



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

Frequently Asked Questions

It is expected that, there may be some questions regarding the proposals. Please find below a list of common questions the Council has received during the proposing and implementation of previous schemes. Any further queries or concerns raised during the voluntary consultation or during the publication period of the statutory traffic regulation order process will be added to this list.

Restricted Parking Zone (RPZ)

Why is this RPZ being proposed?

The council has received large volumes of correspondence in recent years from Hyndland residents who have experienced difficulties in obtaining a parking space near their house, including visitors and tradesmen etc. as a result of all day commuter parking particularly by those using Hyndland train station. This has been exacerbated by displacement of vehicles following the introduction of parking controls in the Partick area. The council are also aware that there are significant parking problems within the area at night.

More recently the remaining unrestricted area of Dowanhill (named Dowanhill West in this scheme) has experienced a significant increase in parking pressures following the introduction of parking controls the adjacent areas to the east and south under the Dowanhill/ Byres Road and Partick schemes.

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 but are in fact commuters or possibly residents of Hillhead controlled zone; currently Hillhead residents can only purchase a parking permit for one car per household. It is the Council's experience that displacement can occur when introducing parking controls hence the proposed controls in the neighbouring Dowanhill West, Hyndland/Hughenden areas to expel commuter parking further out of the city.

It is also the Council's experience that once parking controls are introduced that availability of convenient parking spaces increases for both residents, businesses and their visitors/customers, traffic volume decreases in the residential streets particularly during morning and evening peak times, indiscriminate and obstructive parking is eradicated resulting in safer streets and improved air quality and quality of life for the community.

The volume of displacement also strengthens the Council's policy for introducing parking control schemes which are in line with national, regional and local transport policies to reduce congestion, improve air quality and road safety and to promote more sustainable modes of transport for all or part of journeys such as public transport, cycling and walking.

An overnight parking survey was carried out in 2015 and again on Wednesday 25 October 2017 where unsafe obstructive parking practices were observed 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.

The proposed parking controls are primarily designed to prevent commuter travel by private car in line with national, regional and local transport strategies to reduce congestion, air pollution, improve road safety, health and wellbeing. Parking controls prevent the all-day parking that sterilises the finite road space that is available to allow visitors, tradesman and deliveries to find a convenient available parking space without continually driving around the streets looking for spaces.

Hughenden area has been included within the RPZ scheme to prevent displacement of cars into the area similar to the current situation in the unrestricted Dowanhill area.

Additionally, parking controls improves access for emergency service, delivery and the refuse vehicles which are regularly hampered by obstructive parking. Parking controls also assist the Council in maintaining the road network to allow drain/ channel cleaning, footway and carriageway repairs to be undertaken.

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

No. The restriction out with the marked bays is 'no waiting at any time' and therefore is in operation at all times and can be enforced 24 hour per day.

Will signage be installed to reflect this?

Yes. Entry and exit signage will be installed to show where the RPZ begins and ends, the Council received authorisation for the signing of an RPZ prior to their first establishment on Glasgow's roads in 2005 and there is no requirement within this authorisation to install signage out with the marked bays as the entry signage denotes that vehicles must 'park only in signed bays'.

Private parking areas

I have private parking; will these proposals affect my private parking area?

Private parking areas are not included within these proposals as it is the responsibility of the owner of that parking area to control them. The plan of the proposals should indicate those areas which will not be enforced by parking attendants if the scheme is implemented.

Private roads

You are proposing restrictions on my road but it is private and not maintained by the Council, how can you do this?

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.

Parking places

What are shared use parking bays?

Shared use parking bays can be used by both permit holders and those who wish to pay for parking, this makes best use of the road space as it prioritises resident parking but also offers visitor parking for residential properties and short term customer parking close to local businesses. Vehicles displaying a disabled badge can also park within shared use parking bays free of charge and without limit of time.

Why can't we have resident 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 is prohibitive and an inefficient use of finite road space, it also goes against these objectives so would not be considered.

Will I be guaranteed a parking space close to my property?

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 based on our experience with previous schemes that have been implemented.

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 such as road width therefore, at locations where there are angled parking bays for example, the turning area for entry and exit must be made available as detailed within design guidance.

What about motorcyclists?

There will be designated motorcycle parking bays. We will endeavour to provide secure barriers where possible, resources permitting.

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

No. Unfortunately a parking space cannot be guaranteed outside your property on a public road however, it should be noted that the introduction of parking controls will prevent all day commuter parking and will result in more parking spaces being readily available. This can be seen with other areas where the council have introduced parking controls.

Can anyone park or load within loading bays?

