

Item 2

8th June 2016



Glasgow City Council

Sustainability and the Environment Policy Development Committee
8 June 2016

Report by Executive Director of Land and Environmental Services

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REQUESTS FOR PARKING CONTROLS

Purpose of Report:

To advise Committee of the current requests for parking controls and agree the prioritisation on a workplan.

Recommendations:

It is recommended that the Committee notes the content of the report.

Ward No(s):

Citywide:

Local member(s) advised: Yes No

consulted: Yes No

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1. Background

- 1.1 The Council, under the terms of the Roads (Scotland) Act 1984 has a statutory duty to manage and maintain the road network.
- 1.2 To ensure that the city's road network is optimised there is an increasing need to actively manage it to ensure that it can meet the wide ranging needs of all road users to operate safely and efficiently.
- 1.3 This includes the management and regulation of parking to deliver the Council's transport strategy in terms of reducing congestion and emissions and encouraging the use of more sustainable modes.
- 1.4 There is traditionally a high demand for parking both in and around the city centre and also where events take place. Since 2005 the Council has extended parking controls to manage this demand in line with transport policy.
- 1.5 Fifteen shared use parking zones have been implemented in and around the city centre and the west end, whilst two event day parking zones have been implemented at Scotstoun and Hampden Stadiums.
- 1.6 A dedicated project team within Land and Environmental Services has been tasked with delivering those schemes identified in the Council's Strategic Projects Programme.
- 1.7 To deliver these schemes, the Council must first promote traffic regulation orders by following a statutory process which is prescribed in The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999. The process allows a universal right of objection and can take between 9 and 12 months to complete. However, the contentious nature of the issue has meant that recent schemes have taken considerably longer to process. The process can also be challenged in the Court of Session.
- 1.8 The purpose of this report is to highlight to Committee the number of requests that have been received to introduce parking controls in the City.
- 1.9 These requests are from a variety of sources including residents, Community Councils, resident groups and Elected Members. The main complaints relate to intrusive or obstructive parking on a daily basis or during regular events.
- 1.10 The report will prioritise the requests into a future workplan. This will be dependent on resources and Council priorities at that time.

2. Current Works Programme

- 2.1 LES project staff are currently working on parking controls as part of the Council's Strategic Projects Programme. The areas are highlighted on the plan attached at appendix 1.

- 2.2 The Dowanhill and Partick schemes are ongoing, whilst an additional parking zone for the Queen Elizabeth University Hospital has been referred to a public hearing. The schemes for Dowanhill West and Hyndland have still to be progressed.
- 2.3 The workplan to conclude these schemes is programmed for completion in March 2017, however this may be subject to delay dependent on the number of objections or if there is a legal challenge to the scheme.
- 2.4 The process to promote a traffic regulation order (TRO) is time consuming and resource intensive. There are also associated costs involved with each Order such as advertisements, the physical works to implement the scheme, the initial and on-going administration for the scheme, enforcement costs and future maintenance of the scheme.

3. Future Requests

- 3.1 In addition to the schemes in section 2.2 above, the Council currently has on file 22 other requests.
- 3.2 The requests are spread throughout a number of the Electoral Wards where intrusive or obstructive parking occurs on a daily basis or during regular events.
- 3.3 There are predominately three types of parking scheme that are currently in operation within the city and could be used to resolve any issues:
 - Controlled Parking Zone (CPZ) - These operate using shared use parking bays where residents and local businesses can buy permits or visitors can purchase a ticket or buy parking time via RINGO (mobile phone cashless parking system). The zone uses traditional signs and yellow lines to highlight the restrictions e.g. Cranstonhill, Kelvingrove.
 - Restricted Parking Zones (RPZ) - These operate in the same way as a CPZ however, yellow lines are not required and the zone is highlighted by entry zone signage e.g. Woodlands or Yorkhill.
 - Event Day Parking Zones (EDPZ) – These operate at both Scotstoun and Hampden Stadiums on the event day only. Residents and businesses are provided with permits and park as they would on a non-event day.
- 3.4 It should be noted that during detailed investigation or as part of the statutory process it may become apparent that the schemes are not supported by residents/ businesses or that they could be dealt with in another way. This could include a simpler solution such as precluding parking at junctions by way of yellow lines.

3.5 Table 1 list the requests by area and electoral ward.

Scheme Name	Ward	Scheme Type		Request by		Policy
		Event	Resident Priority	Politician	Resident	
Anniesland College area	12		✓	✓	✓	✓
Barras South extension	9		✓	✓	✓	✓
Battlefield (around Scottish Power plant)	2 & 7		✓		✓	✓
Cathcart (Kilmailing Road area)	1, 2 & 7		✓		✓	✓
Celtic Park	9 & 19	✓		✓	✓	✓
City Centre Zone A, Cranstonhill, Kelvingrove and Sandyford - review	10 & 11		✓	✓	✓	✓
Dennistoun	9 & 18		✓	✓	✓	✓
Festival Park / Mavisbank	5		✓	✓	✓	✓
Gartnavel area (north of Great Western Road)	12		✓	✓	✓	✓
Govanhill	8		✓	✓	✓	✓
Hillhead - restart statutory process	11		✓			✓
Househillwood (around Silverburn)	3		✓	✓	✓	✓
Ibrox	5	✓		✓	✓	✓
Kirklee	15		✓		✓	✓
Mount Florida	7		✓		✓	✓
New Gorbals	8		✓	✓	✓	✓
Partick West (Thornwood) and Broomhill	12		✓		✓	✓
Royston	17		✓	✓	✓	✓
Scotstoun	12	✓	✓		✓	✓
Shawlands	2 & 6		✓		✓	✓
Tradeston extension	5 & 6		✓			✓
Wilton Street / Queen Margaret Drive area	15 & 16		✓	✓	✓	✓

Table 1

4. Future Workplan

4.1 To enable a future workplan to be programmed it is necessary to establish a high level priority of the current requests.

