

A special meeting of the Environment & Regeneration Committee will be held on Monday 30 June 2025 at 3pm.

Members may attend the meeting in person or via remote online access. Webex joining details will be sent to Members and Officers prior to the meeting. Members are requested to notify Committee Services by 12 noon on Friday 27 June 2025 how they intend to access the meeting.

In the event of connectivity issues, Members are asked to use the *join by phone* number in the Webex invitation and as noted above.

Please note that this meeting will be live-streamed via YouTube with the exception of any business which is treated as exempt in terms of the Local Government (Scotland) Act 1973 as amended.

Further information relating to the recording and live-streaming of meetings can be found at the end of this notice.

LYNSEY BROWN
Head of Legal, Democratic, Digital & Customer Services

BUSINESS

**** Copy to follow**

1.	Apologies, Substitutions and Declarations of Interest	Page
NEW BUSINESS		
2. **	Implementation of the National Strategy for 20mph Speed Limits Report by Interim Director – Environment (**Please note – only the appendices are to follow)	p
ROUTINE DECISIONS AND ITEMS FOR NOTING		
3.	Greenock Waiting and Loading Traffic Regulation Order (Variation 8) – Maintained Objections Report by Interim Director - Environment	p
The documentation relative to the following items has been treated as exempt information in terms of the Local Government (Scotland) Act 1973 as amended, the nature of the exempt information being that set out in the paragraphs of Part I of Schedule 7(A) of the Act whose numbers are set out opposite the heading to each item.		
4.	Property Asset Management Private Report – Report on Offers Paras 6, 8 & 9 Received for 5 Kempock Place, Gourrock Report by Interim Director - Environment making recommendations in respect of 5 Kempock Place, Gourrock.	p

<div>5. Comet Replica - Replacement</div> <div>Report by Interim Director - Environment providing an update on tender returns in respect of the Comet Replica Replacement Project.</div>	<div>Paras 6 & 8</div>
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The reports are available publicly on the Council’s website and the minute of the meeting will be submitted to the next standing meeting of the Inverclyde Council. The agenda for the meeting of the Inverclyde Council will be available publicly on the Council’s website.

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Enquiries to – **Colin MacDonald** – Tel 01475 712113

Report To:	Environment & Regeneration Committee	Date:	30 June 2025
Report By:	Interim Director - Environment	Report No:	ENV032/25/EM
Contact Officer:	Eddie Montgomery	Contact No:	01475 712472
Subject:	Implementation of the National Strategy for 20mph Speed Limits		

1.0 PURPOSE AND SUMMARY

1.1 ☒ For Decision ☐ For Information/Noting

1.2 The purpose of this report is to inform the Committee of the ongoing engagement with Transport Scotland on the commitment from the Scottish Government to implement the National Strategy for 20mph speed limits in all appropriate roads in built up areas by 2025.

1.3 The report confirms the recent communication from Transport Scotland indicating a commitment to a funding award in 2025/26 for implementation and outlines the next steps and anticipated time frames subject to Committee direction on implementation.

2.0 RECOMMENDATIONS

2.1 It is recommended that the Committee:

- note that Transport Scotland have indicated that £478,000 of funding will be made available in 2025/26 to implement 20mph Speed Limits across Inverclyde.
- note Transport Scotland's proposed route to implementation by promotion of a number of Temporary Traffic Regulation Orders (TTRO), followed by consultation to assess the success of the schemes to identify any changes and with final implementation through formal consultation and promotion of permanent Speed Limit Orders (SLOs).
- note projected programme for implementation and the challenges associated with meeting those timescales.
- provide direction on whether to progress the implementation of 20mph speed limits on the 1,021 roads across Inverclyde identified as being suitable for speed limit reduction based on the Transport Scotland issued roads assessment guidance and criteria and as illustrated on the maps provided at Appendix 1.
- note the Transport Scotland position on funding for implementation which is only able to be confirmed for 2025/26 at this time and the risks passed to the Council associated with funding for the final promotion of SLO's in 2026/27, and any further soft measures and (where deemed necessary) any physical speed management measures, for roads not reaching a desired level of speed compliance.

Eddie Montgomery
Interim Director - Environment

3.0 BACKGROUND AND CONTEXT

- 3.1 The Scottish Government published a 'Scotland's Road Safety Framework to 2030' in February 2021. The Framework articulates a vision for Scotland to have the best road safety performance in the world by 2030 and an ambitious long-term goal where no one is seriously injured or killed on Scottish roads by 2050. To achieve this goal, the national strategy for 20 mph zones and limits in Scotland was produced. The Strategy aims to expand 20mph speed limits across Scotland, and to ensure all appropriate roads in built-up areas have a safer speed limit of 20mph by 2025.
- 3.2 The speed of a vehicle directly influences the risk of a collision as well as the severity of injuries sustained. Statistically, the average person, is seven times more likely to succumb to fatal injuries if they are in a collision with a vehicle at 30 mph than they are at 20 mph.
- 3.3 In 2022, serious road casualties mostly occurred on 30 mph and 60 mph roads. Just over half (51.1%) of road traffic fatalities in cities and towns were pedestrians or pedal cyclists. The majority (54.4%) of serious injuries were also pedestrians and pedal cyclists, whereas just over a third (34.6%) suffered slight injuries.
- 3.4 In 2022, 69% of all pedestrian casualties, 54% of all pedal cyclist casualties, 33% of all motorcyclist casualties and 30% of all car casualties occurred on roads with a speed limit of 30 mph in Scotland. In total there was 2201 casualties on roads with a speed limit of 30 mph. Of these there were 623 people seriously injured and 31 fatalities.
- 3.5 A Napier University Study assessed the effectiveness of Scottish Borders implementation, the first Scottish Authority to roll out widespread 20mph speed limits. The study highlighted that the rollout of 20mph speed limits across the Scottish Borders has reduced average speeds by 3mph. The trial, which took place across 97 villages and towns in the Borders since October 2020, showed that 85% of drivers dropped their speeds by 3mph with the largest speed reductions being observed in locations where higher speeds had been seen in the past – with those areas seeing an average reduction of 5.4mph. The report also concluded that the change in driver behaviour continued well after the beginning of the trial, with average speeds still well below previous levels eight months after the start of the trial.
- 3.6 Average speeds in the residential streets of Inverclyde are generally under 25 mph, which means that traffic speeds are relatively low at present, however, the reduction in speed limit will assist in lowering overall vehicle speeds particularly those who currently drive at 30 mph or over within our residential estates.
- 3.7 The report to the Environment and Regeneration Committee of 13th March 2025 outlined the background on the National Strategy for 20mph and the procedure, based on road assessment guidance issued by Transport Scotland, for determining what roads are suitable to have their speed limits reduced including the outcome of that assessment. That Committee noted and agreed the principles of 20mph speed limits and the roads identified during the March 2023 assessment (and subsequent amendments) which indicated the number of roads suitable for a speed limit reduction based on the Road Assessment Guidance issued by Transport Scotland.
- 3.8 Transport Scotland have also confirmed in communications that the road criteria originated from article 11 of the UN Stockholm declaration: mandate a maximum road travel speed of 30km/h in areas where vulnerable roads users and vehicles mix in a frequent and planned manner, except where strong evidence exists that higher speeds are safe (decision should no longer be influenced by traffic speeds). This declaration is supported by the Scottish Government.
- 3.9 As outlined in the March 25 report, Transport Scotland recommendations are that the implementation of 20mph speed limits be progressed using TTROs followed by permanent TROs/SLOs to assist with the timescales being targeted for implementation and allow the community time to experience the change. It also allows for the lower speed limit to be monitored and evaluated for a period. During this period, decisions can then be made as to whether the 20mph speed limit can be refined or modified before the final TRO/SLO is made. Following an

evaluation period, Permanent Speed Limit Orders (SLO) will be promoted for roads that are appropriate. Stakeholder consultation will be required as part of this process.

- 3.10 Scotland's National 20mph Strategy is for each Local Authority to determine which 30mph roads within their boundary should be subject to a 20mph speed limit. This recognises that the reduction in speed limits across the arterial routes of Inverclyde could adversely affect the operation and effectiveness of routes for all road users. This means the decisions on what roads are suitable can be taken at a local level and allows a degree of flexibility.
- 3.11 In consultation with Police Scotland and other stakeholders, it was agreed that A and B roads should remain at 30mph unless they pass a school or directly through a town centre as some of these roads have existing part-time 20mph restrictions. Other routes have remained at 30mph to keep the arterial routes 30mph to allow movement of traffic and to keep the majority of traffic on these routes.
- 3.12 The summary position as reported to the March 25 Committee has been re-assessed with the overall total number of roads altered to reflect that some roads have multiple speed limits and to record the 20mph roads recently added within town and village centres. An updated summary of the findings is outlined in the table below:

Total Number of Existing	Total Number (Re-assessed)
Section A - 20mph roads remaining at 20mph	87
Section B - 20mph roads increasing to 30mph	0
Section C - 30mph roads remaining at 30mph	69
Section D - 30mph roads changing to 20mph	1,021

- 3.13 The estimated costs and indicative timescales to introduce the 20mph speed limits including promotion of TTROs, promotion of SLOs, Independent Reporter, etc. are as outlined below:

Item / Action	Estimated Timescales	Estimated Costs £000
Phase 1 Initial Implementation		
Promotion of TTROs	Jan 26	36
Effective date of TTROs	Jan 26	-
Signs & Lines	July 25-Jan 26	442
Estimated Cost 2025/26		478
Public Feedback	Feb-April 26	5
Amendments to extent of 20mph speed limits (if any following consultation and officer observations)	Mar-June 26	10
Phase 2 Permanent SLO		
<i>Without maintained objections</i>		
Promotion of SLOs	June-Nov 26	25
Estimated Cost 2026/27		40
Effective date of SLOs	May 27	-
<i>With Maintained objections</i>		
Independent Reporter	May-Oct 27	22.5
Effective date of SLOs	Nov 27	-
Monitoring and Evaluation	Dec 27-April 28	51
Estimated Cost 2027/28		73.5
Total Cost		591.5

3.14 As also confirmed in the March 2025 report the assessment of the roads undertaken using the Transport Scotland guidance and criteria resulted in the majority of roads requiring 20mph signage only, however, 15 roads were identified for speed reduction measures with a further 97 roads which may require speed reduction measures. As previously confirmed the most recent Transport Scotland Guidance (31st October 2024) states that Local Authorities should consider the introduction of 20mph speed limits indicated **by speed limit signs only, with no supporting speed reduction features and with monitoring and evaluation post implementation** to identify any not reaching a desired level of speed compliance through the following criteria:

- 0-25 mph - No speed management required;
- 26-30 mph – Softer measures required, signs and lines;
- Above 30 mph – speed management measures are required to achieve better compliance. These should again be signs and lines. This should be monitored again prior to implementing any physical measures. All these should be exhausted before consideration is given to return a road to 30mph.