Any class of vehicle can load within the dedicated loading only bays during Monday – Saturday, 8am – 6pm. Parking within the loading bay is prohibited during the times that the loading bay is in operation. However, only goods vehicles can load during the operational times existing loading bay located on Hyndland Road, adjacent to the shops (Nos. 82 to 70). The existing loading restrictions which apply to this loading bay will remain the same, Goods Vehicles Loading Monday – Saturday, 7am – 8.30pm. This was requested by Sainsbury's as part of the planning conditions.

All vehicles can park within the loading bays out with their operation times.

Parking Permits

Who qualifies for a resident parking permit?

Any resident who lives in a property within the affected area, and that property is completed prior to the date the Order is made, can apply for resident parking permits for all vehicles registered at their address.

Please note that Houses in Multiple Occupation (HMOs) will be restricted to one permit per property. That vehicle would also have to be registered at that property.

Why has the cost of a resident parking permit risen since the Partick Library exhibition?

Our policy is to ensure that the costs of administrating and enforcing on road parking controls should be met by the parking charges in place. The cost of a resident parking permit has recently increased to £85 per annum following Glasgow City Council's City Government Budget 2018 – 2019. This is the first time the permit costs have risen since the first RPZ's were introduced in 2005.

What if I have a company car?

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

My name not on Utility Bill or Council Tax bill. How can I prove I stay at a dwelling?

You can add your name to the Council Tax bill by phoning the office and can be added as non-liaible.

Who qualifies for a business parking permit?

Any business situated within the affected area can apply for a business parking permit. There is no limit on the number of permits that can be issued and it should also be noted that these permits are transferrable between vehicles.

Why is the cost of a business parking permit different to a resident parking permit?

The availability 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 them being introduced into the first parking zone in 2006.

However, following Glasgow City Council's City Government Budget 2018 – 2019, the cost of a business permit has been reduced from £700 to £650 per annum. This is the cost of business permits for all controlled or restricted parking zones in Glasgow where they are made available. This figure works now out at under £2.50 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 vehicles.

What are residents' visitor parking permits?

Residents' visitor parking permits can only be purchased by residents within the area covered by the proposals. They are for residents to use for their visitors, including trades people. They allow longer stays than the 3 hour pay and display maximum stay time and cost £2 per set 6 hour time period. The time periods are as follows: 8am to 2pm, 12pm to 6pm and 4pm to 10pm. More than one visitor permit can be displayed at once if that visitor requires longer stays.

Residents' visitor parking permits will be available to purchase in advance from the parking unit in blocks of five. The time periods during which they will be used do not require to be known in advance as the permits are in the form of scratch cards where the appropriate date and times are scratched off at the time of use. Initially visitors could pay and display for up to 3 hours parking leaving your permits free for longer parking stays.

There is a maximum number of 40 residents' visitor parking permits allowed per annum. This provision is contained within the order to guard against residents providing permits to commuters and undermining the aims of the scheme. However, should a resident genuinely require more than 40 permits in the year then these could be provided and have been in the past in other areas.

It is hoped that an alternative payment system can be introduced in the future, which we expect will be a mobile phone payment system. This would allow greater flexibility for residents who have visitors during chargeable hours.

How many resident parking permits can I purchase?

One for each vehicle you have registered at your home address.

General

What if you just move the problem?

This area has been highlighted as being negatively affected by current parking practices and this is why these proposals have been drawn up. It is hoped that these proposals will encourage the use of sustainable transport; however the impact these proposals would have on other areas of Glasgow cannot be fully determined until the parking controls are introduced. Adjacent areas will be monitored following implementation.

Why has there been an increase parked cars into my area?

It is the Council's experience that displacement can occur when introducing parking controls hence the proposed controls in the Hyndland, Hughenden and Dowanhill West areas. The proposals are designed to expel commuter parking further out of the city and encourage modal shift to more sustainable transport alternatives.

It is also the Council's experience that once parking controls are introduced that availability of convenient parking spaces increases for both residents, businesses and their visitors/customers, traffic volume decreases in the residential streets particularly during morning and evening peak times, indiscriminate and obstructive parking is eradicated resulting in safer streets and improved air quality and quality of life for the community.

The volume of displacement that has occurred strengthens the Council's policy for introducing parking control schemes which are in line with national, regional and local transport policies to reduce congestion, improve air quality and road safety and to promote more sustainable modes of transport for all or part of journeys such as public transport, cycling and walking.

Will pollution levels and traffic not increase?

Following over ten years of experience implementing these types of schemes, there is no evidence to show that traffic will increase in the area. The increased availability of parking for residents and those visiting the area will mean that motorists should find it easier to park and will not be continuously travelling around the area looking for an available parking space.