4.2 To facilitate this a desktop study has been undertaken using the information provided by the requesters and the current local knowledge of the LES Project team. No detailed surveys have been undertaken at this time, however these would be undertaken as part of the initial design process and may influence the future programme.

4.3 The following criteria have been used to establish a high level priority:

1. Council Policy;
2. Transformation Agenda;
3. Scale of the problem;
4. Regularity of the problem.

5. Council Policy

5.1 Section 6C Traffic and Demand Management of the current Local Transport Plan confirms the following policies:

P6 – Provide priority access to on road parking spaces for residents of dwellings built prior to 1/1/2000 over commuter parking where demand requires.

P8 – Ensure adequate parking control is in place for special events.

5.2 The requests have been analysed and in all cases the issues could be dealt with under the policies noted above.

5.3 Each request has been given a weighting and is included at appendix 2.

6. Transformation Agenda

6.1 As part of the current Transformation Agenda, the Council is looking to make savings in a number of non-essential service provisions.

6.2 There are currently significant costs borne by the Council for the traffic management plans associated with events at Celtic Park and Ibrox Stadium. The annual cost to the Council in 2014/15 was £219,000.

6.3 The majority of the costs are associated with the coning schedule at Celtic Park and Ibrox Stadium which is a legacy inherited as part of the decriminalisation of parking.

6.4 There are also costs associated with the management of the EDPZs at Hampden and Scotstoun Stadiums although this is significantly less than previous coning schedules. The annual cost to the Council in 2014/15 was £15K.

6.5 The costs associated with each event could be reduced in two ways.

- The implementation of an EDPZ at both Celtic Park and Ibrox Stadium; and
- The costs to manage each scheme is met by the event organiser.

6.6 Each potential scheme has been given a weighting and is included in appendix 2.

7. Scale of the Problem

7.1 The scale of the problem is difficult to estimate without detailed surveys being undertaken for each of the requests. However, the Project Team do have extensive experience within the city and are able to make a high level judgement with regards to the issues.

7.2 The current Strategic Projects programme proposes parking controls in the majority of the city that has been blighted by commuter intrusion. As parking controls have been extended there has been some displacement to adjacent areas and some of the requests are from these areas e.g. adjacent to the Tradeston Zone.

7.3 Other requests are from areas where there is already high density housing with limited road space for residents where there is commuter intrusion, but mainly around the fringes of the area e.g. Dennistoun.

7.4 Each potential scheme has been given a weighting and is included in appendix 2.

8. Regularity of the Problem

- 8.1 Some of the requests are from areas that are affected only when there are events on at adjacent stadia. Although not on a daily basis, it is a regular occurrence and can occur up to 30 times per annum e.g. Celtic Park.
- 8.2 Some of the requests are from existing parking zones where the parking dynamic has changed e.g. Kelvingrove – due to the success of The Hydro.
- 8.3 Each potential scheme has been given a weighting and is included in appendix 2.

9. Desktop Study

The Desktop Study has been completed and each potential scheme has been given a ranking.

Table 2 shows the proposed ranking for the potential schemes.

Ranking	Score	Scheme Name	Ward
1	12	Celtic Park	9 & 19
"	12	Ibrox	5
2	11	City Centre Zone A, Cranstonhill, Kelvingrove and Sandyford - review	10 & 11
"	11	Hillhead - restart statutory process	11
"	11	Scotstoun	12
"	11	Wilton Street / Queen Margaret Drive area	15 & 16
3	10	Dennistoun	9 & 18
4	9	Barras South extension	9
"	9	New Gorbals	8
"	9	Partick West (Thornwood) and Broomhill	12
"	9	Royston	17
5	8	Battlefield (around Scottish Power plant)	2 & 7
"	8	Gartnavel area (north of Great Western Road)	12
"	8	Govanhill	8
"	8	Househillwood (around Silverburn)	3
"	8	Mount Florida	7
"	8	Shawlands	2 & 6
"	8	Tradeston extension	5 & 6
6	7	Anniesland College area	12
7	6	Festival Park / Mavisbank	5
8	5	Cathcart (Kilmailing Road area)	1, 2 & 7
"	5	Kirklee	15

Table 2

10. Conclusion

The LES Project Team will now reprogramme the current workplan to include the requests ranked 1 and 2 in the desktop study.

The workplan will show the expected timelines for the process.

A decision on the implementation of the schemes will be subject to feedback received during the consultation phase, the implementation costs and resources at that time.

11. Policy and Resource Implications

Resource Implications:

Financial: The staff design costs would be met from the current revenue budget.

The Capital costs for each scheme will not be known until the designs are completed.

Legal: Road Traffic Regulation Act 1984, The Local Authorities' Traffic Order (Procedure) (Scotland) Regulations 1999.

Personnel: The design will be undertaken by existing staff resources.

City Parking (Glasgow) LLP already undertake enforcement at these locations.

Procurement: Procured using existing Council contracts

Council Strategic Plan: The proposals support the following strategic plan objectives:

- Economic Growth
- A Vibrant City
- A Sustainable City

Equality Impacts:

EQIA carried out: Full assessment not required at this time, but will be necessary as part of the process.

Outcome: N/A

Sustainability Impacts:

Environmental: Managing the parking demand could

have a positive impact on current pollution levels.

Social: Will reduce the negative impact of obstructive and inconsiderate parking practices.

Economic: Not anticipated

12. Recommendations

It is recommended that the Committee notes the content of the report.