During the engagement with Transport Scotland to date, earlier estimates for implementation have included costs for traffic calming consultation and installation for the 15 identified and 97 potential roads totalling circa £2.36m. The position adopted by Transport Scotland has previously been clarified as outlined above with no commitment to funding for speed reduction measures.

3.15 It should be noted that more recent communication with Transport Scotland indicates that the position on speed reduction measures may be revisited with the most recent advice stating that the funding of speed reduction measures would be considered by Transport Scotland as long as they were evidence based and reasonable. There remains a risk associated with this as outlined in 5.3 below.

3.16 The Committee is requested to note the following summary of the engagement with Transport Scotland in 2025 to date:

- there has been email communication confirming the commitment to a funding award of £478,000 in 2025/26 to progress the implementation of 20mph Speed Limits across Inverclyde.
- the email communication also acknowledged the funding requirement for 2026/27 and confirmed that they are unable to advise on awards of multi-year funding due to the Scottish Budget being agreed on an annual basis. It was confirmed that this would be revisited nearer the time.
- there has been no confirmation of any funding for physical speed reduction measures should recorded speeds be higher than anticipated post implementation, however it has been confirmed that they would consider funding subject to any request being evidence based and reasonable.

3.17 Should the Committee approve the implementation it will be necessary to implement a communication strategy to inform the public about the introduction of the new speed limits. Transport Scotland have provided a media toolkit which will be used as the basis for the communications campaign:

<https://roadsafety.scot/wp-content/uploads/2024/02/Communicators-Toolkit-20mph-final.pdf>

4.0 PROPOSALS

4.1 The Committee is requested to note the communication from Transport Scotland and the commitment to funding in 2025/26 for the implementation of 20mph speed limits across Inverclyde.

- 4.2 The Committee is requested to provide direction on implementation to allow Officers to commence the Temporary Traffic Regulation Order (TTRO) process to reduce the speed limits on the 1,021 roads across Inverclyde. Officers will also engage with external contractors to install the signs and road markings required.
- 4.3 On completion of the TTRO and the installation of the signs and markings there will be a consultation to assess the success of the schemes, and this will include traffic surveys in addition to public consultations.
- 4.4 Officers will evaluate any changes required and these will be implemented prior to the formal consultation and the promotion of the permanent Speed Limit Orders (SLOs). This SLO will be split into 5 areas, Quarriers and Kilmacolm, Port Glasgow, Greenock, Gourock, Inverkip and Wemyss Bay and will be subject to a further funding commitment from Transport Scotland for 2026/27.
- 4.5 On completion of the SLOs a traffic surveys and monitoring will be conducted to determine if any further measures are required. As outlined above, Transport Scotland have not made any firm commitment to fund physical measures. Officers will continue dialogue with Transport Scotland on completion of the traffic surveys and assessments.

5.0 IMPLICATIONS

- 5.1 The table below shows whether risks and implications apply if the recommendation(s) is(are) agreed:

SUBJECT	YES	NO
Financial	X	
Legal/Risk	X	
Human Resources		X
Strategic (Partnership Plan/Council Plan)	X	
Equalities, Fairer Scotland Duty & Children/Young People's Rights & Wellbeing		X
Environmental & Sustainability		X
Data Protection		X

5.2 Finance

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
Roads	20MPH	2025/26	423		Implementation of 20mph speed limits
Roads /Legal	20MPH	2025/26	55		Staff Costs for Roads and Legal Services.
			478		Funding from Transport Scotland

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Proposed Spend this Report £000	Virement From (If Applicable)	Other Comments
Roads	-	-	**1		Maintenance of road markings, signs and traffic calming.
Roads			**1		Sign lighting

**will be contained within existing budgets

5.3 Legal/Risk

It will be necessary to promote a number of Temporary Traffic Regulation Orders at the implementation stage followed by permanent Speed Limiting Orders. There are inherent risks of objections to these orders which could lead to delays and which may have implications for increased costs.

As outlined above, Transport Scotland implementation guidance is that Local Authorities should consider the introduction of 20mph speed limits indicated by speed limit signs only, with no supporting speed reduction features and with no funding currently being provided for speed reduction measures. There is a risk associated with any monitoring and evaluation post implementation identifying roads that have not reached a desired level of speed compliance where either soft measures or physical speed reduction measures may require to be considered with the funding risk of these currently unresolved and potentially falling to the Council. There are associated reputational risks linked to the inability of the Council to fund any further measures ahead of decisions to return roads to 30mph.

5.4 Human Resources

The work involved for the Roads Service and the Legal Service will require the existing workload/waiting list for TRO's and other orders to be analysed and decisions made as to prioritisation.

5.5 Strategic

The implementation of the National Strategy for 20mph speed limits in all appropriate roads in built up areas in Inverclyde by 2025 aligns with the Council Plan vision and priorities to ensure Inverclyde is a safe place to work and live.

5.6 Equalities, Fairer Scotland Duty & Children/Young People

(a) Equalities

This report has been considered under the Corporate Equalities Impact Assessment (EqIA) process with the following outcome:

x	YES – Assessed as relevant and an EqIA is required.
	NO – This report does not introduce a new policy, function or strategy or recommend a substantive change to an existing policy, function or strategy. Therefore, assessed as not relevant and no EqIA is required.

(b) Fairer Scotland Duty

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

	YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.
x	NO – Assessed as not relevant under the Fairer Scotland Duty.

(c) Children and Young People

Has a Children's Rights and Wellbeing Impact Assessment been carried out?

	YES – Assessed as relevant and a CRWIA is required.
x	NO – Assessed as not relevant as this report does not involve a new policy, function or strategy or recommends a substantive change to an existing policy, function or strategy which will have an impact on children's rights.

5.7 Environmental/Sustainability

Has a Strategic Environmental Assessment been carried out?

	YES – assessed as relevant and a Strategic Environmental Assessment is required.
x	NO – This report does not propose or seek approval for a plan, policy, programme, strategy or document which is like to have significant environmental effects, if implemented.

5.8 Data Protection

Has a Data Protection Impact Assessment been carried out?

	YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.
x	NO – Assessed as not relevant as this report does not involve data processing which may result in a high risk to the rights and freedoms of individuals.

6.0 CONSULTATION

6.1 Legal Services have been consulted.

6.2 Police Scotland, Strathclyde Partnership for Transport (SPT), McGills and elected members have been consulted on the proposals.

7.0 BACKGROUND PAPERS

- 7.1 National Strategy for 20mph – Update. Environment and Regeneration Committee 13 March 2025.

Scotland's National Strategy for 20mph Speed Limits:

https://framework.roadsafety.scot/info_hub/scotlands-national-strategy-for-20-mph-speed-limits/#:%7E:text=The%20Scottish%20Government%20is%20committed,but%20pedestrians%2C%20cyclists%20and%20communities

Transport Scotland's 20mph Speed Limits in Scotland. Implementation Guide:

<https://www.transport.gov.scot/media/3yxfd5tp/the-implementation-guide-for-20-mph-speed-limits-in-scotland.pdf>

Napier University Study: <https://www.napier.ac.uk/about-us/news/first-large-scale-study-shows-success-of-20mph-speed-limit-across-scottish-borders>

Report To:	Environment and Regeneration Committee	Date:	30 June 2025
Report By:	Interim Director - Environment	Report No:	ENV032/25/EM
Contact Officer:	Eddie Montgomery	Contact No:	01475 714800
Subject:	Gourock Waiting and Loading Traffic Regulation Order (Variation 8) – Maintained Objections		

1.0 PURPOSE AND SUMMARY

- 1.1 ☒ For Decision ☐ For Information/Noting
- 1.2 The purpose of this report is to inform the Committee of the outcome of the consultation procedure undertaken for a Traffic Regulation Order (TRO) entitled “The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) (Variation No. 8) Order 2025” relating to Gourock. The proposed TRO received 6 maintained objections.
- 1.3 This report also seeks a decision as to whether Committee will hear the objections relating to the TRO via a special meeting of this Committee or appoint an Independent Reporter.

2.0 RECOMMENDATIONS

- 2.1 It is recommended that the Committee:
- note the requirement to hold a public hearing to consider the maintained objections to the TRO;
 - decides either to hear these objections before a special meeting of this Committee or through an Independent Reporter;
 - remits it to the Head of Physical Assets and the Head of Legal, Democratic, Digital & Customer Services to make the necessary arrangements for the public hearing.

