
Report To:	Inverclyde Council	Date:	18 February 2016
Report By:	Corporate Director Environment, Regeneration & Resources	Report No:	LP/023/16
Contact Officer:	Peter MacDonald	Contact No:	01475 712618
Subject:	The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) (Variation No. 6) Order 2015 The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999		

1.0 PURPOSE

- 1.1 The purpose of this report is to request the Council to consider a remit from the Environment and Regeneration Committee.

2.0 SUMMARY

- 2.1 The Environment and Regeneration Committee held a Special Meeting on 21 January 2016 at which it:-

- (a) conducted a hearing, in accordance with the Rules of Procedure recommended by Officers for the same, to allow objectors who maintained their objections to be heard, and considered the representations of the objectors; and
- (b) considered a report by the Corporate Director Environment, Regeneration and Resources:
 - (i) advising of the outcome of a statutory public consultation, including the objection withdrawn, objections not withdrawn, and discussions with objectors undertaken by Officers; and
 - (ii) asking the Committee, having considered the objections received and representations made at the Special Meeting, to decide either to dismiss all of the maintained objections and recommend approval of the proposed TRO or uphold some or all of the outstanding objections and seek modifications to the proposed TRO.

- 2.2 At the Special Meeting, following the conduct of the hearing and consideration of the report in terms of 2.1 above, the Committee decided that the maintained objections be dismissed and that the proposed TRO as detailed in said report be approved and referred to the next meeting of the Inverclyde Council with a recommendation that it approve formally the proposed TRO and authorise the Head of Legal and Property Services and the Head of Environmental and Commercial Services to take all necessary action in accordance with the statutory procedure.

3.0 RECOMMENDATION

- 3.1 It is recommended that the Council approve the making of the TRO as detailed in Appendix 2 and authorise the Head of Legal and Property Services and the Head of Environmental and Commercial Services to take all necessary action in connection therewith.

Gerard Malone
Head of Legal and Property Services

4.0 BACKGROUND

- 4.1 The Environment and Regeneration Committee at its meeting of 5 March 2015 granted approval for the introduction of a Residents' Parking Permit Scheme in the Kelly Street and Sir Michael Street/Tobago Street/ King Street areas of Greenock. This involved a statutory public consultation process, in terms of which objections were received to the proposed Traffic Regulation Order (TRO). One of these objections was withdrawn following dialogue with Officers.
- 4.2 The Committee at its meeting of 29 October 2015 considered the terms of a report by the Corporate Director Environment, Regeneration and Resources, advising the Committee of the progress of the statutory consultation process on the proposed TRO and authorised Officers to make arrangements for the holding of a public hearing in the form of a Special Meeting into the maintained objections as part of that process.
- 4.3 The reports to the Committee of 5 March 2015 and 29 October 2015 (which together form Appendix 1) provided background information on and details of the implications of the recommendations, and details of the consultations undertaken.
- 4.4 The Council 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 proposed TRO has 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.

7.0 LIST OF BACKGROUND PAPERS

- 7.1 See Paragraph 4.3 above and Appendix 2 attached.

Report To:	Environment & Regeneration Committee	Date:	5 March 2015
Report By:	Corporate Director Environment, Regeneration & Resources	Report No:	ERC/ENV/IM/14.221
Contact Officer:	Robert Graham	Contact No:	01475 714827
Subject:	Greenock Town Centre Residents' Parking Permit Scheme Option Appraisal		

1.0 PURPOSE

- 1.1 This report advises the Committee of the options for a possible residents' parking permit scheme in Greenock town centre and recommends the most appropriate scheme for adoption by the Council.

2.0 SUMMARY

- 2.1 Inverclyde Council introduced its Greenock Town Centre Parking Strategy on 6 October 2014. When they were promoted, the Traffic Regulation Orders (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.
- 2.2 The subsequent Reporter's 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' permits scheme be reconsidered as part of that review.
- 2.3 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 of 5 March 2015 on options for the introduction of a residents' parking scheme for Greenock town centre.
- 2.4 Environmental and Commercial Services engaged Peter Brett Associates to undertake a study which has considered options for a residents' parking permit scheme. Options have been appraised, resulting in a single recommendation. The key activities completed during the study were a best practice review, an analysis of existing parking surveys, a public and stakeholder consultation exercise and option development, costing and appraisal.
- 2.5 Around 1,200 questionnaires were delivered to households in the town centre. 94 responses were received. The consultation exercise's conclusions were that there is dissatisfaction with the current parking situation and demand for a residents' parking permit scheme from residents living in and around the town centre. The majority of responding households (90%) said they were in favour of a residents' parking permit scheme and would like to apply for one permit (42% would like two) and around 30% said they would be willing to pay.
- 2.6 The development of the principles of the proposed scheme included consideration of the scheme's operating hours, allowable permit types, numbers of permits allowed per household, the accommodation of family carers and the scheme's geographical extent.

- 2.7 The geographical extent of the proposed scheme has been informed by parking analysis, public consultation and comments received at the Council's Customer Contact Centre. There was a clear consensus that consideration should be given to the scheme covering the existing Inner Greenock Parking Zone (IGPZ) plus extensions into the Kelly Street and Sir Michael Street/ Tobago Street/ King Street areas.
- 2.8 A spreadsheet model was developed to assess the financial impact of introducing a resident permit parking scheme in Greenock Town Centre. The model was set up to estimate the revenue and cost of 9 different options based on the boundary of the scheme and the location of parking proposed.
- 2.9 An option scoring exercise found that Option 9, an extension to the current IGPZ, with permits qualifying residents to park both on-street and off-street, was the preferred option to be taken forward. It scored particularly well in terms of:
- being simple and consistent, with the entire parking controlled area treated the same;
 - it provides residents with the option to use preferred on-street spaces and tackles parking pressure in the current IGPZ and surrounding streets; and
 - it creates a hierarchy of street usage throughout with residents encouraged to use on-street spaces and commuters to use car parks.
- 2.10 The extended boundary of the IGPZ is proposed to take in streets in the Kelly Street and Sir Michael Street/ Tobago Street/ King Street areas (see Appendix map) and to reinstate part of West Stewart Street, Station Avenue and the side roads next to Cathcart Buildings into the IGPZ.
- 2.11 To help prevent overspill of commuter parking beyond this boundary it is proposed to promote a TRO to convert the Bullring car park to long stay £1 a day operation and to return the Waterfront long stay car park to free operation, thus attracting commuters to town centre car parks rather than residential streets on the perimeter of the IGPZ.
- 2.12 The residents' parking permit scheme provides the opportunity to limit the use of the car park to the rear of Cathcart Buildings to residents only. Resident permits will allow the Council's Parking Attendants to enforce a residents' only policy in this car park.
- 2.13 Three pricing variants of Option 9 were prepared and the costs to the Council of each one compared. The public consultation suggested that 70% of residents are not keen to pay for a permit. However, if no charge is made for a permit it is likely that the scheme would become so attractive that more applications than were sustainable would result. The resultant attraction of so much more free residents' parking to the town centre than before is likely to affect the ability of the DPE scheme to continue to pay for itself. In addition, residents from outside Greenock town centre will see a free residents' parking permit scheme as a right and this will increase calls for more schemes in outlying towns and villages, whose costs will certainly escalate beyond the level that DPE income can accommodate.
- 2.14 *Variant 1 Typical Charge:* Proposed charges of £25 per annum for the first permit and £50 per annum for the second are comparable with other local authorities in Scotland and should ensure a good uptake of permits. These charges would result in the scheme breaking even, given the available level of accuracy of the assumptions regarding parking behaviour in future.
- 2.15 *Variant 2 Nominal Charge:* Using cheaper permit charges of £10 per annum for the first permit and £25 per annum for the second is likely to result in a greater uptake of permits but not enough to match the permit income of Variant 1. The subsequent loss of permit income results in an annual loss of income to the Council of £3,000.
- 2.16 *Variant 3 No Charge:* If parking permits were offered free of charge, it is likely that 100% of the residents who own a car would take up the offer of both available permits. This would result in a shortfall in car park and penalty charge revenues of around £10,900 which the Council would be required to fund.

- 2.17 Officers recommend Option 9 Variant 2. However, charges will be reviewed annually. The scheme is small and permit income will not sustain one full time equivalent member of Council staff to administer it. The most cost effective solution is to vary the terms of the existing contract, already held by Imperial Civil Enforcement Solutions (ICES) for processing parking fines, to add the administration of the permit scheme to the contract.
- 2.18 The residents' parking permit scheme covers only Greenock town centre. Justification for schemes elsewhere has not yet been proven. Officers strongly recommend against taking up Option 9 Variant 3 (no charge) because of the impact this will have on requests for schemes elsewhere.

3.0 RECOMMENDATION

3.1 The Committee is asked to agree to the suspension of Standing Orders so as to permit the reinstatement of part of West Stewart Street, Station Avenue and the side roads next to Cathcart Buildings into the Inner Greenock Parking Zone. Since the date of the decision of this Committee on 4 December 2014 to remove Terrace Road, Station Avenue, unnamed road serving numbers 51-57 Cathcart Buildings, unnamed road serving 59-67 Cathcart Buildings, West Stewart Street (from Jamaica Street to Kelly Street) and Jamaica Street (from West Stewart Street to Union Street) from the parking disc operation area there has been a material change of circumstances, namely the receipt by the Council of the report by Peter Brett Associates on a study which has considered options for a residents' parking permit scheme.

