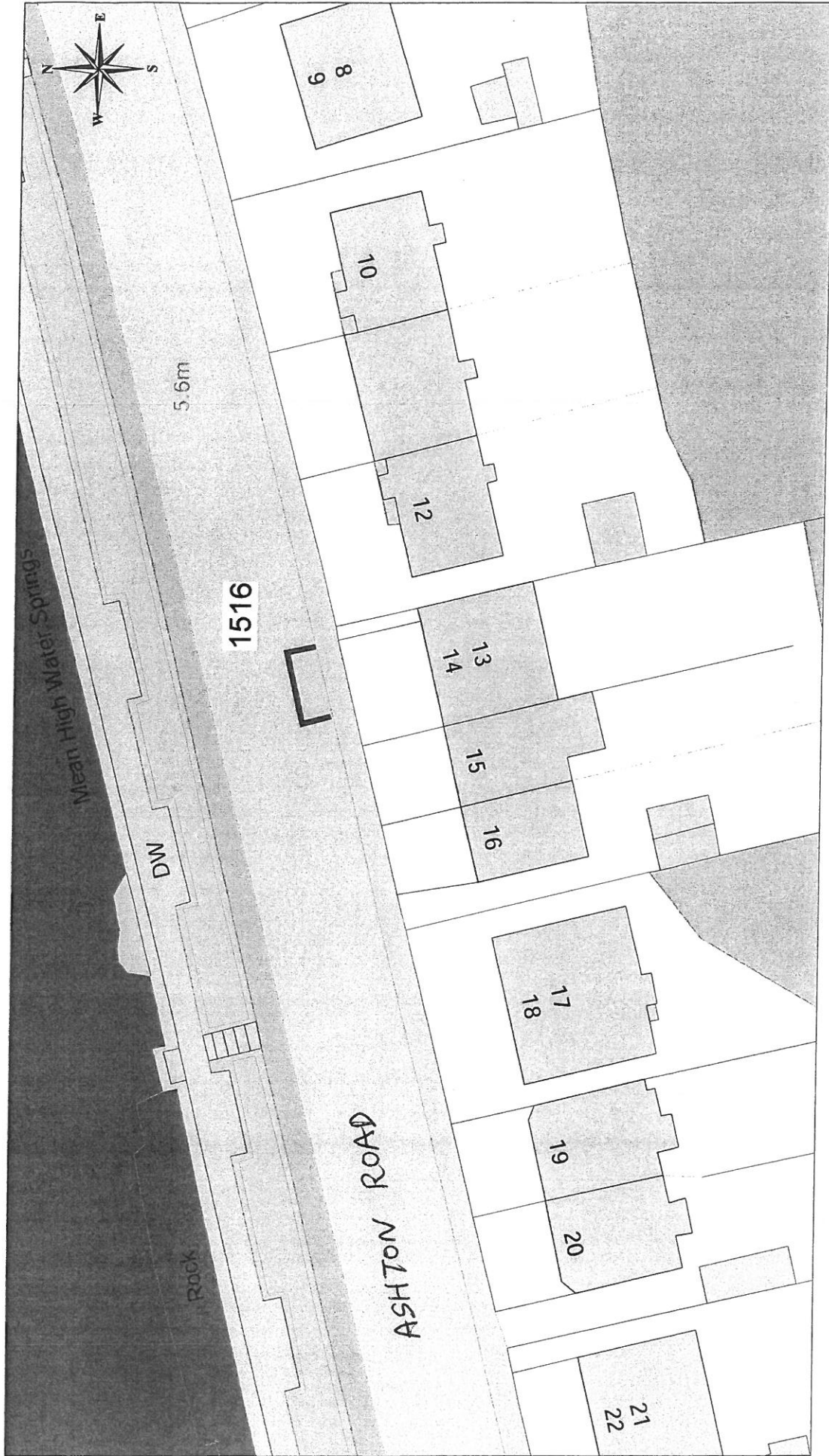
DISABLED PERSONS' PARKING PLACE
 53 SHANKLAND ROAD, GREENOCK
 PLACE No. 1514

Inverclyde
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Environmental Services

Regeneration & Environment
 Corporate Director: Aubrey Fawcett

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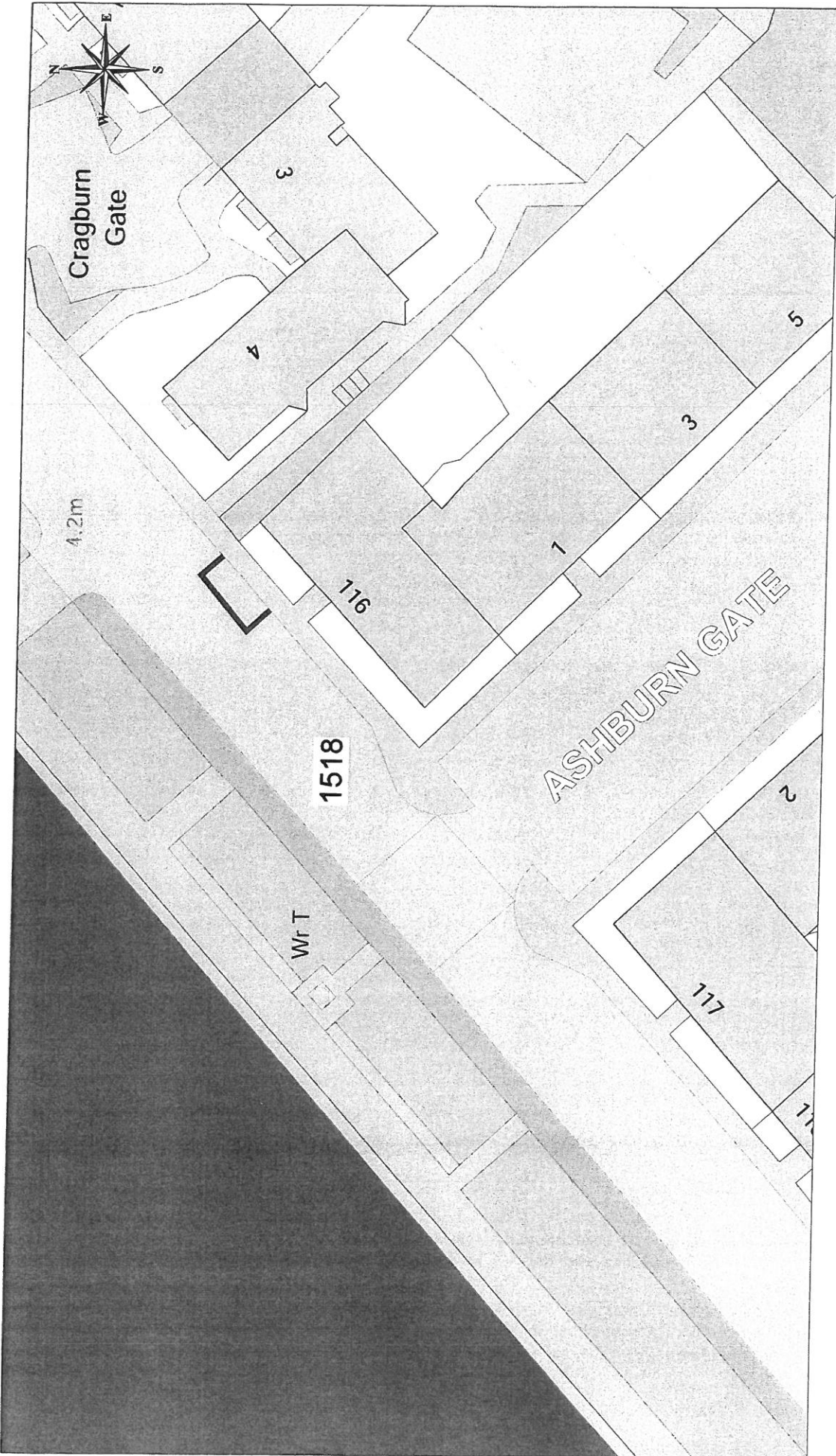


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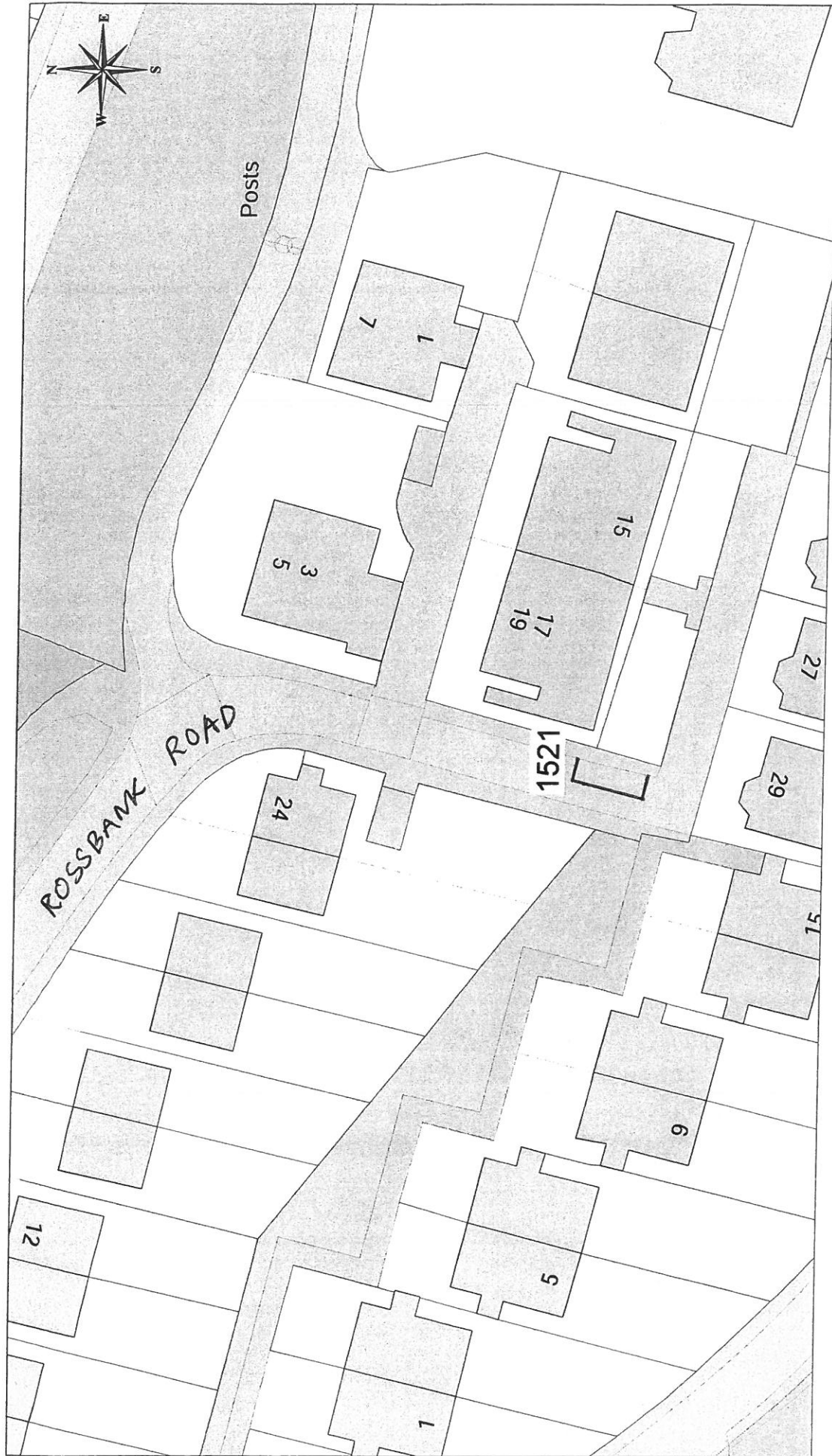
DISABLED PERSONS' PARKING PLACE
14 ASHTON ROAD, GOUROCK
PLACE No. 1516



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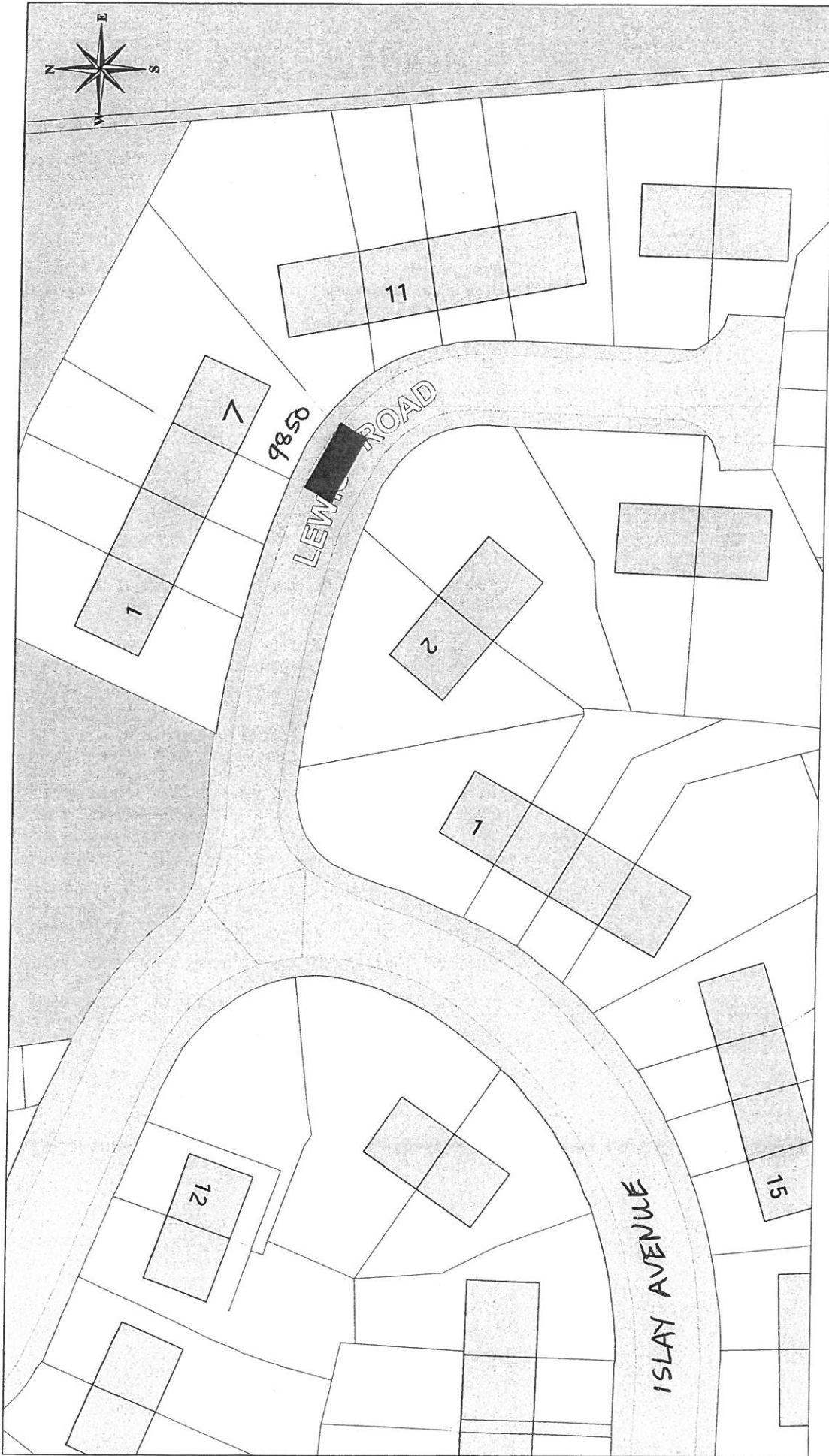
DISABLED PERSONS' PARKING PLACE
 116 ALBERT ROAD, GOUROCK
 PLACE No. 1518



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council
Environmental Services

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DISABLED PERSONS' PARKING PLACE
23 ROSSBANK ROAD, PORT GLASGOW
PLACE No. 1521




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DISABLED PERSONS' PARKING PLACE
7 LEWIS ROAD, PORT GLASGOW
PLACE No. 9850 REVOCATION