Eddie Montgomery
Interim Director - Environment

3.0 BACKGROUND

- 3.1 Local Authorities are empowered to make Orders under the Road Traffic Regulation Act 1984 as amended and, under the Council's Scheme of Delegation, the Head of Physical Assets is responsible for the making, implementation and review of Roads Orders and Traffic Regulation Orders (TRO).
- 3.2 The Inverclyde Council introduced Decriminalised Parking Enforcement throughout Inverclyde in 2014. Since that time numerous requests have been received to introduce waiting and loading restrictions at various locations in Gourock. The proposed TRO promotes various restrictions to address these requests.
- 3.3 The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) Order 2013, as amended, is in force in Gourock, Inverkip and Wemyss Bay.
- 3.4 The proposed TRO will introduce:-
 - A "No waiting at any time and No loading at any time" restriction on sections of Broomberry Drive, Caledonia Crescent, Cardwell Road, Chapel Street, Cove Road, Drumshantie Road, Firth Crescent, Hilltop Road, Larkfield Road, Manor Crescent, Moorfoot Drive and Shore Street;
 - A "No waiting at any time" restriction on sections of Broomberry Drive, Drumshantie Road and Manor Crescent;
 - A variation of a section of existing "No waiting at any time" restriction to "No waiting at any time, No loading at any time" on Cowal View and Golf Road and an extension of the length of the restriction on Cowal View;
 - An extension of the existing "No waiting at any time" restriction on the northside of Barrhill Road opposite St John's Manor;
 - A variation of 4 Disabled Persons' Parking Places on Kempock Street to introduce a 3-hour limited waiting restriction for Blue Badge holders only;
 - A revocation of a section of existing "Monday-Saturday 8am-6pm 1 hour, no return within 1 hour" restriction and the introduction of 2 time limited "Electric Vehicle Parking Spaces, 1 hour, no return within 1 hour" on Kempock Place;
 - A variation the existing "No waiting Monday to Saturday 8am to 9am" restrictions to "No waiting Monday to Saturday 8am to 10am" on Shore Street;
 - A "Loading Bay" on Cardwell Road; and
 - A "No waiting Monday to Saturday 8am to 10am" restriction on a section of Larkfield Road.
- 3.5 The proposed TRO was issued for public consultation on 7 March 2025 with responses invited by 28 March 2025.
- 3.6 During the period of public consultation for the TRO, 6 valid objections were received. Officers entered into correspondence with all 6 objectors the result of which is all 6 objections are maintained.
- 3.7 As the objections have been maintained following Officers correspondence with the objectors, these must now be heard. The objections can be heard at a public hearing considered either before a special meeting of the Environment and Regeneration Committee or by an Independent Reporter.

4.0 PROPOSALS

- 4.1 The proposed TRO will vary existing on street restrictions in Gourrock, Inverkip & Wemyss Bay.
- 4.2 The Committee is asked to consider the proposed TRO, a copy of which is included as Appendix 1, and to accordingly note the requirement to hold a public hearing to consider the maintained objections to this Order. The Committee is also asked to consider whether to hear this before a special meeting of this Committee or by an Independent Reporter

5.0 IMPLICATIONS

- 5.1 The table below shows whether risks and implications apply if the recommendations are agreed:

SUBJECT	YES	NO
Financial	x	
Legal/Risk	x	
Human Resources		x
Strategic (Partnership Plan/Council Plan)		x
Equalities, Fairer Scotland Duty & Children & Young People's Rights & Wellbeing		x
Environmental & Sustainability		x
Data Protection		x

5.2 Finance

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
02506	DPE	2025/26	£5k	N/A	Independent Reporter
02506	DPE	2025/26	£5k	N/A	Road markings and signs

Annually Recurring Costs/ (Savings)

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

5.3 Legal/Risk

The recommendations of the public hearing, if held by an Independent Reporter, would require to be reported to a future meeting of the Environment and Regeneration Committee for consideration. In the event that the Committee decides not to appoint an independent Reporter but rather decides to hear the objections itself, the decision of the Committee will be final.

5.4 Human Resources

There are no Human Resources implications associated with the proposal.

4.5 Strategic

There are no strategic implications associated with the proposal.

4.6 Equalities, Fairer Scotland Duty & Children/Young People

(a) Equalities

This report has been considered under the Corporate Equalities Impact Assessment (EqIA) process with the following outcome:

	YES – Assessed as relevant and an EqIA is required
X	NO – This report does not introduce a new policy, function or strategy or recommend a substantive change to an existing policy, function or strategy. Therefore, assessed as not relevant and no EqIA is required. Provide any other relevant reasons why an EqIA is not necessary/screening statement.

(b) Fairer Scotland Duty

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

	YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.
X	NO – Assessed as not relevant under the Fairer Scotland Duty for the following reasons: Provide reasons why the report has been assessed as not relevant.

(c) Children & Young People

Has a Children's Rights and Wellbeing Impact Assessment been carried out?

	YES – Assessed as relevant and a CRWIA is required.
X	NO – Assessed as not relevant as this report does not involve a new policy, function or strategy or recommends a substantive change to an existing policy, function or strategy which will have an impact on children's rights.

4.7 Environmental/Sustainability

Has a Strategic Environmental Assessment been carried out?

	YES – assessed as relevant and a Strategic Environmental Assessment is required.
X	NO – This report does not propose or seek approval for a plan, policy, programme, strategy or document which is like to have significant environmental effects, if implemented.

4.8 Data Protection

Has a Data Protection Impact Assessment been carried out?

	YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.
X	NO – Assessed as not relevant as this report does not involve data processing which may result in a high risk to the rights and freedoms of individuals.

5.0 CONSULTATION

- 5.1 The proposal has been advertised in the Greenock Telegraph and full details of the proposal has been made available for public inspection on the Council's website. A copy of the draft Order forms Appendix 1.

6.0 BACKGROUND PAPERS

- 6.1 There are no background papers associated with this report.

THE INVERCLYDE COUNCIL
(VARIOUS ROADS) (GOUROCK, INVERKIP &
WEMYSS BAY) (WAITING RESTRICTIONS)
(VARIATION NO. 8) ORDER 2025

TRAFFIC REGULATION ORDER

**THE INVERCLYDE COUNCIL
(VARIOUS ROADS) (GOUROCK, INVERKIP & WEMYSS BAY)
(WAITING RESTRICTIONS) (VARIATION NO. 8) ORDER 2025**

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) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) (Variation No. 8) Order 2025".
- 1.2 The On-Street Plans forming Schedule 1 to this Order and titled "The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) (Variation No. 8) Order 2025 On-Street Plans" are hereby incorporated into "The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) Order 2013" and recorded in "The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) Order 2013 Plan Index.
- 1.3 The Plan Index forming Schedule 2 to this Order is hereby incorporated into and recorded in "The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) Order 2013" Plan Index.

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:-

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

"Driver" means the person driving or having control or charge of a Motor Vehicle at any given time and, in particular, in relation to a Motor Vehicle waiting in a Parking Place or an Electric Vehicle Parking Space, the person driving when it was left in the Parking Place or Electric Vehicle Parking Space;

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

"Electric Vehicle Parking Space" means an area of road defined as such by means of a sign and surface marking, as specified in the On-Street Plans

forming Schedule 1, which is provided solely for the recharging of Electric Vehicles' batteries by means of a Charging Post; and

"On-Street Plans" means the plans forming Schedule 1 and titled "The Inverclyde Council (Various Roads) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions) (Variation No. 8) Order 2025 On-Street Plans";

- 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 form Schedule 1 to this Order.
- 2.6 The Plan Index forms Schedule 2 to this Order.
- 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 Use of Electric Vehicle Parking Spaces

- 3.1 Each Electric Vehicle Parking Space may be used, subject to the following provisions of this Order, as a parking space solely for the recharging of Electric Vehicles' batteries by means of a Charging Post.
- 3.2 At all times whilst an Electric Vehicle is waiting in an Electric Vehicle Parking Space, the Driver shall cause that vehicle to be connected via a recharging lead to the Charging Post installed in respect of the Electric Vehicle Parking Space.
- 3.3 Every Electric Vehicle waiting in an Electric Vehicle Parking Space shall be caused to stand so that every part of the Electric Vehicle is within the marked limits of the Electric Vehicle Parking Space;
- 3.4 Where, within an Electric Vehicle Parking Space, there is a sign or surface marking which indicates that the Electric Vehicle Parking Space is available only for use by Electric Vehicles, for the purpose of recharging of Electric Vehicles' batteries, the Driver of a Motor Vehicle shall not permit the Motor Vehicle to wait in that Electric Vehicle Parking Space.
- 3.5 When a Motor Vehicle or Electric Vehicle is left in an Electric Vehicle Parking Space in contravention of any of the provisions of this Order, the owner will

become liable for a penalty charge and a police constable in uniform, a Parking Attendant or an Authorised Person may affix a Penalty Charge Notice to such Motor Vehicle or Electric Vehicle and, subsequently, may remove or arrange for the removal of such Motor Vehicle or Electric Vehicle from that Electric Vehicle Parking Space.

4.0 Other Provisions applicable to the Use of Electric Vehicle Parking Spaces

- 4.1 The Driver of an Electric Vehicle using an Electric Vehicle Parking Space shall stop the engine as soon as the Electric Vehicle is in an Electric Vehicle Parking Space and shall not start the engine except when about to change the position of the Electric Vehicle in the Electric Vehicle Parking Space or depart from the Electric Vehicle Parking Space.
- 4.2 Unless authorised in writing by the Council no person shall use an Electric Vehicle or anything towed by an Electric Vehicle when it is within an Electric Vehicle Parking Space to offer for sale any Goods or other article including an Electric Vehicle to persons in or near the Electric Vehicle Parking Space or offer for sale or hire his skill or services or for the purpose of any exhibition, or for plying for hire. No notices or advertising material of any description shall be placed by any person on Electric Vehicles parked within the Electric Vehicle Parking Space except as authorised by the Council.
- 4.3 The Driver of an Electric Vehicle using an Electric Vehicle Parking Space shall not sound any horn or other similar instrument except when about to change the position of the Electric Vehicle in the Electric Vehicle Parking Space or depart from the Electric Vehicle Parking Space.
- 4.4 When an Electric Vehicle is left in an Electric Vehicle Parking Space in contravention of any of the provisions contained in this Order, an Authorised Person or Parking Attendant or any person acting on the instructions of such an Authorised Person or Parking Attendant, may remove the Electric Vehicle or arrange for it to be removed from that Electric Vehicle Parking Space.
- 4.5 In an emergency, an Authorised Person or Parking Attendant or a police constable in uniform may alter or cause to be altered the position of an Electric Vehicle in an Electric Vehicle Parking Space or remove or arrange for the removal of an Electric Vehicle from an Electric Vehicle Parking Space.
- 4.6 Any person removing or arranging the removal of an Electric Vehicle by virtue of Article 4.4 or altering or causing the alteration of the position or removing or arranging for the removal of an Electric Vehicle by virtue of Article 4.5 may do so by towing or driving the Electric Vehicle or in such other manner as he may think reasonably necessary to enable the position of the Electric Vehicle to be altered or the Electric Vehicle to be removed.
- 4.7 Any person removing or arranging for the removal of an Electric Vehicle by virtue of Articles 4.4 or 4.5 shall make such arrangements as he considers to be reasonably necessary for the safety of the Electric Vehicle in the place to which it is removed.
- 4.8 The Council may, as respects an Electric Vehicle which has been removed from an Electric Vehicle Parking Space in pursuance of Article 4.4, if it

appears to have been abandoned, sell or otherwise dispose of the Electric Vehicle after having made reasonable enquiry to ascertain the name and address of the Registered Keeper of the Electric Vehicle in accordance with the procedure set out in the Refuse Disposal (Amenity) Act 1978 (as amended).

