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**The Glasgow City Council**

**(Kelvingrove)**

**(Traffic Management and Parking Controls) Order 201\_**

**Report**

Glasgow City Council’s policy is to dissuade commuter parking and encourage more sustainable methods of transport. In view of this, parking controls were established in this area in 2005.

However, due to the close proximity of the Scottish Events Campus and the opening of the Hydro, the parking availability on evenings and weekends has reduced. Therefore, it has been agreed to propose an enhancement to the existing parking controls.

In summary the main changes to the existing restrictions are:-

* The extension of the chargeable hours to 8am – midnight, Monday to Sunday to encourage the use of more sustainable modes of transport when visiting the area in the evening and at weekends.
* The reduction of the maximum stay time to 2 hours to try and increase the availability of parking for residents by encouraging a greater turnover in visitor parking.
* The introduction of a ‘no waiting and no loading / unloading at any time’ restriction at locations where it is currently ‘no waiting at any time’. This will allow for more efficient enforcement.
* Changing the Goods Vehicle Loading Only places to Loading Only places to allow for loading and unloading to take place by any class of vehicle.
* Removing the Goods Vehicle Loading Only place on Minerva Way to create an additional 4No. shared use parking places.

Each element of the proposals is detailed below:-

A **Controlled Parking Zone (CPZ)** on all roads apart from St Vincent Crescent Lane

A CPZ will use conventional lining and signing to show the restrictions in place.

This currently exists and will remain unchanged as part of these proposals, however new entry and exit signage will be introduced to ensure greater understanding of the restrictions in place by visitors to the area.

A **Restricted Parking Zone (RPZ)** on St Vincent Lane due to poor road surface condition

An RPZ is different from an area with conventional lining as the only road markings would be white lined bays. 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’ and the zone will be signed at entry points to reflect this.

This currently exists and will remain unchanged as part of these proposals, however it is the Council’s intention to replace the galvanised poles with black poles, as originally intended, to preserve the aesthetics of the conservation area.

**Shared use parking places Monday – Sunday, 8am – Midnight** for permit holders or those who wish to pay to park

The increase in chargeable hours for this area will maintain its effectiveness at dissuading daytime commuter parking, however it will also give those with permits maximum advantage in having a permit by encouraging evening and weekend visitors to the area to use more sustainable methods of transport.

If visitors come to the area by private car then a greater turnover of parking spaces should also occur by reducing the maximum stay time to 2 hours. The Council is also working with the mobile phone payment system, RingGo, City Parking and representatives of the local community to find ways to prevent the circumvention of the proposed tighter restrictions. This should include a requirement for those paying to park in the area to move to another zone entirely after the maximum stay time has been reached and not being allowed to return for a minimum period of 1 hour.

All other elements of these shared use parking bays will operate in the same way as currently exists.

Two additional shared use parking bays are proposed for Minerva Street and four additional shared use parking bays are proposed for Minerva Way to replace an existing Loading Only place. All other shared use parking bay locations will remain unchanged.

Parking Permits

Residents parking permits, business parking permits and resident’s visitor parking permits will operate in the same way as currently exists, however it is the Council’s intention to commence the introduction of virtual resident’s parking permits.

The costs of parking permits for this zone will be as follows:

* £85 per annum or £23.75 quarterly for a resident’s parking permit (currently £50 per annum or £15 quarterly)
* £650 per annum for a business parking permit (currently £700 per annum)
* £2 for a set 6 hour period for residents’ visitor parking (as currently exists)
* Permit holders would be able to park without limit of time (as currently exists)
* Residents’ visitor parking permits would cost £2 for a set 6 hour period (as currently exists)

Please note that, as previously included, no person shall be issued with a resident parking permit if that person resides in a dwellinghouse created (by new-build or conversion) on or after 1 January 2000.

Parking Charges

The parking tariff will change from 20p for the first 30 minutes then 20p for every 10 minutes thereafter to 20p for every 15 minutes for the first hour then 40p for every 15 minutes thereafter.

The payment methods, of paying and displaying or using the mobile phone payment system, would also remain the same.

Disabled Parking Badge Holders

It is still the case 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.

**Disabled vehicles parking places** for disabled badge holders only

Existing disabled parking bays will remain unchanged. Disabled badge holders can currently utilise these parking bays free of charge and without limit of time.

**Loading Only places** for loading and unloading by any class of vehicle

These are currently for use by Goods Vehicles only, however from experience many local businesses, organisations and residential properties require loading facilities for vehicles not classified as a Goods Vehicle. Therefore it is proposed to allow any class of vehicle to use these places to load and unload. All existing Loading Only bay locations will remain unchanged apart from Minerva Way, where it is deemed unnecessary and proposed to be replaced with four shared use parking bays.

**Motorcycle parking places for solo motorcycles only**

Existing motorcycle parking bays will remain unchanged. Motorcycles can currently utilise these parking bays free of charge and without limit of time.

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

These restrictions are proposed at locations where ‘no waiting at any time’ restrictions are currently in place. Enhancing this to include ‘no loading at any time’ will ensure that parking attendants can carry out enforcement in the area more efficiently.

**One way operations**

The One Way system on West Greenhill Place will remain unchanged.