



**The Glasgow City Council  
(Mount Florida)  
(Traffic Regulation) Order 201\_**

## **Report**

The Mount Florida area has been identified as being negatively affected by the current parking and loading arrangements.

Glasgow City Council has been working closely with the local community council to improve the existing parking restrictions in the area. The specific objective was to assist the local community by reducing the parking restrictions on Cathcart Road and to facilitate business activities allowing all vehicle types to utilize the designated loading areas.

In addition to the above, the Council are taking the opportunity to improve parking practices and road safety within the adjoining residential areas. This includes ensuring crossing points are accessible, sightlines at junctions are sufficient and generally parking practices are safe and not obstructive.

Each element of the proposals is detailed below:-

### **No waiting at any time, no loading or unloading at any time**

These restrictions are proposed at locations where waiting and loading is deemed unsafe in terms of road safety or pedestrian safety or could negatively affect traffic flow or manoeuvres.

### **No waiting at any time, no loading or unloading at any time, except taxis**

This restriction relates to the existing taxi rank on Carmunnock Road, north of Letherby Drive. The legislation which covers this taxi rank is covered within an older traffic regulation order therefore it has been consolidated into these proposals, however, there will be no changes to the restrictions of this taxi rank.

### **No waiting at any time**

These restrictions are proposed where waiting is deemed undesirable in terms of road safety or pedestrian safety, however loading or unloading could occur at these locations by any class of vehicle. There is also no requirement for signage to be installed at these restrictions which reduces sign clutter. Disabled badge holders are able to park in areas where there are no loading restrictions providing they do not cause an obstruction.

### **Loading only places 8am – 6pm**

These restrictions would provide loading or unloading facilities close to local businesses for any class of vehicles. Out with the operational times these locations could be used for parking without limit of time and charge.

### **Goods vehicle loading only places**

These restrictions would provide loading or unloading facilities close to local businesses for goods vehicles.

### **Event day emergency route clearways**

No changes are being made as part of this order. These restrictions are proposed at locations where waiting and loading is deemed obstructive during relevant events in terms of negatively affecting traffic flow on main routes to and from the stadium. However, parking is generally deemed safe and will be permitted outside of any relevant events.

### **One way operations**

One way streets are proposed to assist with managing and maximising parking capacity, as the road space in front of tenement buildings (which covers a large section of this area) are generally unable to accommodate the number of vehicles associated with the property. If one way streets were not implemented then passing places would be required which would decrease the parking capacity of the area.

### **Buildouts and footway extensions**

Proposing to extend buildouts which will increase parking capacity.

### **Additional positive impacts**

It has previously been found that, following the implementation of parking controls in other areas, delivery companies and cleansing operatives have easier access to these areas. Also, access and manoeuvrability for emergency vehicles is enhanced.

### **Prohibition of turning**

As in line with Police Scotland per the consultation, these restrictions will make the junction safer for pedestrians and road users and help the general traffic flow.