

<b>Report To:</b>	<b>ENVIRONMENT &amp; REGENERATION COMMITTEE</b>	<b>Date: 2 March 2017</b>
<b>Report By:</b>	<b>CORPORATE DIRECTOR, ENVIRONMENT, REGENERATION &amp; RESOURCES</b>	<b>Report No: ERC/ENV/RG/16.302</b>
<b>Contact Officer:</b>	<b>STEVEN WALKER</b>	<b>Contact No: 01475 714800</b>
<b>Subject:</b>	<b>RESIDENTS' PARKING PERMIT SCHEME EXPANSION</b>	

---

## 1.0 PURPOSE

- 1.1 The purpose of the report is to seek Committee approval to extend the Residents' Parking Permit Scheme into two areas adjacent to Greenock Town Centre and on a small section of Shore Road in Wemyss Bay.

## 2.0 SUMMARY

- 2.1 Following the introduction of decriminalised parking enforcement (DPE) in October 2014 the Council was asked to implement a Residents' Parking Permit Scheme. A study was undertaken in early 2015 to consider the need for such a scheme and the physical extent of the scheme.
- 2.2 Residents' Parking Permits were introduced in Inverclyde on 25 April 2016. The scheme was introduced in Greenock Town Centre and in two areas adjacent to the Town Centre.
- 2.3 The Permit Scheme appears to have "bedded in" well, providing exemptions to parking restrictions for permit holders. It also allows others road users to park in accordance with their needs but subject to the Residents' Parking Permit Scheme.
- 2.4 The 2015 study considered the potential for expanding the permit scheme should the need arise. Following the introduction of the initial Residents' Parking Permit Scheme representation was received from residents of the Shaw Place and East Shaw Street areas requesting that their streets be included in the permit scheme.
- 2.5 Representation has been received from residents of Shore Road in Wemyss Bay requesting Residents' Parking Permits to allow them to park adjacent to their homes. Consideration was given to this request and consent received from Transport Scotland in their capacity as Trunk Road authority. As residents have nowhere else to park within a reasonable distance of their properties it is proposed to offer them Residents' Parking Permits.
- 2.6 This committee report considers the need to expand the scheme and seeks Committee approval to progress the promotion of Traffic Regulation Order (TRO) variations to introduce Residents' Parking Permits on East Shaw Street, Bearhope Street, Duncan Street (between East Shaw Street and Roxburgh Street), Shaw Place, Trafalgar Street (between Shaw Place and Regent Street) and Mearns Street (between Shaw Place and Regent Street), all Greenock and Shore Road in Wemyss Bay.
- 2.7 It is also proposed to include Bank Street and the north side of Regent Street within the parking permit zone for the Shaw Place area. This is in recognition of the fact that many the residents of these two streets already park within these zones.

### **3.0 RECOMMENDATIONS**

- 3.1 That the Committee agree to (i) the extension to the GR2 Residents' Parking Permit Zone to include East Shaw Street, Bearhope Street and Duncan Street, Greenock and (ii) the creation of two new Parking Permit Zones to include all of Shaw Place and Trafalgar Street and Mearns Street (between Shaw Place and Regent Street), Greenock and Shore Road in Wemyss Bay.
- 3.2 That it be remitted to the Head of Environmental and Commercial Services and the Head of Legal and Property Services to prepare and promote TROs to progress and enforce the proposed extension to the Residents' Parking Permit Scheme.