The pay and display parking charges along with the maximum stay limit of 3 hours will deter commuter parking and therefore greatly reduce the number of vehicles travelling into and out of the area at peak times.

The Council have an overall strategy to reduce private car commuting into the city, the discouraging of commuter parking will improve the aesthetics and functionality of the area making it a nicer place to live and visit.

Is this not just a money making scheme?

Enforcement is vital to the sustainability and success of parking regulation. The costs of running the scheme, including administration, implementation, enforcement and maintenance are required to be met from the revenue raised by the scheme. Any surplus shall be reinvested in roads related projects.

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.

What about the operation of religious venues during chargeable hours?

Religious venues would be able to purchase residents' visitor parking permits.

My deeds show I own a portion/ to the centre of the road.

This is only applicable if the road is privately owned and maintained. Once a road has been publicly adopted by the roads authority to maintain and manage the road the property boundary line does not apply.

Why are double yellow lines proposed on Crow Road?

The Council have received feedback / complaints from local residents and a local member regarding dangerous parking practices taking place on a daily basis on Crow Road and on the corners and footways of its surrounding junctions.

As such, additional no waiting at any time / no loading at any time restrictions have been proposed on Crow Road between Dumbarton Road and Thornwood Avenue. The restrictions will also extend into all streets between Fairlie Park Drive and Thornwood Avenue in order to protect accesses, improve junction visibility and improve safety for pedestrians.

The Crow Road westbound approach to Broomhill Cross has been changed from what was proposed at the Partick Library exhibition.

The pre-consultation plans displayed at Partick Library, the nearside traffic lane on the westbound approach to Broomhill was adjacent to the kerb side with an existing peak restriction which would have allowed off peak parking and loading. However, this restriction would require residents to move their vehicles early morning and would only protect the lane during peak times.

Following further investigations, it is proposed to offset the traffic lanes approaching the junction have away from the kerb side which will provide two unobstructed traffic lanes at all times increasing the capacity and efficiency of the junction. This layout would facilitate the removal of the peak restriction on the south side between Thornwood Avenue and Thornwood Drive providing all day parking for the adjacent residential properties.

In order to facilitate the changes to the traffic lanes the proposed no waiting at any time / no loading at any time restriction on the north side has been extended eastwards to protect the single eastbound traffic lane. Two mandatory disabled spaces have been provided at the eastern end of this restriction adjacent to the nursing home.

Why has Marlborough Lane South been included?

The Council has received numerous enquiries directly from residents and through local Councillors relating to this lane. One issue that consistently arises is that refuse vehicles have difficulties accessing the lane due to parked vehicles within the lane. As such, the proposals for this lane would ensure that the lane is kept clear of parked vehicles at all times and ensure cleansing can gain access without difficulties. This will be signed with entry and exit signs similar to the RPZ's.

Why are there additional one way systems being proposed in Dowanhill West from what was proposed at the Partick Library exhibition?

Following the public exhibition at Partick Library, a number of local residents requested that Crown Road North, Kingsborough Gate, Prince Albert Road and Prince's Place become one way roads in the form a gyratory system in order to maximise parking on both sides of the road and to prevent "stand-offs" whereby vehicles are unable to pass one another which happens on a daily basis at present.

Why is there a taxi rank and double yellow lines proposed next to Broomhill Cross?

There is an existing taxi rank at this location, on the north side of the road however, Glasgow TOA taxis requested that the taxi rank be increased to accommodate 3 vehicles. As such, it is proposed to

relocate the taxi rank to the south side of the road in order to accommodate this request as the insufficient road space on the north side of the road.

It has also been noted that vehicles park within this section of road on a regular basis which therefore creates difficulties for other vehicles to turn within this road space. As such, no waiting at any time / no loading at any time restrictions are being proposed which would prohibit parking and therefore provide appropriate road space for vehicles to turn and provide space for hearses associated with the church to operate. It should be noted that vehicles are permitted to board and alight briefly on this restriction.

Why is there a 20mph speed limit proposed on Clarence Drive?

At present, there is a part-time 20mph speed limit on Clarence Drive which operates by way of electronic flashing 20mph signs on Clarence Drive between its junction with Dudley Lane and Falkland Street. The signs were introduced to reduce speeds around schools for a short period of time in the mornings and afternoons when the school pupils would be arriving and departing from Hyndland Secondary School.

Unfortunately, the majority of these signs are no longer in working use and are now irreparable. Proposed 20mph zones to complement the RPZ proposals would see the adjacent streets within the Hyndland, Hughenden and Dowanhill West areas become mandatory 20mph with the exception of Clarence Drive and Hyndland Road which would remain as 30mph.

