



APPENDIX 2

REQUEST FOR PARKING CONTROLS

PRIORITISATION PROCESS

BRIEFING NOTE – APRIL 2016

1. Criteria

The criteria to prioritise these requests is purely for consideration purposes only and is not in place to take the decision on whether to propose and implement the scheme. The decision making process is wholly within the confines of the Road Traffic Regulation Act 1984.

The following information is a desktop study only; further detailed surveys would be required to assess the suitability for progressing any proposals.

The assessment criteria has been categorised as follows:-

- **Council Policy**
- **Transformation**
- **Scale**
- **Regularity**

Details on the above criteria can be found within the Committee Report.

2. Scoring System

A scoring system has been established to complete this desktop study and assist with producing a prioritisation list.

This scoring system is a sliding scale between 0 to 3 with 0 showing that this area does not fit the criteria and 3 showing that this area completely fits the criteria.

3. Requests

The following requests have been ordered alphabetically

Anniesland College area

(SCORE = 7)

Council Policy

(score = 3)

- There is an identifiable commuter parking problem in this area because of the close proximity of the college.

Transformation

(score = 1)

- There is unlikely to be any associated cost savings and any scheme being implemented within this area is unlikely to be financially sustainable due to the majority of properties situated within this area being houses with driveways, therefore would not have the need to utilise any permit facilities.

Scale

(score = 1)

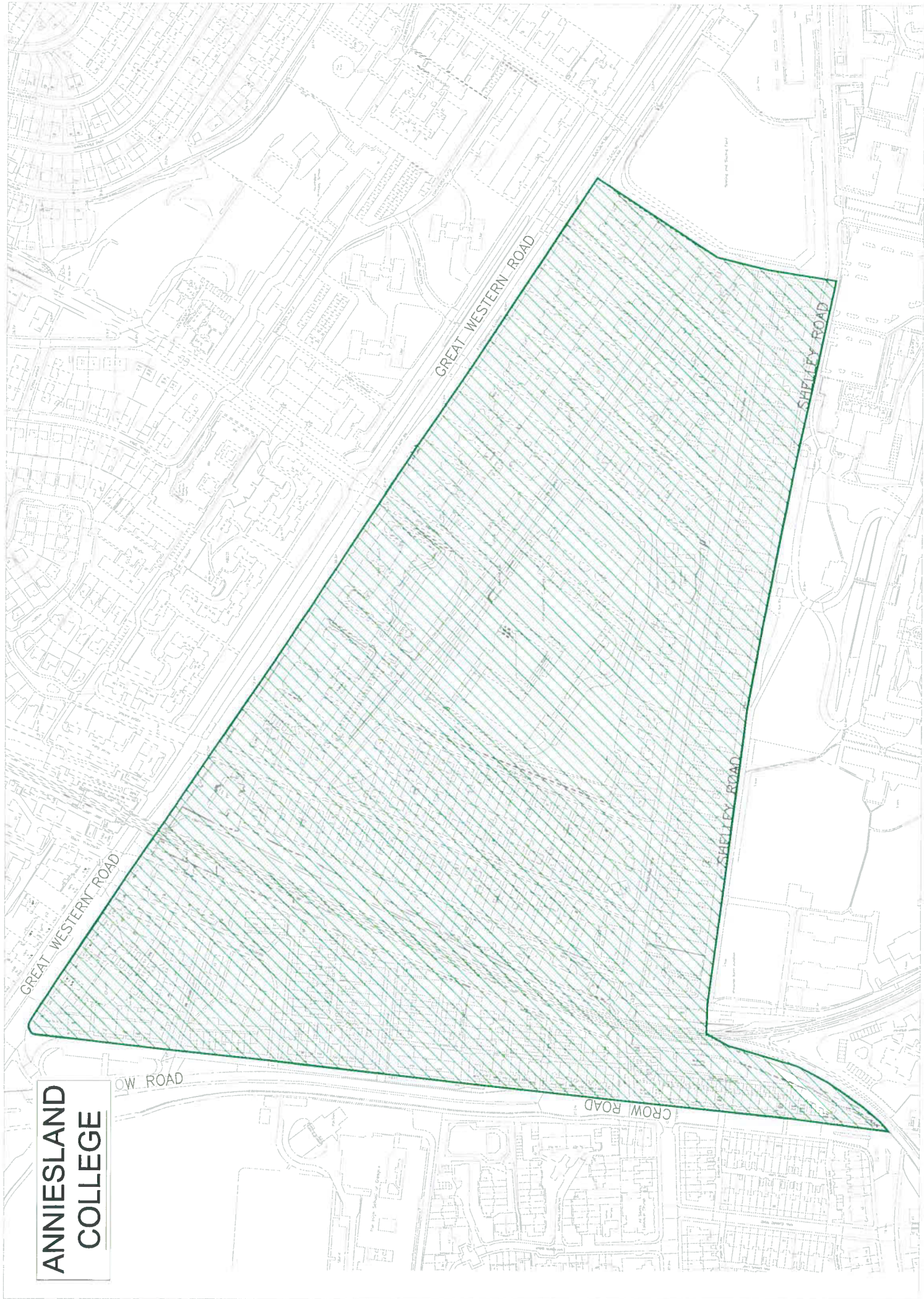
- The level of impact this appears to have on local residents appears to be minimal, with the introduction of access protection markings and existing parking restrictions in the form of yellow lines seeming to have a positive effect on parking practices and correspondence levels are low. The majority of properties within this area also have access to off-street parking.

