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Re: . Re: (THE GLASGOW CITY COUNCIL (HYNDLAND, HUGHENDEN AND  
**Subject:** DOWANHILL WEST) (TRAFFIC MANAGEMENT AND PARKING CONTROLS)  
ORDER 201\_ (OFFICIAL)

**Date:** Fri, 5 Oct 2018 10:11:20 +0100

**From:** Patricia Fort <consultations@gobike.org>

**To:** LES - Safer Parking <LES-SaferParking@glasgow.gov.uk>, consultations@gobike.org  
<consultations@gobike.org>

Good morning,

Thank you for this detailed reply to our earlier correspondence. We are grateful that some improvements are being made in this area. We note your reluctance to quote the Police Scotland response on two-way cycling, but we hope for further clarity and further increased permeability for active travel in the future.

With best wishes,

Tricia Fort

for Consultations, GoBike, Strathclyde Cycle Campaign, [www.gobike.org](http://www.gobike.org)

On 19/09/2018 15:36, LES - Safer Parking wrote:

Dear Ms Fort,

Thank you for your enquiry regarding the proposed traffic management and parking controls for the Hyndland, Hughenden and Dowanhill West scheme.

As previously advised, within the Hyndland area at night time, illegal parking and unsafe obstructive parking practices were observed within Council parking surveys and in some cases blocking access to lanes and severely restricting movement at junctions. It was also observed that there were a large number of vehicles parked on Clarence Drive as ultimately residents living within the Hyndland area have no alternative which is why parking has been permitted overnight to cater for that specific demand. It should also be noted that there are a number of flats on Clarence Drive therefore it is likely that the majority of the parked vehicles belong to those residents.

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 contribute to reducing the number of cars in the area and mitigate the existing and future parking pressures.

The recent introduction of parking controls in the new Dowanhill / Byres Road and Partick schemes clearly highlights the number of vehicles parking in the area that were not residents. Previous experience has highlighted a high number of vehicles parking overnight within unrestricted areas on the periphery of existing controlled parking zones, belong to those who are not eligible for parking permits within these zones such as Houses of Multiple Occupation (HMO's), those who are avoiding paying permit costs and Hillhead residents who are only eligible to purchase one resident permit per household. This has had a knock on effect to existing parking pressures within the remaining unrestricted areas.

If these proposals were implemented then it would remove all day commuter parking, those avoiding permit costs, HMO vehicles and prioritise residential parking and increase availability of convenient parking spaces overall based on our experience with previous schemes that have been implemented.

The proposals for Clarence Drive previously promoted under the Colleges Cycle Route Phase 2

prohibited parking along every section of cycle lane that ran adjacent to the kerbside. Only off peak loading was proposed on these sections of road. Under those proposals five sections of parking was proposed, two of which were within laybys and all had buffer strips adjacent to the parking bays. Over 200 objections were received the majority of which related to the prohibition of parking including local councillors. Due to the restricted width of Clarence Drive with the exception of short sections, cycle lanes regrettably cannot be the desired 2 metres in width therefore 1.5 metres has been maintained. It is noted that the buffer should be 1 metre wide where the cycle lane runs parallel to parking/ loading spaces. These will be investigated and increased where the road width is sufficient to do so without compromising the width of the traffic lanes.

In order to strike a balance between the needs of residents and promoting active travel, the proposals would see more stringent restrictions being implemented on the section of Clarence Drive between Hyndland Road and the railway bridge. As you are aware, it currently has a No Waiting Monday to Friday 8 – 9.30am, 4 – 6.30pm and No Loading Monday to Friday 8.15 – 9.15, 4.15 – 6.30pm which only protects the cycle lanes for a small proportion of the day during the morning and evening peak times only. The remaining length of Clarence Drive between the railway bridge and Crow Road is currently unrestricted and therefore cannot be enforced by Council parking attendants but is experiencing obstructive parking practices on a daily basis.

As such, under the parking control scheme, it is proposed to introduce more stringent restrictions on Clarence Drive between Hyndland Road and the railway bridge which would prohibit parking Monday to Saturday 8am to 6pm and restrict loading to Monday to Saturday between 9.30am and 4pm. This will ensure the cycle lanes are free from obstruction during the peak times with minimal obstruction during the daytime therefore the Council would disagree that the proposals are downgrading the existing cycle route at this location.

This proposed TRO is primarily to deal with the commuter parking issues within the Hyndland, Hughenden and Dowanhill West areas. As stated above, the College's Cycle scheme received a high number of objections related to the proposal to prohibit waiting on Clarence Drive between Hyndland Road and the railway bridge. Any proposals to ban parking and loading along the kerbside cycle lane section of Clarence Drive between Hyndland Road and the rail bridge would have been met with similar or greater opposition and would be detrimental to the programme of implementing of the scheme designed to benefit a large densely populated area.