5.0 ADDITIONAL PROVISIONS

- 5.1 A person holding a Disabled Person's Badge shall not be permitted to wait in any Electric Vehicle Parking Space without limit of time and shall require to comply with the provisions of this Order.

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) (Gourock, Inverkip & Wemyss Bay) (Waiting Restrictions)
(Variation No. 8) Order 2025 On-Street Plans**

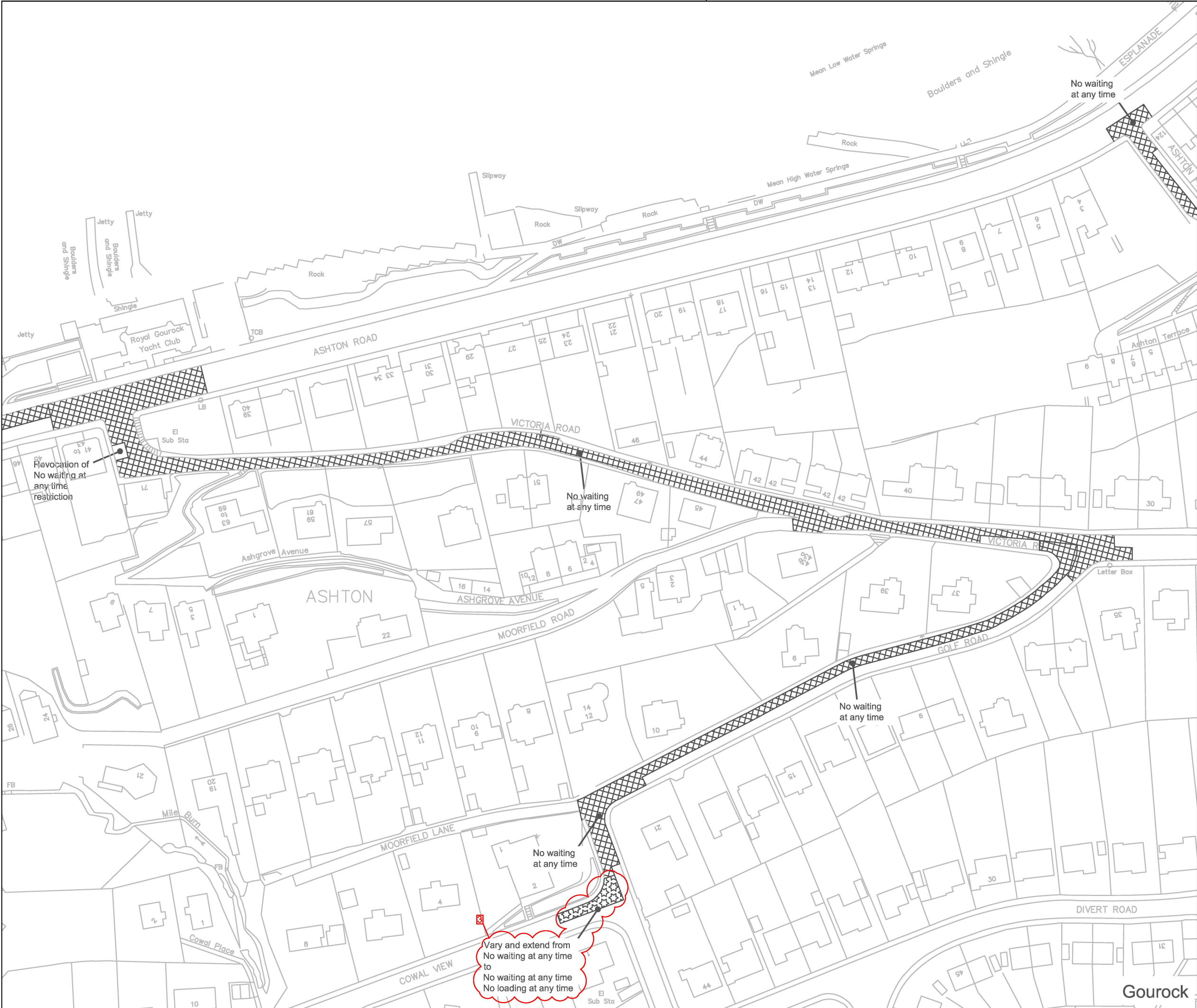
SCHEDULE 2
SCHEDULE 3

THE INVERCLYDE COUNCIL (VARIOUS ROADS) (GOUROCK, INVERKIP & WEMYSS BAY) (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/C133-001	06/10/2014	10/06/2019										
TR/TRO/C133-002	06/10/2014											
TR/TRO/C133-003	06/10/2014	12/11/2018	14/06/2021	#####								
TR/TRO/C133-004	06/10/2014	14/06/2021										
TR/TRO/C133-005	06/10/2014	04/04/2016	12/11/2018									
TR/TRO/C133-006	06/10/2014	04/04/2016	14/11/2016	12/11/2018	####							
TR/TRO/C133-007	06/10/2014	04/04/2016										
TR/TRO/C133-008	06/10/2014	04/04/2016	12/11/2018	14/06/2021	####							
TR/TRO/C133-009	06/10/2014	04/04/2016	12/11/2018	#####								
TR/TRO/C133-010	06/10/2014	12/11/2018	14/06/2021	#####								
TR/TRO/C133-011	06/10/2014											
TR/TRO/C133-012	04/04/2016	12/11/2018										
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TR/TRO/C133-016	04/04/2016	12/11/2018	14/06/2021	#####								
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TR/TRO/C133-018	10/06/2019											
TR/TRO/C133-019	14/06/2021											
TR/TRO/C133-020	#####											
TR/TRO/C133-021	#####											

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 except taxis

Limited waiting
(see below for types of limited waiting referred to on these drawings)

Disabled person's parking place
(subject to restrictions shown)

No waiting at times shown and
Limited waiting (see below for types of limited waiting referred to on these drawings)

Loading bay at times shown and
Limited waiting (see below for sc types of limited waiting referred to on these drawings)

Electric Vehicle Parking Space

Parking Disc Area

Limited Waiting

Type A: Mon-Fri, 8am-6pm, 30mins, No return within 30mins

Type C: Mon-Sat 8am-6pm, 30mins, No return within 1 hour

Type F: Mon-Sat 8am to 6pm, 1 hour, No return within 30 mins

Type J: Mon-Sat 8am to 6pm, 1 hour, No return within 1 hour

Type L: Mon-Sat 11am to 6pm, 1 hour, No return within 1 hour

Type M: Mon-Sat 8am to 6pm, 3 hours, No return within 1 hour

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Seal

Stat	Purpose of Issue	Date	Auth
3	EXTEND NWNLAAT ON COWAL VW	EP JAN '25	EP GL
3	VARY TO NWNLAAT COWAL VW & GOLF RD	EP JAN '25	EP GL
2	NWAAT ASHTON PL & ASHTON RD	EP JAN '20	EP GL
2	NWAAT GOLF RD, VICTORIA RD & COWAL VW	EP JAN '20	EP GL

Rev

Description

By

Date

Chk'd

Auth

INVERCLYDE COUNCIL

Vehicle Maintenance Facility

8 Pottery Street

Greenock

PA15 2UH

Tel: 01475 717171

Email: roads@inverclyde.gov.uk

www.inverclyde.gov.uk

Inverclyde

council

THE INVERCLYDE COUNCIL (VARIOUS ROADS)

(GOUROCK, INVERKIP & WEMYSS BAY)

(WAITING RESTRICTIONS) (VARIATION 8)

