



THE GLASGOW CITY COUNCIL

(HILLHEAD)

(TRAFFIC MANAGEMENT AND PARKING CONTROLS) ORDER 20__

Report

The existing parking zone in the Hillhead area does not make best use of the on-road parking spaces. It is currently obstructive for visitors to residential and business properties in the area and currently only allows one resident parking permit per household. These proposals will assist by introducing a shared-use parking control scheme for permit holders or those who wish to pay and display. This is similar to surrounding parking zones.

The proposals should also enhance pedestrian safety on Ashton Lane and Great George Lane by pedestrianising this area with service access limited to specific times and controlled by drop-bollards. Residential access to the rear of Ashton Road will be maintained. Cresswell Lane will remain pedestrianised.

These proposals have been designed in line with local transport policies and seek to contribute their objectives by:-

- Preventing commuters parking all day, giving residents priority over these commuters.
- Providing residents with parking permits at a nominal charge, giving them the option to leave their vehicle at home and travel to their place of work by an alternative method.
- Providing business parking permits for those who require to use their vehicle for the efficient running of their business.
- Providing pay and display with a maximum stay time of 3 hours. The 3 hour stay ensures a turnover in the bays, leaving spaces free for residents' visitors, carers and trades people. The maximum stay time would also increase provision of short term parking to visit shops, local businesses, restaurants, entertainment venues and attractions.
- Parking charges are low for the first 15 minutes, just 20p, which encourages people to stop and use the local amenities without having to pay high charges.
- Providing a cashless alternative to pay and display for those who do not carry the correct money for pay and display machines.
- Reducing the availability of long term free parking to discourage people from using their private car to commute to work and thereby encouraging them to use other methods of travel such as public transport, walking and cycling. This can reduce congestion and pollution.
- Providing car club parking spaces to give residents an alternative to owning a car.
- Providing loading and unloading facilities for vehicles close to business premises.
- Providing designated parking facilities for other road users such as disabled persons and motorcyclists.
- Having a permit eligibility date which would protect existing residents from future developments which could exacerbate the need for parking provision.

Each element of the proposals is detailed below:-

Restricted Parking Zone (RPZ)

A Restricted Parking Zone (RPZ) is different from a scheme with conventional yellow lines as the only road markings will be white lined bays. These schemes are used in residential areas to minimise the visual impact of parking controls (particularly beneficial in conservation areas) and reduce the associated maintenance costs of these schemes. Parking is only permitted within a designated white

bay as the restriction out with the marked bays will in effect be 'no waiting at any time'. The zone boundary will be signed at entry points to reflect this type of scheme.

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

These restrictions will be marked with continuous double yellow road markings in conjunction with double yellow kerb markings. This restriction is 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 turning manoeuvres.

No waiting at any time

This restriction will not be shown by double yellow lines within the RPZ boundary. This restriction will cover all lanes and roads out with the marked parking or loading bays within the RPZ boundary.

This restriction is 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. Vehicles displaying a disabled badge are able to park in areas where there are no loading restrictions without limit of time providing they do not cause an obstruction.

Shared Use Parking places, Pay and Display / Cashless parking during Monday – Sunday, 8am – 10pm

The proposed parking places would consist of shared use parking bays. These bays would be for permit holders or those who wish to pay to park. These restrictions would dissuade all day commuter parking and prioritise permit holders. They would also increase availability of parking for residents and those accessing residential or business premises within the area.

The charging times of Monday to Sunday, 8am to 10pm gives those with permits maximum advantage over commuters.

The associated costs and charges for these proposals contribute towards the implementation, administration, enforcement and maintenance of the scheme. The charges associated with these proposals are in line with all other similar parking zones throughout the city. The Residents Parking Permits have only just risen for the first time since their implementation in 2005/2006, following Glasgow City Council's City Government Budget 2018 – 2019.

The associated costs and charges would be as follows:-

- Residents parking permits would cost £85 per annum or £23.75 quarterly
- Business parking permits would cost £650 per annum
- Residents' visitor parking permits would cost £2 for a set 6 hour period

Business parking permits are made available to support local businesses that require the use of vehicles for the efficient running of their business and the price is set to offer a substantial discount in comparison to standard pay and display charges over a one year period and is transferable between vehicles. The cost of this permit was agreed as a single payment by senior Land and Environmental Services management and the Chamber of Commerce prior to its introduction in 2006 and had not risen since its introduction. Business Permits were reduced from £700 down to £650 following Glasgow City Council's City Government Budget 2018 – 2019. The figure now works out at £2.50 per day (based on a five day working week).

