



**The Glasgow City Council
(Dennistoun and Royston)
(Traffic Management and Parking Controls) Order 201_**

Frequently Asked Questions

What is being proposed?

For the Dennistoun and Royston areas, a Restricted Parking Zone (RPZ) is being proposed.

A Restricted Parking Zone (RPZ) is created to help ease parking congestion in residential neighbourhoods, reduce private car commuting to these areas 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 (under £1.64 per week).
- Business parking permits would be available at a cost of £650 per year (less than £2.50 per day, based on a 5 day week), as per other areas throughout the city.
- Visitor parking permits would be available for residents to purchase for their guests. These will be available in packs of 5 which cost £10 (£2 per voucher). Each voucher is valid for a set 6 hour time period and are in scratch card format.
- Plans are being implemented to introduce a new electronic system that will allow residents to purchase parking time for visitors to their properties on-line.
- Pay & Display parking with a maximum stay of 3 hours at a cost of 20p for the first 15 minutes up to 1 hour then 40p for every 15 minutes thereafter.
- Designated bays for disabled, solo motorcycles and loading. Car Club and electric vehicle bays are also being considered.
- Times during which parking charges will apply is TBD following consultation with residents at the public exhibition.
- No waiting at any time out with parking bays.
- No parking will be permitted in the lanes, including those that are privately maintained.
- A mandatory 20mph speed limit will be introduced throughout the zone.

Restricted Parking Zone (RPZ)

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 as such.

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.

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.

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 registered vehicles 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 are you charging for a resident parking permit?

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. As there would be revenue generated from pay and display due to the shared use parking spaces then the resident parking permit price can be set at £85 per annum or £23.75 per quarter.

This cost recently increased following Glasgow City Council's City Government Budget 2018 – 2019. This was the first time that permit costs had 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.

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?

Business parking permits are made available to support local businesses where vehicles are business critical and the price is set to offer a substantial discount in comparison to standard parking charges over a one year period. The cost of this permit was agreed at Committee following discussions with the Chamber of Commerce prior to its introduction in 2006 and was reduced by £50 down to £650 following Glasgow City Council's City Government Budget 2018 – 2019. The permit cost for businesses at £650 per annum works out at under £2.50 per day (based on a five day working week) which is a substantial discount in comparison to standard parking charges over a one year period and is transferable between vehicles.

If business permit costs were set at £85, it would actively encourage commuting as the likelihood is that most businesses would purchase a large quantity to provide to staff members. This would defeat the purpose of the proposals which is to protect residents from commuters flooding the streets and using them as an all-day car park to travel to their place of work.

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. 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.

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 determined but shall be monitored following implementation.

Will pollution levels and traffic not increase?

Following 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 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.

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.

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