



**The Glasgow City Council  
(Hyndland, Hughenden and Dowanhill West)  
(Traffic Management and Parking Controls) Order 201\_**

## **Report**

The Hyndland, Hughenden and Dowanhill West areas have been identified as being negatively affected by commuter parking and general parking practices.

These parking pressures are created primarily due to commuters during the daytime and residents struggling to find a convenient parking space at night. Indiscriminate and obstructive parking practices affects access by emergency service, delivery and refuse collection vehicles and creates a road safety issue for vulnerable road users including pedestrians.

The West End of Glasgow has excellent bus, train and subway transport links which unfortunately attracts commuters driving to the area and using the residential streets to park-and-ride resulting in the kerbside road space being sterilised by all day parking with indiscriminate and obstructive parking practices commonplace.

The introduction of parking controls is an effective way of managing the demand for the finite road space available by preventing all day parking thus reducing the traffic attracted to the area whilst increasing the turnover of parking spaces and improving air quality, road safety and traffic flow.

It is also recognised that night time parking pressures exist for residents particularly in the Hyndland area hence additional one way roads are proposed which will assist with maximising the number of parking spaces where safe to do so as two-way roads require passing places to be introduced at the expense of parking spaces. On certain roads parking will only be permitted on one side due to the limited road widths.

A 20mph Zone is also proposed to complement this Order which will be promoted in parallel under a different 20mph Order with both proposed to be introduced simultaneously.”

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 transport policies which are relevant to this proposal, as follows:-

- Reduce the availability of long stay commuter parking to discourage journeys to work by private car.
- Provide priority access to on-road parking spaces for residents.
- Ensure provision of adequate short term parking for business, shopping and tourism.

The policies stated above can be achieved by:-

- Progressively extending on-road parking controls throughout the city.
- Charging for parking in all Council car parks and designated bays on-road.

- Setting parking charges to meet the costs of administrating and enforcing on-road parking controls.

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 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 30 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 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**

These restrictions will be marked with continuous double yellow road markings in conjunction with double yellow kerb markings. This restriction will be 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. This restriction is not used within the RPZ area.

### **No waiting at any time (out-with RPZ zone)**

The restriction will be delineated by a continuous double yellow road marking and will be proposed where waiting (parking) is deemed undesirable 24 hour a day in terms of road or pedestrian safety, however loading or unloading would be permitted by any class of vehicle. Under legislation, there is also no requirement for signage to be installed at these restrictions which also reduces sign clutter. Vehicles displaying disabled badges are permitted to park in these areas providing they do not cause an obstruction. Under the Disabled Blue Badge scheme vehicles displaying disabled badges are permitted to park on double yellow lines providing there where there are no loading restrictions e.g. peak period.

### **No waiting at any time (within RPZ zone) aesthetics**

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 will apply to all roads or sections of roads where there are no road markings, 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 – Saturday, 8am – 6pm**

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 Saturday, 8am to 6pm are proposed in line with the adjacent Dowanhill/ Byres Road and Partick controlled zones and provides those with permits priority over commuters, where daytime demand is greatest.

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 within the proposed Order 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 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**

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 could also be installed at these locations.

### **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 would not be able to park for free while charging up to a maximum stay time of 3 hours. Permits would not be valid in these bays to maximise turnover. The chargers would be activated by Charge Your Car ID cards. More information on this can be found at [www.chargeyourcar.org.uk](http://www.chargeyourcar.org.uk).

### **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](http://www.carplus.org.uk) or visiting the Glasgow Car Club scheme provider, Co Wheels, webpage at [www.co-wheels.org.uk/glasgow](http://www.co-wheels.org.uk/glasgow).

### **Loading Only places during Monday – Saturday, 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.

### **One way operations**

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. However, having carried out an overnight parking survey when commuter parking was not an influence, the number of proposed parking spaces exceeds the overall parking demands for the area. If one-way

streets were not implemented then passing places would be required which would decrease the parking capacity of the area.

Local residents understandably raise concerns that one way streets 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.