ORDER 2025

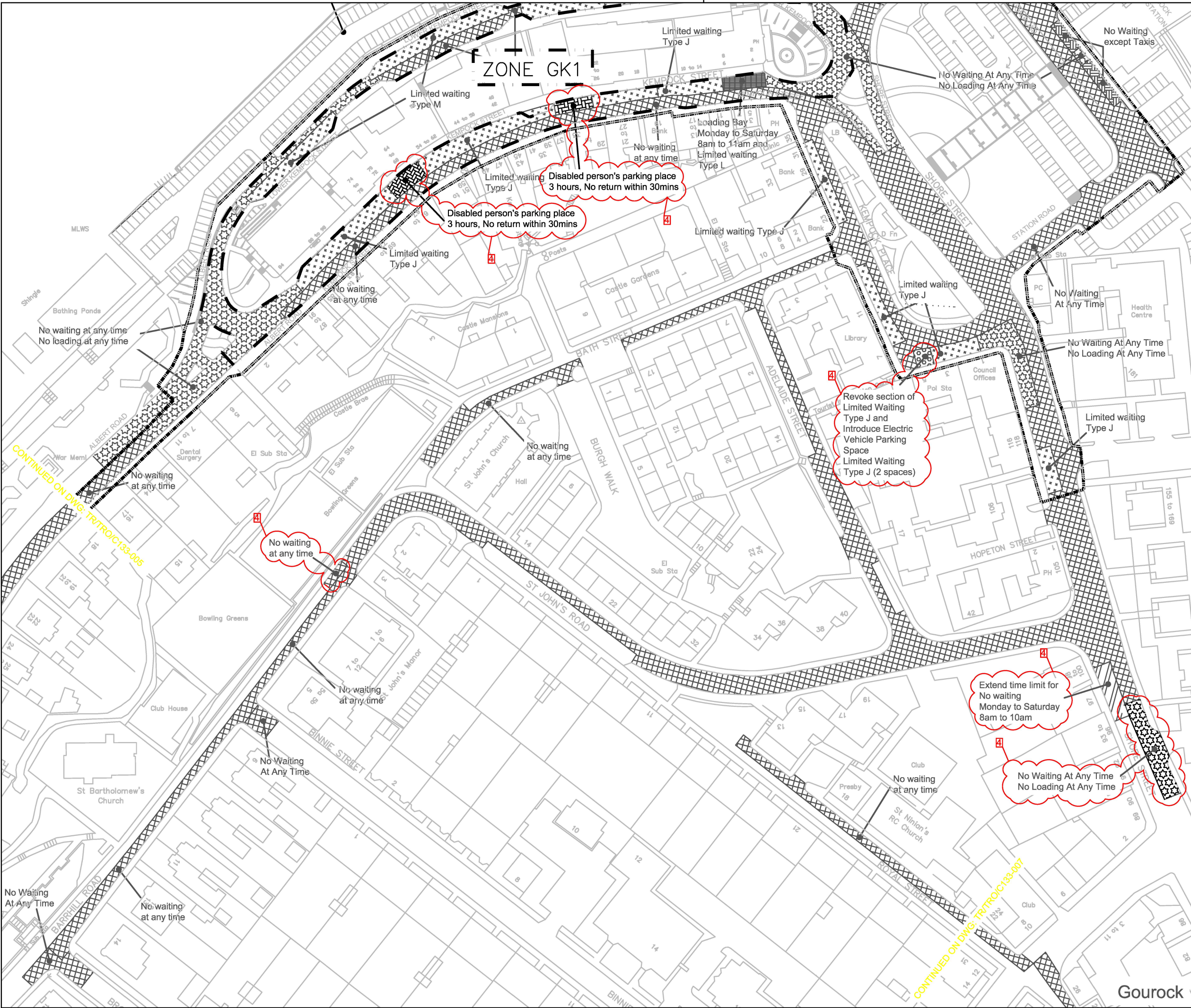
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P	TR/TRO/C133-003	FEB '13	FEB '13	FEB '13

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 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)

Disabled person's parking place

(subject to restrictions shown)

No waiting at times shown and

Limited waiting (see below for types of limited waiting referred to on these drawings)

Loading bay at times shown and

Limited waiting (see below for sc types of limited waiting referred to on these drawings)

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Type M: Mon-Sat 8am to 6pm. 3 hours, No return within 1 hour

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Seal

4	LIMITED WAITING DPPP KEMPOCK ST EP	JAN '25	EP	GL
Stat	Purpose of Issue	Date	EP	GL
4	INTRO. LIMITED WAITING EV BAYS KEMPOCK ST	JAN '25	EP	GL
4	NWNLAAT SHORE ST	JAN '25	EP	GL
4	VARY NW M-S 8AM-10AM SHORE ST	JAN '25	EP	GL
4	EXTEND NWAAT BARRHILL RD	JAN '25	EP	GL
Rev	Description	By	Date	Chk'd Auth

INVERCLYDE COUNCIL

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THE INVERCLYDE COUNCIL (VARIOUS ROADS)

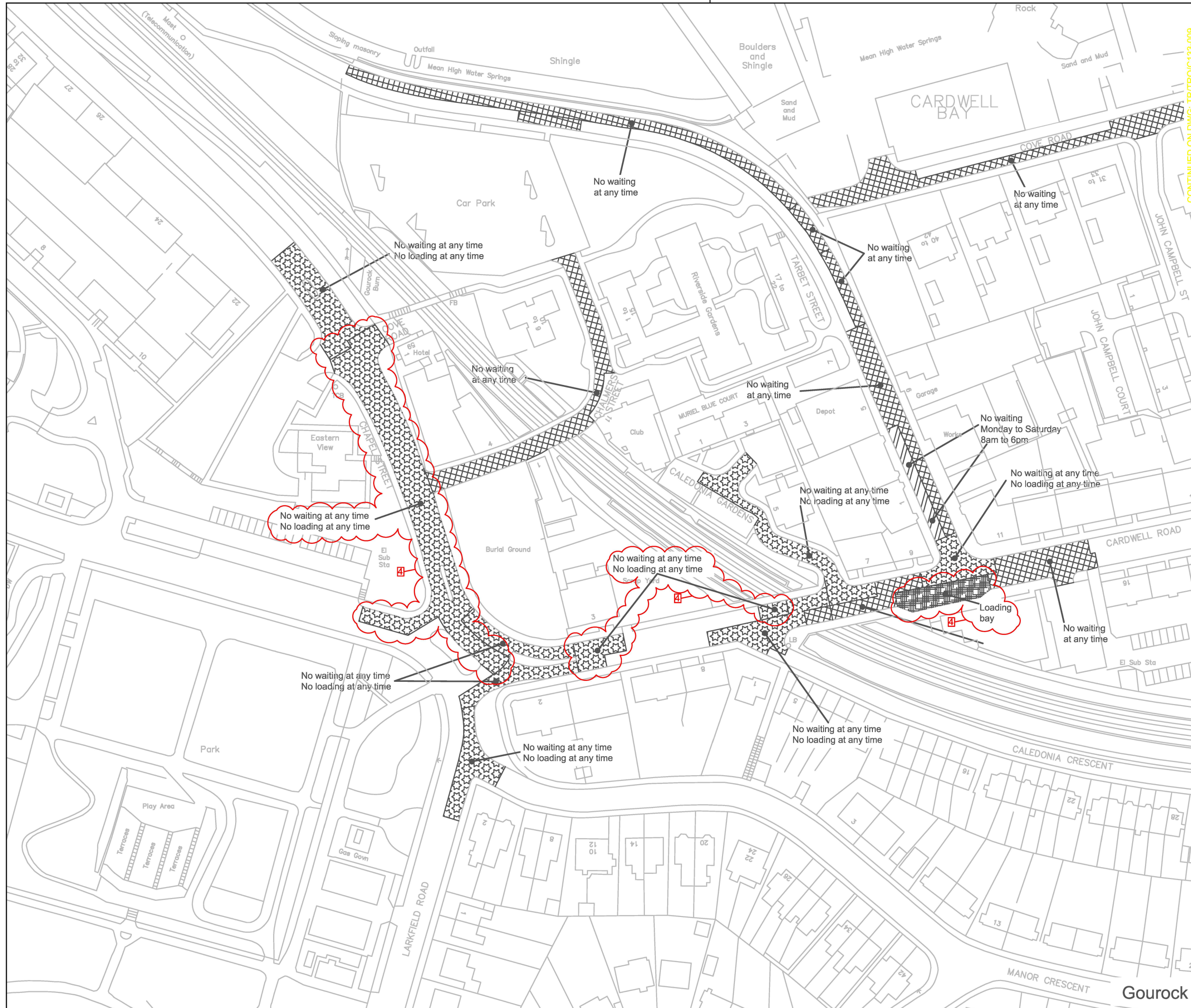
(GOUROCK, INVERKIP & WEMYSS BAY)

(WAITING RESTRICTIONS) (VARIATION No. 8)


ORDER 2025














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Status	Drawing Number	Date	Date	Date
P	TR/TRO/C/133-006	FEB '13	FEB '13	FEB '13
				Rev
				4



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)
	Disabled person's parking place (subject to restrictions shown)
	No waiting at times shown and Limited waiting (see below for types of limited waiting referred to on these drawings)
	Loading bay at times shown and Limited waiting (see below for sc types of limited waiting referred to on these drawings)
	Electric Vehicle Parking Space
	Parking Disc Area

Limited Waiting

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Type L: Mon-Sat 11am to 6pm, 1 hour, No return within 1 hour

Type M: Mon-Sat 8am to 6pm, 3 hours, No return within 1 hour

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Stat	Purpose of Issue			Date	Auth
4	LOADING BAY CARDWELL RD	EP	JAN '25	EP	GL
4	NWNLAAT BROOMBERRY DR & COVE RD	EP	JAN '25	EP	GL
4	NWNLAAT CARDWELL RD & CHAPEL ST	EP	JAN '25	EP	GL
3	NWAAT LARKFILD RD & MANOR CRESENT	EP	JAN '20	EP	GL

