



Glasgow City Council Hutchesontown (New Gorbals) Proposed Parking Controls

Frequently Asked Questions (FAQ's)

Please find below a list of common questions the Council has received during the proposing and implementation of previous schemes.

What is being proposed?

For the **Hutchesontown (New Gorbals)**, a Restricted Parking Zone (RPZ) is proposed. A RPZ is created to help ease parking congestion in residential neighbourhoods, reduce private car commuting to this area and eradicate obstructive and indiscriminate parking.

The parking controls can be summarised as follows:-

- Shared-use parking bays for use by residents, businesses and visitors.
- Residents' parking permits would be at a cost of £85 per annum or £23.75 quarterly
- Business parking permits would be available at a cost of £650 per year (less than £3 per day.
- Visitor parking permits would be available for residents to purchase for their guests. These will be available in packs of 5, each valid for a set 6 hour time period and are in scratch card format.
- Pay & display with a maximum stay of 3 hours at a cost of 20p per 15 minutes for the first hour minutes then 40p for every 15 minutes thereafter.
- Designated bays for disabled, car club, electric vehicles, solo motorcycles and loading.
- Times during which parking charges would apply is proposed to be Monday – Sunday, 8.00am – 10.00pm (this can be reduced based on feedback from process)
- No waiting at any time outwith parking bays within the Restricted Parking Zone (RPZ) boundary.

Restricted Parking Zone (RPZ)

What is a Restricted Parking Zone?

A restricted parking zone (RPZ) is an area where parking controls are introduced to combat various parking issues but do not utilise conventional yellow line restriction markings. Zone entry and exit signs are used to highlight the boundary of these zones.

Why is a Restricted Parking Zone proposed?

Restricted parking zones have been used in Glasgow since 2005 and have been proven to eradicate commuter intrusion, indiscriminate and obstructive parking practices whilst improving road safety.

Parking controls help the Council to meet its obligations to reduce commuter travel by private car, reduce congestion and improve air quality and road safety.

How do drivers know what the restriction is outwith marked bays within the RPZ?

The zone boundary would be signified by zone entry and exit signs. Once a vehicle has passed the zone entry signs, the restrictions in effect would be 'no waiting at any time'. Therefore parking is only permitted within a designated white bay and these will be signed appropriately

For the residential area bounded by Ballater Street, Laurieston Road, Caledonia Road and the River Clyde the only markings would be white lined bays. The residential areas north of Ballater Street serviced by Commerce Street, Waddell Street and McNeil Street would also only have white marked bays.

As these areas will be operated as a Restricted Parking Zone, no yellow lines are required.

Can I park outside the marked bays out with the proposed chargeable hours within an RPZ?

No. The restriction out with white marked bays is 'no waiting at any time' (which has the effect of double yellow road markings) and therefore is in operation at all times and can be enforced as such. Only vehicles displaying a disabled blue badge can park within this restriction providing they do not cause an obstruction.

All classes of vehicles will be allowed to load and unload within the no waiting at any time restrictions which would assist deliveries and unloading shopping from private cars.

When would the charges apply?

It is proposed that the charges will apply Monday to Sunday, 8am – 10pm in order to give residents/businesses with permits, maximum advantage by deterring incomers for a longer time including evenings and weekends.

However, if feedback from residents during the statutory process is in favour of reducing the days / times of operation then they could be amended.

Will roads be marked with conventional yellow lines?

Caledonia Road, Ballater Street, Florence St and Moffat St/ Adelphi Street (between Ballater Street and Waddell Street), yellow restriction lines and white bay markings would be marked as these are either arterial roads or non-residential roads.

I don't believe the Monday – Sunday, 8am – 10pm times are necessary. I'd prefer a reduction of these times

As part of the proposal, we have to indicate the maximum restriction possible which in this scheme is Monday to Sunday, 8.00am – 10.00pm.

When the statutory traffic regulation order process commences, more stringent or severe changes cannot be made to the proposals e.g. increasing the days and/or hours of operation.

However, operation times can be reduced. Should there be enough community support for a reduction of these times, this will be reported to the Executive Director of Neighbourhoods and Sustainability for consideration during the statutory process prior to making a decision under delegated powers.

When is the RPZ scheme likely to be in place?

This is the public engagement stage currently being carried out to gather information on the issues, needs and concerns of the area. Following this exercise all feedback will be analysed and considered before progressing to the statutory stages whereby public engagement as part of this process would be Summer 2020. Parking schemes of this nature and scale can take up to 2 years to introduce.

Parking Permits

I am a resident within the Hutchesontown area, would I qualify for a residents' parking permit?

Resident parking permits would be restricted to residents of dwellings which exist prior to the date on which the parking controls became legal (if successfully promoted and approved). If a dwelling is part of a new-build development which is built after a parking zone order has been made then residents would **NOT** qualify for a permit.