Inverclyde
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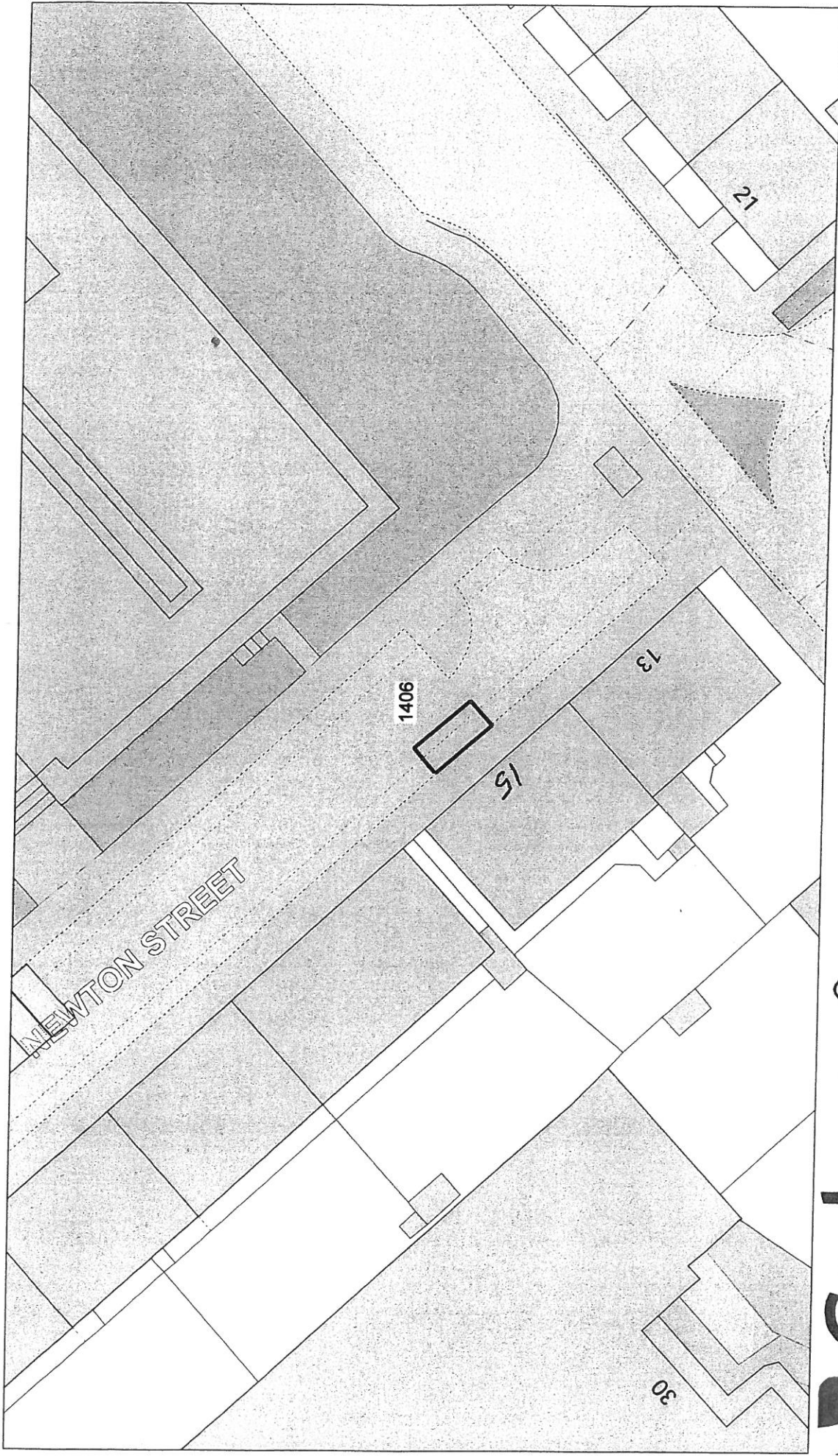


Disabled Bays	HEAD OF SERVICE IAN MOFFAT	DISABLED PERSONS' PARKING PLACE 43 GLASGOW ROAD, PORT GLASGOW PLACE No. 1370 REVOCATION		Scale : 1:500	Date : JAN 2014
	71 EAST HAMILTON STREET GREENOCK, PA15 2UA			Prepared by : R. MACKAY	Checked by :
				Drawn by : R. MACKAY	Approved by :
				Drawing No. :	File No. : 19/12

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E-mail: info@cadcorp.com

DISABLED PERSONS' PARKING PLACE
15 NEWTON STREET, GREENOCK
PLACE No. 1406 REVOCATION

Report To: ENVIRONMENT & REGENERATION COMMITTEE **Date:** 29 October 2015

Report By: CORPORATE DIRECTOR,
ENVIRONMENT, REGENERATION &
RESOURCES **Report No:** LP/130/15

Contact Officer: CAROLINE SHAW **Contact No:** 01475 712115

Subject: PROPOSED TRAFFIC REGULATION ORDER – DISABLED PERSONS’ PARKING PLACES (ON-STREET) ORDER NO. 4 2015

1.0 PURPOSE

- 1.1 Local Authorities are empowered to make Orders under the Road Traffic Regulation Act 1984 as amended 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.
- 1.2 The provision of on-street parking places for use by disabled drivers, who are the holders of a Disabled Person’s Badge, is regulated by The Disabled Persons’ Parking Places (Scotland) Act 2009. Inverclyde Council is required to promote a Traffic Regulation Order to regulate the use of such parking places.

2.0 SUMMARY

- 2.1 In order to comply with The Disabled Persons’ Parking Places (Scotland) Act 2009, Section 5, it is proposed to introduce a Traffic Regulation Order to accompany the provision of parking places for the disabled. This will restrict parking to drivers displaying a Disabled Person’s Badge only and will enable the Police to enforce such restrictions. The proposed Order will also revoke those parking places no longer required in order to maximise street parking capacity.

3.0 RECOMMENDATION

- 3.1 That the Committee recommend to The Inverclyde Council the making of the Traffic Regulation Order – Disabled Persons’ Parking Places (On-Street) Order No. 4 2015 and remit it to the Head of Environmental and Commercial Services and the Head of Legal and Property Services to arrange for its implementation.

Gerard Malone
Legal and Property Services

4.0 BACKGROUND

- 4.1 Currently no Traffic Regulation Orders exist at the locations shown in the Order which would prohibit the allocation of parking places for Disabled Person's Badge holders.
- 4.2 No objections were received to the proposed Order.
- 4.3 The Committee is asked to note that, if approved, the Order may not be implemented until the making of the Order has been advertised to allow any persons who so wish a period of six weeks to question the validity of the Order in terms of the Road Traffic Regulation Act 1984.

5.0 IMPLICATIONS

Finance

- 5.1 There are no financial implications arising from this report.

Legal

- 5.2 There are no legal implications arising from this report.

Human Resources

- 5.3 There are no HR implications arising from this report.

Equalities

- 5.4 There are no equalities implications arising from this report.

Repopulation

- 5.5 There are no repopulation implications arising from this report.

6.0 CONSULTATIONS

- 6.1 The proposals have been advertised in the Greenock Telegraph and full details of the proposals have 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 at Central, Port Glasgow, and Gourock Libraries. A copy of the draft Order is appended hereto for Members' information. Appendix 1

7.0 LIST OF BACKGROUND PAPERS

- 7.1 None.

THE INVERCLYDE COUNCIL
DISABLED PERSONS' PARKING PLACES
(ON-STREET) ORDER NO. 4 2015
TRAFFIC REGULATION ORDER

DRAFT

THE INVERCLYDE COUNCIL
DISABLED PERSONS' PARKING PLACES (ON-STREET)
ORDER NO. 4 2015

The Inverclyde Council in exercise of the powers conferred on them by Sections 32(1) of the Road Traffic Regulation Act 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Constable of Police Scotland in accordance with Part III of Schedule 9 to the Act hereby make the following Order.

1. This Order may be cited as "The Inverclyde Council Disabled Persons' Parking Places (On-Street) Order No. 4 2015" and shall come into operation on #####

2. In this Order the following expressions have the meanings hereby assigned to them

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

"disabled person's badge" means:

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

"disabled person's vehicle" means a vehicle lawfully displaying a disabled person's badge;

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

"parking place" means an area of land specified by number and name in Columns 1 and 2 in the Schedule to this Order;

"traffic sign" means a sign prescribed or authorised under Section 64 of the Act; and

"vehicle" unless the context otherwise requires, means a vehicle of any description and includes a machine or implement of any kind drawn or propelled along roads whether or not by mechanical power.

3. The Schedule titled "Disabled Persons' Parking Places (On Street) Order No. 4 2014" forms the Schedule to this Order.

4. Each area of road which is described in the Schedule to this Order and the plans relative to this Order is hereby designated as a parking place.

5. The parking places shall only be used for the leaving of disabled persons' vehicles displaying a valid disabled person's badge.

6. The limits of each parking place shall be indicated on the carriageway as prescribed by The Traffic Signs Regulations and General Directions 2002.
7. Every vehicle left in any parking place shall stand such that no parking place is occupied by more than one vehicle and that every part of the vehicle is within the limits of the parking place provided that, where the length of a vehicle precludes compliance with this paragraph, such vehicle shall be deemed to be within the limits of a parking place if;
 - i. the extreme front portion or, as the case may be, the extreme rear portion of the vehicle is within 300mm of an indication on the carriageway provided under this Order in relation to the parking place; and
 - ii. the vehicle, or any part thereof, is not within the limits of any adjoining parking place.
8. Any person duly authorised by the Council or a police officer in uniform or a traffic warden or parking attendant may move or cause to be moved in case of any emergency, to any place they think fit, vehicles left in a parking place.
9. Any person duly authorised by the Council may suspend the use of a parking place or any part thereof whenever such suspension is considered reasonably necessary:
 - i. for the purpose of facilitating the movement of traffic or promoting its safety;
 - ii. for the purpose of any building operation, demolition, or excavation in or adjacent to 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, apparatus for the supply of gas, water electricity or of any telecommunications apparatus, traffic sign or parking meter;
 - iii. for the convenience of occupiers of premises adjacent to the parking place on any occasion of the removal of furniture from one office or dwellinghouse to another or the removal of furniture from such premises to a depository or to such premises from a depository;
 - iv. on any occasion on which it is likely by reason of some special attraction that any street will be thronged or obstructed; or
 - v. for the convenience of occupiers of premises adjacent to the parking place at times of weddings or funerals or on other special occasions.
10. A police officer in uniform may suspend for not longer than twenty four hours the use of a parking place or part thereof whenever such suspension is considered reasonably necessary for the purpose of facilitating the movement of traffic or promoting its safety.

11. This Order insofar as it relates to the parking places to be revoked (R) and amended, as specified in the Schedule to this Order, partially revokes and amends The Inverclyde Council On-Street Parking Places (Without Charges) Order Nos: 01/2002 and 01/2006 and The Inverclyde Council Disabled Persons' Parking Places (On-Street) Order No: 02/2010 respectively.

Sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by

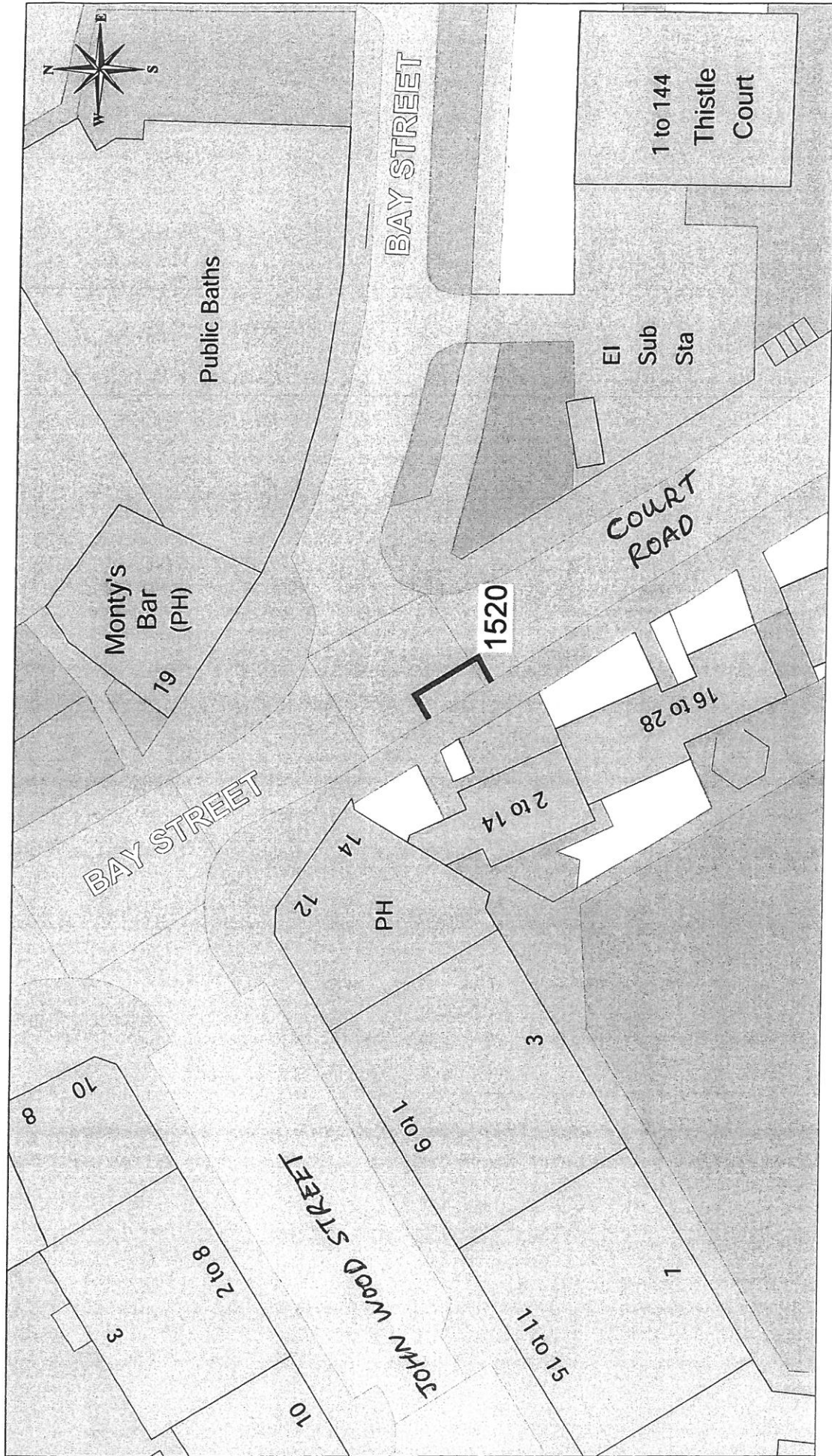
DRAFT

THE INVERCLYDE COUNCIL
DISABLED PERSONS' PARKING PLACES
(ON-STREET) ORDER NO. 4 2015

**Statement of Reasons for Proposing to Make
the above Order**

It is considered necessary in order to comply with The Disabled Persons' Parking Places (Scotland) Act 2009, Section 5, to make the above Order to provide assistance for disabled persons who hold a badge under the Disabled Persons (Badges for Motor Vehicles) (Scotland) Regulations 2000 as amended and by revoking those parking places no longer required to maximise street parking capacity.

