

RE: FW: (THE GLASGOW CITY COUNCIL (HYNDLAND, HUGHENDEN AND  
**Subject:** DOWANHILL WEST) (TRAFFIC MANAGEMENT AND PARKING CONTROLS)  
ORDER 201

**Date:** Wed, 4 Jul 2018 14:19:27 +0000

**From:** LES - Safer Parking <[LES-SaferParking@glasgow.gov.uk](mailto:LES-SaferParking@glasgow.gov.uk)>

**To:** Patricia Fort <[consultations@gobike.org](mailto:consultations@gobike.org)>

Dear Ms Fort,

Thank you for your enquiry regarding the proposed traffic management and parking controls for the Hyndland, Hughenden and Dowanhill West scheme.

The Council undertook a number of parking surveys during daytime (11am – 1pm) and night time / early morning hours (3am – 5.30am) in order to establish how many vehicles are parking within the Hyndland, Hughenden and Dowanhill West areas. The daytime surveys would indicate the level of commuter parking which occurs and the early morning (overnight) survey would give an indication of the number of vehicles which likely belong to residents.

Within the Hyndland area at night time, illegal parking and unsafe obstructive parking practices were observed and in some cases blocking access to lanes and severely restricting movement at junctions. It was clear from the early stages of the development of these parking controls that this issue must also be tackled. It was also observed that residents have no alternative but to park on Clarence Drive overnight which is why parking has been permitted overnight to cater for that specific demand.

I can advise that the section of Clarence Drive between Hyndland Road and the railway bridge currently has a No Waiting Monday to Friday 8 – 9.30am, 4 – 6.30pm and No Loading Monday to Friday 8.15 – 9.15, 4.15 – 6.30pm which only protects the cycle lanes for a small proportion of the day during the morning and evening peak times only. The remaining length of Clarence Drive between the railway bridge and Crow Road is currently unrestricted and therefore cannot be enforced by Council parking attendants but is experiencing obstructive parking practices on a daily basis.

The Council promoted Colleges Cycle Route Phase 2 Traffic Regulation Order (TRO) in 2014 as part of a proposed cycle infrastructure enhancement scheme along Clarence Drive and Crow Road between Hyndland Road and Balshagray Avenue which proposed to replace this restriction and prohibit waiting and loading along the entire length of Clarence Drive. The cycle scheme received over 200 objections including one from a prominent cycling body which unfortunately led to the scheme being abandoned.

Under the parking control scheme, it is proposed to introduce more stringent restrictions on Clarence Drive between Hyndland Road and the railway bridge through a densely populated residential area which would prohibit parking Monday to Saturday 8am to 6pm and restrict loading to Monday to Saturday between 9.30am and 4pm. This will ensure the cycle lanes are free from obstruction during the peak times with minimal obstruction during the daytime.

It is also proposed to prohibit parking and loading at all times on Clarence Drive between Crow Road and the railway bridge with a small section of parking with parallel cycle lane and buffer strip to cater for the local parking demands. This will eradicate the obstructive and indiscriminate parking practices currently being experienced.

With regards to the Hughenden area, the private parking areas to the rear of the flats within Hughenden Gardens and Hughenden Lane are for residents only. The proposed parking spaces being provided on Hughenden Gardens and Hughenden Lane would act as an overspill for residents, residents' visitors and tradesmen etc. Whilst I note that the properties at the northern end of Hughenden Lane have their own garages and block paved 'driveways', additional parking has been provided opposite these properties in order to cater for visitors, tradesmen etc. It should be noted that a number of vehicles park at this location at present.

On Hyndland Road there are vehicles parked on both sides throughout the day and night between Clarence

Drive and Great Western Road. Again, this highlights the extreme parking pressures which exist within the Hyndland area given the high number of residential properties located on this stretch of road.

The Council are committed to providing high quality cycle infrastructure as part of its sustainable transport policy where appropriate however, on this occasion due to the extreme parking pressures within this densely populated residential area, the removal of parking on either side of Hyndland Road would unfortunately not be considered at this time. Further sustainable transport infrastructure could be investigated under a wider strategic cycling project once these new schemes have settled and a clearer picture of parking demand is ascertained.

With regard to your concerns about the signalised junction at Hyndland Road / Great Western Road, my officers have previously considered altering the traffic signal staging to allow each arm of the junction to run separately. However, computer modelling indicated that the effect of this would result in a significant congestion increase on all arms of the junction. The intergreen period was instead extended by 2 seconds, allowing conflicting traffic between Cleveden Road and Hyndland Road longer to clear. (Please note that an intergreen period is the time between one traffic or pedestrian phase losing right of way and the next traffic or pedestrian phase gaining right of way).

Whilst there is a left turn filter and arrow marked on Hyndland Road, the arrow road marking is not mandatory therefore it is not an offence for drivers to travel straight ahead to Cleveden Road during the traffic stage from this lane.

In view of the above, I regret to advise that it is not possible to alter the traffic signal staging at Hyndland Road / Great Western Road at the present time.

Finally, I can advise that the Council proposed contraflow cycling on one-way streets within the previous consultation stage, however Police Scotland advised that they would not support this proposal due to a number of streets having insufficient road width to accommodate parking on both sides and a vehicle and cyclist passing one another within the live carriageway. As such, the Council felt that without the support of Police Scotland, the proposed exemption of cyclists within one-way streets would have to be removed from the proposals. However, as previously stated future cycle priority infrastructure / measures may be investigated in the future following the completion of these schemes.

Unfortunately during the first week of the proposals being available to view online, there was an error within the drawing legend which stated one way operation except cycles. This was rectified and removed to state one way operation, as per the official press advertisement.

I trust the foregoing is of assistance at this time.

LES Safer Parking