Regularity

(score = 2)

- It is expected that commuter parking occurs in this area regularly, however it is expected to be heavily influenced by the term times of the local college.

**ANNIESLAND
COLLEGE**



Barras South extension

(SCORE = 9)

Council Policy

(score = 3)

- There is an identifiable commuter parking problem in this area because of the displacement due to recently implemented zones and the proximity to the City Centre.

Transformation

(score = 1)

- There is unlikely to be any associated cost savings and any scheme being implemented within this area is unlikely to be self-financing due to the very low use of permit and on-street parking facilities within neighbouring zones.

Scale

(score = 2)

- The level of impact this appears to have on the local community seems to be fairly significant, following the implementation of neighbouring zones there has been correspondence from both local residents and local members regarding parking issues due to displacement.

Regularity

(score = 3)

- It is expected that commuter parking occurs on a regular basis due to the close proximity to the City Centre.

BARRAS (SOUTH) EXT.

GALLOWGATE

BAIN STREET

LONDON ROAD

Galloway Green



Battlefield (around Scottish Power plant)

(SCORE = 8)

Council Policy

(score = 2)

- There is an identifiable commuter parking problem in this area due to the close proximity of the Scottish Power plant, however this plant is due to close which could have a significant impact on the current commuter parking issues.

Transformation

(score = 2)

- There is unlikely to be any associated cost savings, however due to the volume of residential properties and associated vehicle ownership prediction levels it would be expected that the permit and on-street parking facilities could contribute towards the financing of this scheme.

Scale

(score = 2)

- The level of impact this appears to have on the local community is moderate with a few requests for parking controls from local residents, however the presence of existing yellow lines prevents unsafe parking and the closure of the Scottish Power plant will have a significant effect on parking issues in the area so the introduction of any scheme at this time would not be favoured.

Regularity

(score = 2)

- Again there seems to be a regular commuter parking problem in the area due to the close proximity of the Scottish Power plant, however as this is due to close then the introduction of any parking controls would not be favoured at this time.

BATTLEFIELD



Cathcart (Kilmailing Road area)

(SCORE = 5)

Council Policy

(score = 1)

- There may be an identifiable commuter parking problem in this area, however this only seems to be due to the close proximity of the school. The main area of complaint is at picking up and dropping off times.

Transformation

(score = 2)

- There is unlikely to be any associated cost savings, the properties are mostly houses and some have off-road parking facilities so it would not be expected for this scheme to be self-financing.