3.2 That the Committee approves the officers' recommendation to introduce a residents' parking permit scheme in Greenock town centre, in accordance with the principles at paragraph 3.3 below.

3.3 That the Committee remits to the Head of Environmental and Commercial Services to promote the TROs necessary to introduce such a residents' parking permit scheme and to engage Imperial Civil Enforcement Solutions to administer the scheme.

3.4	Operating Hours:	Monday to Friday 08:00 to 18:00 to match the operating hours of the Inner Greenock Parking Zone
	Resident Parking Permits:	Up to two permits permitted per household Permits would last for one year
	Permit Format:	Paper Permits displayed in the car windscreen
	Permit fee:	£10 per year for the first and £25 per year for the second permit per household, reviewed annually
	Geographical Extent:	On and off-street parking places within the Inner Greenock Parking Zone plus, by the promotion of TROs, extension into the Kelly Street and Sir Michael Street/Tobago Street/King Street areas, West Stewart Street from Jamaica Street to Kelly Street, Station Avenue and the unnamed side roads by Cathcart Buildings
	Administration	Vary the existing ICES contract to process Inverclyde Council's Penalty Charge Notices (PCNs) to include the administration of the Permit Scheme

3.5 That the Committee remits to the Head of Environmental and Commercial Services to promote the TROs necessary to convert the Bullring car park into a £1 a day long stay car park, the long stay part of the Waterfront car park to free operation and to introduce a residents' only car park behind Cathcart Buildings.

4.0 BACKGROUND

- 4.1 Inverclyde Council introduced its Greenock Town Centre Parking Strategy on 6 October 2014 at the same time as its Decriminalised Parking Enforcement Scheme. Until then Inverclyde Council had not charged for any on-street or off-street parking.
- 4.2 When they were promoted and when more recent variations were proposed, the TROs governing the Parking Strategy's waiting and loading restrictions attracted objections from residents who live in the town centre and feel their ability to park free for unlimited periods in on and off-street parking spaces has been denied.
- 4.3 The Reporter's 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 a residents' parking permit scheme be reconsidered as part of that review.
- 4.4 Since the Strategy's introduction, pressure for parking spaces in some areas bordering the town centre has been seen to increase. Officers were aware of such a possibility and have been pursuing the creation of additional long stay town centre car parks to alleviate this pressure. However, in light of the above residents' objections, Members have requested that a residents' parking permit scheme be brought forward for consideration now.

5.0 STUDY

- 5.1 Consultants Peter Brett Associates were commissioned to undertake an options appraisal for a residents' parking permit scheme for Greenock town centre.
- 5.2 This study has considered options for a residents' parking permit scheme, with costs. Options have been appraised and narrowed down to a single recommendation. The key activities completed during the study were:
 - best practice review;
 - analysis of existing data from parking surveys undertaken before the restrictions were introduced;
 - public and stakeholder consultation;
 - option development;
 - option costing and revenue forecasting; and
 - option appraisal.

6.0 CONSULTATION

- 6.1 Consultation was undertaken in the form of a questionnaire delivered to all the addresses within the IGPZ and the areas outside where pressure for parking spaces has been seen to increase since the introduction of the Strategy. In addition, the questionnaire was made available online. A total of 94 responses were received giving a return rate of 7.8%. While overall this is disappointing, car ownership within the consultation area is low, with only 32% of households having access to a car, so the 94 responses equates to around 24% of households with access to a car.
- 6.2 The consultation feedback allowed conclusions to be drawn about how different elements of a residents' parking permit scheme should be treated, its geographical extent and what the likely demand for permits would be. The key conclusions were:
 - There is a genuine dissatisfaction with the current parking situation and demand for a residents parking permit scheme from residents living within and outside the current IGPZ;
 - The majority of respondents would like a residents' parking permit scheme and at least one resident parking permit (over 90%). Around 42% of these would like a second (or third) permit; and
 - 29% of respondents living within the IGPZ and 31% living outside it said they would be willing to pay for a residents' parking permit.

7.0 SCHEME PRINCIPLES

- 7.1 *Operating Hours:* The scheme would operate five days (Monday to Friday) 08:00 to 18:00 to match the IGPZ's TROs. Enforcement will only be undertaken during these hours.
- 7.2 *Residential Parking Permits:* Up to two residential permits would be permitted per home and would be issued dependent on proof of address and ownership of vehicle. Permits would last for one year from the time of issue.
- 7.3 *Visitor Permits:* Visitor permits are not recommended as these would be open to abuse and the consultation showed little demand for them. In addition, their administration would put an unacceptable burden on the Customer Contact Centre.
- 7.4 *Business Permits:* No business permits would be issued as discouraging business parking is a key objective of the Parking Strategy.
- 7.5 *Blue Badge Holders:* Blue badge holders would be permitted to park on yellow line restrictions under the national regulations and concessions for legitimate badge holders. They can also park in standard parking spaces without charge or limit of time.
- 7.6 *Provision for carers:* The Council has received requests for help with parking from carers who live outside the IGPZ but who care for a family member who lives inside the IGPZ. The increase in the on-street parking maximum stay from 30 minutes to 2 hours, proposed in the latest variation TRO being promoted for the IGPZ, is considered sufficient for carer visits without the need to issue permits.
- 7.7 *Tradespeople and Medical Practitioners:* Tradespeople and Medical Practitioners would receive no special dispensations.
- 7.8 *Permit Format:* Permits would be paper permits and displayed in car windscreens, these keep the scheme simple and transparent.
- 7.9 *Geographical Extent:* The geographical extent of the residents' parking permit scheme has been informed by parking analysis, public consultation and comments received at the Council's Customer Contact Centre. There was a clear consensus that consideration should be given to the scheme covering the existing IGPZ plus extensions into residential areas beyond.
- 7.10 Based on observed parking pressure, observed resident parking behaviour and expressed demand for permits, the extent that the IGPZ is proposed to be extended to cover is (see Appendix):
 - King Street;
 - Smith Street;
 - Sir Michael Place;
 - Sir Michael Street;
 - Tobago Street;
 - West Stewart Street (between Kelly Street and Patrick Street);
 - Kelly Street (between West Stewart Street / Houston Street and Union Street);
 - Ann Street;
 - Buccleugh Street; and
 - Crown Street.

To enable the extension into Kelly Street the length of West Stewart Street from Jamaica Street to Kelly Street will require reinstating into the IGPZ. Similarly, to enable the use of resident permits on Station Avenue and the side streets next to Cathcart Buildings, controls must be reinstated here also.

- 7.11 The residents' parking permit scheme covers only Greenock town centre. Justification for schemes elsewhere has not yet been proven.

- 7.12 *Permit Fee:* For the purposes of the following option appraisal, the costs of permits were assumed to be £25 per annum for the first permit per household and £50 per annum for the second. Permit fees will be reviewed annually. The public consultation suggested that residents are not keen to pay for a permit but these charges are comparable with, or cheaper than, other local authorities in Scotland and should ensure a good uptake of permits. Raising permit costs any higher than this may have an adverse impact on uptake and therefore not provide a satisfactory solution to residents who feel aggrieved at not being able to park at a convenient time and location. The differential between first and second permit charge is designed to suppress demand for the second permit, to limit the impact of the scheme on the availability of parking spaces to the general public, yet still make it affordable.
- 7.13 The table below shows a selection of typical resident parking permit charges from other Scottish local authorities.

Area	Cost per permit Annual unless otherwise stated
East Ayrshire	£25
Dumfries and Galloway	£25
Aberdeenshire	£30.00 per annum per permit covering parking and administration. £40.00 per annum from 1 April 2015 £50.00 per annum from 1 April 2016 £60.00 per annum from 1 April 2017
Dundee	Menziesshill Zone -£5.00 per annum Broughty Ferry Zone - £50.00 per annum City Centre Zone -£70.00 per annum
Aberdeen City	First permit £70 for 12 months (£37 for 6 months/ £21 for 3 months) and for second permit £120 for 12 months (£63 for 6 months / £36 for 3 months)
South Ayrshire (Ayr)	£50
South Lanarkshire	Permits are free of charge for all areas, though for multiple permits it varies by zone.
Clackmannanshire	£20
Falkirk	£60
Renfrewshire (Paisley)	Free
Borders	£25 (£60 for a specific car park)
Glasgow	£135 - £250 depending on location

8.0 OPTION APPRAISAL

- 8.1 A spreadsheet model was developed to assess the financial impact of introducing a residents' permit parking scheme in Greenock Town Centre. The model was set up to estimate the revenue and cost of 9 different options based on the size of the scheme boundary and the location of the parking proposed. The 9 options considered in the model are summarised in the table below.