Rev	Description	By	Date	Chk'd	Auth

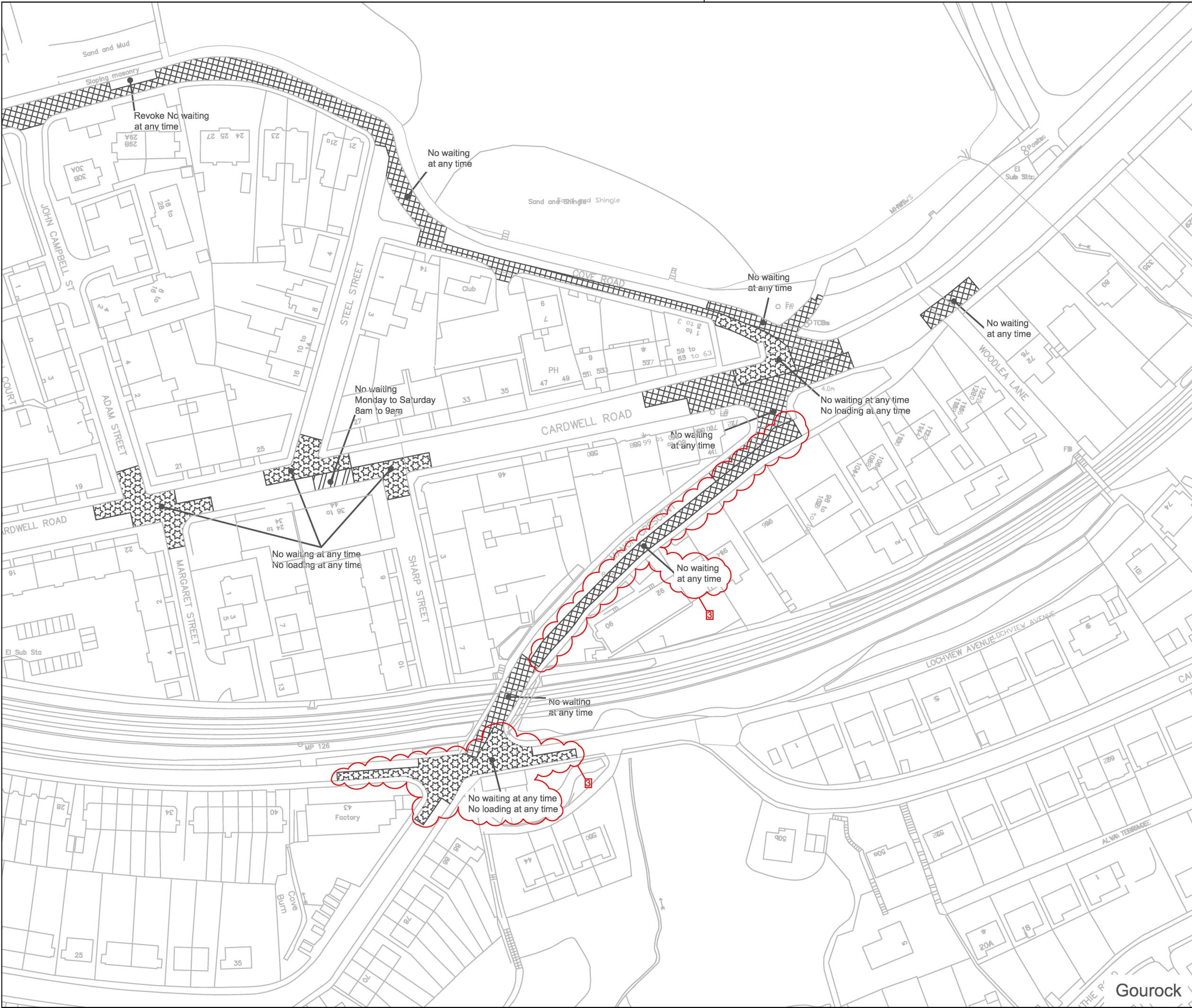
INVERCLYDE COUNCIL
Vehicle Maintenance Facility
8 Pottery Street
Greenock
PA15 2UH
Tel: 01475 717171
Email: roads@inverclyde.gov.uk
www.inverclyde.gov.uk

Inverclyde
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THE INVERCLYDE COUNCIL (VARIOUS ROADS)
(GOUROCK, INVERKIP & WEMYSS BAY)
(WAITING RESTRICTIONS) (VARIATION No. 8)
ORDER 2025

EFFECTIVE DATE:				
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		Date FEB '13	Date FEB '13	Date FEB '13
Status	Drawing Number			Rev
P	TR/TRO/C133-008			4

DO NOT SCALE



Key

No waiting at any time

No waiting at any time

No loading at any time

No waiting at times shown

No waiting at any time

No loading at times shown

No waiting except taxis

Limited waiting

(see below for types of limited waiting referred to on these drawings)

Disabled person's parking place

(subject to restrictions shown)

No waiting at times shown and

Limited waiting (see below for types of limited waiting referred to on these drawings)

Loading bay at times shown and

Limited waiting (see below for sc

types of limited waiting referred to on these drawings)

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Type M: Mon-Sat 8am to 6pm, 3 hours, No return within 1 hour

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Seal

Stat	Purpose of Issue	Date	Auth		
3	NWAAT MANOR CRES	EP JAN '25	EP GL		
3	NNWLAT CALEDONIA CRES & MANOR CRES	EP JAN '25	EP GL		
2	NWAAT ADDED CARDWELL RD AT WOODLEA LN	EP JAN '18	EP GL		
1	CHANGES CARDWELL RD & COVE RD	EP JUN '15	EP MH		
Rev	Description	By	Date	Chk'd	Auth

INVERCLYDE COUNCIL

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THE INVERCLYDE COUNCIL (VARIOUS ROADS)

(GOUROCK, INVERKIP & WEMYSS BAY)

(WAITING RESTRICTIONS) (VARIATION No. 8)

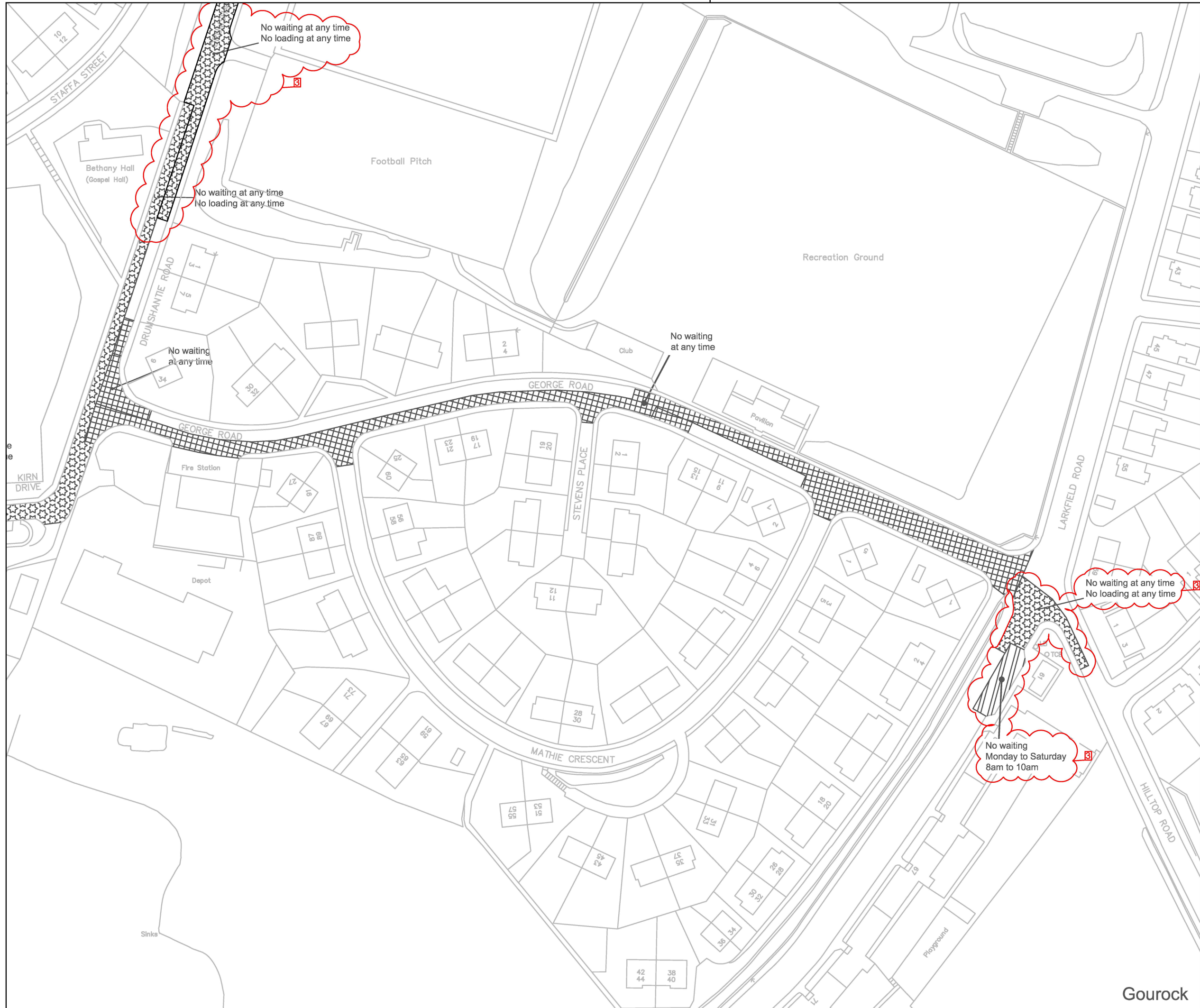
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Rev

3



Key



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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)
Disabled person's parking place
(subject to restrictions shown)
No waiting at times shown and
Limited waiting (see below for types of limited waiting referred to on these drawings)
Loading bay at times shown and
Limited waiting (see below for types of limited waiting referred to on these drawings)
Electric Vehicle Parking Space
Parking Disc Area



Limited Waiting

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 Type M: Mon-Sat 8am to 6pm. 3 hours, No return within 1 hour

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Seal

Purpose of Issue		Date	Auth
3	EXTEND NW1/4LT DRUMSHANTIE RD	EP JAN '25	EP GL
3	NW 1/4-S 8AM-10AM LARFIELD RD	EP JAN '25	EP GL
3	NW1/4LT LARKFIELD RD & HILLTOP RD	EP JAN '25	EP GL
2	EXTEND NWAAT GEORGE RD	EP JAN '20	EP GL
av	Description	By Date	Chk'd Auth