**Robert Graham**  
**Head of Environmental and Commercial Services**

## 4.0 BACKGROUND

- 4.1 Following the introduction of decriminalised parking enforcement (DPE) in October 2014 the Council was asked to implement a Residents' Parking Permit Scheme. A study was undertaken in early 2015 to consider the need for such a scheme and the physical extent of the scheme.
- 4.2 Residents' Parking Permits were introduced in Inverclyde on 25 April 2016. The scheme was introduced in Greenock Town Centre and in two areas adjacent to the Town Centre.
- 4.3 The Permit Scheme appears to have "bedded in" well, providing exemptions to parking restrictions for permit holders. It also allows others road users to park in accordance with their needs, but subject to the Residents' Parking Permit Scheme.
- 4.4 After the permit scheme was introduced residents from the Shaw Place and East Shaw Street areas asked for permits for their areas as they felt they experienced similar problems to the original permit zones. They also felt that the parking situation had deteriorated since the introduction of the permit scheme.
- 4.5 Due to the proximity of these areas to the town centre and the demand for free parking by commuters, it is recommended that the permit scheme be extended as shown in Appendix 1 for Shaw Place and East Shaw Street.
- 4.6 It is recognised that the residents of the north side of Regent Street between Bank Street and Sir Michael Street and residents of Bank Street may park within an existing or proposed permit zone. It is not proposed that Regent Street and Bank Street have resident only restrictions applied to them. Instead residents would be given the benefit of being able to park in the resident only zone adjacent to their property.
- 4.7 It is proposed that the existing GR2 permit zone be extended to include East Shaw Street, Bearhope Street and Duncan Street. Residents on the north side of Regent Street between Ann Street and Sir Michael Street would be able to apply for permits for this zone as they may currently park at this location.
- 4.8 It is proposed to create a new permit zone, GR4, which would include the whole of Shaw Place, as well as the lengths of Trafalgar Street and Mearns Street (between Shaw Place and Regent Street). Residents on the north side of Regent Street between Bank Street and Ann Street and residents on Bank Street would be able to apply for permits for this zone as they may currently park at this location.
- 4.9 Within the proposed extension to the permit scheme area, there are 370 eligible properties. These properties would be eligible for a maximum of 2 permits per property i.e. 740 potential permits. Within the current permit scheme areas a total of 26% of eligible permits have been applied for. For estimating purposes it is assumed that 30% of the new permits will be applied for, which represents a total of 220 permits.
- 4.10 In 2015 residents of Shore Road in Wemyss Bay asked for parking permits to allow them to park close to their home without violating any regulations. Prior to the introduction of DPE it would appear that residents did not receive PCNs for parking on Shore Road, however, following the introduction of DPE residents found it difficult to park without being penalised. Due to their surroundings many of these residents have no alternative parking.
- 4.11 This road is part of the Trunk Road network and is therefore not within the Council's remit. Discussions have taken place with Transport Scotland to seek their approval to introduce a residents' parking permit scheme on this road. Permission has been granted by Transport Scotland for the introduction of a residents' permit parking zone at this location.

- 4.12 Within the proposed new permit zone there are 18 eligible properties. These properties would be eligible for a maximum of 2 permits per property i.e. 36 potential permits. For estimating purposes and based on the location of this site and from experience of the existing permit scheme, it is assumed that 50% of the new permits will be applied for, a total of 10 permits. Properties with off-street parking will not qualify for all or any of the permits as set out in the Terms and Conditions of the Residents' Parking Permit Scheme.
- 4.13 To allow these permit schemes to be introduced it is necessary to vary the existing TROs. These TROs will be promoted in accordance with the terms of the Local Authorities' Traffic Order (Procedure) (Scotland) Regulations 1999.

## 5.0 IMPLICATIONS

### Finance

- 5.1 There will be a cost for amending the signs and road markings new and extended permit zones. There will also be an ongoing revenue cost for the issuing of permits on an annual basis as well as cancellations, variations, etc of permits.

#### One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
02506	Parking Strategy Revenue	Annually	£1,200		Residents' parking permits
02506	Parking Strategy Revenue	17/18	£5,000		New signs and lines
82426	Parking Strategy Capital	17/18	£20,000		New signs and lines

### Legal

- 5.2 Variations to two separate TROs, namely "The Inverclyde Council (Various Roads) (Outer Greenock) (Waiting Restrictions) Order 2013" and "The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) Order 2013", will both be promoted in accordance with the terms of the Local Authorities' Traffic Order (Procedure) (Scotland) Regulations 1999.
- 5.3 The Committee is asked to note that, if approved, the Orders may not be implemented until the making of the Orders has been advertised to allow any persons who so wish a period of six weeks to question the validity of the Orders in terms of the Road Traffic Regulation Act 1984.

### Human Resources

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

### Equalities

- 5.5 There are no equality issues arising from this report.

