



**The Glasgow City Council
(North Kelvin and North Woodside)
(Traffic Management and Parking Controls) Order 202_**

Report

The North Kelvin and North Woodside areas have been identified as being negatively affected by commuter parking and indiscriminate and obstructive parking practices.

These areas attract those seeking all day free parking during the daytime but also those seeking free parking for attending nearby entertainment and social venues during the evening. This means that residents and their visitors struggle to find a convenient space to park.

Indiscriminate and obstructive parking practices affects access by emergency services, delivery and refuse collection vehicles and creates a road safety issue for vulnerable road users including pedestrians.

The introduction of parking controls is an effective way of managing the demand for the finite road space available by preventing all day commuter parking which will increase the availability of parking spaces for residents and their visitors and reduce the quantity of vehicles coming into the area seeking free parking. These measures will also assist with improving the local environment for the community, enhance road safety and pedestrian safety and hopefully encourage commuters to seek more sustainable methods of transport.

To facilitate traffic flow in the area whilst maximising parking where possible, and acknowledging that car drivers may use some of these roads as a rat-run between main routes, it is proposed to create additional one-way roads.

A 20mph Zone will also be proposed separately to complement this scheme.

Glasgow City Council's Local Transport Strategy is designed to keep Glasgow's roads moving and included within this the Council has two high level objectives which the proposed traffic management and parking controls relate to. These are:-

- To support the continuing physical, social, economic, cultural and environmental regeneration of the City by maintaining and promoting efficient and effective transportation services and infrastructure within Glasgow.

And

- To promote healthy and environmentally sustainable methods of transport that minimise harmful emissions and energy consumption including those that involve physical activity.

To achieve these objectives the Council has agreed the following traffic and demand management parking policies which are relevant to this proposal, as follows:-

- Progressively extend controls on on-road parking throughout the city.
- Charge for parking in all Council car parks and designated bays on road.
- Set parking charges to meet the costs of administrating and enforcing on road parking and the provision and operation of off road car parks.
- Reduce the availability of long stay commuter parking to discourage journeys to work by private car.
- Ensure adequate enforcement of parking regulations on road utilising Glasgow's Decriminalised Parking Enforcement measures and new technology as appropriate
- Provide priority access to on-road parking spaces for residents.
- Ensure provision of adequate short term parking for business, shopping and tourism.

Specifically, these proposals have been designed in line with the policies above and seek to contribute to achieving these objectives by:-

- Preventing commuters parking all day, giving residents priority over these commuters.
- Providing residents with parking permits, 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 electric vehicle charging spaces to promote the use of electric vehicles.
- Providing loading and unloading facilities for any class of vehicle 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

This restriction is proposed at locations where waiting and loading is deemed unsafe in terms of road safety or pedestrian safety.

No waiting at any time

This restriction is proposed where waiting is deemed undesirable in terms of road safety or pedestrian safety, however loading or unloading would be permitted by any class of vehicle. Under legislation, there is no requirement for signage to be installed at these restrictions which also reduces sign clutter.

Shared Use Parking Places, Monday – Sunday, 8am –10pm

These parking places 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 are proposed so that the local community would receive maximum benefit from any parking permits and would prevent an influx of vehicle users seeking free parking over the weekend and in the evening.

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 associated costs and charges would be as follows:-

- Resident 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

Resident parking permits are made available for any qualifying resident who has a vehicle registered at their address. A quarterly payment option is available to assist those that may not be able to afford the annual sum at one time.

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 the permit 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 and are currently in the form of scratch cards (sold in books of 5), 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 currently a maximum number of 40 permits allowed per annum 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 is expected to be a mobile phone/ smartphone/ online booking/ 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 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.

Disabled vehicles parking places

Existing disabled parking bays within residential areas will remain in place and become enforceable as part of these proposals. 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.

Motorcycle parking places

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 will also be installed at these locations.

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.

Electric vehicles parking places

Electric vehicles help reduce air and noise pollution, the introduction of electric vehicles parking bays, with associated charging points, would assist in making the city a more pleasant place to live. Vehicles utilising these bays are required to pay for their parking and would be restricted to the maximum stay time of 3 hours to maximise turnover and increase availability. Permits would not be valid in these bays. The chargers would be activated by Charge Your Car ID cards. More information on this can be found at www.chargeyourcar.org.uk.

Loading Only places, 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 free of charge.

One way operations

One way roads are proposed to facilitate traffic flow in the area whilst maximising parking where possible. Additionally, they should prevent drivers from using this area as a rat-run between main routes.

Local residents understandably raise concerns that one way roads could increase vehicle speeds so in view of this it has been agreed to promote a mandatory 20mph zone to complement the parking controls scheme and both would be introduced simultaneously.

Fire path

This area is subject to a prohibition of vehicles except for fire service vehicles carrying out an emergency service. This area will also be available for cyclists to utilise.

Bus Gate

A bus gate exists on Hotspur Street and will remain in place as part of these proposals. This area is subject to a prohibition of vehicles except for service buses, pedal cycles and emergency service vehicles.

Bus Infrastructure improvements

To assist with bus travel in this area, specifically Hotspur Street, bus stop cages and bus stop build outs are proposed.

Cycling permeability

To assist with cycling throughout the area, a 'no entry except pedal cycles' restriction is proposed at the junction of Jardine Street with Garriochmill Road. In addition to this, the physical features on Clouston Street, Doune Gardens, Dunard Street, Hathaway Street, Hopehill Road, Hotspur Street, Kelvin Drive, North Woodside Road, Striven Gardens and Wilton Street to prevent vehicular access will also be assessed and upgraded where necessary to better facilitate cyclist permeability.

Placement of pay and display machines and associated signage

Due to the introduction of the cashless mobile phone payment system the number of pay and display machines required has reduced significantly, the positioning of the associated signage and pay and display machines is carefully considered before installation. Where there are shops or local businesses then a pay and display machine will generally be installed.

Number of proposed shared use parking bays (North Kelvin and North Woodside)

An overnight parking survey was carried out between 2am and 7am on Friday 10th May 2019. **3041** vehicles were parked throughout this area at the time of the survey.

These proposals would establish **3061** shared use parking bays. Capacity for an additional **20** vehicles.

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 access for emergency services and delivery vehicles e.g. white goods
- Improved reliability of refuse collection
- Improved accessibility for road/footway maintenance and street cleaning operations
- Generally improved environment, in terms of aesthetics, for those living in the area

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