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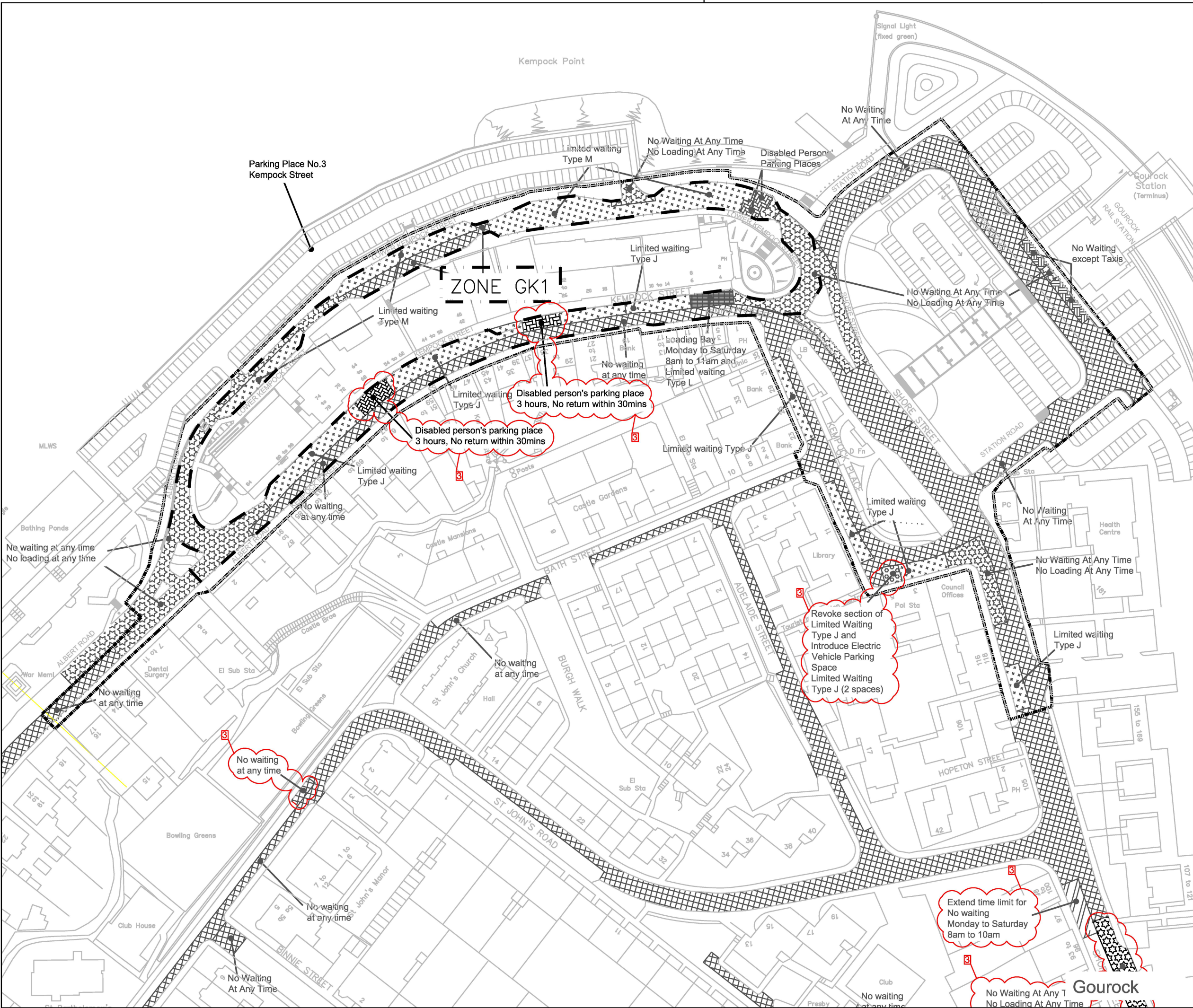
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THE INVERCLYDE COUNCIL (VARIOUS ROADS)
(GOUROCK, INVERKIP & WEMYSS BAY)
(WAITING RESTRICTIONS) (VARIATION 8)
ORDER 2025

EFFECTIVE DATE:

Sheet Size A3	Original Scale 1:1250	Designed/Drawn MJH	Checked MJH	Authorised MR
		Date FEB '13	Date FEB '13	Date FEB '13
Status P	Drawing Number TR/TRO/C133-010			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 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)

Disabled person's parking place

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Loading bay at times shown and

Limited waiting (see below for sc

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Seal

3	LIMITED WAITING DPPP KEMPOCK ST EP	JAN '25	EP	GL
Stat	Purpose of Issue	Date	Auth	
3	INTRO. LIMITED WAITING EV BAYS KEMPOCK ST	JAN '25	EP	GL
3	NWNLAAT SHORE ST	EP	JAN '25	EP
3	VARY NW TIME TO M-S 8AM-10AM SHORE ST	EP	JAN '25	EP
3	EXTEND NWAAT BARRHILL RD	EP	JAN '25	EP
Rev	Description	By	Date	Chk'd Auth

INVERCLYDE COUNCIL

Vehicle Maintenance Facility

8 Pottery Street

Greenock

PA15 2UH

Tel: 01475 717171

Email: roads@inverclyde.gov.uk

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THE INVERCLYDE COUNCIL (VARIOUS ROADS)

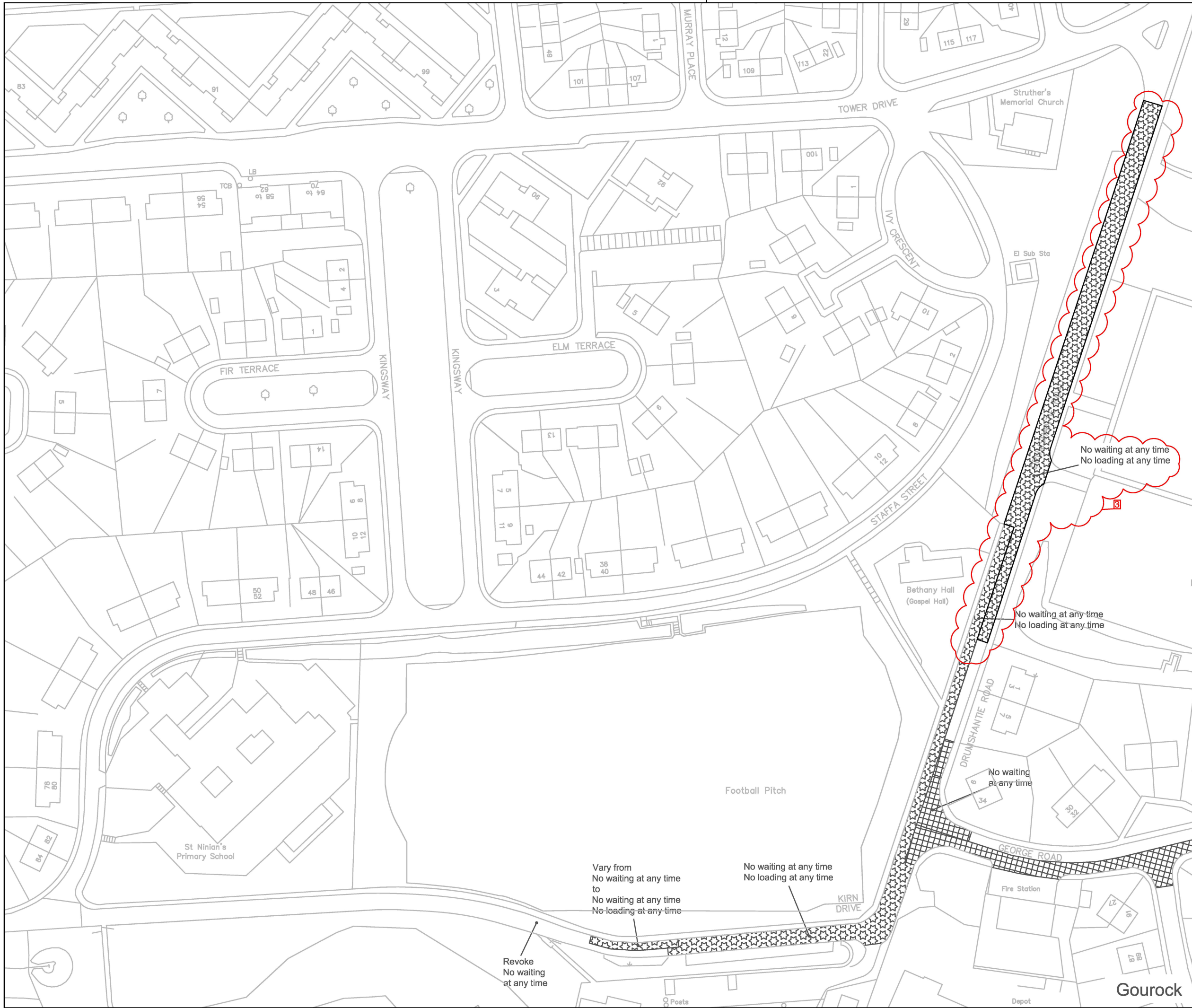
(GOUROCK, INVERKIP & WEMYSS BAY)

(WAITING RESTRICTIONS) (VARIATION No. 8)

ORDER 2025

EFFECTIVE DATE:

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Status	Drawing Number	Date	Date	Date
P	TR/TRO/C133-013	JUN '15	JUN '15	JUN '15
				Rev
				3



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

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(see below for types of limited waiting referred to on these drawings)

Disabled person's parking place
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No waiting at times shown and
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Type J: Mon-Sat 8am to 6pm. 1 hour, No return within 1 hour

Type L: Mon-Sat 11am to 6pm. 1 hour, No return within 1 hour

Type M: Mon-Sat 8am to 6pm. 3 hours, No return within 1 hour

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Seal

Stat	Purpose of Issue	Date			Auth
3	EXTEND NWNLAAT DRUMSHANTIE RD	EP	JAN '25	EP	GL
2	EXTEND NWAAT DRUMSHANTIE RD	EP	JAN '20	EP	GL
1	NWAAT DRUMSHANTIE RD/ GEORGE RD	EP	JAN '18	EP	GL
1	NWNLAAT DRUMSHANTIE RD/ KIRN DR	EP	JAN '18	EP	GL
Rev	Description	By	Date	Chk'd	Auth