Option	Size of scheme boundary	Parking location
Option 1	Within the IGPZ only	On street
Option 2	Within the IGPZ only	Off street
Option 3	Within the IGPZ only	On and off street
Option 4	Potential extensions to the IGPZ only	On street
Option 5	Potential extensions to the IGPZ only	Off street
Option 6	Potential extensions to the IGPZ only	On and off street
Option 7	IGPZ and potential extensions to it	On street
Option 8	IGPZ and potential extensions to it	Off street
Option 9	IGPZ and potential extensions to it	On and off street

8.2 The consultation exercise identified that there is a genuine demand for residents' parking permits both within and just outside the current IGPZ and therefore only Options 7 to 9 were taken forward for further consideration within the model. Options 1 to 6 were dropped as they do not deal with parking problems both within and outside the current IGPZ.

8.3 In order to inform the decision making process, Options 7, 8 and 9 were scored in terms of their costs and revenues and their contribution to four strategic priorities:

- Simplicity and consistency;
- Creating a hierarchy of street usage (residents use on-street locations and commuters use the car parks);
- Encourage turnover of spaces near commercial premises; and
- Meet residents' expressed preferences (on-street parking within and outwith IGPZ).

8.4 The table below shows the scores for each option

Option No.	Extent	Parking Provision	Simplicity and consistency	Creating a hierarchy of street usage (residents use on-street locations and commuters use the car parks)	Meet residents expressed preferences (on-street parking within and outwith IGPZ)	Encourage turnover of spaces near commercial premises	Objectives Score	Deliverability	Affordability	Value for Money Score	Weighted Score	Rank
7	ICPZ and potential extensions to it	On street	4	5	4	3	16	4	3	7	112	2
8	ICPZ and potential extensions to it	Off street	4	2	2	5	13	4	4	8	104	3
9	ICPZ and potential extensions to it	On and off street	5	4	5	4	18	4	3	7	126	1

- 8.5 The option scoring exercise found that Scenario 9, a small extension to the current IGPZ with permits qualifying residents to park on-street and off-street, was the preferred option to be taken forward. It scores particularly well in terms of:
- Being simple and consistent, with the entire parking controlled area treated the same;
 - Provides residents with option to use preferred on-street spaces and tackles parking pressure in current IGPZ and surrounding streets; and
 - Creates a hierarchy of street usage throughout with residents encouraged to use on-street spaces and commuters to use car parks.

9.0 PRICING VARIANTS

- 9.1 Rather than assume permit fees of £25 and £50 only, three pricing variants of Option 9 have been prepared and the costs to the Council of each one compared. The public consultation suggested that 70% of residents are not keen to pay for a permit. However, charging eases the Council of the burden of subsidising the scheme and has the effect of suppressing demand such that the majority of spaces are available to shoppers and business clients (as per the Greenock town centre parking strategy) and residents who genuinely need a permit will still find them affordable.
- 9.2 *Variant 1 Typical Charge:* Using a pricing structure for permits, where prices are set at £25 per annum for the first permit issued to each house and £50 per annum for the second. With the loss of income to the Council predicted to be in the region of £19,700 per year (assuming an 80% uptake of permits) but an increase in income from the conversion of the Bullring car park predicted to be around £15,000 (see para 9.5), then the scheme is seen to break even. All figures recognise the uncertainty inherent in the level of accuracy of the assumptions made regarding parking behaviour in future.
- 9.3 *Variant 2 Nominal Charge:* Using cheaper permit charges of £10 per annum for the first permit and £25 per annum for the second, the loss of income to the Council is still predicted to be in the region of £19,700 per year less the increase in revenue of £15,000 from the Bullring car park (assuming an 80% uptake of permits). However, permit income is less than Variant 1, despite the increase in uptake, giving an annual loss of income to the Council of £3,000.
- 9.4 *Variant 3 No Charge:* If parking permits were offered free of charge, it is likely that 100% of the residents who own a car would take up the offer of both available permits. This would result in a shortfall in car park and fine revenues of around £10,900 which the Council would be required to fund. In addition, if no charge is made for a permit it is likely that the scheme would become so attractive that more applications than were sustainable would result. The resultant attraction of so much more free residential parking to the town centre than before is likely to affect the ability of the DPE scheme to continue to pay for itself. In addition, residents from outside Greenock town centre will see a free resident parking permit scheme as a right and this will increase calls for more schemes in outlying towns and villages, whose costs will certainly escalate beyond the level that DPE income can accommodate.
- 9.5 *Car Parks:* Extending the controlled zone boundary is likely to displace commuter parking. The overspill of this commuter parking into areas beyond the proposed extension of the controlled zone boundary will be minimised by promoting a TRO to convert the Bullring into £1 a day parking and returning the Waterfront long stay car park to free operation. Neither car park is being used to its full potential and these changes are considered necessary to rectify this situation. The Bullring is on average only a third full and the revenue from the Waterfront long stay car park is only 34% of its estimated contribution quoted in the Decriminalised Parking Enforcement scheme's business case. The introduction of two other proposed long stay car parks in Greenock town centre also has the potential to release more parking pressure from residential streets.

- 9.6 The table below shows the financial impact on the Council of each of the proposed residents' parking permit scheme pricing variants and the proposed alterations to car parks.

Option 9	Annual Total Income from Permit Fees	Annual Total Income Lost from fines and parking charges	Annual Total Cost of administration	Car park income	Annual Revenue Change (approx.)
Variant 1 Typical charge (first £25 pa Second £50 pa)	£(5,800)	£19,700	£1,100	£(15,000)	0
Variant 2 Nominal charge (first £10 pa Second £25 pa)	£(3,000)	£19,700	£1,300	£(15,000)	£3,000
Variant 3 Free of charge	0	£24,500	£1,400	£(15,000)	£10,900

- 9.7 Officers recommend Option 9 Variant 2 as the residents' parking permit scheme to be taken forward. Officers strongly recommend against taking up Option 9 Variant 3 (no charge) because of the likelihood that the scheme would become so attractive that more permit applications than were sustainable would result. The resultant attraction of so much more free residential parking to the town centre than before is likely to affect the ability of the DPE scheme to continue to pay for itself. In addition, residents from outside Greenock town centre will see a free resident parking permit scheme as a right and this will increase calls for more schemes in outlying towns and villages, whose costs will certainly escalate beyond the level that DPE income can accommodate.

- 9.8 *Residents Only Car Park:* The implementation of the residents' parking permit scheme provides the opportunity to limit the use of the car park to the rear of Cathcart Buildings to residents only, which until now has been available to all. Residents and Members have requested a residents' only car park here for some time but the control mechanism to provide it has until now been lacking. Resident permits will allow the Council's Parking Attendants to enforce the residents' only policy with no extra expense on additional infrastructure like barriers or the administration of keys. Officers recommend that the car park to the rear of Cathcart Buildings be included in a TRO to introduce residents' only parking.

10.0 ADMINISTRATION

- 10.1 *Scheme Administration:* The scheme is small and will not sustain one full time equivalent member of trained Council staff to administer the Residents' Parking Permit Scheme. The most cost effective solution would be to add the service to the contract already held by ICES. With this in mind, ICES were asked at the introduction of Decriminalised Parking Enforcement to prepare for the possibility of administering a future Residents' Parking Permit Scheme. ICES will handle and record all applications for permits and check the validity of applicant's addresses and car ownership details annually. They will take the permit fee on behalf of the Council and issue by post a uniquely numbered permit, showing the vehicle registration number, to each applicant for attaching to their car windscreen.
- 10.2 *Parking Attendants:* Parking Attendants will enforce the scheme and check for fraudulent permits. It has been assumed that, given the proposed small expansion to the extent of the inner parking zone, there will be no requirement to increase the number of parking attendants. The analysis of the locations where PCNs are issued shows that they are already currently patrolling the majority of streets within Greenock town centre necessary to cover the proposed scheme.

11.0 IMPLICATIONS

11.1 Finance

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
	Parking capital budget	15/16	£5,000		New signs and lines to extend zone and for resident only car park
	Parking capital budget	15/16	£5,000		New signs and transfer of equipment from Waterfront to Bullring car park

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From (If Applicable)	Other Comments
02506	Parking Revenue	15/16	£3,000		Assumes 90% take up of nominal charge Option 9 Variant 2

11.2 Legal

TROs for (i) the introduction of a Residents' Parking Scheme in the Inner Greenock Controlled Parking Zone; (ii) the inclusion of the Sir Michael Street/Tobago Street/ King Street and Kelly Street areas, West Stewart Street from Jamaica Street to Kelly Street, Station Avenue and the unnamed side roads by Cathcart Buildings in the Inner Greenock Controlled Parking Zone and the proposed Residents' Parking Scheme; (iii) the consequential removal of Sir Michael Street/Tobago Street/ King Street and Kelly Street areas, West Stewart Street from Jamaica Street to Kelly Street, Station Avenue and the unnamed side roads by Cathcart Buildings from the Outer Greenock Parking Zone; (iv) the conversion of the Bullring car park to £1.00 per day and the Waterfront long stay car park to free operation and (v) the introduction of a residents' only car park behind Cathcart Buildings, will all be promoted in accordance with the terms of the Local Authorities' Traffic Order (Procedure) (Scotland) Regulations 1999.

11.3 Human Resources

No implications.

11.4 Equalities

Residents of Greenock town centre, without private off-street parking spaces, are now able to park close to their homes in much the same way as residents from outside the town centre.

11.5 Repopulation

No implications.