However, given the operational issues with the existing part-time 20mph speed limit on Clarence Drive and due to the section being adjacent to the school within a densely populated residential area, a decision has been taken to include Clarence Drive within the proposed mandatory 20mph zone between its junctions with Hayburn Lane and Hyndland Road.

This proposal would be promoted under a separate 20mph Zone traffic regulation order (TRO) and would not be subject to an objection under this scheme.

Why has there been a reduction in parking bays on Turnberry Road since the plans shown at Partick Library?

The plans at Partick Library showed the proposed parking bays being located on the south side of Turnberry Road, between Airlie Street and Banavie Road. This was an attempt to maximise the number of parking bays within that section of road.

However, following feedback from local residents residing on Turnberry Road, it was highlighted residents would have had difficulties manoeuvring in / out of their driveways due to the road width and vehicles parked within bays opposite their driveways. As such, the parking bays have now being relocated to the north side of the road which has resulted in a slight reduction of parking bays to accommodate the existing driveways.

Why has there been a reduction in parking bays on Banavie Road since the plans shown at Partick Library?

The plans at Partick Library showed the proposed continuous parking bays being located on the west side of Banavie Road, between Nos. 4 to 18 and Nos. 24 to 30. This was to try and maximise the number of parking bays within that section of road to offset the loss of parking provision from the east side of Hayburn Crescent which currently block its east footway. Three spaces were also proposed on the east side of Banavie Road adjacent to Nos. 20 & 22 opposite the junction.

However, following feedback from local residents, it was highlighted residents would have had difficulties manoeuvring in / out of their driveways due to the road width and vehicles parked within bays opposite their driveways on the section between Nos. 24 to 30. Residents also stated that it would be hazardous exiting their driveways onto the trafficked side of the road. The parking has been relocated to the opposite side of the road where possible which has resulted in a slight reduction in the number of parking bays on Banavie Road.

Similar concerns were highlighted for the parking bay opposite Nos. 4 to 18 Banavie Road. Residents also reported regular “stand-offs” between vehicles on this section of road due to the number of vehicles parked on Banavie Road on a daily basis and the narrow road width resulting in vehicles being unable to pass one another.

A parking space was subsequently removed from the southern end of this parking bay and a passing place has been created between Nos.7-11 Banavie Road to assist driveway accessibility and to allow vehicles to pass one another.

The parking spaces previously proposed adjacent to Nos. 20 & 22 have been relocated to the west side following resident concerns.

Why is there bus parking proposed on Hughenden Lane?

Following the public exhibition at Partick Library, Hillhead Sports Club had requested that a parking bay for buses be provided in order to accommodate sports teams that visit their premises by bus.

As such, the proposed location on the north east side Hughenden Lane north of its junction with Hughenden Gardens ensures that buses would not be parked directly outside residents’ properties and it is within reasonable walking distance to the pavilion at Hillhead Sports Club.

Why are you introducing double yellow lines and pay and display parking on Lismore Road?

At present, the majority of Lismore Road is unrestricted and experiences commuter parking on a daily basis creating access issues for refuse and delivery vehicles servicing the restaurant. Due to the lack of parking availability, customers visiting the restaurant often have difficulties finding a parking space.

In order to prevent all day commuter parking, and alleviate access issues, no waiting at any time restrictions and pay and display parking bays are being proposed which would be subject to a maximum stay time of 3 hours. This will ensure a better use of the finite road space due to the regular turnover of parking bays and would also help the local business attract customers given the improved availability of parking bays.

Why is there Electric Vehicle charging spaces proposed?

Electric Vehicle (EV) parking spaces are proposed on Novar Drive and Dudley Drive. These are proposed to be located where existing car club spaces are located. A new EV space is will be adjacent to an additional car club parking space. This will facilitate a charging space for public use by way of pay and display or cashless means and a facility for an electric car club vehicle space.

Under the proposals vehicles would not be permitted to park within the public EV charging spaces all day therefore permits would not be valid. Use of the spaces would limited to a maximum time of 3 hours to maximize turnover and availability for all EV users.

If you require further details please refer to the detailed report.

Why are there additional car club vehicle spaces proposed?

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 road parking provision is at a premium. Car Clubs can also act as a catalyst for the shift towards public transport and other sustainable travel options rather than commuting by private car.

The existing car club bays located on Dudley Drive and Novar Drive are high performing locations therefore an additional car club parking space is proposed adjacent to existing spaces. A new public

EV space is proposed adjacent to the additional car club parking space. This will facilitate a charging space for public use and a facility for an electric car club vehicle space. EV car club vehicles will further enhance the car club provision in the west end. A car club space is also proposed on Churchill Drive.