Ian Moffat
Head of Environmental & Commercial Services
1 Ingleston Park
Cartsburn Street
GREENOCK
PA15 4UE



DISABLED PERSONS' PARKING PLACE
 2 COURT ROAD, PORT GLASGOW
 PLACE No. 1520

Inverclyde
 council

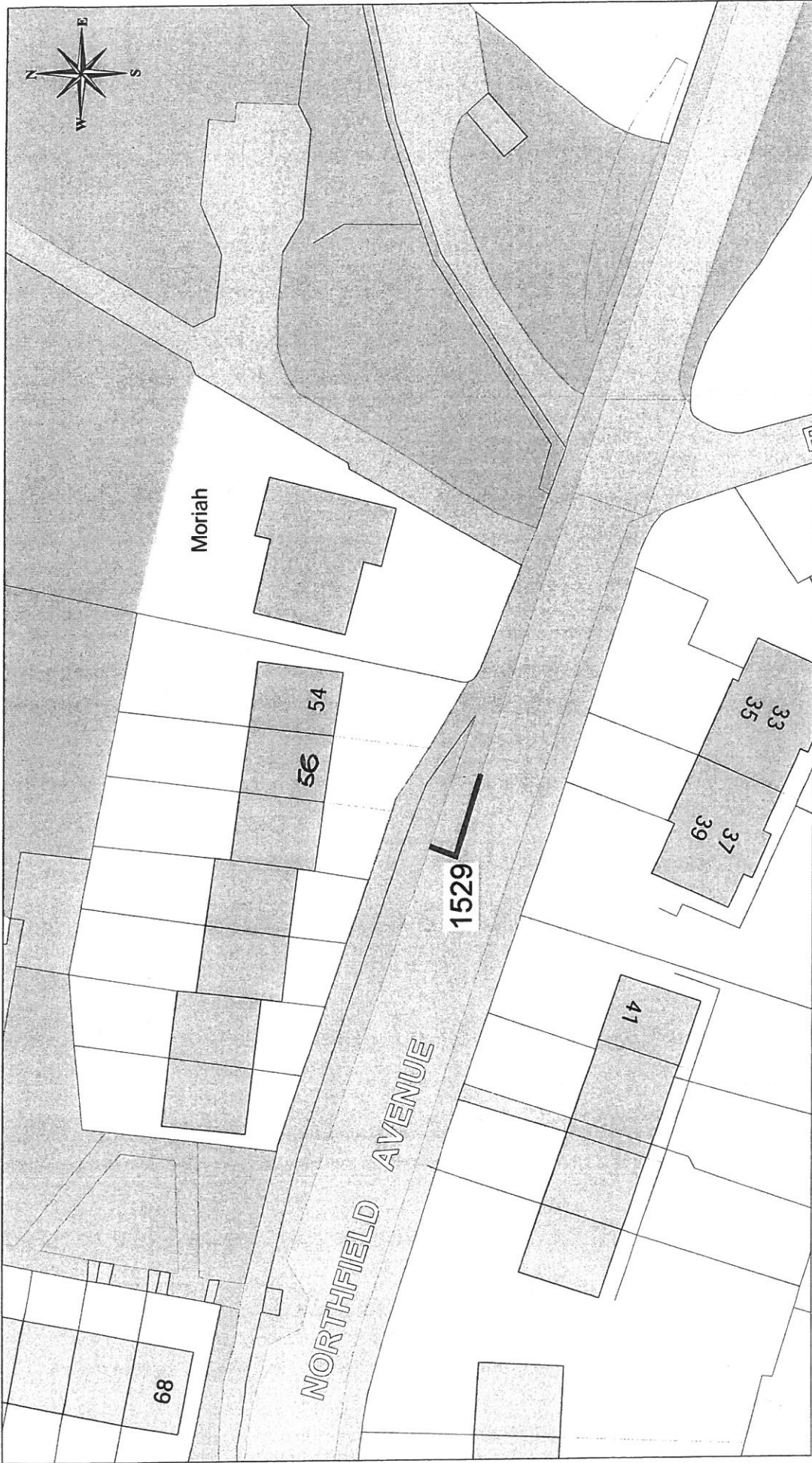
Environmental Services

Regeneration & Environment
 Corporate Director: Aubrey Fawcett

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 TA15 1LZ 712712
 Tel: 01475 712731
 aubrey.fawcett@inverclyde.gov.uk

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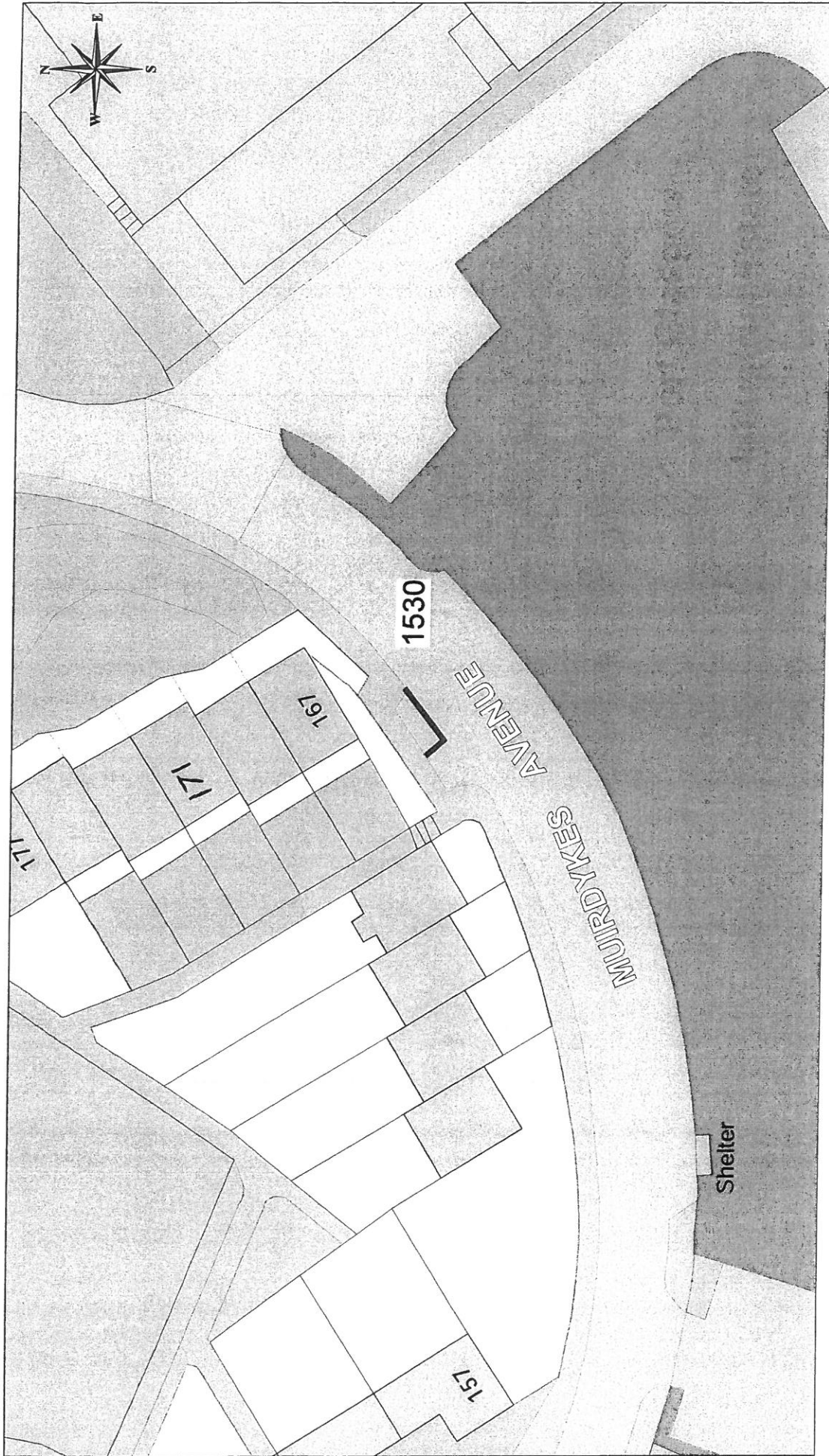
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DISABLED PERSONS' PARKING PLACE
56 NORTHFIELD AVE, PORT GLASGOW
PLACE No. 1529

Inverclyde
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Environmental Services
 Regeneration & Environment
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aubrey.fawcett@inverclyde.gov.uk



Inverclyde
 council
 Environmental Services

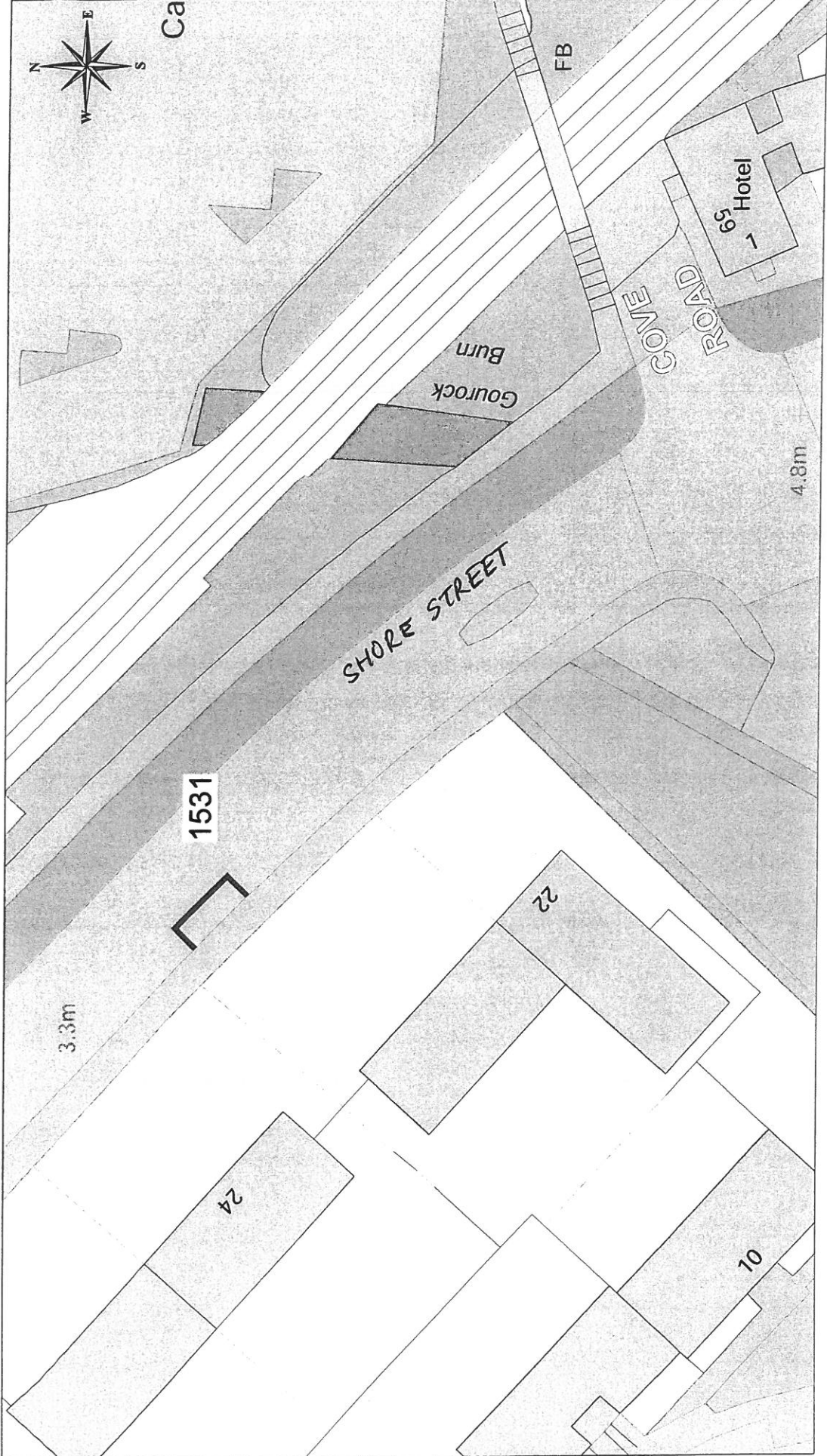
Regeneration & Environment
 Corporate Director: Aubrey Fawcett

Municipal Buildings
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 aubrey.fawcett@inverclyde.gov.uk

DISABLED PERSONS' PARKING PLACE
167 MUIRDYKES AVE, PORT GLASGOW
PLACE No. 1530



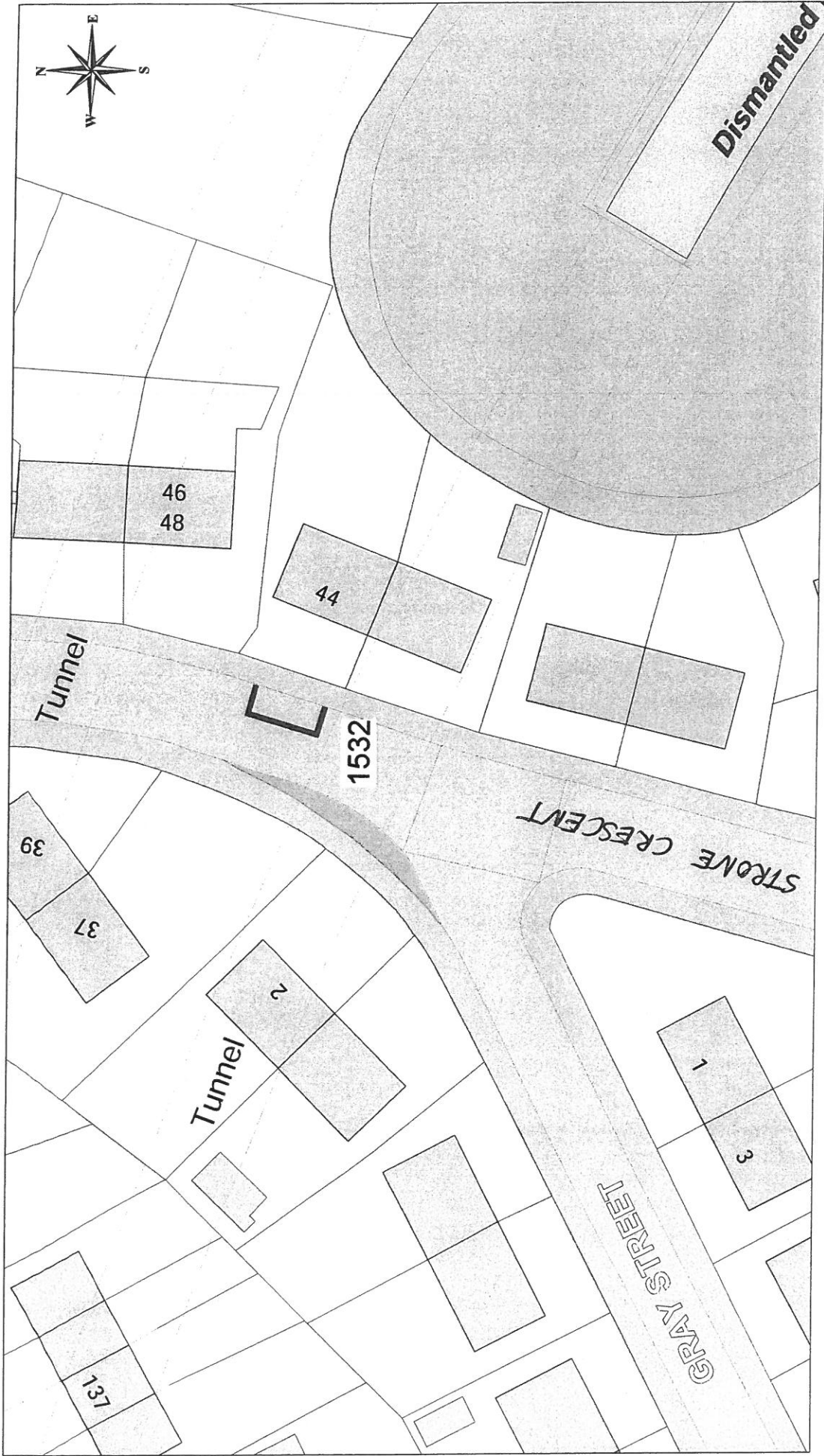
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DISABLED PERSONS' PARKING PLACE
 22A SHORE STREET, GOUROCK
 PLACE No. 1531

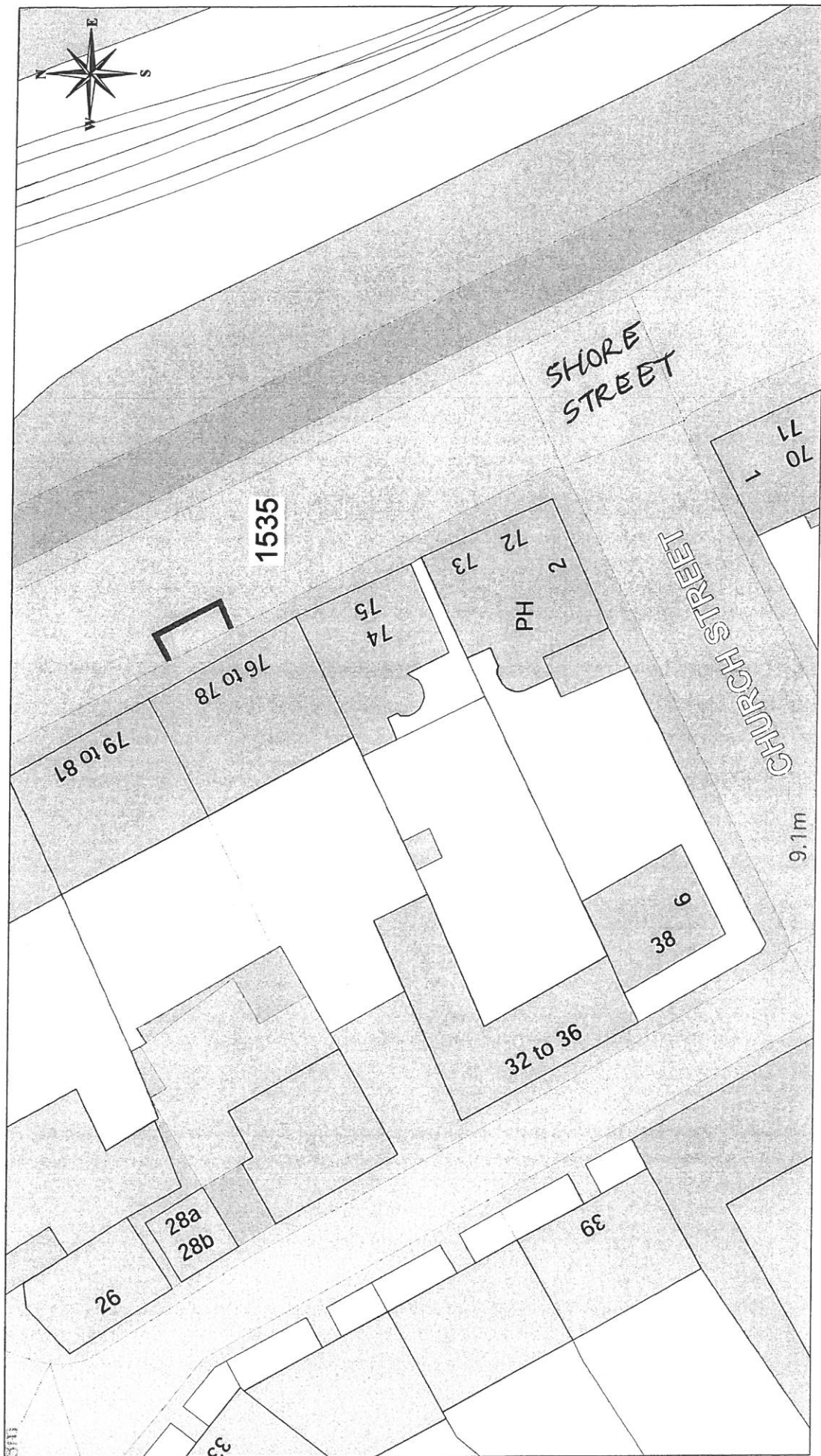
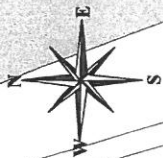
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DISABLED PERSONS' PARKING PLACE
44 STRONE CRESCENT, GREENOCK
PLACE No. 1532