12.0 CONSULTATIONS

12.1 The Head of Legal and Property Services has been consulted on the contents of this report.

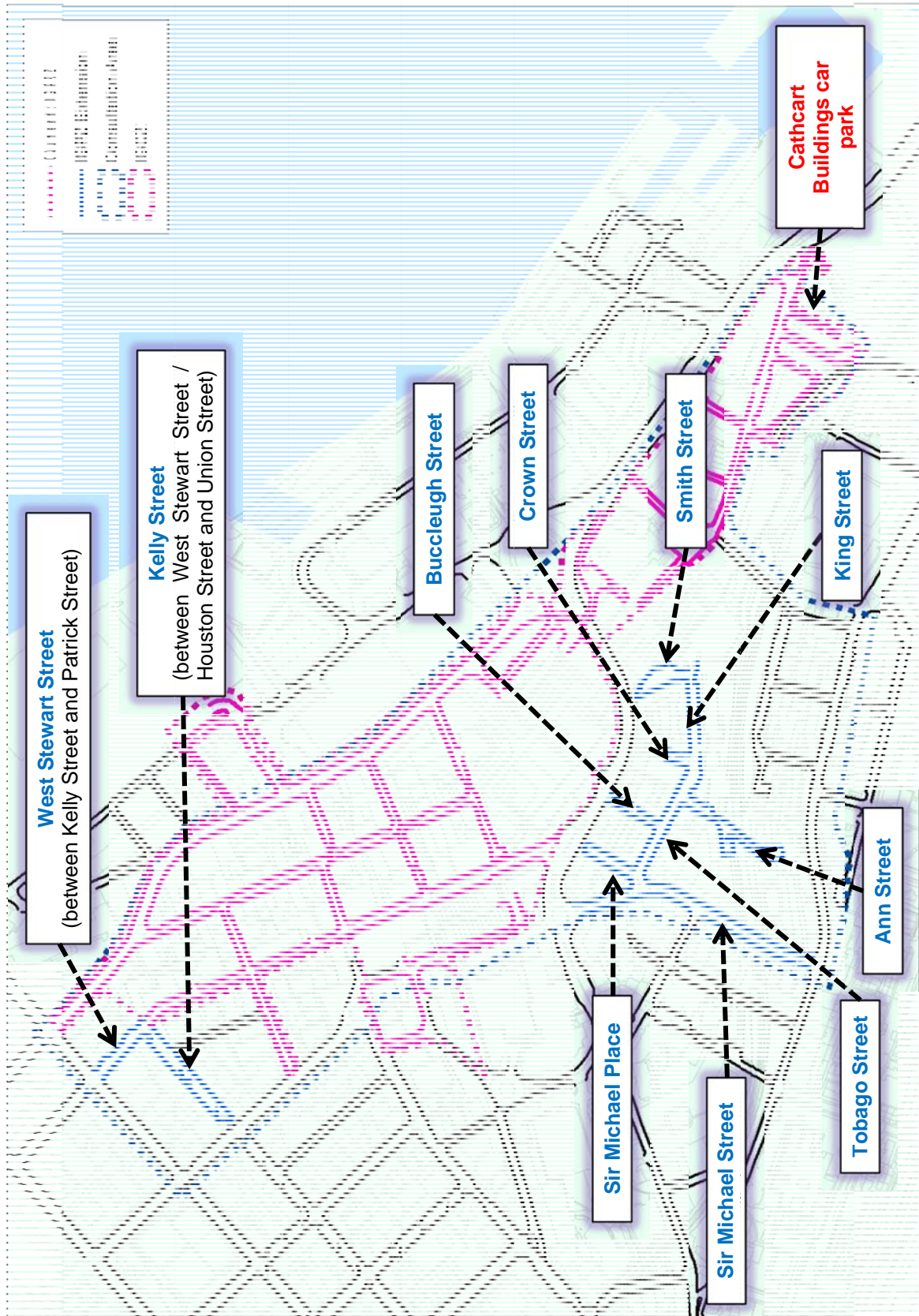
12.2 The Chief Financial Officer has been consulted on the contents of this report.

13.0 LIST OF BACKGROUND PAPERS

13.1 None.

Appendix

Proposed Inner Greenock Parking Zone expansion into the streets marked in dark blue for the proposed residents' parking permit scheme



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 Gourock 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.

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:

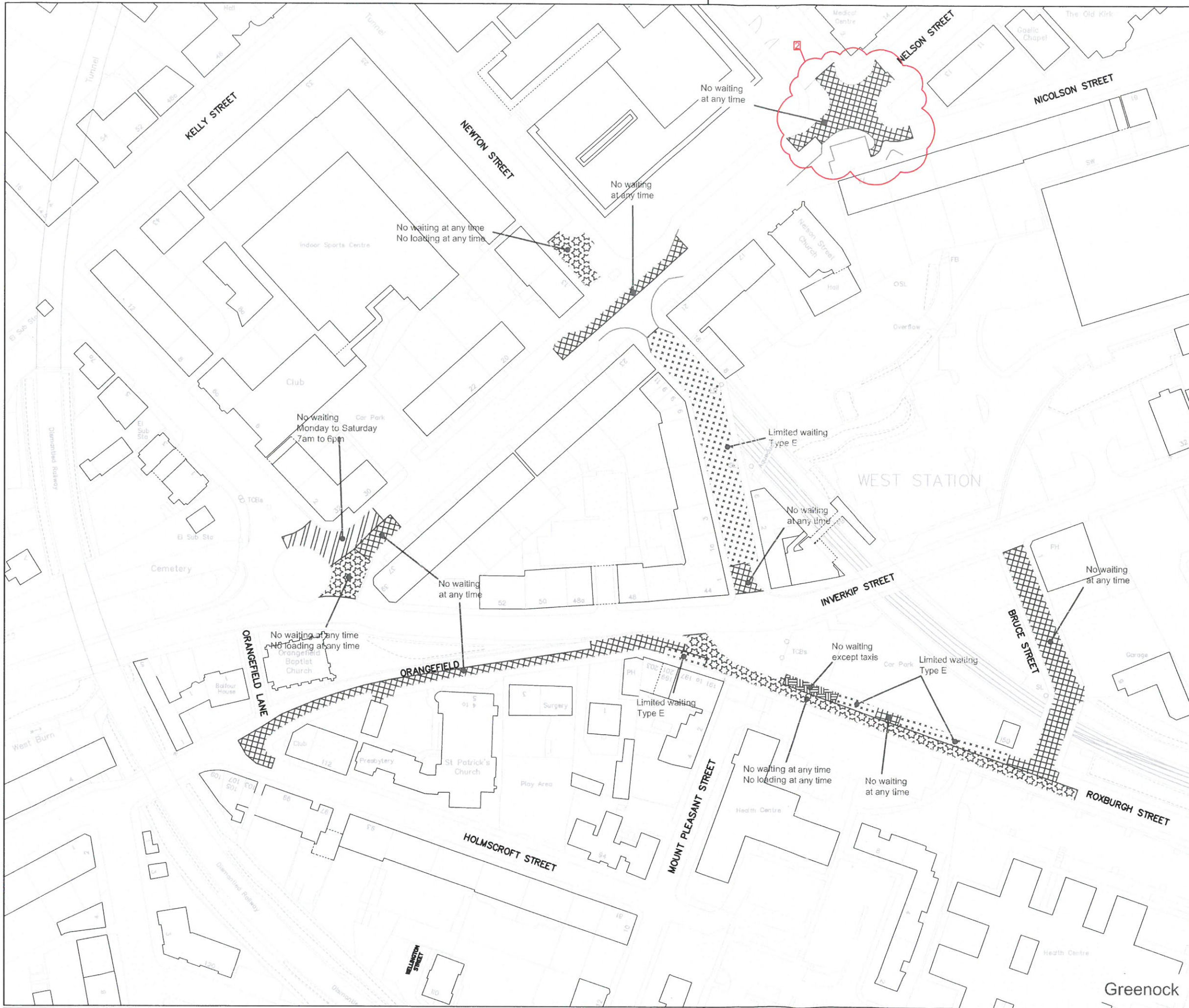
- (a) after the Parking Disc exhibited on the Motor Vehicle has been set in accordance with Article 8.5, alter the indications given by that Parking Disc whilst the said Motor Vehicle remains in the Limited Waiting Parking Place within the Parking Disc Area.
- (b) knowingly exhibit on any Motor Vehicle 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
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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
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	Chk'd	Auth
2	NELSON ST/NICOLSON ST AMENDED	EP	JUN '15	EP	MH
1	NEWTON ST NWAT REVISED	MH	NOV '13	MH	MR