Scale

(score = 1)

- The level of impact this appears to have on the local community is low as there only seems to be a couple of roads affected by these parking practices.

Regularity

(score = 1)

- There seems to be a regular parking problem, however it is not necessarily all day commuter parking as complaints are received regarding issues during dropping off and picking up at the local school.

An aerial map of the Kilmaitland area in Scotland. A large, irregularly shaped area is highlighted with a thick green border and filled with diagonal green hatching. This area is bounded by a thick green line. The text 'KILMAITLAND ROAD' is visible on the map, oriented vertically. The map shows surrounding roads, including 'KILMAITLAND ROAD' and 'KILMAITLAND ROAD', and various buildings and structures. The map is oriented with North at the top.

Celtic Park

(SCORE = 12)

Council Policy

(score = 3)

- There is an identifiable commuter parking problem during event days.

Transformation

(score = 3)

- There would be cost saving benefits associated with this scheme. Currently on event days the affected roads are coned which requires their placement and removal. If permanent signage was to be installed then only overlays would need to be applied and removed on event days.

Scale

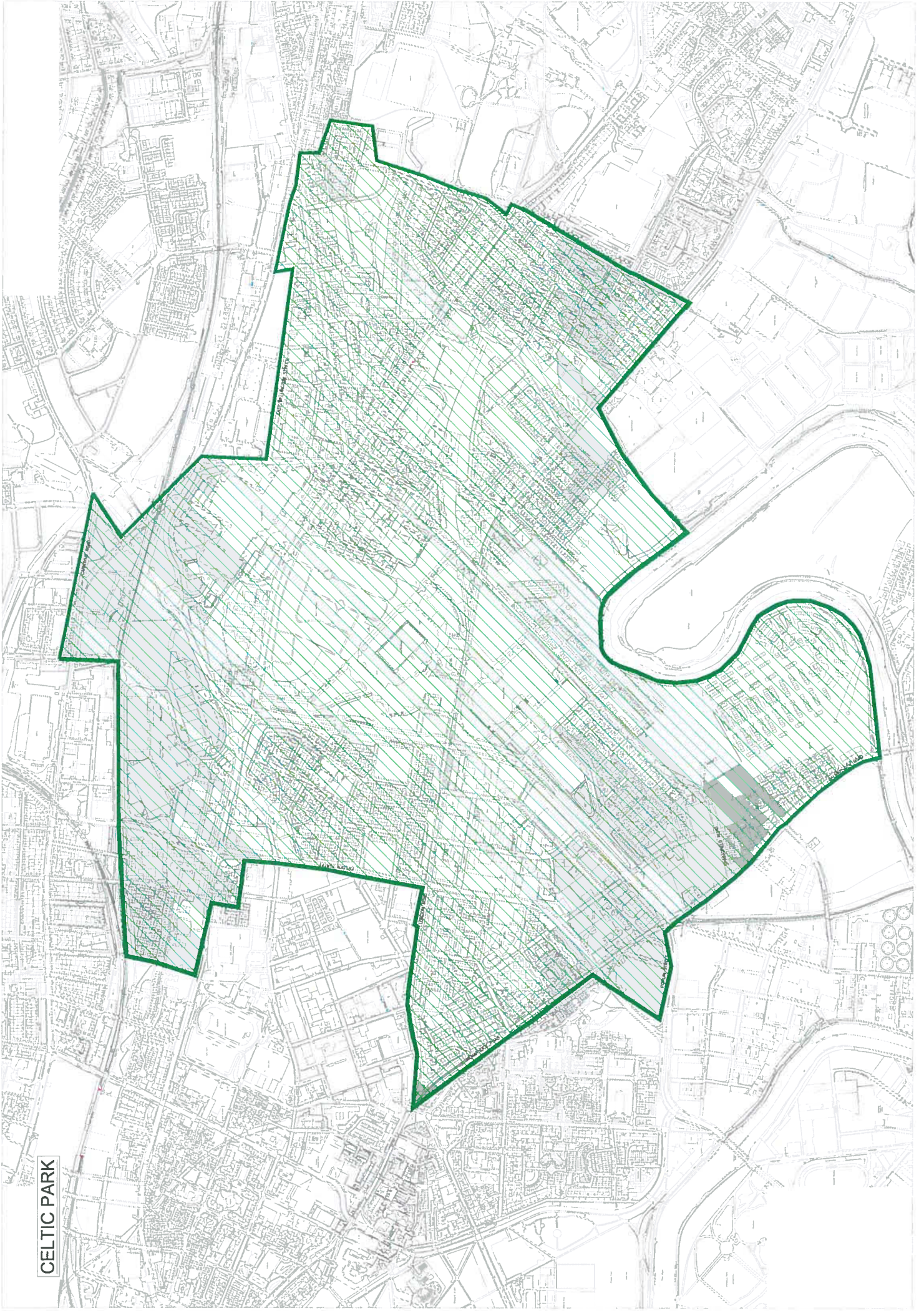
(score = 3)