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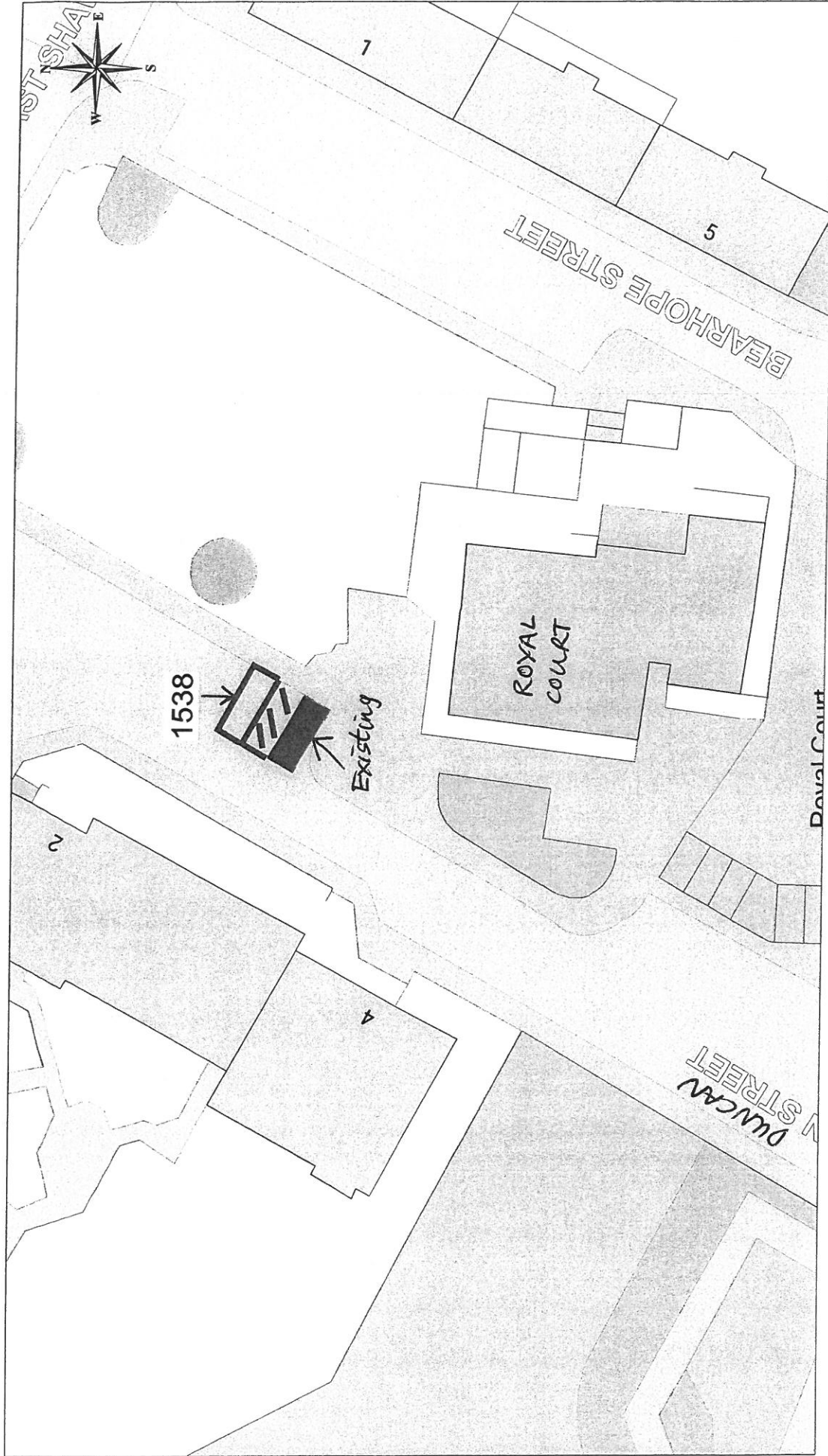
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DISABLED PERSONS' PARKING PLACE
77C SHORE STREET, GOUROCK
PLACE No. 1535

Inverclyde
council

Environmental Services

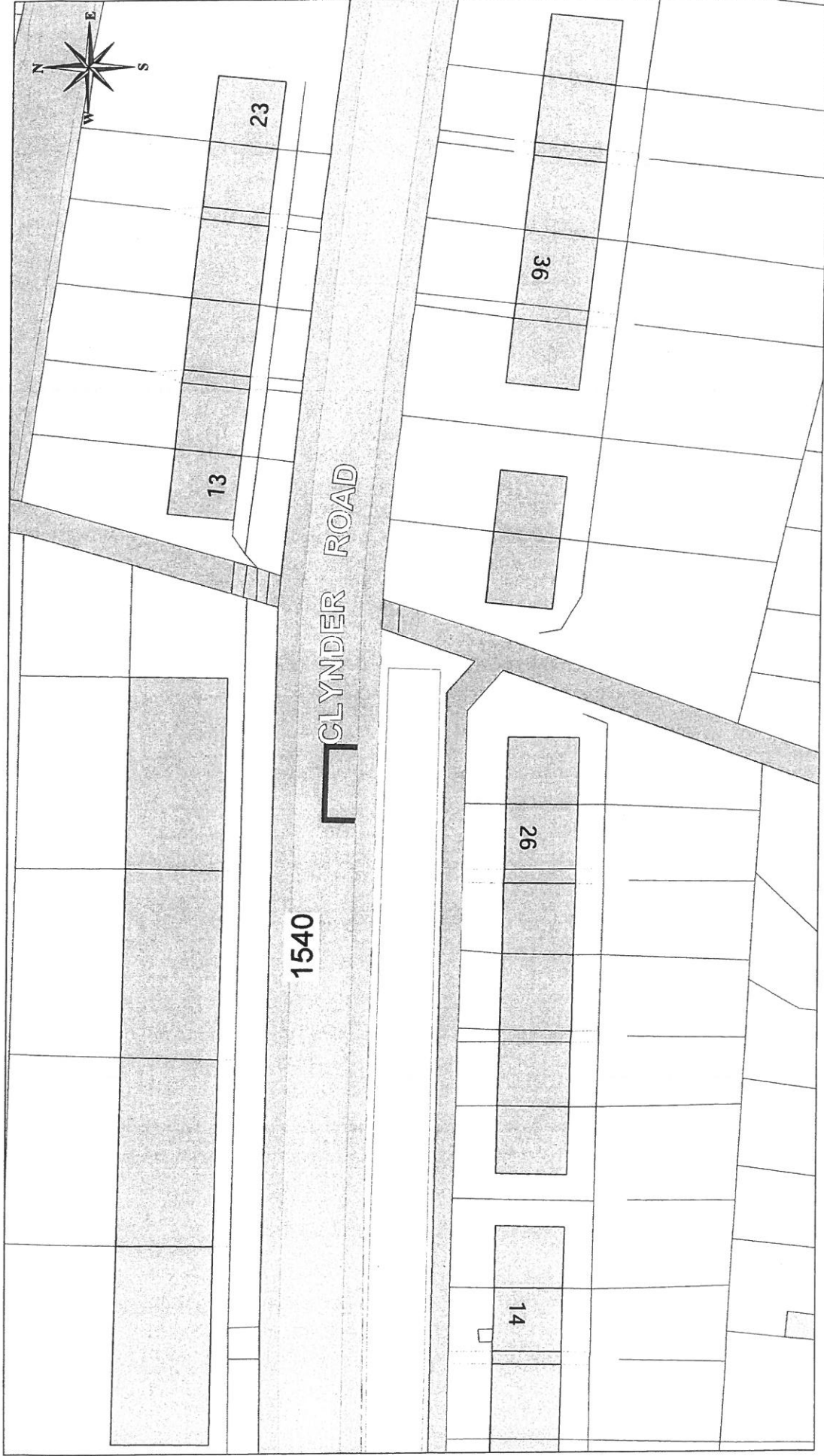
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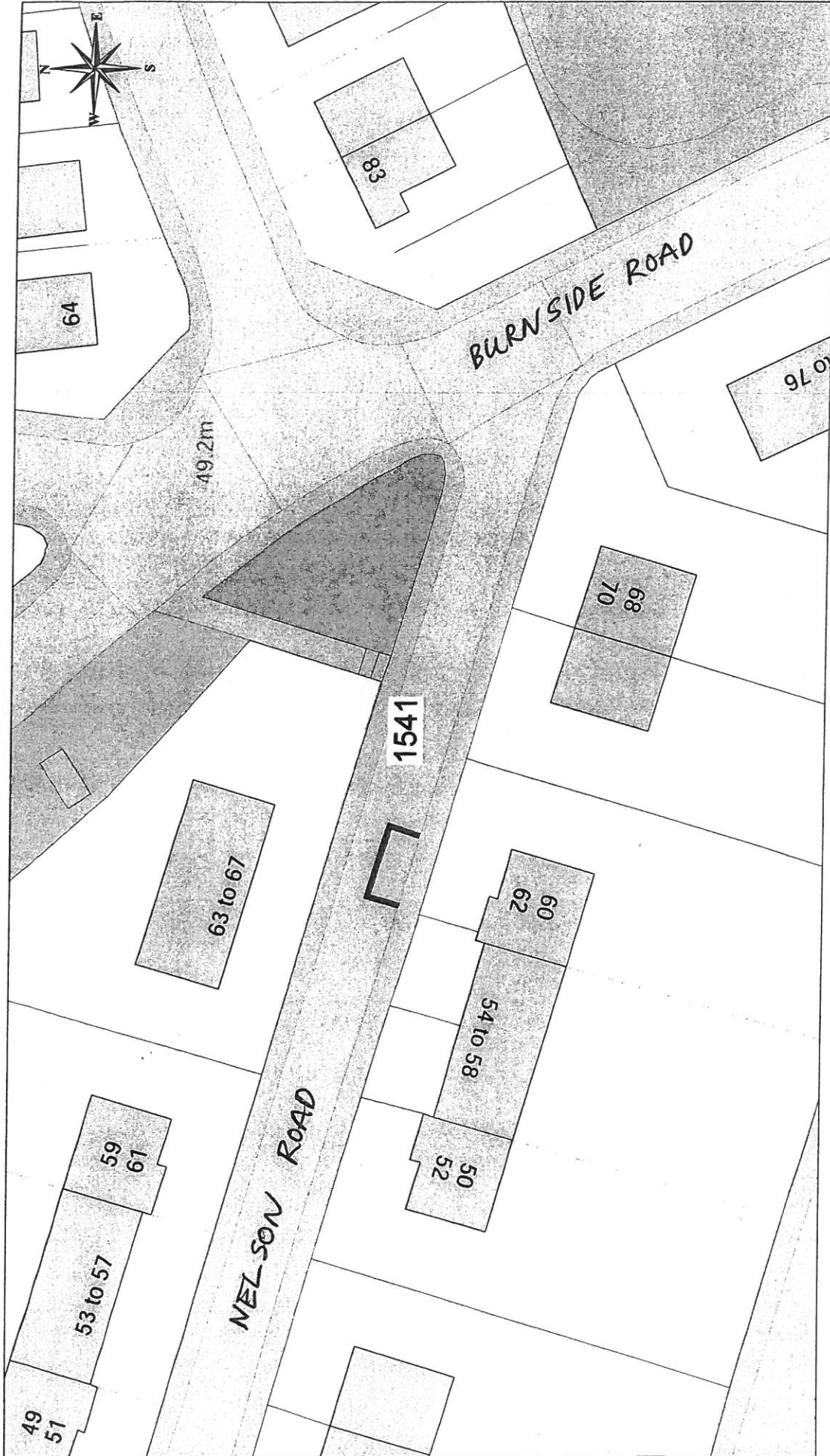
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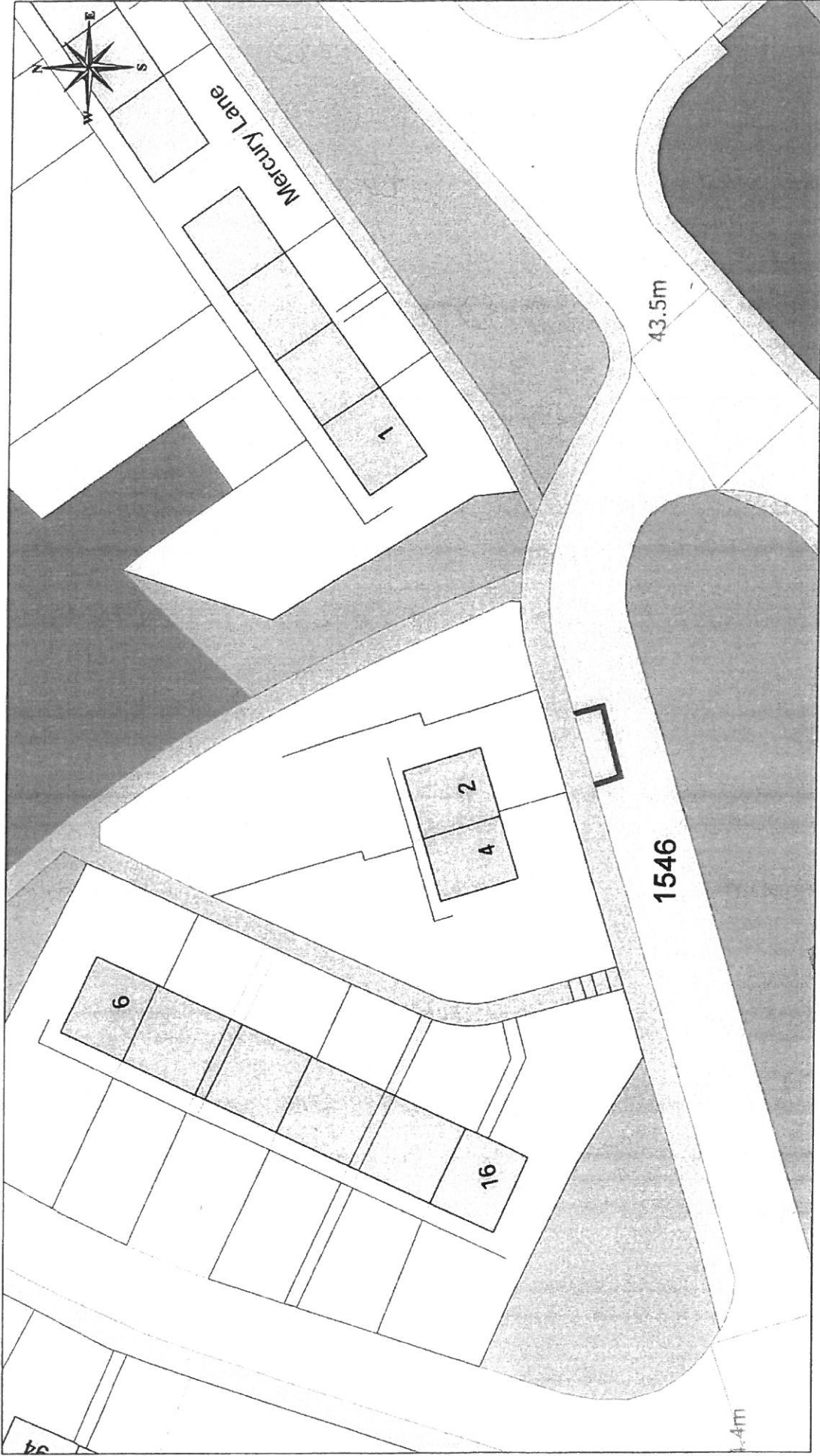
DISABLED PERSONS' PARKING PLACE
 26 CLYNDER ROAD, GREENOCK
 PLACE No. 1540

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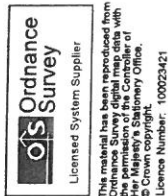
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Environmental Services