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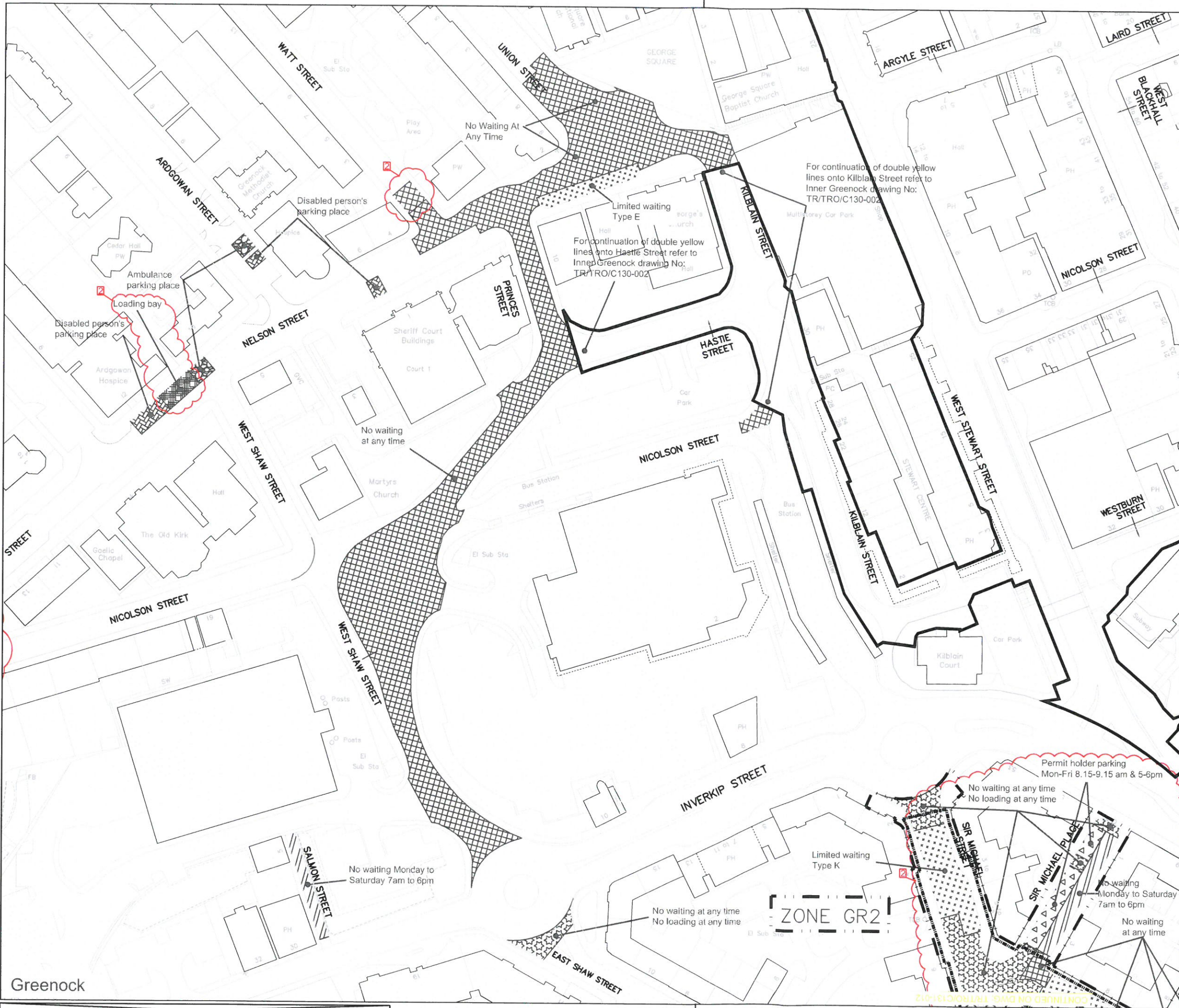


THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) (VARIATION No. 6)
 ORDER 2015

EFFECTIVE DATE:

Sheet Size	Original Scale	Design/Drawn	Checked	Authorised
A3	1:1250	MJH	LM	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-010	FEB '13	FEB '13	FEB '13
Rev				
				2

DO NOT SCALE



Key

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No loading at any time
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 Type J: 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
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 of 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

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

EFFECTIVE DATE:

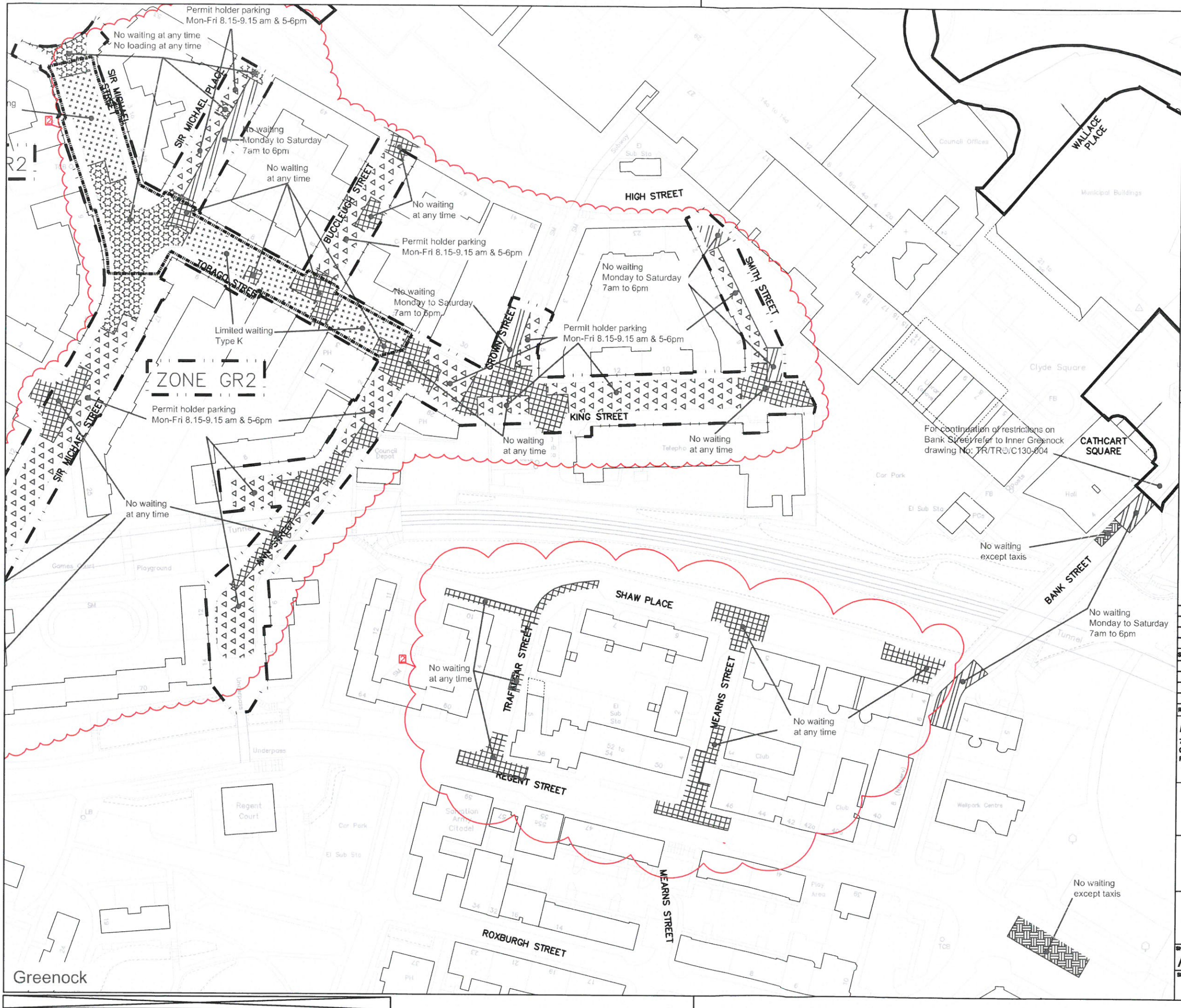
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Date		FEB '13	Date	FEB '13	Date	FEB '13

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

Greenock

CONTINUED ON DWG. TR/TRO/C131-012

DO NOT SCALE



Key

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No loading at any time
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■ ■ ■ ■ ■ Outer Greenock Resident Parking Permit Area
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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/ MEARNIS ST AREA	EP JUN '15	EP MH
1	RESTRICTIONS ADDED ON BANK STREET	MJH MAY '14	MJH MR

Rev	Description	By	Date	Chk'd	Auth
1	RESTRICTIONS ADDED ON BANK STREET	MJH	MAY '14	MJH	MR