### **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 is shops a pay and display machine will be installed.

### **Number of proposed shared use parking bays (Hyndland and Hughenden)**

The Council undertook a number of parking surveys during daytime (11am – 1pm) and night time / early morning hours (3am – 5.30am) in order to establish how many vehicles are parking within the Hyndland, Hughenden and Dowanhill West areas. The daytime surveys would indicate the level of commuter parking which occurs and the early morning (overnight) survey would give an indication of the number of vehicles which likely belong to residents.

Within the Hyndland area at night time, illegal parking and unsafe obstructive parking practices were observed and in some cases blocking access to lanes and severely restricting movement at junctions. It was clear from the early stages of the development of these parking controls that this issue must also be tackled.

An overnight parking survey was carried out between 3am and 5.30am on Wednesday 21<sup>st</sup> October 2015. **1596** vehicles were parked throughout the Hyndland and Hughenden areas at the time of the survey as well as 89 illegally parked vehicles.

Another overnight parking survey was carried out between 3am and 5.30am on Wednesday 25<sup>th</sup> October 2017. **1681** vehicles were parked throughout the Hyndland and Hughenden areas at the time of this survey as well as 86 illegally parked vehicles.

It was noted during the 2017 survey that there were additional vehicles parked within Hyndland area, specifically on the outskirts of the existing Partick RPZ. It is therefore likely that the increased numbers since the 2015 survey are predominantly due to Partick residents parking within the Hyndland area in order to avoid purchasing a permit for the Partick RPZ.

Within the Hyndland and Hughenden areas, these proposals would establish **1486** shared use parking bays. Capacity for an additional **102** vehicles could be accommodated by parking:

- Within designated lanes (out with the refuse collection day)
- On single yellow lines on Clarence Drive and Hyndland Road between 6pm and 8am
- Within loading bays between 6pm and 8am when they are not operational
- Within the bus layby on Hughenden Lane between 6pm and 8am when it is not operational

As such, the total number of available parking spaces would be approximately **1588**. As can be seen, this number is slightly below the parked vehicle numbers from 2015 and 2017 however, it should be noted that permit holders within the Hyndland, Hughenden and Dowanhill West areas would be able to park within the existing Dowanhill and Partick zones with a similar W3 identifier. E.g. if you reside in Hayburn Crescent, you could park on Peel Street and / or Fortrose Street if there were no available parking spaces.

The parking control proposals being developed for the area will maximise parking provision with the road space available without compromising safety, access and traffic flow. The high car ownership in this densely populated area is unsustainable and, therefore, a step change is also required from the

residents to reduce the number of cars in the area and mitigate the existing and future parking pressures.

The car club scheme is specifically designed to alleviate parking pressures by providing an attractive alternative to owning a car or second car in areas with high density population, limited road space and car ownership.

### **Number of proposed shared use parking bays (Dowanhill West area)**

An overnight parking survey was carried out between 3am and 5.30am on Wednesday 25<sup>th</sup> October 2017. **988** vehicles were parked throughout the Dowanhill West area at the time of the survey as well as 1 illegally parked vehicle. Unfortunately a parking survey was not undertaken in 2015 for this area.

It was noted during the survey that there were a large number of vehicles parked within the area on the outskirts of the existing Dowanhill and Partick controlled zones. It is highly likely that this is due to residents living in the existing nearby Dowanhill and Partick controlled zones parking their vehicles on the outskirts of the zone in order to avoid purchasing a permit. This has also been reported to the Council by local residents.

It is therefore likely that the parking survey numbers include vehicles that don't belong to addresses within the Dowanhill West area.

Within the Dowanhill West area, these proposals would establish **977** shared use parking bays. Capacity for an additional **12** vehicles could be accommodated by parking within designated lanes (out with refuse collection days).

As such, the total number of available parking spaces would be approximately **989**. As can be seen, this number is the same as the number surveyed during the overnight parking survey however, it should be noted that there are non-residents currently parking within this area from other nearby controlled areas therefore if the proposed Dowanhill West parking controls are implemented, there should be more available parking spaces than there are residents vehicles.

Permit holders within the proposed Dowanhill West zone would be able to park within the nearby existing Dowanhill and Partick zones with a similar W3 identifier e.g. if you reside in Crown Road South, you could park on Turnberry Road or in Victoria Circus if there were no available parking spaces on your street.

### **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.**