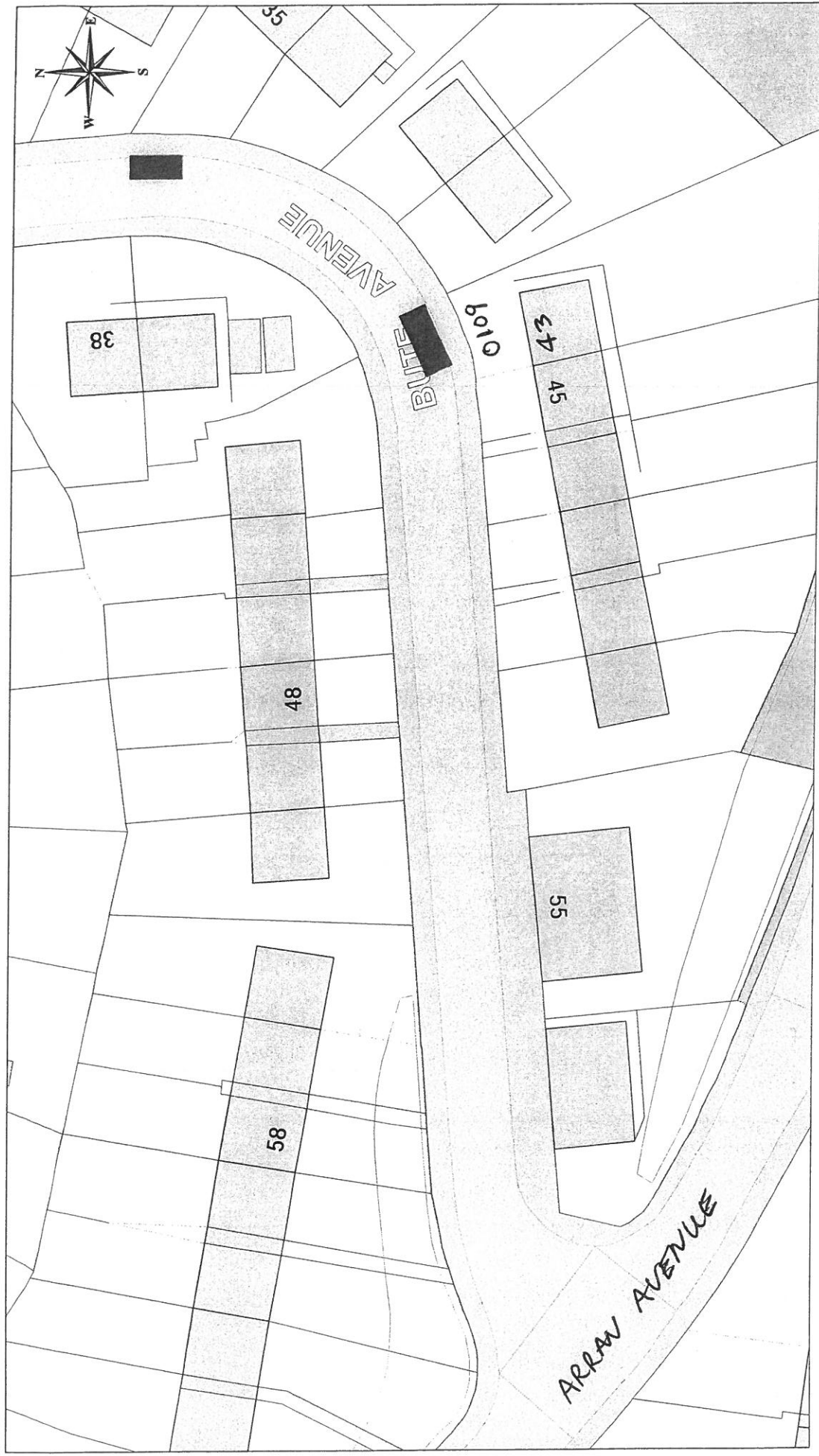
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 Corporate Director: Aubrey Fawcett

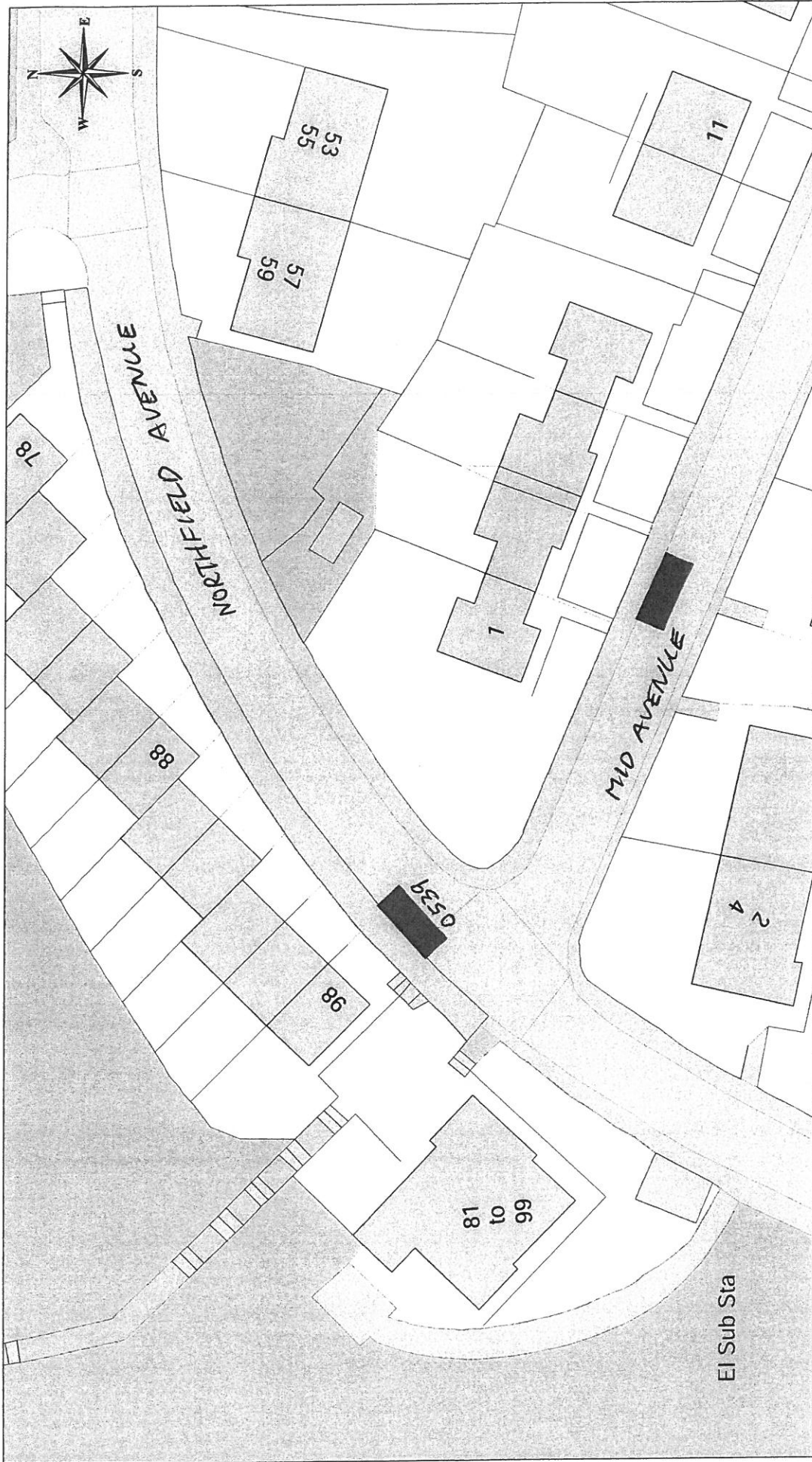
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DISABLED PERSONS' PARKING PLACE
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PLACE No. 0109 REVOCATION

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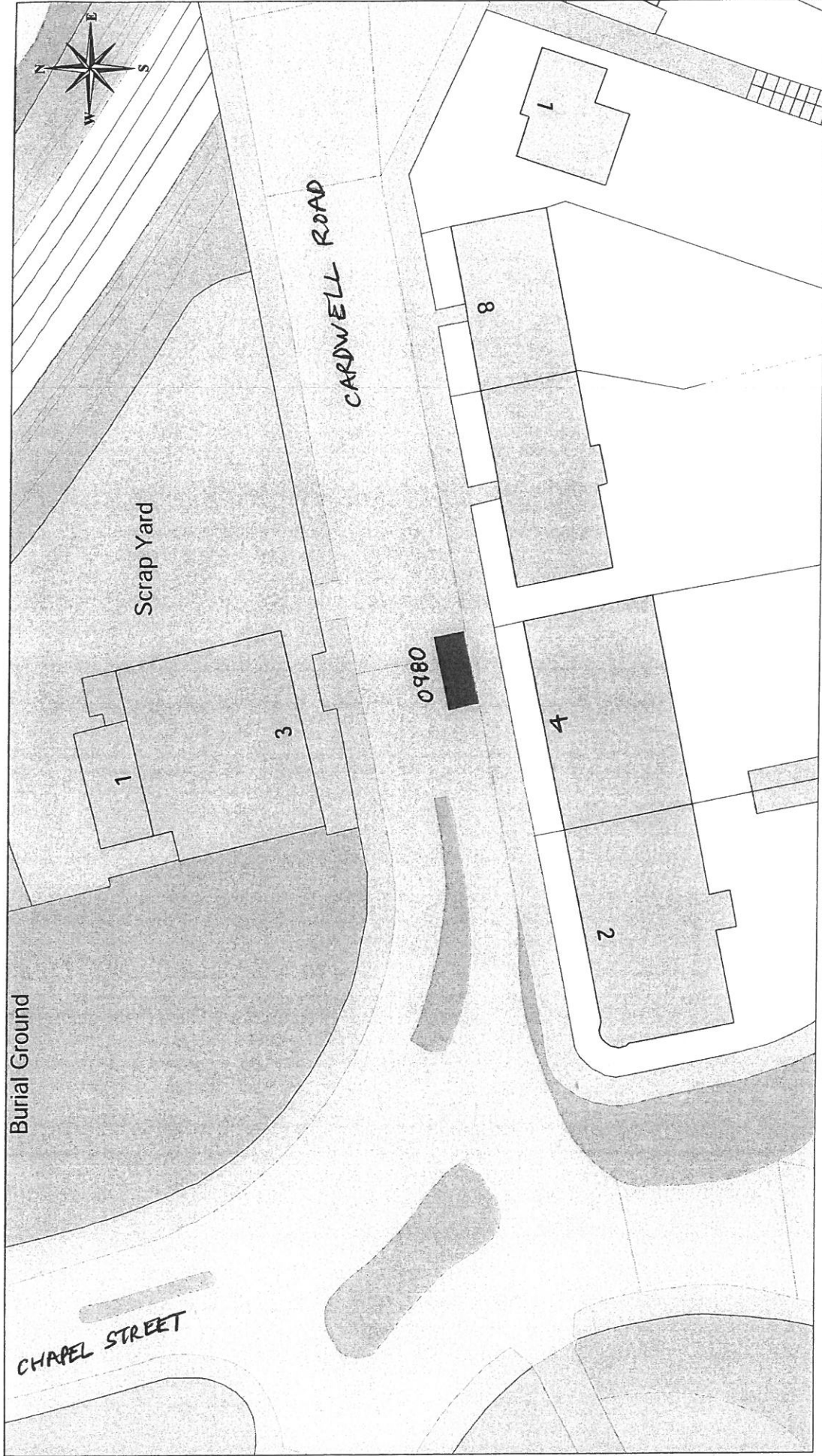
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**DISABLED PERSONS' PARKING PLACE
98 NORTHFIELD AVENUE, PORT GLASGOW
PLACE No. 0539 REVOCATION**

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DISABLED PERSONS' PARKING PLACE
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PLACE No. 0980 REVOCATION

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Report To:	Environment & Regeneration Committee	Date:	29 October 2015
Report By:	Corporate Director Environment, Regeneration & Resources	Report	LPS/145/15/AMcC
Contact Officer:	Alan McClintock	Contact No:	01475 712444
Subject:	Victoria Tower – Refurbishment as Tourist Attraction		

1.0 PURPOSE

- 1.1 The purpose of this report is to update the Committee on the proposal to carry out refurbishment work to the Victoria Tower to facilitate its use as a tourist attraction.

2.0 SUMMARY

- 2.1 At its meeting on the 24th September 2013 the Policy and Resources Committee approved an allocation of £150,000 to carry out works to the Victoria Tower and to allow public access as a tourist attraction.
- 2.2 At its meeting of 31st October 2013 the Environment and Regeneration Committee approved the proposals and a modest charge to be levied to cover the cost of providing a guide for the groups accessing the tower.
- 2.3 A feasibility study was carried out to investigate the extent of the work required and estimated the cost of the work. Two options were investigated, option one was to provide access to the very top of the Tower and option two was to provide access to the midway point. Funding has been provided for option two.
- 2.4 A subsequent detailed Structural Report highlighted the loading limitations of the floors and resultant requirement of limited access by the public.
- 2.5 A Fire Risk Assessment was carried out to determine the safe access and egress of the public and this confirmed that risk could be mitigated but not eliminated. The Design Team were unable to develop a method of safe evacuation of a comatose person.
- 2.6 The Council has a statutory obligation to ensure the safety of visitors, employees and workmen. The Study concluded that the Council could not open the Tower to the public and satisfy its statutory obligation. The Tower should continue to have restricted access.

3.0 RECOMMENDATIONS

- 3.1 That the Committee accept that public access to the Victoria Tower has inherent risks which are not acceptable to the Council and that the remaining funding of £127,000 is reallocated to the refurbishment of the District Courtroom.

**Aubrey Fawcett
Corporate Director
Environment, Regeneration
& Resources**

4.0 BACKGROUND

- 4.1 Access to the Tower is gained from the balcony overlooking Cathcart Square on the fourth floor of the stair between Cathcart House and the Municipal Buildings. From here an enclosed concrete stair leads up the square section of the tower. It is narrow, has no handrail and is unlit. At each floor there is a room which is currently undeveloped but provides narrow windows with restricted viewing each side of the tower. This continues for 5 floors and then opens out into an open area where the interior of the tower can be seen. From here to the top of the tower a spiral staircase winds up. This was condemned as unsafe in approximately 2000 and has not been used since. A scaffolding tower has been built inside the tower to provide access for inspections and maintenance.
- 4.2 The Victoria Tower was conceived to be taller than Glasgow City Chambers which illustrated the rivalry between the two towns. The structure cleverly used a diaphragm wall technique which also housed the access stair within the diaphragm. This did, however, limit the accessibility and so the Victoria Tower was poorly designed as a public access tower and poses health and safety issues with the access and egress route. The stairs are narrow, irregular, have no handrails and no lighting. In addition the intermediary floors were designed as structural bracing for the tower and not as load bearing floors for the public. It is estimated that the floors can safely support about five people and this is reflected in the subsequent Management Strategy.
- 4.3 Discussions with Building Control confirmed that the Tower was not compliant primarily with regard to landings and stair risings and goings and the narrow width of the stairway. Full compliance is not necessary as long as there is a fire escape strategy which considers occupancy levels and escape periods from the top of the tower.
- 4.4 A consultant fire engineer was appointed to provide specialist knowledge to the design team; they provided a fire risk assessment having discussed the constraints with Building Control, the Council's Health and Safety Department and Scottish Fire and Rescue Services. A Fire Safety Strategy was developed which could mitigate the risk to the public. This could be achieved by controlled and managed access to the Tower as well as physical alterations to handrails and lighting etc.
- 4.5 The risk of an emergency event was mitigated by the Management Plan but not eliminated. Consideration of emergency evacuation apparatus confirmed that should there be an incident, it would be impossible to evacuate a patient. The stairway is too narrow, too steep and has right angled bends that make it impossible to use a standard stretcher. Experiments with other types of evacuation apparatus proved fruitless.
- 4.6 Each intermediary floor has been structurally assessed as poor and used for bracing the tower structure rather than for taking floor loads. It was considered that replacing the floors with something more substantial to allow more visitors to access the landings would provide an opportunity to introduce hatches for unimpeded vertical evacuation. This was considered too radical and could possibly jeopardise the structural integrity of the Tower.
- 4.7 Evacuation from the mid floor windows proved to be impossible due to the narrow width of the windows. The viewing gallery windows are larger but at some considerable height from the ground and considered impractical to use as an escape route.
- 4.8 The Design Team considered the Escape Strategy of the Wallace Monument in Stirling and the Scott Monument in Edinburgh, both formidable buildings to evacuate but which do have a Strategy. A visitor was recently air lifted using a Sea King helicopter from the balcony of the Wallace Monument. The architecture of the Victoria Tower restricts

safe evacuation either upward or downward and there are no suitable egress points.