### Repopulation

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

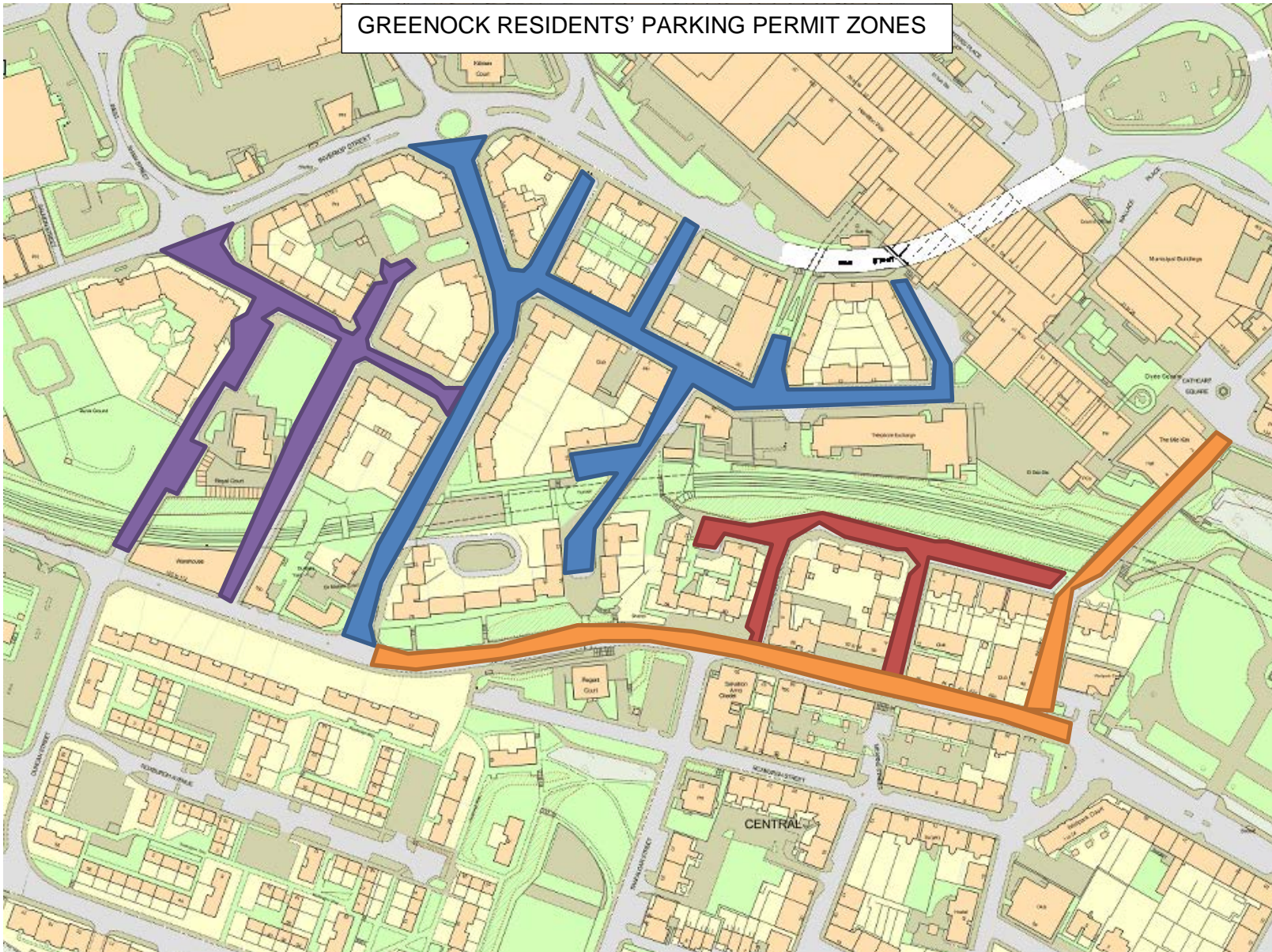
## **6.0 CONSULTATIONS**

6.1 The Head of Legal and Property Services, Head of Safer & Inclusive Communities and the Chief Financial Officer have been consulted on this report.