- The level of impact this is having on local residents is significant with correspondence received from both local residents and local members regarding parking issues during event days.

Regularity

(score = 3)

- Parking issues occur during all major events happening at this venue.



CELTIC PARK

City Centre Zone A, Cranstonhill, Kelvingrove and Sandyford

(SCORE = 11)

This TRO should be treated as one amendment Order for these four existing parking zones as they are all affected by the close proximity of the Hydro.

An Experimental Order was introduced in the Kelvingrove parking zone in March 2014 and ran for 18 months before it expired in September 2015, there has been significant local interest and appeal for a permanent solution to be found. In view of this, a report (attached) has been constructed giving a brief overview of the situation.

Council Policy

(score = 3)

- There was an existing commuter parking problem within these areas which was resolved, however these areas are experiencing severe evening parking problems due to the close proximity of the Hydro and SECC complex.

Transformation

(score = 2)

- There is unlikely to be any associated cost savings, however if payment for parking extended into the evenings to alleviate those currently utilising the currently free parking in the area then this would contribute towards the costs of carrying out necessary physical works.

Scale

(score = 3)

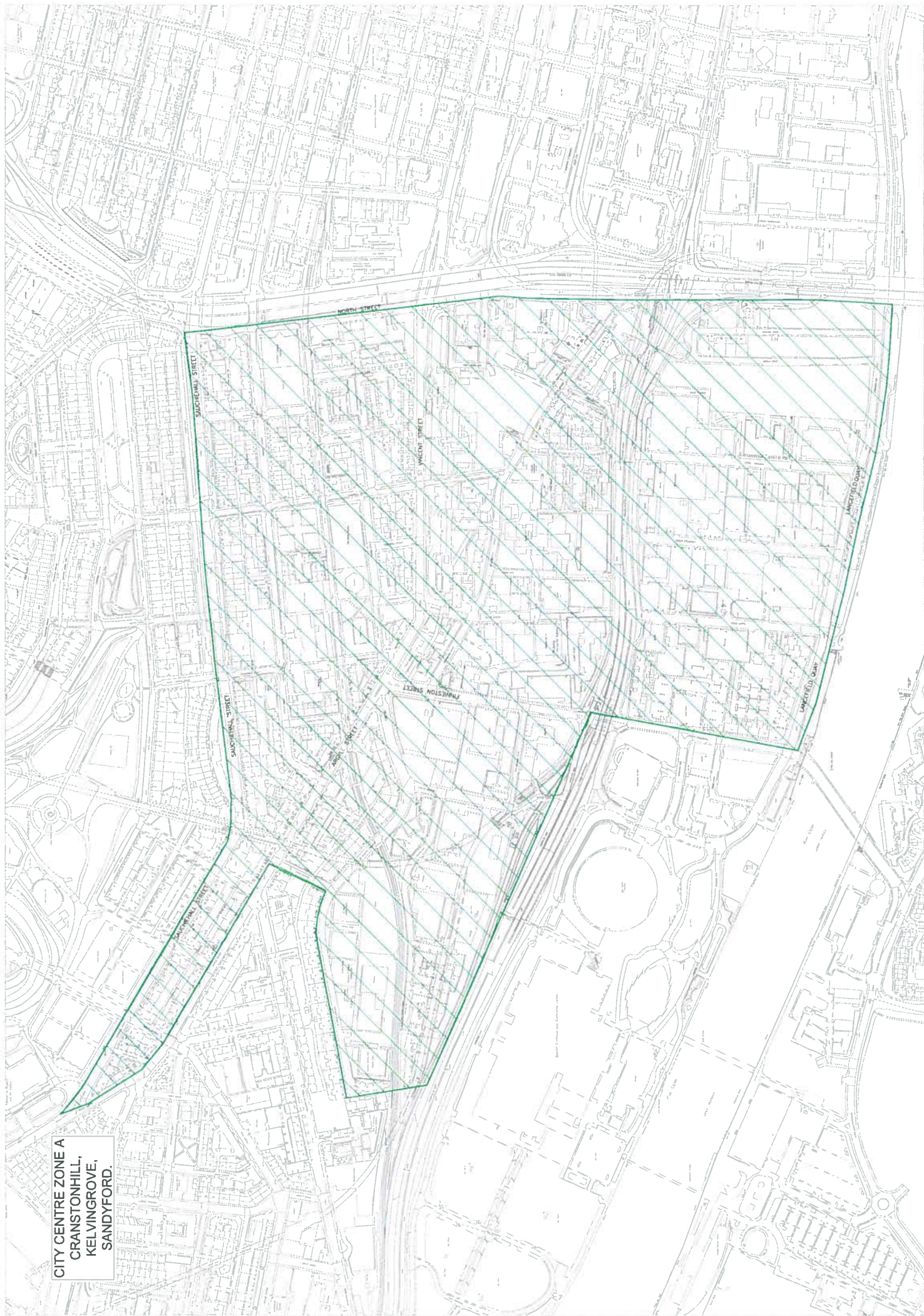
- The level of impact this appears to have on these existing parking zones appears to be significant with many local residents, local members and local organisations corresponding in this regard.

Regularity

(score = 3)

- As there are regular events on within this complex, and in line with feedback being received, the evening parking problem is evident on a persistent basis.

CITY CENTRE ZONE A
CRANSTONHILL,
KELVINGROVE,
SANDYFORD.



Dennistoun

(SCORE = 10)

Council Policy

(score = 3)

- There is an identifiable commuter parking problem in this area because of the displacement due to recently implemented zones and the proximity to the City Centre.

Transformation

(score = 2)

- There is unlikely to be any associated cost savings, however due to the volume of residential properties and associated vehicle ownership prediction levels it would be expected that the permit and on-street parking facilities could contribute towards the financing of this scheme.

Scale

(score = 2)