- 4.9 There remains a problem of evacuation of any member of the public who, despite the management protocol, experiences an emergency event such as a seizure. The Design Team could not resolve the issue of emergency evacuation of an unconscious person. A fail-safe strategy could not be developed and therefore only mitigates the risk but does not eliminate the risk.
- 4.10 The Council has a statutory obligation to ensure the safety of visitors, employees and workmen. The Study concluded that the Council could not open the Tower to the public and satisfy its statutory obligation.
- 4.11 The Tower should continue to have restricted access.

5.0 IMPLICATIONS

5.1 Financial Implications – One off Costs

An element of the £150,000 has been utilised to arrive at the position outlined in the report leaving £127,000 available.

Cost Centre	Budget Heading	Budget Year	Proposed Spend this Report	Virement From	Other Comments
	District Court Project	2016/17	£127K	n/a	Transfers the remaining balance to the District Court project

5.2 Financial Implications – Annually Recurring Costs/(Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From	Other Comments
Office accommodation	Employee Costs	2015/16	(£5,000)	n/a	Reverses the decision of the Committee in October 2013
Victoria Tower	Income from tours	2015/16	£5,000	n/a	Reverses the decision of the Committee in October 2013

6.0 CONSULTATION

Legal

- 6.1 There are no legal issues arising from the content of this report and as such the Head of Legal and Property Services has not been consulted.

Human Resources

- 6.2 There are no direct staffing implications in respect of the report and as such the Head of Organisational Development, HR and Communications has not been consulted.

Equalities

6.3 There are no equalities implications in this report.

Repopulation

6.4 There are no repopulation issues.

7.0 LIST OF BACKGROUND PAPERS

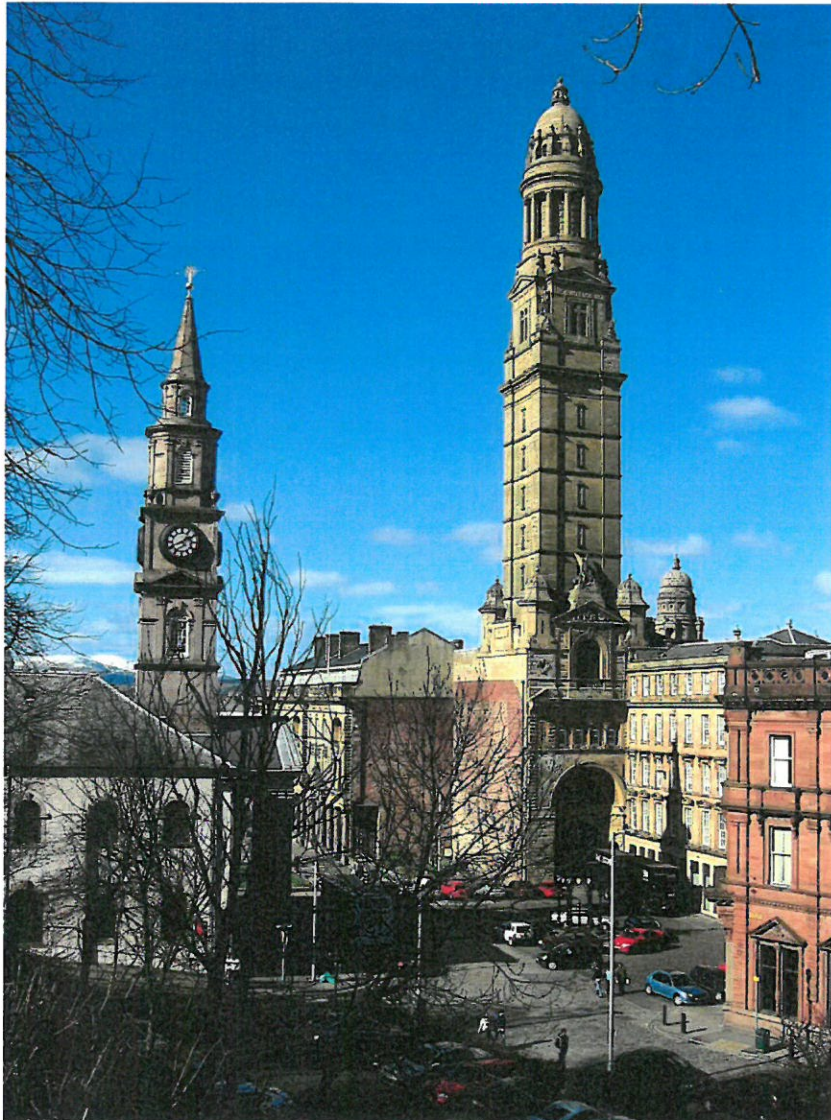
7.1 Victoria Tower Report on Tourist Attraction September 2015 (Appendix 1 to this Report).

Inverclyde council

LEGAL & PROPERTY SERVICES

13/095b

VICTORIA TOWER REPORT ON TOURIST ATTRACTION



September 2015

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1.0 Executive Summary

The Victoria Tower was conceived to be taller than Glasgow City Chambers which illustrated the rivalry between the two towns. The structure cleverly used a diaphragm wall technique which also housed the access stair within the diaphragm. This did, however, limit the accessibility and so the Victoria Tower was poorly designed as a public access tower and poses health and safety issues with the access and egress route. The stairs are narrow, irregular, have no handrails and no lighting.

In addition the intermediary floors were designed as structural bracing for the tower and not as load bearing floors for the public. We estimate that the floors can safely support about five people and this is reflected in the Management Strategy.

A Fire Safety Strategy was developed which could mitigate the risk to the public. This could be achieved by controlled and managed access to the Tower as well as physical alterations such as handrails and lighting.

There remains a problem of evacuation of any member of the public who, despite the management protocol, experience an emergency event such as a seizure. There is no way for emergency evacuation of an unconscious person. (See Appendix 2 regarding Health and Safety issues). All additional measures we have explored have proven to be impractical, cost prohibitive, or both. The strategy therefore only mitigates the risk but does not eliminate the risk.

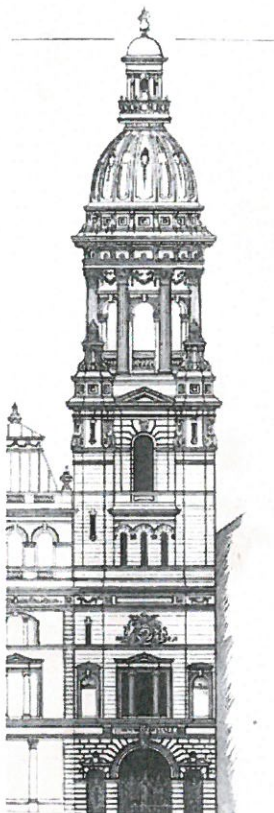
The Council has a statutory obligation to ensure the safety of visitors, employees and workmen. The study concludes that this cannot be achieved and the Tower should continue to have restricted access.

2.0 Introduction

In the 19th century, Greenock was a prosperous port town benefitting from the trade with the rest of the Scottish west coast and the Americas. It was also the first port of call for Irish and Highland immigrants and over-crowding of parts of the Town occurred. The area around the Town Hall was known as the Vennel due to the prominence of narrow alleyways and passages usually associated with dense urban communities.

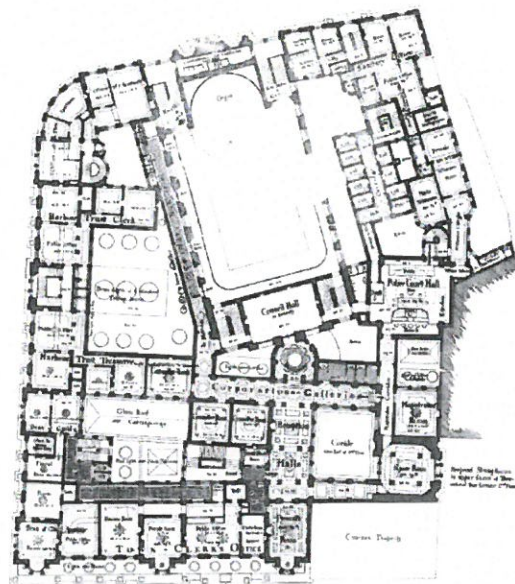
*A **vennel** is a passageway between the gables of two buildings which can in effect be a minor street in Scotland and the north east of England. In Scotland, the term originated in royal burghs created in the twelfth century, the word deriving from the Old French word *venelle* meaning "alley" or "lane". Unlike a tenement entry to private property, known as a "close", a vennel was a public way leading from a typical high street to the open ground beyond.*

The Vennel area was subject to intense regeneration over several generations. Large parts of the Vennel was demolished for the construction of the Municipal Buildings which essentially wrapped round the Town Hall forming a building within a building.



RECORD & BELL TOWER
there are 4 stories of Fireproof Struc-tures in here
for storing the Records & properties of the TOWN.

DALRYMPLE ST: SECOND FLOOR



PLAN OF FIRST FLOOR FROM HAMILTON ST

Greenock's importance and wealth was manifest in the construction of the Italianate Municipal Buildings, whose Victoria Tower, completed in 1886, stands 245 feet (75m) tall. Taller than Glasgow City Chambers which was no coincidence and illustrated the rivalry between the two towns. The design was subject to a competition and architects H. &D. Barclay won from 80 entries.

The Municipal Buildings were 'A listed' on the 13th of May 1971.
Historic Scotland describes the building as

"4-storey ashlar Renaissance of mixed character with much sculpture: granite columns: atlantes: niches: 245' dome-capped tower. H. & D. Barclay, archts., 1881.

3.0 Tourist Attraction



Access to the Tower was to be delivered in partnership with Inverclyde Tourist Group who currently carry out guided tours of the municipal building and were hoping to offer a much improved tour with the upgrading of the facility and the addition of the tower.

The Inverclyde Tourist Group began in 2001. It is a group of enthusiastic volunteers who meet and greet cruise ship passengers arriving in Greenock. In 2013, 40 cruise ships with over 90,000 passengers and over 40,000 crew berthed in Greenock.

The main aim of the group is to give passengers information to enhance

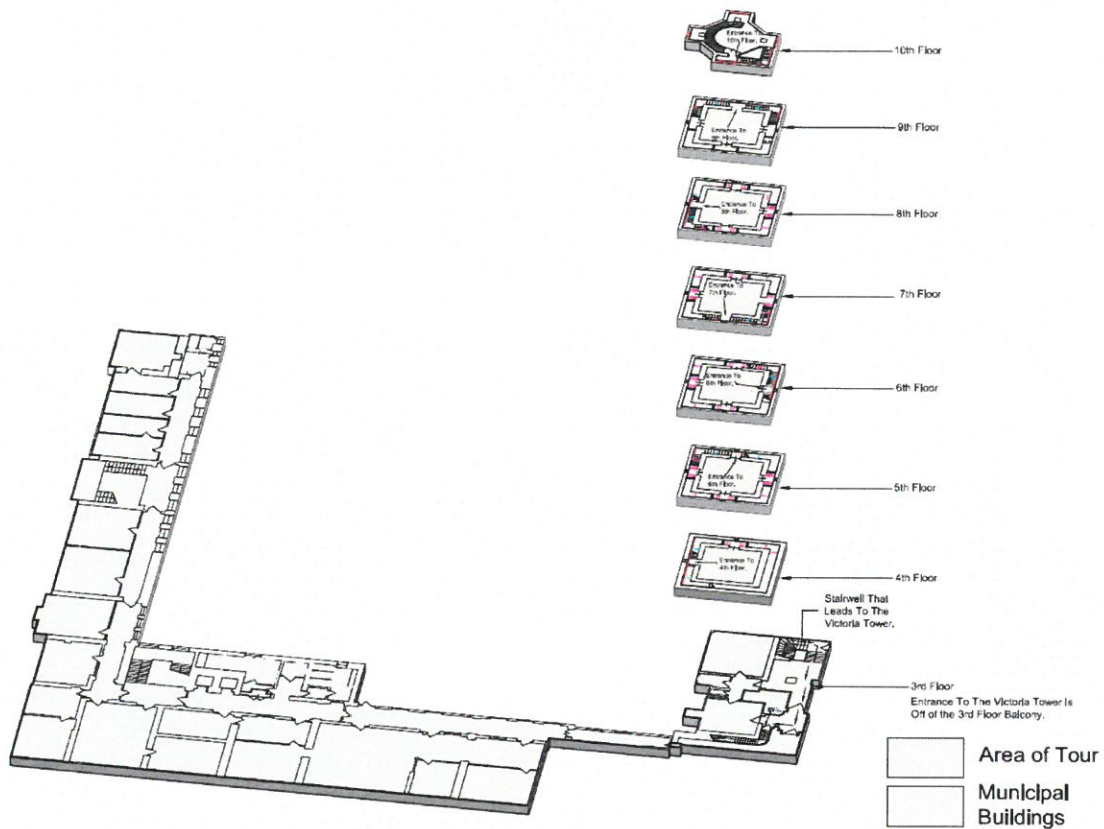
their stay in the local area and beyond. Free coach tours of the local area are offered on cruise call days. One of the highlights of the Greenock tour is Greenock Municipal Buildings.

Cruise passengers come from all over the world and are always surprised by the history and grandeur of the building. They are also amazed at the opulence of the architecture and furnishings. The importance of Greenock, at a time when Scotland was a centre of history and trade, is explained.

Many of the passengers have family connections with Scotland and recognise that some may have left from Greenock to go to America, Canada and Australia. There were many trade connections with cargo ships leaving Greenock bound for all parts of the world. Another connection is World War 2 when troops arrived in Greenock to be transported throughout Britain in readiness for the Normandy Landings. Greenock was also the base for the Atlantic Convoys.

Inverclyde Tourist Group currently run tours of the Municipal Building featuring the Grand Corridor, Council Chambers and the Provost's Room. It was conceived that this experience would be enhanced by extending the tour to include the Victoria Tower, not only for cruise ship passengers but also visits by local people who

could take advantage of the opportunity – many people have expressed disappointment at not being able to access the Tower.

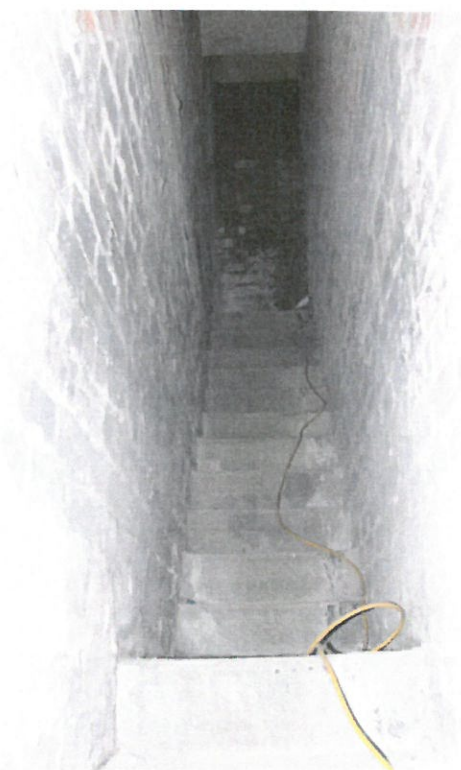


The Victoria Tower has a 'Viewing Gallery' at high level but is poorly designed as a public accessible space. It poses risk to visitors, employees and workmen and does not comply with current building regulations for the safety and wellbeing of the public. Property Services developed an 'Escape Strategy' to mitigate the problems of access and egress of the tower but unfortunately there remains an underlying risk which cannot be eliminated and this is described in the following chapters.

4.0 Escape Strategy

The grandeur of the Municipal Buildings and the height of the Victoria Tower was an expression of the new confidence and vitality of Greenock. The Tower however was wholly symbolic and we now understand that it was not intended for public access. The following problems exist:

- Access stairway is too narrow, has no handrail and tight corners restrict evacuation.
- The stairs are irregular and steep.
- There is no general lighting or emergency lighting.
- There are no fire doors to restrict the spread of fire.
- The mid landings can only support small groups of people.
- Windows are too small to allow alternative evacuation.



Discussions with Building Control confirmed that the Tower was not compliant primarily with regards to landings and stair risings and goings and the narrow width of the stairway. (See Appendix 1)

To compensate for the non-compliance of the tower, additional measures would need to be taken. Enhanced protection would be required in terms of fire separation, reduced sources of combustion and visual awareness. These would be incorporated into the in-house design package.

A consultant fire engineer was appointed to provide specialist knowledge to the design team; they provided a fire risk assessment having discussed the constraints with Building Control, the Councils

Health and Safety Department and Scottish Fire and Rescue Services.

A Management Plan was developed which considered the following:

- The narrow width of the stairway and the height of the Tower is a health risk to the infirm and unhealthy. Tour guides would therefore restrict access to those considered able to negotiate the stair.

- Those who could not ascend the stair could be shown a 3D virtual reality tour of the Tower.
- The length of the stairs and difficulty in negotiating a descent required a restricted number of tourists in the Tower at any one time.
- The lack of compliance would be mitigated by introduction of a handrail, lighting and emergency lighting.