What if I have a company car?

Residents with company cars would be accommodated, as they are currently in existing areas with parking control schemes.

Do blue badge holders have to buy a residents parking permit?

No. Blue badge holders can park in any of the shared use parking bays without limit of time and without charge providing that their blue badge is on display.

I have a business within Hutchesontown (New Gorbals) area; do I qualify for a parking permit?

As a business, you may qualify for a business permit. The current cost of a business permit is £650 per year. This requires to be paid upfront and cannot be paid in instalments.

I have off-road or private parking. Could I still buy a residents' parking permit for my vehicle?

Yes, providing your property qualifies and that your vehicle is registered to your home address within the area.

We have more than one car; can we buy more than one permit?

Yes. There is no limit on the number of parking permits per household

The cost of business permits is far too much for local businesses

The permit cost for businesses will be £650 per annum and will be available for purchase by businesses within the area covered by the proposals. The introduction of a business parking permit is to support business use in the area. Business permit costs were agreed in 2006 by senior Land and Environmental Services management and the Chamber of Commerce prior to the amendments to the first Restricted Parking Zones (RPZ) in 2006.

This figure works out at under £2.70 per day (based on a five day working week) which is a substantial discount in comparison to standard pay and display charges over a one year period and is transferable between staff. It should be noted that the cost of the permits have not risen since 2006.

Why should residents have to pay? Why can't we get free permits?

Enforcement is vital to the sustainability and success of parking. The costs of running the scheme, including enforcement, administration, pay & display machines, lining and maintenance are required to be met from the revenue raised by a scheme. As there would be revenue generated from pay and display and visitors permits, due to the shared use parking spaces, then the resident permit price can be set at £85 per annum. For further information on parking permits or to how apply please visit www.glasgow.gov.uk/parking.

Parking Places

As a resident, will I be guaranteed a parking space outside my home?

As with any road there is only a limited parking capacity, however if these proposals were implemented then it would remove all day commuter parking, prioritise residential parking and increase availability of convenient parking spaces overall.

A daytime and night time parking survey has been undertaken to ascertain the contrasting demands and issues. The night time survey observed spare parking capacity on the majority of streets. The daytime survey identified commuter parking utilising private parking areas.

You are proposing to reduce the parking capacity on my street, why have you done this?

These proposals have tried to maximise parking provision where possible, however parking bays can only be established where it is safe to do so; road safety and pedestrian safety needs to be taken into consideration when these schemes are being developed. Issues such as vehicles parking too close to junctions, on corners, on footways or in turning areas must be addressed as this can impede access and manoeuvrability for delivery, cleansing and emergency service vehicles.

The geometry of the road must also be taken into consideration so, at locations where there are angled parking bays, the turning area for entry and exit must be made available as detailed within design guidance.

Why can't we have residents' only bays?

The Council must always take into account its wider aspirations and its strategic objectives whilst considering the needs of the area. We look to achieve this by creating accessible communities, encouraging economic growth by supporting local businesses and seeking sustainable options for travel. The use of resident only bays are prohibitive and an inefficient use of finite road space, it also goes against these objectives so would not be considered.

I believe I own a parking space in an area marked as shared use spaces?

The Council has investigated road adoption records in the process of developing the preliminary proposals and placed parking spaces accordingly. However, if you believe that areas marked for public use parking please highlight this by responding to the Council during the public engagement period.

If this scheme is introduced, people will attempt to park within my private parking area

Officers undertaking the daytime parking survey observed that there was existing commuter intrusion present within private parking areas on a number of streets.

The plan of the proposals will indicate those areas which would not be enforced by the Council parking attendants if the scheme is implemented.

The Council has a responsibility to manage the road network however, private parking areas are not considered a road and therefore included within these proposals. These would be the responsibility of the owner/ factor/ housing association to control/ protect them.

I don't believe there are enough proposed parking spaces to cope with the parking demand at night

A parking survey was undertaken in the area affected by the proposals at a time when commuter parking was not an influence (Tuesday 4th February 2020, 11pm to 1.30am). The survey revealed there was spare parking capacity in most of the streets.

The number of parking spaces proposed to provide for the area combined with private parking areas is far much greater than the number of vehicles that were recorded during the undertaken overnight parking survey.

Can I park within dedicated loading bays?

You cannot park within loading bays during the times of the RPZ. However, you can park within them outwith these times e.g. between 10pm and 8am. Please note that the vehicle must be removed before the loading bay becomes operational again or a penalty charge notice (PCN) will be issued.

Why is there no parking opposite the end-on (90 degree) parking bays?

No. The end on parking bays were introduced as part of the Council's parking standards which are 2.5 metres wide and require sufficient road width which is 6 metres to enter and exit the parking bays easily.

However, the restriction proposed is No Waiting at Any Time whereby loading would be permitted by all classes of vehicles including private cars to unload shopping etc.