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

<http://www.citycarclub.co.uk>

Can anyone park in a car club parking space?

No. This space is reserved for car club vehicles only displaying a permit specific to that location.

Why is there double yellow lines proposed on both sides of Clarence Drive?

Clarence Drive between its junction with Crow Road and the railway over-bridge is largely unrestricted with the exception of a single yellow restriction (No Waiting Mon to Sat, 8.am to 6.30pm, No Loading Monday to Saturday, 8.15 – 9.15am and 4.15 – 6.30pm) on the westbound approach to its junction with Crow Road and double yellow lines at Churchill Drive, Randolph Road and on the eastbound carriageway east of its junction with Crow Road. There are also existing advisory with-flow cycle lanes on both sides of Clarence Drive between Crow Road and Hyndland Road.

However, indiscriminate parking practices occur along this section which obstructs the majority of the cycle lanes on a daily basis throughout the day between the junctions of Crow Road and Clarence Gardens, forcing cyclists onto the traffic lane. Vehicles also park on the bend south of Blairatholl Gardens partly on the footway and on the westbound unrestricted section of road approaching Crow Road compromising sightlines, road safety and traffic flow.

Out-with the operational times of the single yellow road markings on the westbound approach to the Crow Road junction parked/ loading vehicles block the nearside lane reducing the capacity and efficiency of the junction.

A no waiting at any time / no loading at any time restriction is therefore proposed on the majority of Clarence Drive between its junction with Crow Road and the railway over-bridge. This would provide unobstructed cycle lanes at all times aiding cycle safety, remove the existing indiscriminate parking and improve capacity and efficiency of its junction with Crow Road. Pedestrian safety would also be improved with the removal of vehicles currently parked on footways and improve visibility for drivers and cyclists.

Why have you removed the banned U-turn at Lauderdale Gardens / Turnberry Road?

This was originally proposed following a request from a resident however, following feedback received from the public exhibition at Partick Library, there were a number of local residents who did not see the need for this prohibition. Having investigated the matter further, a decision has been taken to remove this from the proposals.

Will the existing loading bay outside Sainsbury's change its loading times?

No. The existing loading restrictions which apply to this loading bay will remain the same, Monday – Saturday, 7am – 8.30pm. This was requested by Sainsbury's as part of the planning conditions.

However, it should be noted that vehicles could park overnight within this loading bay Monday – Saturday and all day Sunday should there be no available shared use parking spaces nearby.

I have no issues with parking so why is this being proposed?

At present within the Hyndland, Hughenden and Dowanhill West areas and especially on the streets nearer the train station and close to the main public transport hubs/ corridors, there is a high level of commuter parking. If the Restricted Parking Zone (RPZ) is given approval, the scheme will eradicate commuter parking which will in turn free up more availability of shared use parking spaces.

The reason your street has been included within the proposed RPZ is to protect the residents of the street from an influx of commuter parking, should the proposed RPZ be given approval. If the street was excluded from the proposals and the RPZ was given approval, commuters would simply displace your street to park given that it'd be the only one with no restrictions in the area.

I have a blue badge, what does that mean for this RPZ?

Disabled parking spaces provided as part of the parking controls would be available for vehicles displaying a blue disabled badge only. Any vehicle parked within these bays without displaying a badge would receive a penalty charge notice (PCN) and could be removed. Existing advisory disabled bays maintained under this scheme would become mandatory and enforceable by Council parking attendants (PA's).

Blue badge holders would not be required to purchase a resident permit and can park in any shared use parking space free of charge and without limit of time.

Additional disabled bays are generally provided near shops and places of interest. However, individuals requiring disabled bays adjacent to their residences have to submit an application to Social Work Services with appropriate medical evidence for approval. Once approved the roads authority installs the road markings on street.

Why are you only permitting parking within certain lanes?

Parking would be permitted for permit holders only, within certain lanes that the Council believe are wide enough to accommodate parked vehicles and still allow for vehicles to pass through without being obstructed and where dwellings exist. When assessing the lanes, the lanes condition is also taken into account.

It should be noted that vehicles will not be permitted to park within these lanes on the day when refuse collection takes place. There would be signage erected to advise of this should the scheme be approved.

Although there are lanes where vehicles will be permitted to park within, any vehicle that parks obstructively or dangerously could be subject to a penalty charge notice and have their vehicle uplifted.

If you still have questions regarding these proposals, please email saferparking@glasgow.gov.uk. Any questions that arise will be added to these FAQ's.