



THE GLASGOW CITY COUNCIL

(BYRES ROAD)

(TRAFFIC MANAGEMENT AND PARKING CONTROLS) ORDER 20__

Report

This order will facilitate the proposed public realm improvements in Byres Road, including footway widening and new cycle lanes. The Order will propose a reduction in on-street car parking bays, the introduction of protected cycle lanes, additional disabled parking in the area, the removal of the left-turn filter lane at the junction of Byres Road and Great Western Road, the introduction of a one-way arrangement on Byres Road and Church Street south of the Church Street junction and the reintroduction of the right turn from Dumbarton Road onto Byres Rd. The location of bus stops, loading bays and taxi ranks will be largely unchanged by the Order, although a new daytime taxi rank is proposed at Church Street to complement the University redevelopment works.

These proposals have been designed in line with local transport policies and seek to contribute their objectives by introducing the following restrictions:-

- No Waiting No Loading and Unloading at any time restrictions
- No waiting at anytime restrictions
- Shared use parking places for permit holder or those who wish to pay to park
- Goods Vehicle Loading only place Monday – Sunday 24hrs (Torness Street).
- Loading only place (Monday – Saturday, 8am – 6pm) allowing for loading unloading by any class of vehicle
- Disabled vehicle parking places for disabled badge holders only
- Car club parking places for car club vehicles only
- Motorcycle parking places for solo motorcycles only
- Electric vehicle parking places for electric vehicles only
- One way operation (Torness Street),
- One way operation(except cycles)(Church St and Byres Rd south of Church St)
- Taxi Ranks Byres Road: Monday – Sunday 6pm – 2am, Church Street: Monday – Sunday 24hrs
- Reintroduce right turn from Dumbarton Road (westbound) onto Byres Road

The elements of the proposal are detailed below

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

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.

No waiting at any time

These restrictions are proposed where waiting is deemed undesirable in terms of road safety or pedestrian safety, 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.

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Disabled badge holders are able to park in areas where there are no loading restrictions providing they do not cause an obstruction.

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.

Goods Vehicle Loading only place Monday – Sunday 24hrs (Torness Street).

These restrictions would provide loading or unloading facilities close to local businesses for use by goods vehicles, where there is a requirement for loading and unloading at irregular hours.

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 .

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.

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 .

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.

Shared Use Parking places

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.

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

One way operation(except cycles)

As above, however on Church Street and Byres Road (south of Church Street) cyclist would be permitted to travel on the contra flow cycle lanes proposed.

No waiting at any time except taxis between 6pm-2am, no loading or unloading at anytime.

This restriction relates to the existing taxi rank on Byres Road, south of Ashton Lane. Out with the times shown, entry to the taxi rank will be prohibited.

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
- Volume of traffic drawn to the area considerably reduced particularly during weekday peak times generated by commuters
- Improved road safety particularly at junctions
- Reduction in air and noise pollution
- Improved environment
- Improved cyclist facilities and safety

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