Why is there no parking spaces proposed on the south side of Cumberland Street opposite the St Francis Centre?

Parking has not been proposed at this location as there is no footway and parking would not be accessible without walking on the road therefore does not meet the criteria for providing parking bays.

Can I park within a car club parking space?

No. These spaces are reserved for car club vehicles only displaying a permit specific to its location, 24 hours per day, 7 days per week and 365 days per year.

What is a car club parking space?

A car club parking space is for use by a Car Club vehicle only provided by independent operators. Car Clubs offer a way to retain the flexibility of driving a private vehicle without the issues and costs associated with car ownership. Members pay an annual fee and thereafter can book a vehicle and pay for the time used, usually based on an hourly rate. They are increasingly seen as one of a number of sustainable transport measures as an alternative to car ownership and is particularly suited to areas where on street parking provision is at a premium. Car Clubs can also act as a catalyst for modal shift towards public transport and other sustainable travel options.

If you require further details on this scheme please follow the links below:

[Current Glasgow Car Club Operator – Co-Wheels Car Club](#)

<http://www.co-wheels.org.uk/>

Private Roads

How can the council stop me from parking on a private road / lane?

The Council is aware of some roads that are not yet adopted by the Council. However, in terms of the legislation, Roads Scotland Act 1984, they are still considered roads, regardless of whether they are privately or publicly maintained. This gives the local authority the power, under the Road Traffic Regulation Act 1984, to implement and enforce parking regulations.

General

Will this scheme affect my car insurance?

The proposals will have no known effect on car insurance as residents will still be parking on street as stated to the insurance provider.

Will this scheme affect my property value?

There is no evidence to suggest the value of properties will decrease due to the introduction of these schemes, in contrast the increased availability and regulation of parking has been seen by local communities as an enhancement to the area.

Individual properties are not allocated a parking space on the road network and this will remain the same.

Why are there several new one-way roads being proposed?

Additional One way streets are proposed to assist with managing and maximising parking capacity and/or facilitating traffic flows.

The new one way roads and existing one way roads that meet the required criteria will allow for one-way except cyclists.

I do not have problems parking in my street therefore why is my street included?

At present, there is a high level of commuter parking on streets north of Ballater Street, on Ballater Street itself and on a number of streets in the New Gorbals area. If controls were only introduced on the streets who currently have issues a significant displacement would occur moving the parking issues to the nearest unrestricted streets.

As such, a Restricted Parking Zone (RPZ) is proposed which is proven to eradicate commuter parking which increase the availability of convenient shared use parking spaces.

Why are cyclists allowed to travel in the opposite direction to vehicles on one-way roads?

Under current guidelines, the Council should consider allowing cyclists to travel both ways on a one-way street to assist with providing the shortest passage through the local road network.

Appropriate signage would be erected on the appropriate one-way streets to ensure that drivers are fully aware that cyclists could be travelling towards them. This practice is permitted UK wide and is being implemented throughout the city.

I park my car in Hutchesontown (New Gorbals) and go to my place of work, I object to these proposals

The commuter parking in a number of streets is a problem which makes parking for residents very difficult during the daytime. Commuter parking contributes to unacceptable levels of congestion, pollution and parking difficulties and road safety issues for residents and businesses.

The introduction of parking controls is the most effective way to mitigate these issues making the street safer for drivers, vulnerable road users and pedestrians whilst improving the availability of parking spaces for the local residents, their visitors, mobility impaired, businesses, tradesmen, etc. These controls also contribute to the Council objectives contained within the Local Transport Strategy to reduce congestion on the city's streets and improve air quality, health and wellbeing.

How do I object / support the proposals?

The public engagement exercise is designed to gather information and feedback on the issues being experienced in the area. The Council has received complaints over a number of years regarding the parking issues that have been getting worse year-on-year.

As such the Council is now investigating the area to introduce measures to tackle the issues.

How can parking controls eradicate commuter parking?

Commuters will not be allowed to park all day as they currently do due to maximum stay parking. Only residents or business permits can park all day without limit of time within the public parking spaces

Public Transport Infrastructure

Will there be any improvements to bus stops?

Yes. Council officers have been in discussions to programme bus stop improvements to the bus stops on Ballater Street which will include high access kerbs and a bus stop build out to improve accessibility for mobility impaired, wheelchair users and those with prams.

Provision for disabled/ mobility impaired/ wheelchair users

Will there be enforceable disabled bays?

Yes. Council officers have proposed a number of public enforceable disabled bays throughout the area adjacent to places of interest such as schools, places of worship, shops, library, etc.

Will pedestrian crossing points be improved or introduced?

Improvements to existing crossing points or new dropped kerb locations will be considered as part of the scheme.

If you still have questions regarding these proposals, please email hutchesontown-newgorbals@glasgow.gov.uk.