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

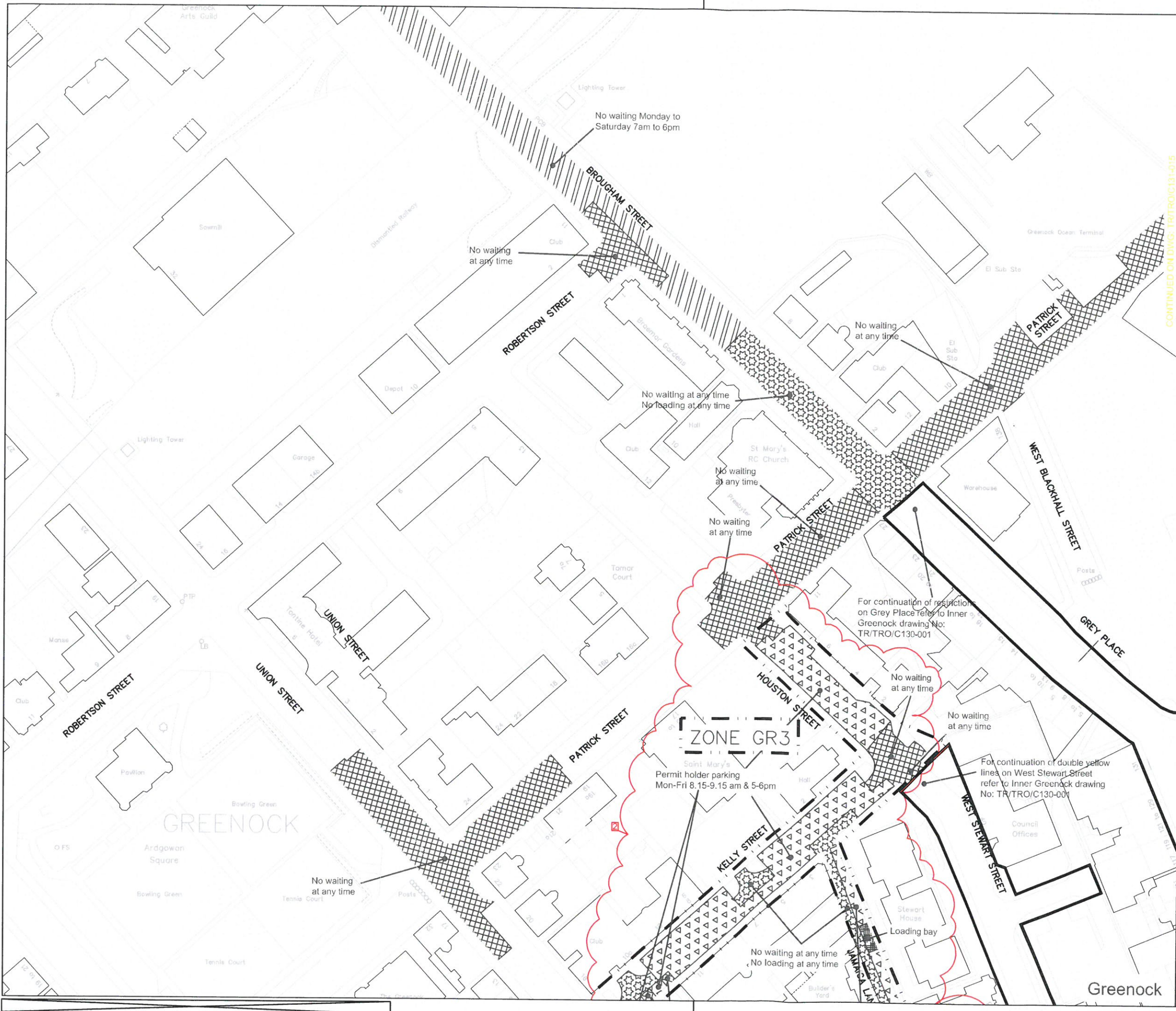
EFFECTIVE DATE:

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A3	1:1250	MJH	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

A3



Key

- No waiting at any time
- No waiting at any time No loading at any time
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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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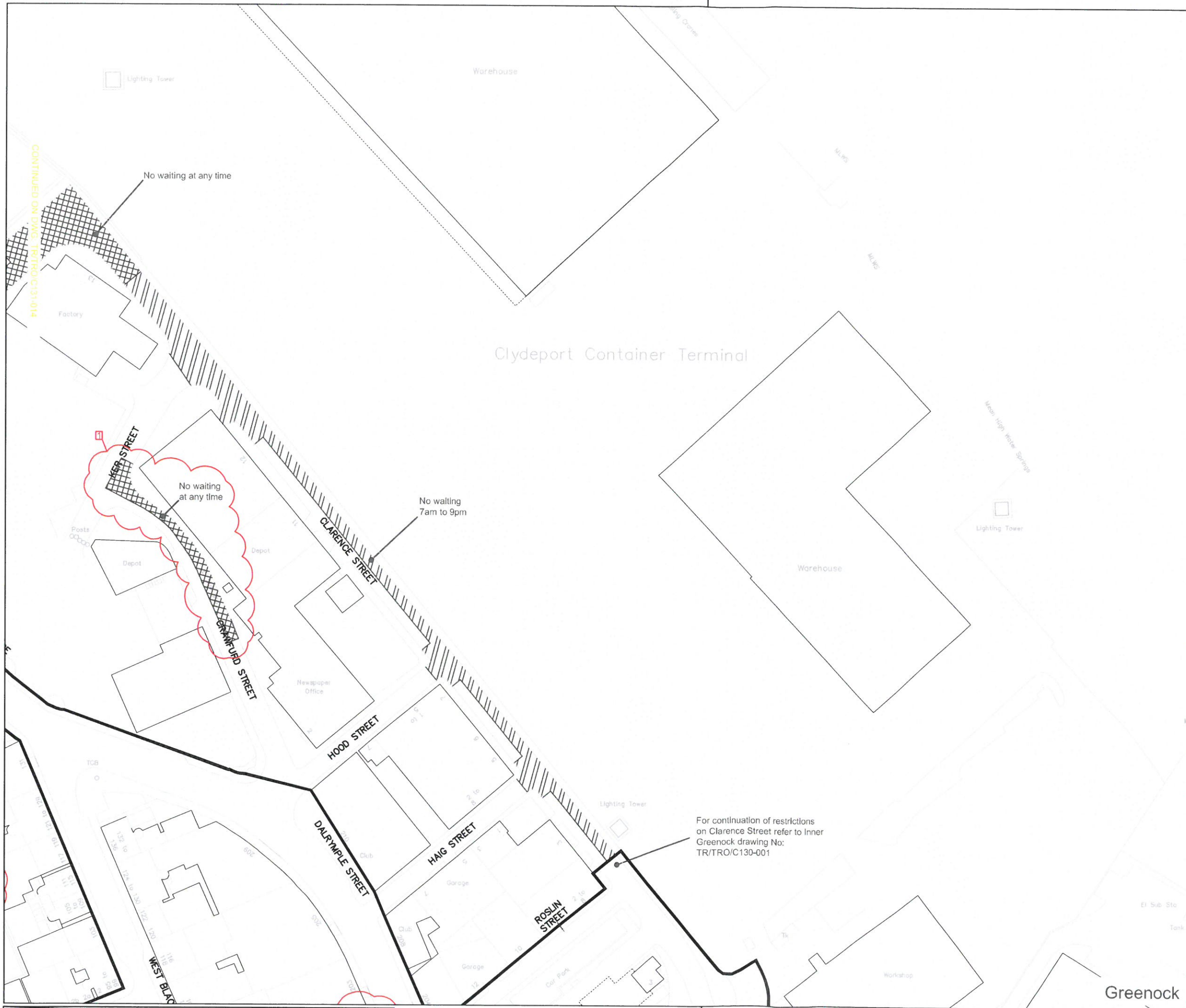


THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) (VARIATION No. 6)
 ORDER 2015

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

DO NOT SCALE



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

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

EFFECTIVE DATE:

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A3	1:1250	MJH	LM	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-015	FEB '13	FEB '13	FEB '13
Rev				

Greenock

DO NOT SCALE



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Stat: Purpose of Issue Date Auth

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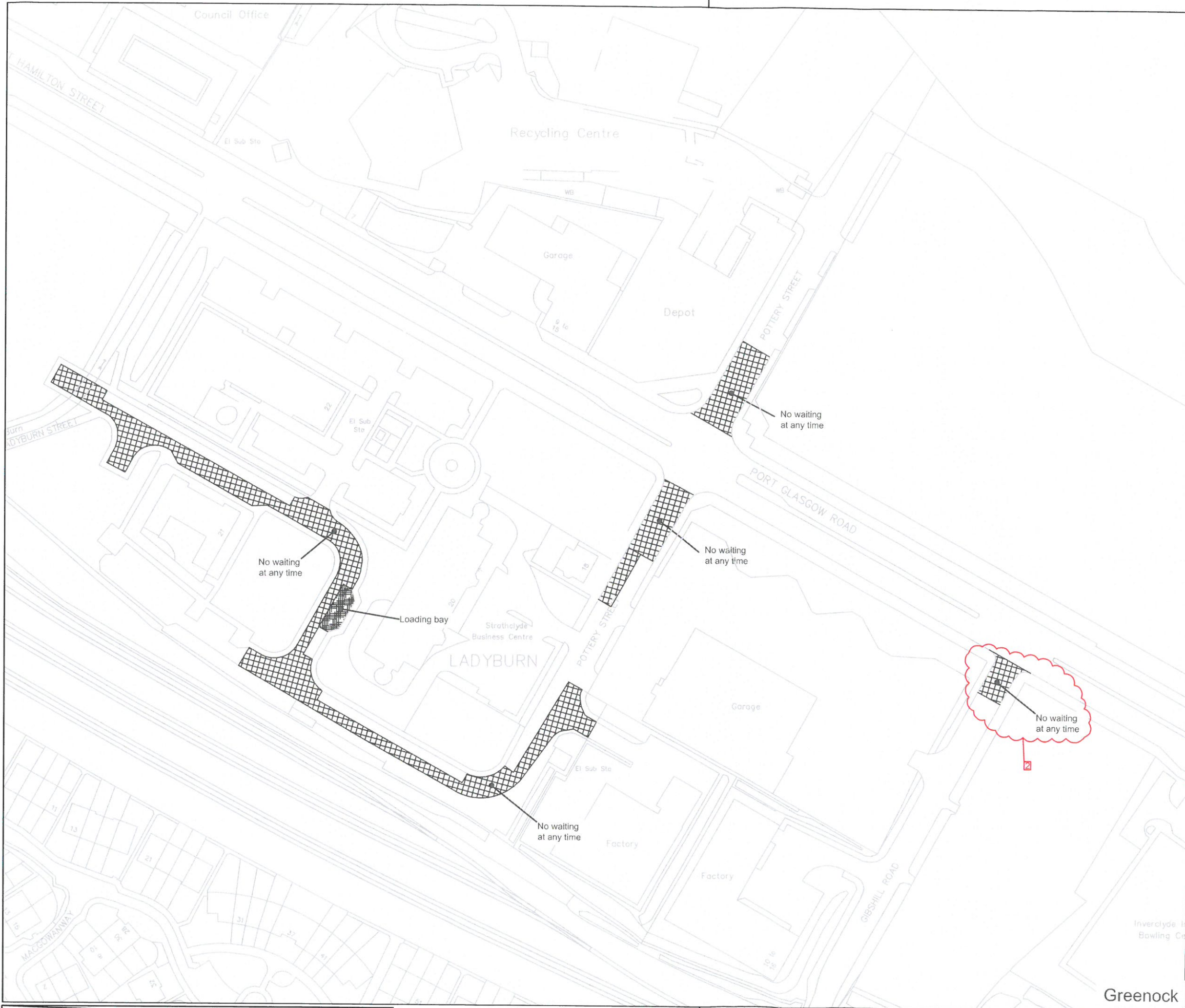
THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) (VARIATION No. 6)
 ORDER 2015