If these proposals are implemented, the Council would then be able to determine the parking demands from residents within the area. Further sustainable transport infrastructure could be investigated under a wider strategic cycling project once these new schemes have settled and a clearer picture of parking demand is ascertained. The restriction to prohibit parking along the entire length of Clarence Drive may be investigated at a later date once the parking demand for the area has been ascertained.

As you have highlighted in your response, there is a demand for cycling on Clarence Drive which is why it is proposed to prohibit parking and loading at all times on Clarence Drive between Crow Road and the railway bridge with a small section of parking with parallel cycle lane and buffer strip to cater for the local parking demands. This will eradicate the obstructive and indiscriminate parking practices currently being experienced and allow cyclists to utilise the cycle lanes at this location without experiencing the obstruction that cyclists currently face.

As previously advised, the private parking areas to the rear of the flats within Hughenden Gardens and Hughenden Lane are for residents only. The proposed parking spaces provided on Hughenden Gardens and Hughenden Lane would act as an overspill for residents, residents' visitors and tradesmen etc. Whilst I note that the properties at the northern end of Hughenden Lane have their own garages and block paved 'driveways', additional parking has been provided opposite these properties in order to cater for visitors, tradesmen etc.

I would advise that the Council would not prohibit parking throughout this entire estate otherwise it would negatively affect the local residents' given that their visitors and any tradesmen undertaking work at their property would have nowhere to park their vehicles. It should be noted that the traffic volume within Hughenden Lane is relatively low and therefore conflicts with cyclists and vehicles would be unlikely. It should also be noted that if the scheme is

implemented, the Council would also make the areas mandatory 20mph zones therefore vehicle speeds should be relatively low. Parking proposed within the Hughenden estate will also be utilised by the visitors to the Hillhead Sports Ground, the tennis club/ restaurant and any events that they may hold.

With regards to Hyndland Road, there are vehicles parked on both sides throughout the day and night between Clarence Drive and Great Western Road. Again, this highlights the extreme parking pressures which exist within the Hyndland area given the high number of residential properties located on this stretch of road. I would refer back to the proposed Colleges Cycle Route Phase 2 TRO in 2014 whereby the Council proposed to prohibit parking on both sides of Clarence Drive between Hyndland Road and the railway bridge. The majority of the objections related to the prohibition of parking on this stretch of road. If the Council were to propose removing parking on Hyndland Road, it is likely that the objection numbers would be equal to, or if not greater than those received for the College Cycle Routes Phase 2 TRO given the higher number of residential properties located on Hyndland Road. As previously stated, until the parking demands are ascertained following the successful implementation of the scheme, the removal of parking spaces would not be considered at this time.

With regard to your suggestions about the signalised junction at Hyndland Road / Great Western Road, altering the signal timings and thereby creating greater queuing lengths would not be considered given the knock on effects it would have on surrounding junction and roads. Great Western Road (A82) is a major thoroughfare and Hyndland Road is also a busy distributor road which is utilised by more than just local residents which is also operates at capacity during peak periods, therefore creating additional queues on all arms of this junction would simply encourage drivers to use local residential roads in order to 'rat-run' rather than deter them from driving creating a greater safety risk.

I can confirm that it is Council policy to introduce two-way cycling on one way roads but only where appropriate and safe to do so for all bicycle users of varying abilities and experience. During the promotion of the scheme Police Scotland raised safety concerns over the provision of one-way except cycling along the one way streets. The council decided not to take forward this proposal and would not implement 'One-Way Except Cyclist' without the approval and support from Police Scotland.

The majority of the one-way roads within the Hyndland and Dowanhill areas consist of narrow live carriageways and parking on both sides of the road. As such Police Scotland considered that safety would be a concern for cyclists travelling in the opposite direction of motor vehicles to manoeuvre between parked cars and oncoming vehicles safely particularly if a door opened from a parked vehicle. It is clear that consideration must be given to the most inexperienced cyclists e.g. children.

Once these proposals are implemented, further sustainable transport measures and infrastructure could be investigated under a wider strategic cycling project once these schemes have settled and a clearer picture of parking demand is ascertained. In other words, parking spaces would require to be removed from one side in many of the streets to safely accommodate one way except cycles and for Police Scotland to support.

Finally, as previously advised, unfortunately during the first week of the proposals being available to view online, there was an error within the drawing legend which stated one way operation except cycles. The drawings were replaced after the first week whereby the drawing legend was updated to read one way operation, as per the official press advertisement.

I trust the foregoing is of assistance at this time.

LES Safer Parking