Residents' visitor parking permits allow longer stays than the pay for parking 3 hour maximum stay limit, the current set time periods on these permits are:- 8am to 2pm, 12pm to 6pm and 4pm to 10pm. A maximum of three permits can be displayed at one time if the visitor requires longer stays. These permits would be available to purchase in advance in books of five and are currently in the form of

scratchcards, this means their use does not need to be known in advance as the appropriate date and time is scratched off at the time of use.

There is a maximum number of 40 permits allowed per annum, this provision is contained to safeguard against residents providing permits to commuters and undermining the aims of the scheme, however should a resident genuinely require more than the maximum number then these could be provided and have been in the past in other areas. In future the Council will endeavour to introduce a new payment system which residents could book time for their visitor without the need to purchase and display any vouchers.

Those who wish to pay to park will be restricted to a maximum stay time of 3 hours. The maximum stay time is intended to deter motorists from parking all day in these areas, particularly commuters.

The parking tariff is 20p for every 15 minutes for the first hour then 40p for every 15 minutes thereafter. The payment method would be by using a pay and display machine and displaying a ticket or by any other means approved by the Council (which currently consists of a cashless/ticketless mobile phone payment system).

It should be noted that disabled parking badge holders can utilise these shared use parking bays during chargeable hours without the need to display a permit or pay for parking provided that the disabled badge is displayed on the vehicle.

Goods Vehicle Loading Only place Monday – Sunday, 24 hours (Great George Street)

These restrictions would provide loading or unloading facilities close to local businesses for use by goods vehicles, where there is a requirement for loading and unloading at irregular hours.

Loading Only places during Monday – Sunday, 8am – 10pm

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.

Disabled vehicles parking places

Existing disabled parking bays within residential areas will remain in place and enforceable. Additional disabled parking bays have been proposed at locations where there has been a specific request by a resident or where there is likely to be a desire for disabled parking facilities e.g. shops.

Car Club vehicles parking places

Glasgow City Council currently operates a Car Club, which is a more cost effective alternative to owning a car, particularly a second car. The use of Car Club vehicles can assist with reducing car ownership, particularly in areas where parking pressures are greatest, whilst encouraging and promoting more sustainable transport modes.

Statistics show that every Car Club car replaces up to 12 privately owned cars. The introduction of Car Club vehicles parking places would provide reserved on-street parking facilities for these vehicles and assist in reducing pollution, parking pressure and congestion in the city.

Further information on this initiative can be found at www.carplus.org.uk or visiting the Glasgow Car Club scheme provider, Co Wheels, webpage at www.co-wheels.org.uk/glasgow .

Motorcycle parking places

Existing motorcycle parking bays will remain in place and enforceable. Additional motorcycle parking bays have been proposed at locations where there has been a specific request by a resident, where there is likely to be a desire for motorcycle parking facilities or locations where full parking spaces

cannot be fitted at the end of a series of parking spaces. Motorcycles can currently utilise these parking bays free of charge and without limit of time. Secure barriers would also be installed at these locations.

One way operations

Existing one way streets will remain. Additional one way streets are proposed to assist with managing and maximising parking capacity due to the finite road space in front of tenement buildings (which cover a large part of this area) which 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.

Prohibition of Entry (except cycles)

Prohibition of Entry at the junction of Great George Street and Hillhead Street is proposed to prevent the current over use of the short cut to Byres Road from the south east side of Hillhead.

Pedestrian and Cycle zones

These zones promote a safer environment for pedestrians, cyclists and patrons of the businesses within Cresswell Lane and Ashton Lane. Although there will be a restriction on vehicles within the lane for the majority of the day, vehicles will still have access between 7am and 11am daily to allow for loading and unloading.

Prohibition of Vehicles

This prohibition has been implemented due to the change of use at the west end of Vinicombe Street (between Byres Road and Burgh Lane) for the footway improvement works carried out.

Additional positive impacts

It has previously been found the areas where parking controls and improved traffic management measures have been introduced to be positively affected in a number of ways including:

- Improved availability of convenient parking spaces for residents, visitors, tradesmen, deliveries, business vehicles and their customers
- Improved access for emergency services and delivery vehicles e.g. white goods
- Improved reliability of refuse collection
- Improved road/footway maintenance, sign maintenance, road channel and gully drain cleaning
- Volume of traffic drawn to the area considerably reduced particularly during weekday peak times generated by commuters
- Improved road safety particularly at junctions
- Reduction air and noise pollution
- Improved environment
- Reduced rat running

Please also refer to the Frequently Asked Questions for additional information.