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Date	Date	Date	Date	Date
FEB '13	FEB '13	FEB '13	FEB '13	FEB '13
Status	Drawing Number	Rev		
P	TR/TRO/C131-020	2		

Greenock

DO NOT SCALE



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

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

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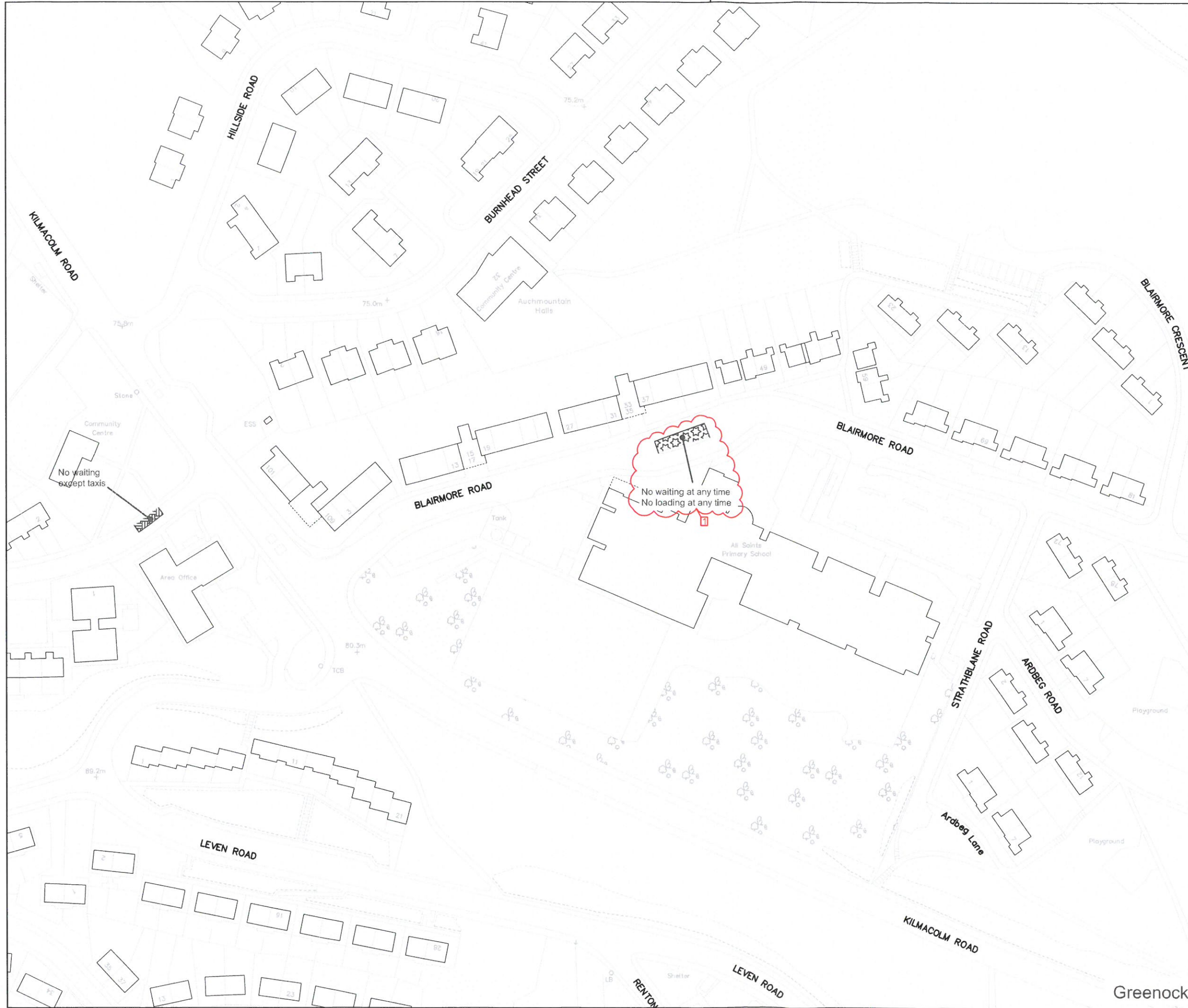
THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (OUTER GREENOCK)
 (WAITING RESTRICTIONS) (VARIATION No. 6)
 ORDER 2015

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
Rev				
				2

Greenock

DO NOT SCALE



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

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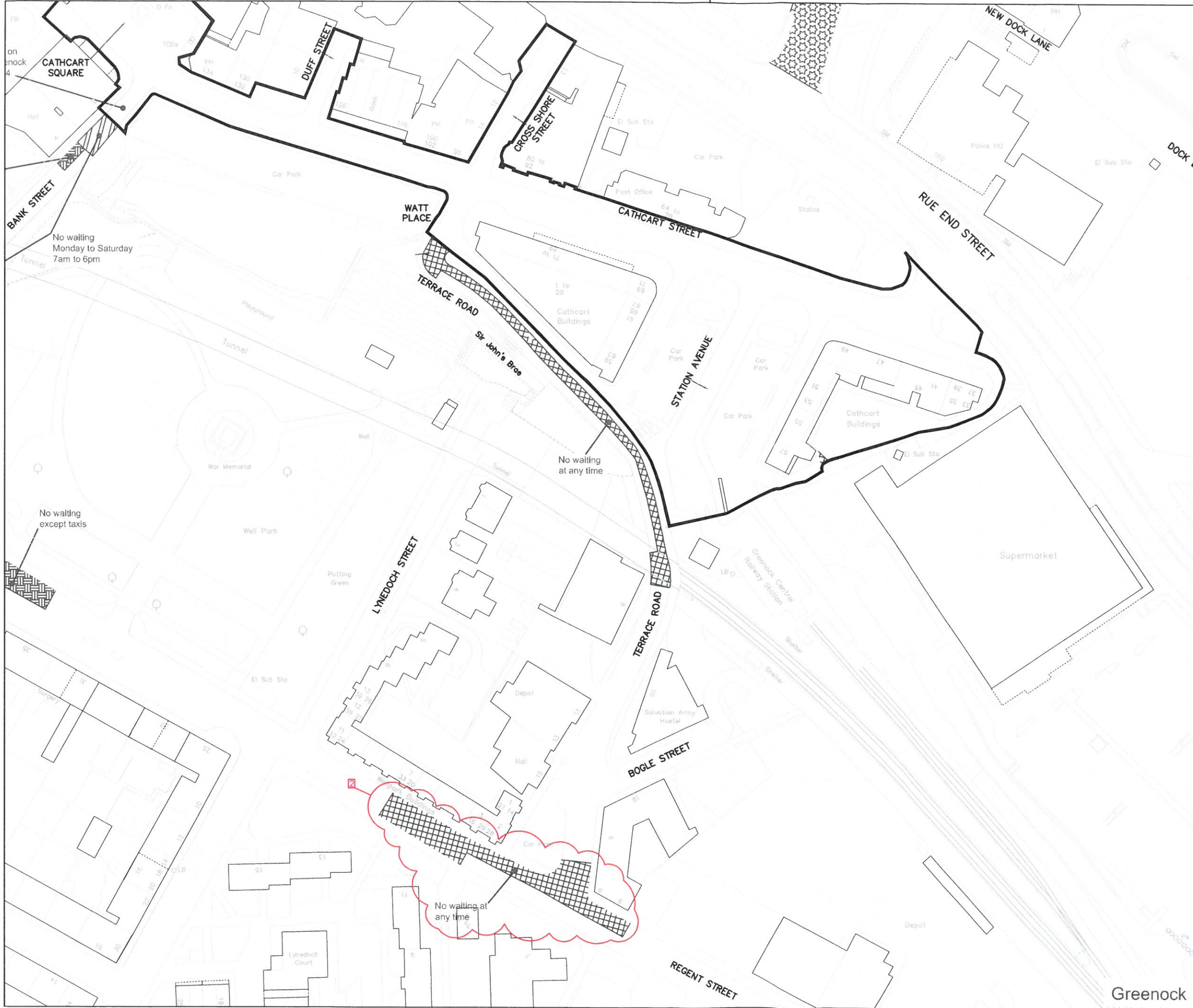
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Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	LM	MR
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-022	FEB '13	FEB '13	FEB '13