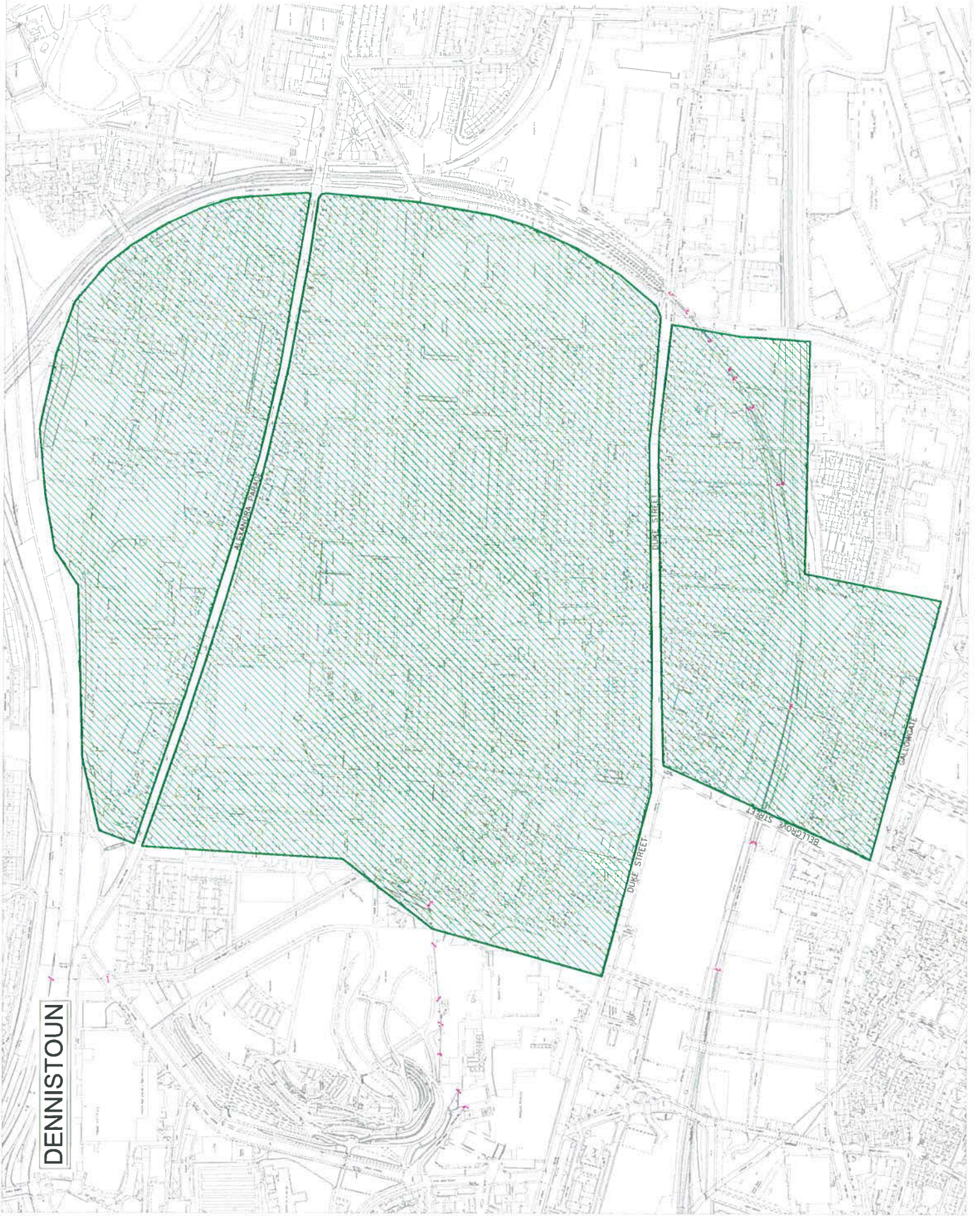
- The level of impact this appears to have on the local community is moderate with a few requests from local residents and involvement from local members, however there has been no formal request from the local community in this regard.

Regularity

(score = 3)

- It is expected that commuter parking occurs on a regular basis due to the close proximity to the City Centre.

DENNISTOUN



Festival Park / Mavisbank

(SCORE = 6)

Council Policy

(score = 2)

- There is an identifiable commuter parking problem in this area, however complaints are only received during major events at the Hydro and SECC complex.

Transformation

(score = 1)

- There is unlikely to be any associated cost savings and due to most residential areas having access to private parking and other areas being mostly commercial it is unexpected that the introduction of permit and on-street parking facilities are unlikely to contribute towards the financing of the scheme.

Scale

(score = 1)