5.0 Statutory Obligations

The Council has a statutory obligation to ensure visitors, employees and workmen are safe at all times and must be compliant with the following Regulations:

- Occupiers Liability (Scotland) Act 1960
- Health and Safety at Work Act 1974
- Fire (Scotland) Act 2005
- Fire Safety (Scotland) Regulations 2006
- Corporate Manslaughter Corporate Homicide Act 2007
- Construction Design and Management (CDM) Regulations 2015
- Manual Handling Regulations

Visitors

The Management Plan for visitors illustrates a method of reducing risk by improving the escape environment and by controlling and restricting access. There still exists the problem of evacuating a patient should there be an emergency event. It is impossible to evacuate down the stairway using a standard stretcher and the windows are too narrow for alternative egress.

Employees

The Council has an obligation to ensure the safety of employees and as described for visitors, should there be an emergency event an employee would have the same difficulty of evacuation.

Workmen

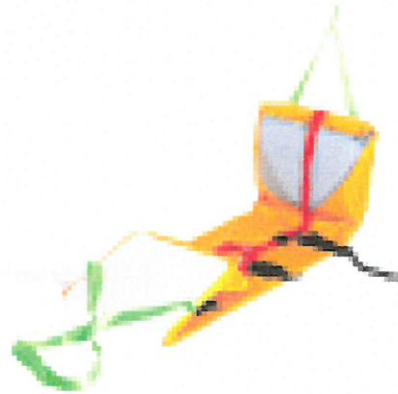
There is also an obligation to ensure the work can be carried out safely and any construction work carries an additional risk due to the nature of the work. This also includes future maintenance when safe access and egress is required. Workmen are affected by the limit to evacuation and particularly vulnerable at the early stages before remedial measures are in place. There is also the problem of delivering building materials safely to the areas of work.

6.0 Detailed Analysis

The risk of an emergency event was mitigated by the Management Plan but not eliminated. Consideration of emergency evacuation apparatus confirmed that should there be an incident, it would be impossible to evacuate a patient. The stairway is too narrow, too steep and has right angled bends that make it impossible to use a standard stretcher.



There was no suitable evacuation chair from the various selections available that could be used in the stairwell. The only evacuation mode that would function in the stairwell was the ResQmat. When this was considered in more depth and an on site assessment and trail carried out problems became evident. The staff carrying the ResQmat down the stairwell were put under extreme physical stress for a prolonged period of time. Speed was gained on descend due to the unequal risers of the stairs. The casualty in the ResQmat would more than likely be put in a lying prone position for more than 20mins creating the opportunity for suspension trauma which is not recommended and can be dangerous in itself. (See Appendix 2)



A 'mock-up' of the stair was constructed to explore the possibility of chamfering the internal corner of the Tower to ease passage round the corners but this proved to be unacceptable. (Note that it was subsequently considered structurally unacceptable to chamfer the structural wall element. See Appendix 3)

7.0 Alternative Proposals

The Design Team explored various methods to evacuate patients safely.

Escape Hoists

All products that have been investigated have the suspension rail level rather than on a slope as would be required to egress down the stairway. A complex braking system would be required and we could not find anything suitable on the market. A breeches buoy system was considered but this cannot turn corners. A separate line would be required for every straight run of stair and was considered impractical.



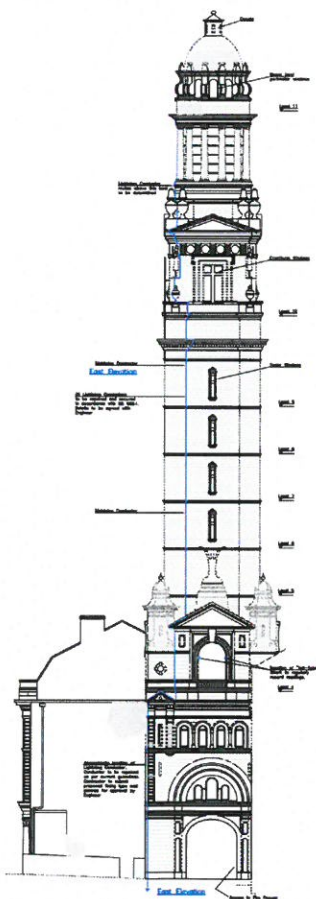
Forming Openings

Each intermediary floor has been structurally assessed as poor and used for bracing the tower structure rather than for taking floor loads. We considered replacing the floors with something more substantial to allow more visitors to access the landings. Such a design could include the forming of floor hatches to allow unimpeded vertical egress for evacuation. The structural implications to this are discussed in the next Chapter but it was considered impractical.

8.0 Structure

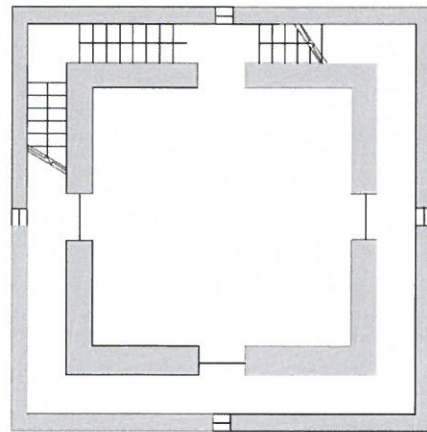
An external structural engineer was commissioned by Inverclyde Council to prepare a condition survey of the spiral staircase and level 10 within Victoria Tower. The purpose of the survey was to determine the condition of the stair and the viewing platform and ascertain if it was suitable for the general access loads. (Full Structural Report see Appendix 4)

The Survey was subsequently adapted to consider the replacement of intermediary floor slabs to carry higher loads and to include an alternative evacuation route in the form of a series of hatches.



Structurally the Tower is of diaphragm wall construction with both inner and outer walls acting as load-bearing members and tied together with the stairs and landings. The intermediary floors have poor load bearing capacity and are thought to be for bracing purposes.

The windows are small and narrow and maximise the load bearing wall masonry. (Note that this also restricts the emergency egress strategy.)



With the location of the tower and the narrow access to the upper sections it was noted that the logistics of moving materials into the tower for repair could determine the method of repair and also the extent of the repairs. With the limited access, consideration will require to be given to the access for any operatives and also for any emergencies which could occur during the works. As such, which route would an emergency exit take and how would this be kept clear at all time.

The intermediary floors were examined and it was considered that they have poor floor loading capability and probably designed as bracing to the tower structure. A further structural examination was progressed tasked with considering the replacement of these floors to provide additional floor loading ability and also to consider integrated floor hatches which could be used for emergency evacuation. The structural engineer subsequently expressed concern about destabilising the whole structure and the study was terminated. The following comments noted by the Structural Engineer:

- As described previously the internal floor is formed from cut brick and masonry bound together with concrete, in order to form a void through the floor we would recommend that steel trimmers are placed around the floor opening in order to provide support to the floor. Within a number of the upper floor levels, the existing steel beams providing support to the floor are badly corroded and would need to be replaced as part of these works
- The existing floor provides a horizontal restraint to the overall structure via diaphragm action therefore the formation of a void within the floor will reduce the capacity of the floor to provide restraint to the overall superstructure
- The existing floor has not been designed for the loads that would be experienced as an exhibition space in accordance with current guidelines and design standards and under such loadings the floor would fail under design analysis.
- With the above in mind, we have discussed the proposal of introducing a new floor to the tower that would be designed for exhibition space and allow emergency evacuation.
 - This would impact on the existing masonry structure and it's foundations with an increase in Dead and Imposed loadings, not previously experienced by the structure or designed for.
 - We are aware that due to the tower's location, the probable ground conditions would be sands and silts, which are susceptible to differential settlement under the increased loadings.
 - Ground Investigation works would be required to confirm the existing ground conditions and provide an allowable bearing capacity for foundation analysis.
 - Possible underpinning/ pilling works to the tower would be required if the ground conditions were poor with evidence of settlement likely.

The conclusion is that such an alteration to the structure of the Tower would present significant structural problems and risk. Such work is considered impractical by the Structural Engineers.

9.0 Cost Analysis

A cost report has not been prepared due to inconclusive nature of the findings and conclusions.

10.0 Conclusion

The Victoria Tower was poorly designed as a public access tower and poses health and safety issues with the access and egress route. The stairs are narrow, irregular, have no handrails and no lighting.

In addition the intermediary floors were designed as structural bracing for the tower and not as load bearing floors for the public. We estimate that the floors can safely support about five people and this is reflected in the Management Strategy.

An Escape Strategy was developed which could mitigate the risk to the public. This could be achieved by controlled and managed access to the Tower as well as physical alterations such as handrails and lighting.

There remains a problem of evacuation of any member of the public who, despite the management protocol, experience an emergency event such as a seizure. There is no way of emergency evacuation of an unconscious person. (See Appendix 2 regarding Health and Safety issues). All additional measures we have explored have proven to be impractical. The strategy therefore only mitigates the risk but does not eliminate the risk.

The Council has a statutory obligation to ensure the safety of visitors, employees and workmen. The study concludes that this cannot be achieved and the Tower should continue to have restricted access.

11.0 List of Appendices

Appendix 1: Statement from Building Standards

Appendix 2: Statement from Health and Safety

Appendix 3: Email from Structural Engineer regarding chamfering of the corners.

Appendix 4: Fire Safety Strategy (Separate Document)

Appendix 5: Structural Report (Separate Document)

Appendix 6: Fire (Scotland) Act 2005

Appendix 7: CDM Regulations

Appendix 8: Health and Safety Regulation... a Short Guide

Appendix 1: Statement from Building Standards

EXCERPT

As implied in this document, formal compliance with current standards will not be possible in the normal manner. The introduction of public access does however constitute a Conversion as defined under Regulation 4, Schedule 2, requiring the provisions of Regulation 12 Schedule 6 to be considered. The aims of the standards would need to be considered relative to management practices, which is contrary to the normal asset based approach taken. Numbers may need to be controlled and visitors should be aware of the higher risk environment they are entering and the level of exertion necessary (possible non-compliance re landings and stair rising/going). The stair widths are such that measures like a traffic light system may be useful - I have seen this used in a similar monument. The risk of fire will need to be managed - with rooms ideally being able to be fire separated from the stairs and with suitable communication of the outbreak of fire being provided. Sources of combustion could be restricted - the structure itself is fairly non-combustible from memory. Sprinklers could be considered to the rooms if the level of risk/freedom regarding exhibits made this preferable. Any lighting scheme should also make provision for emergency lighting in the event of a power failure. The standard 2.14 'Fire and rescue service facilities' includes requirements for a fire fighting stair, a fire fighting lift, fire-fighting lobby, ventilation to stair and lobby and a wet fire main - consultation with Strathclyde Fire and Rescue would be necessary to agree what level of provision was appropriate for this proposed use.

Addition of a handrail to the lower stair would seem feasible and preferred, to at least one side of the stair. The spiral stair to the circular tower was condemned as unsafe by Property Services. My understanding is that this was due to the unreinforced nature of the cantilevered stone stair treads and the condition of some of them. Given the attractiveness of this section of the tower is partly due to the shape of this stair (see photo attached), a scheme

to provide support to these may be possible, either based on total support or to accommodate temporary support to a local failure. This scheme could also possibly form the basis of a handrail/barrier system which would need to be fully compliant. Presumably Historic Scotland may have an input to this also. Consultation with an engineer that specialises in ancient monuments/historic buildings may be worthwhile. There are also some iron/steel beams in the floors that should be checked for their current condition. Reference is made to the possibility that visitors would be content to ascend only as far as the base of the circular tower. Presumably the scaffold tower would be removed - checking of the stability of the spiral

stair in the circular tower would be necessary at least to be happy that collapse under no imposed load could happen. Consideration as to how maintenance access is to be achieved would also be required. The inability to achieve access for all is a difficulty relative to conformance, given that the introduction of public access constitutes a Conversion as defined under Regulation 4, Schedule 2. I would suggest consultation with ICOD regarding this, with the aim of demonstrating to them that access is not feasible. There may be issues regarding the standards for visually impaired (and able bodied use to avoid trips/slips) relative to the provision of contrasting nosings) - again perhaps some management/warning signage relative to this could be accepted if this was felt to be an issue. Legal advice on the protection any warning may provide relative to possible litigation following an accident may be advisable. Access to sanitary provision for staff and visitors should be considered - perhaps the contact centre facilities would be sufficient. There may be some heating introduced - this should consider maximising fire safety. Given the unusual nature of the development, the application of the energy requirements of Section 6 could be seen to be of little importance, but energy conservation should ideally be considered relative to the selection of heating source and lighting provision. Hopefully this is of some assistance at this stage.

Appendix 2: Statement from Health and Safety

(Syncope in the main is easier explained by the term fainting. The dictionary definition is something like.....

Syncope is the sudden transient loss of consciousness and postural tone with spontaneous recovery. The causes of syncope can be classified as vascular: resulting from changes to blood vessels or their reflex responses, cardiac: relating to structural abnormalities of the heart or to changes in its rhythm, neurological: conditions such as migraine or seizures, metabolic: due to ingested or other toxicants e.g. drugs or alcohol and including abnormalities of biochemistry, psychogenic: anxiety, panic and somatisation disorders, and finally, syncope of unknown origin.

Simply put, it puts the person down due to some bodily/medical/drug/alcohol response and thereafter there is the need to revive or remove the casualty to a place of safety.

Suspension trauma is a term normally related to a casualty who is working at height and a fall arrested by means of a harness. The casualty is in the prone position with the possibility of a "heads up" position adopted to effect control of the situation. However, the casualty may be semi or indeed unconscious and is fully prone in the harness, but no matter what, the casualty has to be recovered, normally from height.

The circumstances of a person who becomes a casualty in the Tower has similar considerations, in that they suffer syncope; collapse to a prone position; and remain there until either they revive by themselves; are assisted by trained staff or are removed for further treatment. In any case they are in a prone position similar to the suspended casualty.

When a casualty has been suspended or is lying prone for a time (20 minutes seems to be the turning point), there is a lack of 'muscle pump' and a pooling of blood in the lower limbs. Clothing can restrict or reduce venous return all of which can be exacerbated by a prevailing medical condition and prescribed medication.

These are classic trauma considerations when rescuing a casualty.

Having regard to the foregoing, the circumstances then create a potential for harm when seeking to remove the casualty from height. In the circumstances of removing someone from the Tower then there will be issues with the reinstatement of the blood flow and cardiac efficiency as this would pump any noxious matter which had pooled due to the original syncope. The casualty will be subject to inordinate movements if there is a decision to use the ResQmat. The movements will be across all planes from the horizontal to the vertical and back again. This will increase the

trauma effect not only of the cause of the initial collapse, but also the effect of lying prone for a time.

You will note I have not made mention of those issues such as manual handling, fire management etc, previously discussed.)

Appendix 3: Email From Structural Engineer

From: Alan Ferns [<mailto:alan.ferns@patrickparsons.co.uk>]
Sent: 05 June 2015 10:48
To: Duncan Morrison
Subject: Victoria Tower - Corner Chamfer

Duncan,

I have carried out a review of the proposals to chamfer the internal masonry corners of the stairwells to allow emergency access and egress. Please see below my comments;

- The design of this structure is reliant on its mass and gravity to maintain stability against horizontal loads (wind)
- From a review of historic information as provided by Inverclyde Council, the internal wall thickness is approximately 460mm thick.
- As a rule of thumb, the maximum corbel projection in masonry is a third of the overall wall thickness, however the proposals are to reduce the existing wall thickness (Currently there is no clear guidance for the formation of a corbel by reducing wall thickness), however by reversing the guidance for the proposals discussed; the maximum thickness the wall can be reduced by is 110mm to 350mm in keeping with the above guidelines.
- From an overlay of historic drawings to understand load paths and structural arrangements of the existing walls and floors the 10th floor and associated tower is built off the internal stair walls
- Therefore the internal walls are load bearing and provide support to the tower and any reduction in wall thickness will
 1. Increasing wall slenderness
 2. Reduce load bearing capacity and stability
 3. Detrimental to the overall tower superstructure
 4. Increase the likelihood of the formation of cracks in the walls and horizontal displacement of walls
 5. Increase deflection of stairs and landings due to the reduced load bearing capacity of the walls

Other issues to consider during the corbelling works would be the ability for the contractor to ensure corbel sizes are kept within required tolerances due to the nature of the brick material and the likelihood of spalling and shattering, thereby increasing the size of the corbel and reduction in load bearing capacity. With regards to health and safety the key issues would be the generation of dust and the removal of masonry material within a confined space.

Therefore with regards to the above discussion we would strongly recommend based on the impact to the stability and load bearing capacity of the existing superstructure the corbelling works should be ruled out.