Greenock

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

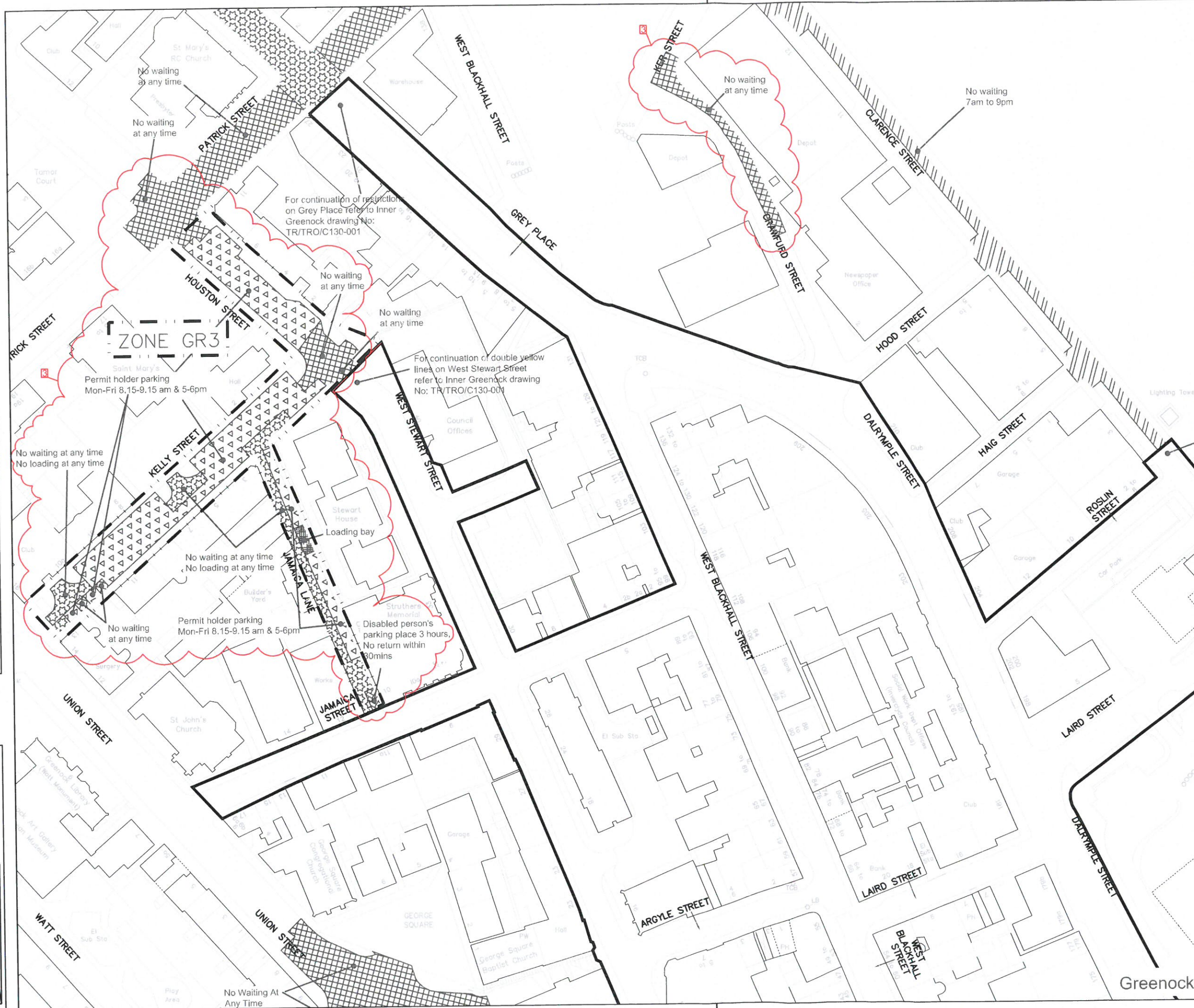
EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	GS	GD	MH
Status	Drawing Number	Date	Date	Date
P	TR/TRO/C131-023	OCT '14	OCT '14	OCT '14
Rev				

Greenock

DO NOT SCALE

A3



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 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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Stat	Purpose of Issue	Date	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

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

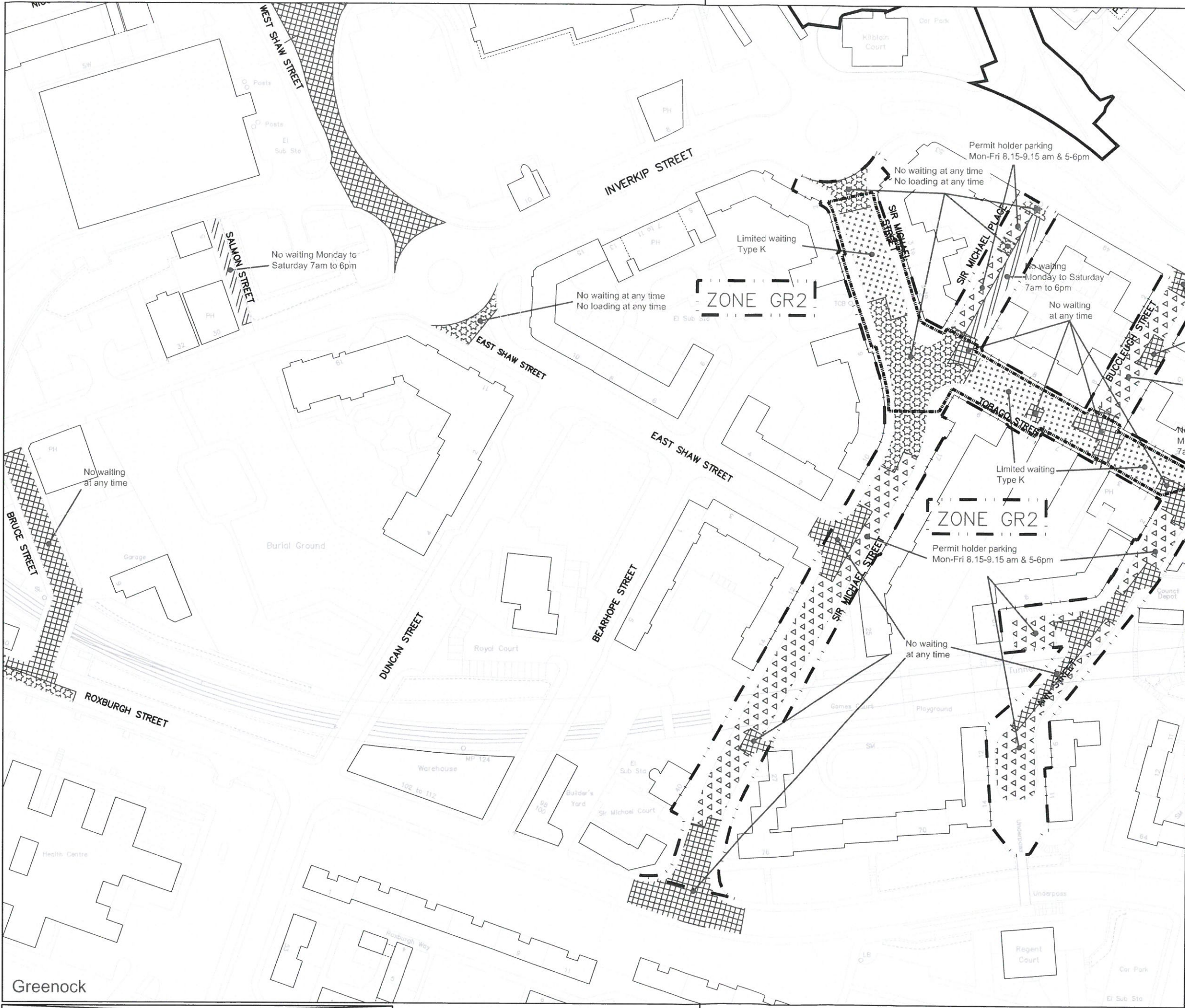
Inverclyde council

THE INVERCLYDE COUNCIL (VARIOUS ROADS)
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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				
				3

DO NOT SCALE



Key

- No waiting at any time
- No waiting at any time
No loading at any time
- No waiting at times shown
- No waiting at times shown
No loading at times shown
- No waiting except taxis
- Limited waiting
(see below for types of limited waiting referred to on these drawings)
- Permit holder parking
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 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

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 ORDER 2015

EFFECTIVE DATE:

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

Greenock

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	#####	#####															
TR/TRO/131-025	#####	#####																		