



**The Glasgow City Council
(Garnethill)
(Traffic Management and Parking Controls) Order 202_**

Report

The Garnethill area has had parking controls circa 1975.

Without controls in place this area would 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. Residents and their visitors would struggle to find a convenient space to park.

Also, indiscriminate and obstructive parking practices would affect access by emergency services, delivery and refuse collection vehicles and would create a road safety issue for vulnerable road users including pedestrians.

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

There is also an existing one-way system which will be retained. This facilitates traffic flow in the area whilst maximising parking where possible and preventing some of these roads being used as a rat-run between main routes.

A 20mph Zone is already in place in this area as part of the City Centre 20mph zone.

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. (LTS 1)

And

- To promote healthy and environmentally sustainable methods of transport that minimise harmful emissions and energy consumption including those that involve physical activity. (LTS 3)

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. (P1)
- Charge for parking in all Council car parks and designated bays on road. (P2)
- Set parking charges to meet the costs of administrating and enforcing on road parking and the provision and operation of off road car parks. (P3)
- Reduce the availability of long stay commuter parking to discourage journeys to work by private car. (P4)
- Ensure adequate enforcement of parking regulations on road utilising Glasgow's Decriminalised Parking Enforcement measures and new technology as appropriate (P5)
- Provide priority access to on-road parking spaces for residents. (P6)
- Ensure provision of adequate short term parking for business, shopping and tourism. (P7)

Each element of the proposals is detailed below:-

Replace the voucher parking scheme

Replace the existing voucher system for short-term visitors with a mobile phone payment system, with a limited number of pay and display machines. This would reduce the current difficulty short-term visitors have trying to find a place where to purchase these vouchers and remove the management burden from those who sell the vouchers.

This is also in line with the Council's aspirations to become a smarter city and promote the use of new technology to enhance the experience of any visitors to the City.

Restricted Parking Zone (RPZ) in the lanes

A Restricted Parking Zone (RPZ) means that the lanes will have waiting and loading restrictions in them without the need for yellow lines. The lanes can then be kept clear for emergency access and for cleansing vehicles.

Increased shared use parking spaces

Additional shared use parking spaces have been proposed where appropriate on Buccleuch Street, Dalhousie Street, Garnethill Street, Hill Street and Scott Street.

Additional Disabled vehicles parking places

Existing disabled parking bays within residential areas will remain in place. Additional disabled parking bays have been proposed at locations where there has been a specific request by a resident.

Resident parking permits

Parking permits for residents would remain in place, but the annual cost of the permit for residents would reduce from £135 to £85 to bring Garnethill in line with the charge for resident permits in other areas of the city.

Business parking permits

Introduction of business parking permits, at an annual cost of £650, for local businesses in the area that require a vehicle for essential business use. 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.

Parking tariff

To make the parking tariff the same as the City Centre this would be £1.00 for 15 mins with a 2 hour maximum stay. This is to prevent this area being used as a cheaper place to park than the adjacent city centre.

No change

I can advise that these proposals will not change the following:

- The availability of residents' visitor parking permits. At a cost of £2 for a set 6 hour period.
- The chargeable hours, these will still apply Monday to Sunday, 8am to 10pm.
- The loading restriction 'no loading Monday to Saturday, 8am to 6pm, except for goods vehicles'. This will still remain.