



**The Glasgow City Council
(Clyde Place, Tradeston)
(Traffic Management) Order 201_**

Frequently Asked Questions

It is expected that, after reading the report, there may still be some questions regarding the proposals. Please find below a list of common questions the Council has received during the proposing and implementation of previous schemes.

General

Why is Clyde Place being closed off to traffic?

The stopping up of Clyde Place and the northern sections of Tradeston Street and Centre Street will facilitate the future re-development of the area bounded by Clyde Place, Commerce Street, Kingston Street and West Street that is not separated from the riverside by trafficked roads. The development will include a combination of new and existing buildings complimented by a vehicle-free pedestrian and cycle friendly streetscape. Traffic will be diverted along Kingston Street.

The stopping up of these roads will be undertaken under the planning process however motor vehicle access will be prohibited under this Order.

Will closing Clyde Place off to traffic create congestion and traffic flow problems?

Traffic modelling analysis has been undertaken based upon the proposed changes to the road layout within the area. Substantial improvements will be undertaken to the traffic signal controlled junctions equipped with smart technology which will adapt to traffic conditions in real time. New signalled pedestrian crossings are also proposed.

Where will Service Road 1 and Service Road 2 be located?

As part of the proposals, Tradeston Street and Centre Street between Kingston Street and Clyde Place would be stopped and therefore will no longer be roads or be under the Council's control.

Under the proposals there would be two new access roads to facilitate the proposed development, named Service Road 1 and Service Road 2. Both of these roads would take access off Kingston Street and would effectively replace the sections of Tradeston Street and Centre Street that are to be stopped up.

What will happen to the segregated two-way cycle way within the stopped up section of Clyde Place?

The cycle-route will remain unchanged as part of this traffic regulation order (TRO). Any amendments to the infrastructure will be included as part of the planning process. The developer has been liaising with Sustrans regarding the integration of the cycle route into the overall streetscape design and will work closely together to ensure there is no loss of cycle provision.

Clyde Place is part of the core path network will this change?

No. The developer and the Council are liaising to ensure the core path provision is maintained and is integral to the overall streetscape design.

Will the cycle route, access to Tradeston Bridge or the core path be affected by the works?

During construction access will be maintained at all times.

What will happen to west bound traffic currently using the two-way section of Kingston Street?

Once Kingston Street becomes one-way eastbound between West Street and Bridge Street traffic would require to travel southbound on Bridge Street to turn into Nelson Street instead of Kingston Street.

Parking places

What are shared use parking bays?

Shared use parking bays can be used by both permit holders and those who wish to pay for parking, this makes best use of the road space as it prioritises resident parking but also offers visitor parking for residential properties and short term customer parking close to local businesses. Vehicles displaying a disabled badge can also park within shared use parking bays free of charge and without limit of time.

You are proposing to reduce the parking capacity on certain streets, why have you done this?

These proposals have tried to maximise parking provision where possible, however parking bays can only be established where it is safe to do so. Due to the significant road layout changes, unfortunately some existing parking bays have been removed in order to facilitate traffic flow however, there are some streets where the parking provision has been increased.

Why have the parking places been removed on Kingston Street?

Due to the high traffic volumes being diverted from Clyde Place it is necessary to maximise the number of traffic lanes particularly during peak times. The 24 hour bus lane is proposed to provide priority for public transport services and mitigate delays to local bus services as a result of the new traffic management system. The existing spaces on the south side of Kingston Street between Tradeston Street and Centre Street have been relocated to Centre Street and replaced by off-peak loading provision for all classes of vehicles; the disabled space has been moved to Tradeston Street.

Why have the parking spaces been moved to the north side on Nelson Street?

Due to the high traffic volumes being diverted from Kingston Street (westbound) it is necessary to maximise the number of traffic lanes particularly during peak times. The existing all-day spaces on the south side of Nelson Street between Commerce Street and Tradeston Street are to be moved to the north side and replaced by off-peak loading provision for all classes of vehicles to service the adjacent businesses. The existing off-peak parking and loading on the north side between Tradeston Street and West Street will be converted to all day provision to replicate the other sections.