INVERCLYDE COUNCIL

Vehicle Maintenance Facility

8 Pottery Street

Greenock

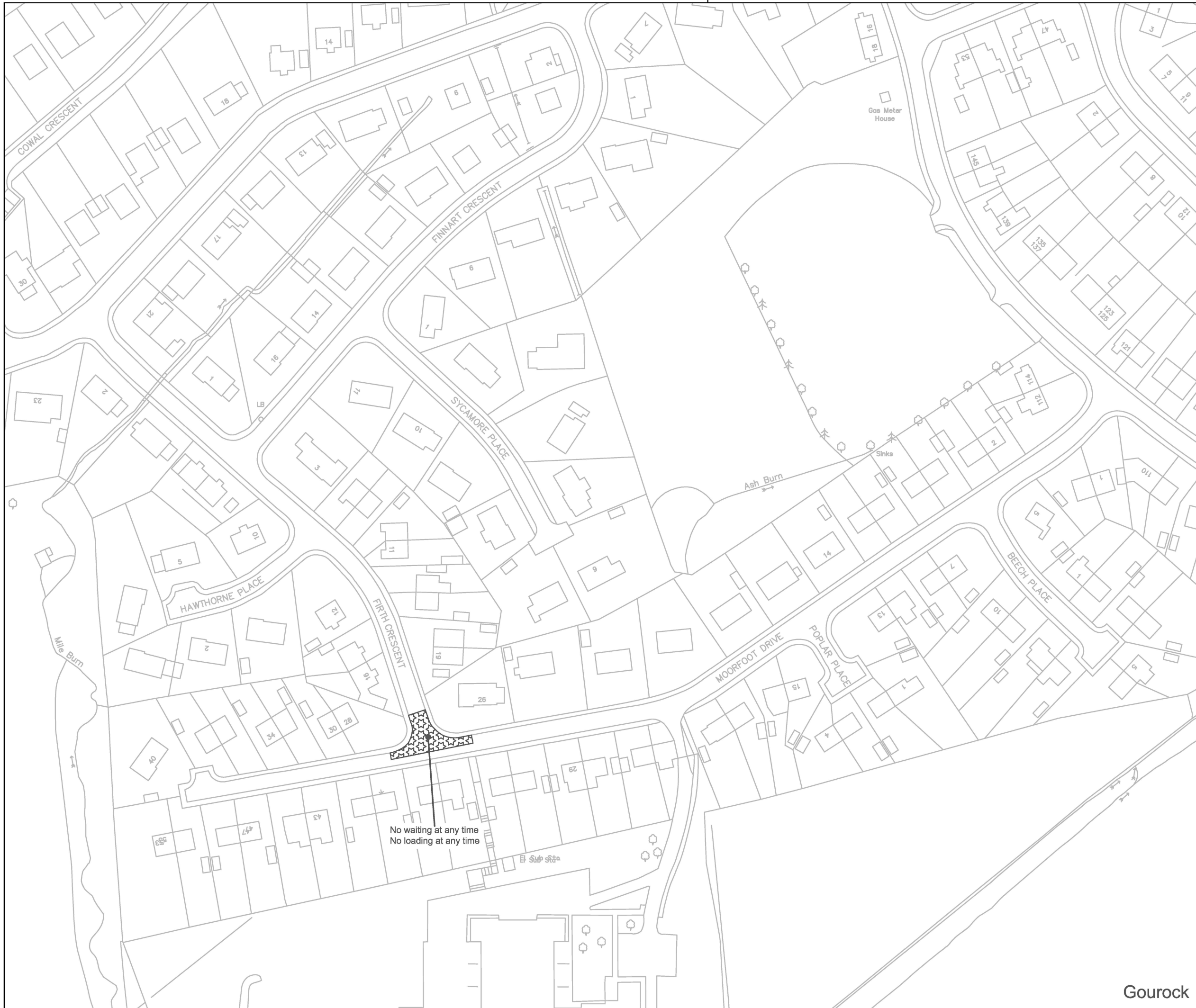
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THE INVERCLYDE COUNCIL (VARIOUS ROADS)
(GOUROCK, INVERKIP & WEMYSS BAY)
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ORDER 2025

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn EP	Checked EP	Authorised MH
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Statute	Drawing Number	Rev		
P	TR/TRO/C133-016	3		



Rev	Description	By	Date	Chk'd	Auth
-	NNWILAT MOORFOOT DR & FIRTH CRES	EP	JAN '25	EP	GL

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Vehicle Maintenance Facility
8 Pottery Street
Greenock
PA15 2UH

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Inverclyde council

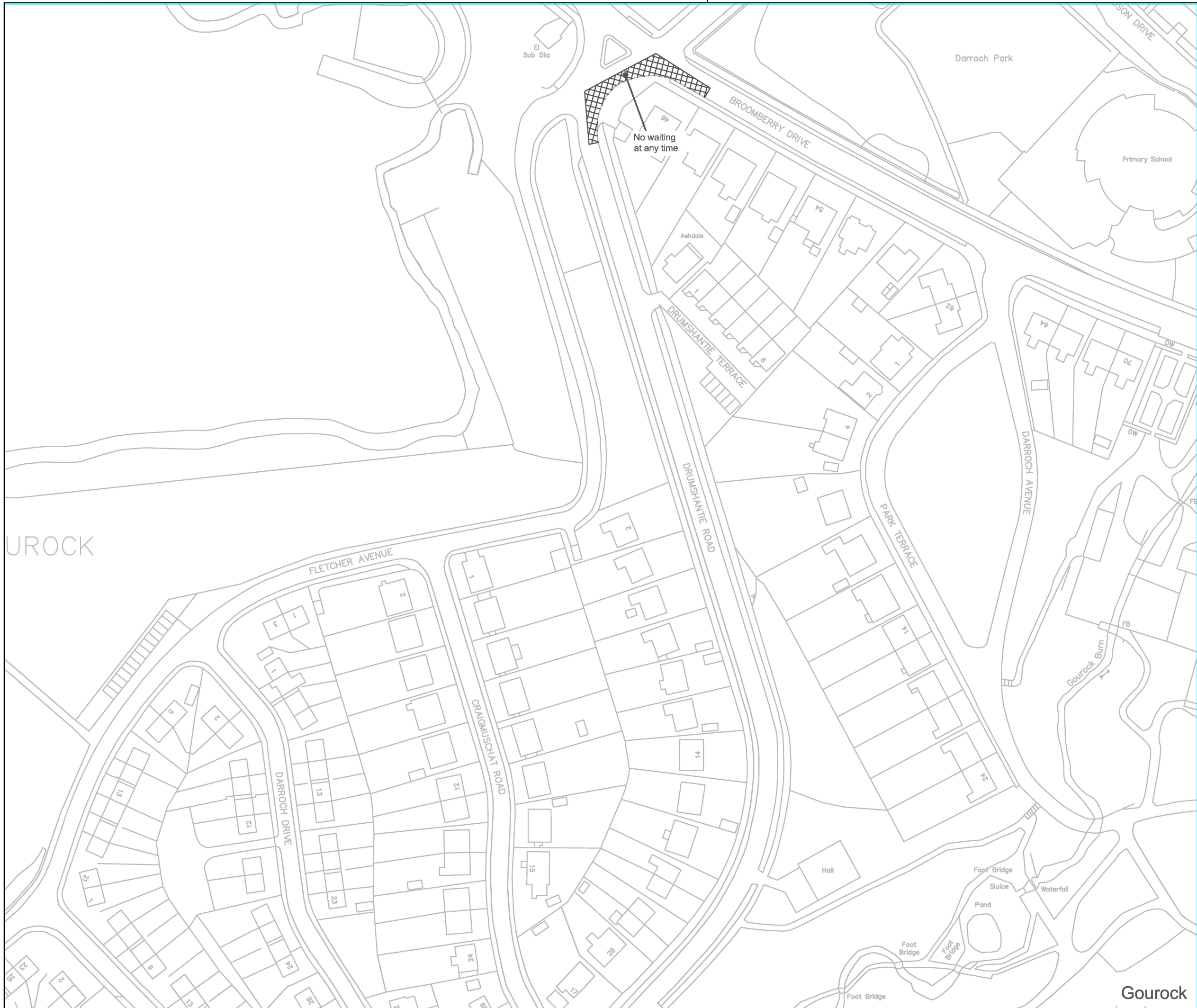
**THE INVERCLYDE COUNCIL (VARIOUS ROADS)
(GOUROCK, INVERKIP & WEMYSS BAY)
(WAITING RESTRICTIONS) (VARIATION 8)
ORDER 2025**

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn EP	Checked EP	Authorised GL
A3	1:1250	Date JAN '25	Date JAN '25	Date JAN '25

Status	Drawing Number	Rev
P	TR/TRO/C133-020	-

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)
 Disabled person's parking place (subject to restrictions shown)
 No waiting at times shown and
 Limited waiting (see below for types of limited waiting referred to on these drawings)
 Loading bay at times shown and
 Limited waiting (see below for types of limited waiting referred to on these drawings)



Electric Vehicle Parking Space



Parking Disc Area

Limited Waiting

Type A: Mon-Fri, 8am-6pm. 30mins, No return within 30mins
Type C: Mon-Sat 8am-6pm. 30mins, No return within 1 hour
Type F: Mon-Sat 8am to 6pm. 1 hour, No return within 30 mins
Type J: Mon-Sat 8am to 6pm. 1 hour, No return within 1 hour
Type L: Mon-Sat 11am to 6pm. 1 hour, No return within 1 hour
Type M: Mon-Sat 8am to 6pm. 3 hours, No return within 1 hour

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Seal

Stat	Purpose of Issue	Date	Auth
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-	NWAAT BROOMBERRY DR & DRUMSHANTIE RD	EP	JAN '25	EP	GL

Rev	Description	By	Date	Chk'd	Auth
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INVERCLYDE COUNCIL

Vehicle Maintenance Facility
3 Pottery Street
Greenock
PA15 2UH

Tel: 01475 717171
Email: roads@inverclyde.gov.uk
www.inverclyde.gov.uk

Inverclyde
council

THE INVERCLYDE COUNCIL (VARIOUS ROADS)
(GOUROCK, INVERKIP & WEMYSS BAY)
(WAITING RESTRICTIONS) (VARIATION No. 8)
ORDER 2025

EFFECTIVE DATE:

Sheet Size A3	Original Scale 1:1250	Designed/Drawn EP	Checked EP	Authorised GL
		Date JAN '25	Date JAN '25	Date JAN '25

Status	Drawing Number	Rev
P	TR/TRO/C133-021	-