## **7.0 LIST OF BACKGROUND PAPERS**

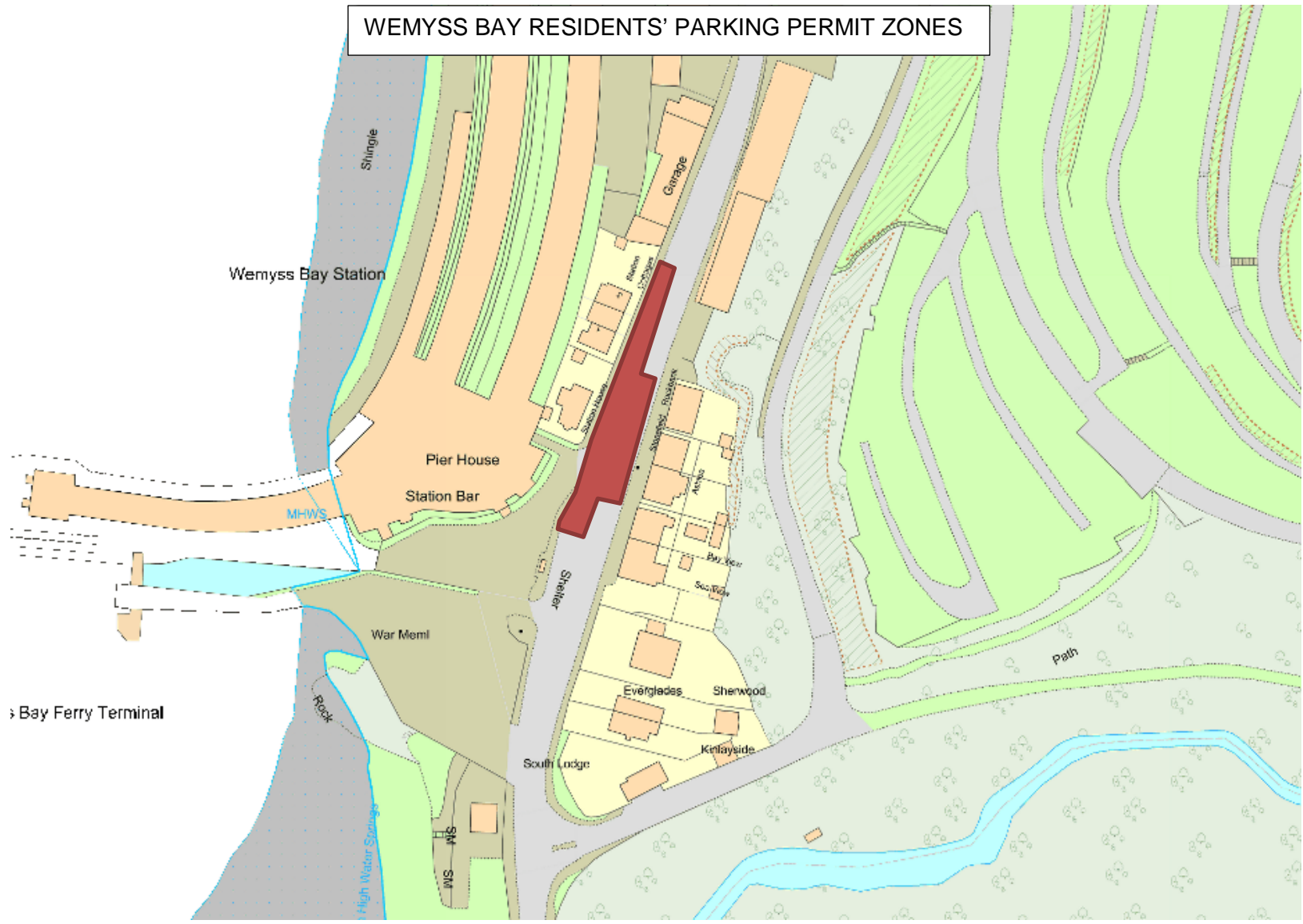
7.1 None

# GREENOCK RESIDENTS' PARKING PERMIT ZONES



- Existing GR2 Residents' Parking Permit Zone
- Proposed extension to GR2 Residents' Parking Permit Zone
- New Permit Zone GR4 Residents' Parking Permit Zone
- Areas where properties on northside can apply for a permit

# WEMYSS BAY RESIDENTS' PARKING PERMIT ZONES



 New Permit Zone WB1 Residents' Parking Permit Zone