Regards

Alan

Appendix 4: Fire Safety Strategy

Document available on request by contacting Alan McClintock, Technical Services Manager. alan.mcclintock@inverclyde.gov.uk

Appendix 5: Structural Report

Document available on request by contacting Alan McClintock, Technical Services Manager. alan.mcclintock@inverclyde.gov.uk

Appendix 6: Fire (Scotland) Act 2005

1 Subject to paragraph 2, the fire safety measures are—

(a) measures to reduce the risk of—

(i) fire in relevant premises; and

(ii) the risk of the spread of fire there;

(b) measures in relation to the means of escape from relevant premises;

(c) measures for securing that, at all material times, the means of escape from relevant premises can be safely and effectively used;

(d) measures in relation to the means of fighting fires in relevant premises;

(e) measures in relation to the means of—

(i) detecting fires in relevant premises; and

(ii) giving warning in the event of fire, or suspected fire, in relevant premises;

(f) measures in relation to the arrangements for action to be taken in the event of fire in relevant premises (including, in particular, measures for the instruction and training of employees and for mitigation of the effects of fire); and

(g) such other measures in relation to relevant premises as may be prescribed by the Scottish Ministers by regulations.

Appendix 7: CDM Regulations

Designers' responsibilities extend beyond the construction phase of a project. They also need to consider the health and safety of those who will maintain, repair, clean, and eventually demolish a structure. Under CDM2007 designers must also consider the risks that arise from anyone who may have to work in the building being constructed. This will be done by eliminating and reducing potential hazards wherever possible and by passing on information about remaining hazards to the client on non-notifiable projects, or the CDMC on notifiable projects for inclusion in the health and safety file. The hazard must be eliminated unless compared to the risk, it is disproportionate in terms of time, cost and effort to do so.

Appendix 8: Health and Safety Regulation... a Short Guide

Document available on request by contacting Alan McClintock, Technical Services Manager. alan.mcclintock@inverclyde.gov.uk

Report To:	Environment & Regeneration Committee	Date:	29 October 2015
Report By:	Corporate Director Environment, Regeneration & Resources	Report:	LPS/150/15/AMcC
Contact Officer:	Alan McClintock	Contact No:	01475 712444
Subject:	District Court Room – Refurbishment as Tourist Attraction		

1.0 PURPOSE

- 1.1 The purpose of this report is to update the Committee on the proposal to carry out refurbishment work to the District Court Room to facilitate its use as a tourist attraction and possibly a Wedding Suite.

2.0 SUMMARY

- 2.1 At its meeting on 1 May 2014 the Environment and Regeneration Committee approved the proposal to progress the refurbishment of the former Police Building and District Court.
- 2.2 Three options were presented and the Committee approved Option 2 which included minor repairs to the Court Room.
- 2.3 The Asset Management Plan includes the relocation of services from West Stewart Street to the Former Education HQ. This is not suitable for the Registrars Wedding suite and the District Court Room is being considered as a possible location for the Wedding Suite.
- 2.4 Property Services have undertaken a feasibility study with two options. The first is entitled Restoration, the second, Repair.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that the Committee approve the first option to Refurbish the District Court Room at a cost of £450,000 funded from re-allocated funding from the Earmarked Reserves previously allocated to the Victoria Tower for Tourism Initiatives, funding from the AMP, funding from Core Property Assets General Provision and apply for an Historic Scotland grant to bridge the funding gap.

Aubrey Fawcett
Corporate Director
Environment, Regeneration &
Resources

4.0 BACKGROUND

- 4.1 The Council's approved capital programme includes funding for projects in Greenock Municipal Buildings as part of the office rationalisation strategy. The first phase of this was the creation of the Customer Centre and the second phase was the refurbishment of the former banking hall into open plan offices. The third and final phase is the refurbishment of the four storey block adjacent to the District Court, together with repair work to the District Court itself.
- 4.2 The office space created will provide accommodation for Legal and Property Services staff currently located in the Strone Office. This will allow the Strone office to close and will complete the office rationalisation programme with the exception of the refurbishment of the former Education Offices for Safer and Inclusive Communities and the subsequent closure of the West Stewart Street office. This closure will also affect the Registrars Marriage Suite.
- 4.3 A separate report is being prepared for submission to the next Environment & Regeneration Committee which will set out proposals for a flexible use of the spaces within the Municipal Buildings for performing wedding ceremonies. The former District Court could be one of these spaces.
- 4.4 Consideration is being given to the use of the District Court as a possible venue for marriages by the Registrar as well as part of a tourist experience in the Municipal Buildings.
- 4.5 The original proposal to repair the District Court Room included minor repairs but with the change in emphasis towards a possible wedding space and tourist attraction, the proposal has been enhanced and designed separately from the former Police Building conversion to offices.
- 4.6 A feasibility Study has been carried out to investigate the extent of the work required and estimate the cost of the work. Two options were considered. The first option is entitled Restoration and the second Repair.

Option 1: Restoration

- 4.7 The restoration work will involve a number of traditional crafts. The conservation work to the decorative glass in the central window, the re-polishing and re-laquering of the wood panelling and the restoration of the lime plaster and decorative cornices and pilasters.
- 4.8 Restoration includes the following elements:
- Rot works related to windows and repairs to windows
 - Conservation work to the decorative glass in the central window
 - Restoration and re-lacquering of the timber panelled doors
 - Restoration of the lime plaster and decorative cornices and pilasters
 - Replacement of radiators and pipework
 - Decorative lighting to replace the existing unsympathetic light fittings
 - Electrical rewire
 - An allowance for rot works
 - Restoration of the panelling and re-stain and re-lacquer the wood
 - Glass balustrade to the Gallery to ensure compliance with Building Regulations
 - Refurbishment of the back rooms to accommodate the Wedding Suite
 - Decoration and carpets
- 4.9 The estimated cost of restoration is £450k.

4.10 There are elements of restoration that are suitable for grant funding from Historic Scotland, but it should be noted that such an application would delay the site start by about three months.

Option 2: Repair

4.11 The repair work will include repairs to the walls and cornices but will exclude the upper gallery and the decorative glass central window.

4.12 Repair includes the following elements:

- Rot works related to windows and repairs to windows
- Minor works to the timber panelled doors
- Restoration of the lime plaster and decorative cornices and pilasters
- Decorative lighting to replace the existing unsympathetic light fittings
- Electrical rewire
- Minor works to the panelling
- Refurbishment of the back rooms to accommodate the Wedding Suite
- Decoration and carpets

The following elements would be excluded:

- Conservation work to the decorative glass in the central window
- All works to the Gallery.

4.13 The estimated cost of repair is £280k.

4.14 The proposed repairs to the Court Room are not to restoration standard and it is considered unlikely the Historic Scotland would award any restoration grants.

5.0 FINANCIAL IMPLICATIONS

5.1 Restoration Costs

5.2 The estimated cost of restoration is £450k.

5.3 Possible Funding

Cost Centre	Budget Heading	Budget Year	Proposed Spend this Report	Virement From	Other Comments
Earmarked Reserves	GMB Tourism Initiative	2016/17	£127K	n/a	Transferred from Victoria Tower project as a tourist initiative.
AMP	Accumulated Balance	2016/17	£153k		
Property Assets	Core Property Assets General Provision	2016/17	£20k		
Historic Scotland	Historic Scotland Grant	2016/17	£150k		
			<u>£450k Total</u>		

5.4 Repair Costs

5.5 The estimated cost of repair is £280k.

5.6 Possible Funding

Cost Centre	Budget Heading	Budget Year	Proposed Spend this Report	Virement From	Other Comments
Earmarked Reserves	GMB Tourism Initiative	2016/17	£127K	n/a	
AMP	Accumulated Balance	2016/17	£153k		
			<u>£280k Total</u>		

6.0 CONSULTATION

Legal

6.1 There are no legal issues arising from the content of this report and as such the Head of Legal and Property Services has not been consulted.

Human Resources

6.2 There are no direct staffing implications in respect of the report and as such the Head of Organisational Development, HR and Communications has not been consulted.

Equalities

6.3 There are no equalities implications in this report.

Repopulation

6.4 There are no repopulation issues.

7.0 LIST OF BACKGROUND PAPERS

7.1 Restoration of Former District Court Report August 2015.

7.2 Repair of Former District Court Report August 2015.

Report To:	Environment and Regeneration Committee	Date: 29 October 2015
Report By:	Corporate Director Environment, Regeneration and Resources	Report No: R038/15/AF/GM/GF
Contact Officer:	Gordon Fisher	Contact No: 01475 712495
Subject:	Proposed Sale of Land to Ferguson Marine Engineering Limited	

1.0 PURPOSE

1.1 The purpose of this report is to advise the Committee of activities and proposals for the management of the Council's Property Assets as follows:

1. One to one negotiations for the proposed disposal of areas of land at Coronation Park, Port Glasgow to Ferguson Marine Engineering Limited.

2.0 SUMMARY

2.1 Following its recent purchase of Ferguson's Shipyard in Port Glasgow, Ferguson Marine Engineering Limited ('Ferguson') has embarked on an ambitious expansion programme involving the construction of an enlarged facility on its land. An increase in the area of buildings and the proposed increase in the workforce necessitates an additional provision of car parking. To accommodate this Ferguson has approached the Council seeking to acquire the areas of ground outlined on the attached plan, Appendix 1. Authority is sought to enter into single party negotiations with Ferguson for the proposed disposal.

3.0 RECOMMENDATIONS

It is recommended that the Committee:

- 3.1 Grants delegated authority to the Corporate Director Environment, Regeneration & Resources to enter into single party negotiations regarding the possible disposal of areas of land at Coronation Park, Port Glasgow as identified hatched on the attached plan, Appendix 1, with the adjoining land owner Ferguson Marine Engineering Limited; and
- 3.2 Notes the intention to progress the statutory notice process by advertisement of the proposed disposal in accordance with Section 27 of the Town and Country Planning (Scotland) Act 1959.

Gerard Malone
Head of Legal and Property Services

4.0 BACKGROUND

4.1 One to one negotiations for the proposed disposal of areas of land at Coronation Park, Port Glasgow to Ferguson Marine Engineering Limited

4.2 The Council has a large land holding in and around Ferguson's shipyard in Port Glasgow, part of which comprises Coronation Park. The recent acquisition of the shipyard by Ferguson Marine Engineering Limited and the new owner's expansion plans currently underway has identified a shortage of space for car parking. Ferguson has approached the Council seeking to acquire the areas of land shown outlined on the attached plan, Appendix 1.

4.3 The Council usually advertises ground on the open market for competitive tender. In certain circumstances, it is possible to negotiate on a single party basis with immediately adjacent owners.

4.4 As these lands form public open space, advertisement of the proposed disposal in terms of Section 27 of the Town and Country Planning (Scotland) Act 1959 is required. It is intended to commence this process as soon as practicable should the Committee approve the recommendation to negotiate directly with Ferguson.

4.5 This report seeks only authority to enter into one to one discussions and to commence the statutory notice process. Any specific proposals for the disposal of all or any of the areas will be brought back to this Committee for a decision once negotiations and the statutory process referred to above have concluded.

4.6 Any disposal will be at Open Market Value as determined by the District Valuer. Any receipt will be credited to the capital fund. Any costs associated with advertising and the consultation process will be met by Ferguson.

4.7 As this proposal will assist with the increase in the ability of the shipyard to attract more business, and the resultant increase in the workforce envisioned, it is commended to the Committee for approval.

5.0 IMPLICATIONS

5.1 Finance Services – One Off Costs

COST CENTRE	BUDGET HEADING	BUDGET YEAR	PROPOSED SPEND THIS YEAR	VIREMENT FROM	OTHER COMMENTS
Capital Receipts		2015/16	(TBA)		Sale price of land

Financial Services – Annually Recurring Costs / (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From	Other Comments

5.2 **Legal:** the Head of Legal and Property Services has confirmed that the areas of land forming Coronation Park are held within the ownership of the Council and do not form part of the Common Good. He is also of the view that the title contains no restrictions on the proposed disposal of the areas of land. Section 27 of the Town and Country Planning (Scotland) Act 1959 requires that a Local Authority, before disposing of any land which can be defined as 'common or open space', publish a Notice for at least two consecutive weeks in a newspaper in circulation in the local area. The Local Authority must consider any objections made to the disposal.

5.3 **Repopulation:** whilst this report contains no items which have a direct impact on repopulation, it will contribute to employment opportunities which in turn will make Inverclyde a more attractive area to live.

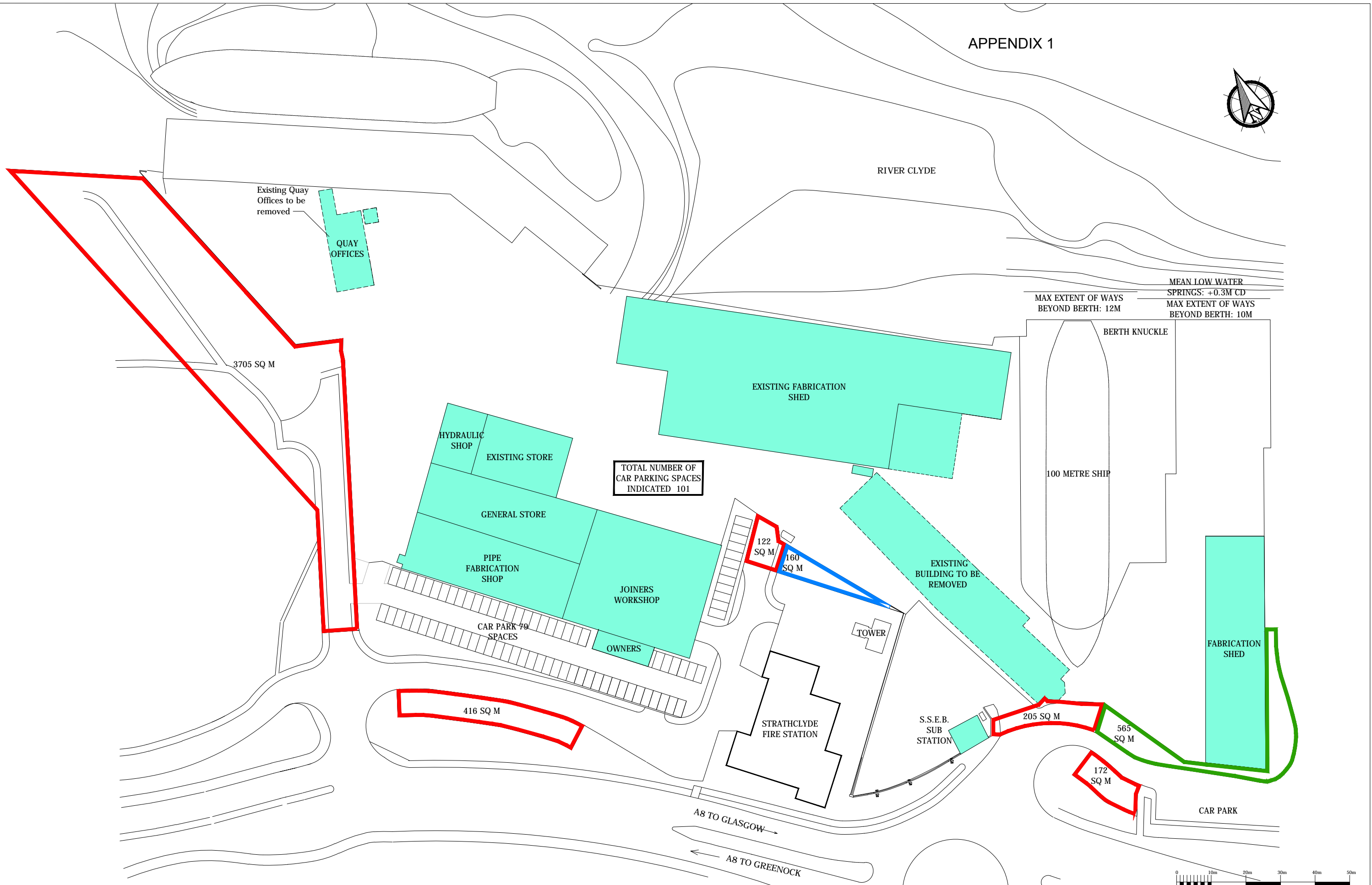
5.4 **Equality:** Officers have considered any potential equality issues arising from this report and have concluded that there are no such implications.

6.0 CONSULTATIONS

6.1 The Chief Financial Officer has been consulted on the contents of this report.

7.0 BACKGROUND PAPERS

7.1 None.



MEAN LOW WATER
 SPRINGS: +0.3M CD
 MAX EXTENT OF WAYS
 BEYOND BERTH: 12M
 MAX EXTENT OF WAYS
 BEYOND BERTH: 10M

TOTAL NUMBER OF
 CAR PARKING SPACES
 INDICATED 101

LAND REQUIRED BY FERGUSON MARINE FOR ADDITIONAL PARKING AND WORKING AREA
 AREAS BOUNDED BY RED LINE INDICATES GROUND OWNED BY INVERCLYDE COUNCIL
 AREAS BOUNDED BY BLUE LINE INDICATES GROUND OWNED BY STRATHCLYDE FIRE AND RESCUE
 AREAS BOUNDED BY GREEN LINE INDICATES UNTITLED GROUND