Parking Permits

Who qualifies for a resident parking permit?

Any resident who lives in a property within the affected area, and that property is completed prior to the date the Order is made, can apply for resident parking permits for all registered vehicles at their address.

Please note that Houses in Multiple Occupation (HMOs) will be restricted to one permit per property. That vehicle would also have to be registered at that property.

Why are you charging for a resident parking permit?

Our policy is to ensure that the costs of administrating and enforcing on road parking controls should be met by the parking charges in place. As there would be revenue generated from pay and display due to the shared use parking spaces then the resident parking permit price can be set at £85 per

annum. The cost of a resident parking permit has only just risen for the first time since its introduction in 2005, following Glasgow City Council's City Government Budget 2018 – 2019.

What if I have a company car?

Residents with company cars can be accommodated, as they are currently in existing areas with parking control schemes.

Who qualifies for a business parking permit?

Any business situated within the affected area can apply for a business parking permit. There is no limit on the number of permits that can be issued and it should also be noted that these permits are transferrable between vehicles.

Why is the cost of a business parking permit different to a resident parking permit?

The availability of a business parking permit is to support business use in the area. Business permit costs were agreed in 2006 by senior Land and Environmental Services management and the Chamber of Commerce prior to them being introduced into the first parking zone in 2006.

The cost of a business permit is £650 per annum. This is the price of business permits for all controlled or restricted parking zones in Glasgow where they are made available. This figure works out at £2.50 per day (based on a five day working week) which is a substantial discount in comparison to standard pay and display charges over a one year period and is transferable between vehicles. It should be noted that the cost of the permit has been reduced from £700 per annum following Glasgow City Council's City Government Budget 2018 – 2019.

What are residents' visitor parking permits?

Residents' visitor parking permits can only be purchased by residents within the area covered by the proposals. They are for residents to use for their visitors, including trades people. They allow longer stays than the 3 hour pay and display maximum stay time and cost £2 per set 6 hour time period. The time periods are as follows: 8am to 2pm, 12pm to 6pm and 4pm to 10pm.

More than one visitor permit can be displayed at once if that visitor requires longer stays. Residents' visitor parking permits will be available to purchase in advance from the parking unit in blocks of five. The time periods during which they will be used do not require to be known in advance as the permits are in the form of scratch cards where the appropriate date and times are scratched off at the time of use. Initially visitors could pay and display for up to 3 hours parking leaving your permits free for longer parking stays.

There is a maximum number of 40 residents' visitor parking permits allowed per annum. This provision is contained within the order to guard against residents providing permits to commuters and undermining the aims of the scheme. However, should a resident genuinely require more than 40 permits in the year then these could be provided and have been in the past in other areas.

It is hoped that an alternative payment system can be introduced in the future, which we expect will be a mobile phone payment system. This would allow greater flexibility for residents who have visitors during chargeable hours.

Is this not just a money making scheme?

Enforcement is vital to the sustainability and success of parking regulation. The costs of running the scheme, including administration, implementation, enforcement and maintenance are required to be met from the revenue raised by the scheme. Any surplus shall be reinvested.

Why have you not notified each business and resident individually?

There is no statutory requirement to individually notify businesses or residents as such a proposal is open to anyone to comment on and not just local residents. Notices will also be displayed on all roads

affected by these proposals and will be regularly maintained in addition to a notice advertised in the Evening Times on Friday 13 May 2018.

Will this scheme affect my car insurance?

The proposals will have no known effect on car insurance as residents will still be parking on street as stated to the insurance provider.

Will this scheme affect my property value?

There is no evidence to suggest the value of properties will decrease due to the introduction of these schemes, in contrast the increased availability and regulation of parking has been seen by local communities as an enhancement to the area.

Individual properties are not allocated a parking space on the road network and this will remain the same.

**If you still have questions regarding these proposals, please email
land@glasgow.gov.uk.**