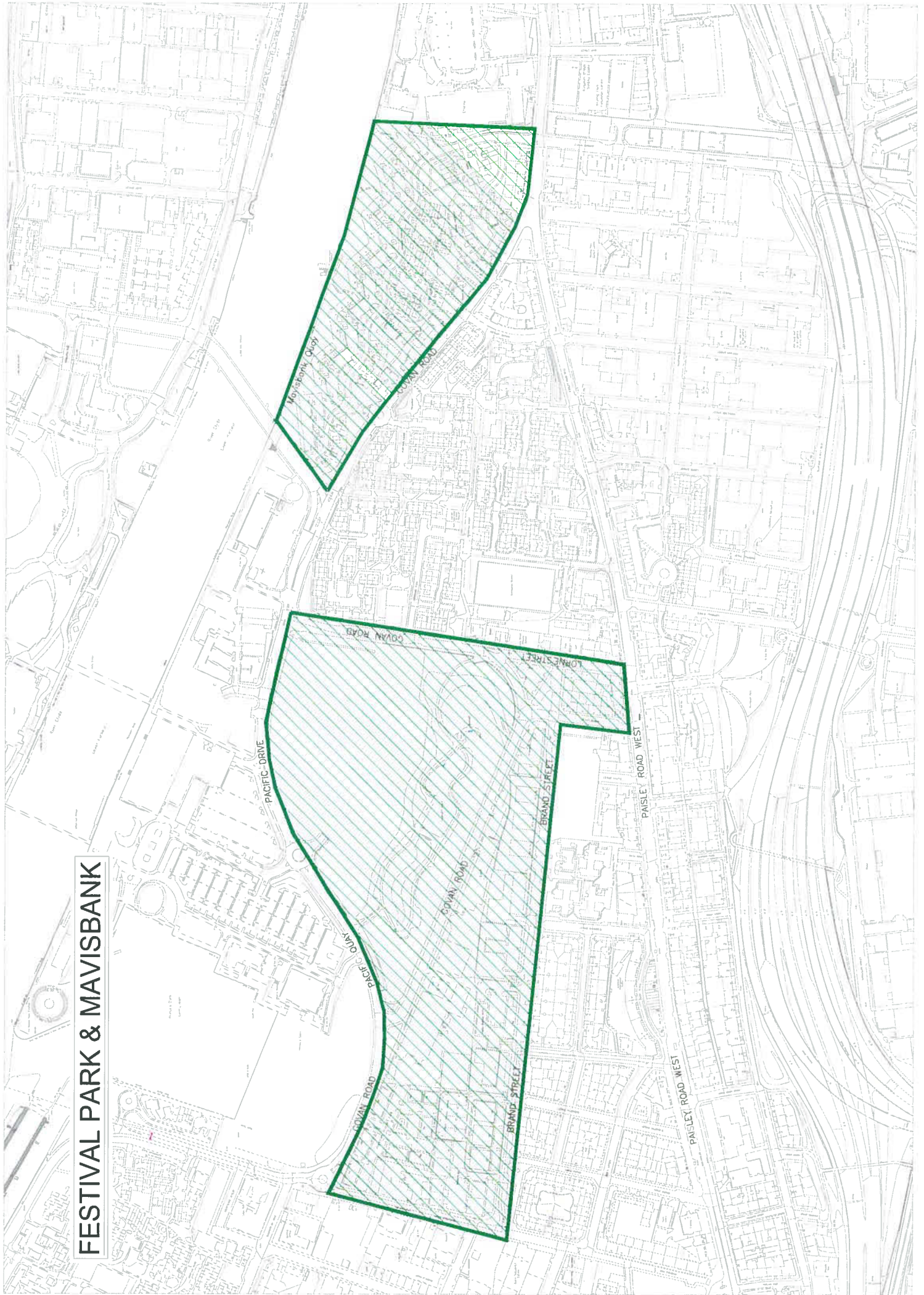
- The level of impact this appears to have on the local community appears to be low with very few pieces of correspondence received regarding parking issues.

Regularity

(score = 2)

- It is expected that commuter parking occurs in this area regularly, however it is mostly within the commercial area rather than in any residential areas.

FESTIVAL PARK & MAVISBANK



Gartnavel area (north of Great Western Road) **(SCORE = 8)**

Council Policy **(score = 3)**

- There is an identifiable commuter parking problem in this area due to the close proximity of the hospital

Transformation **(score = 1)**

- There is unlikely to be any associated cost savings and any scheme being implemented within this area is unlikely to be financially sustainable due to the majority of properties situated within this area being houses with driveways, therefore would not have the need to utilise any permit facilities.

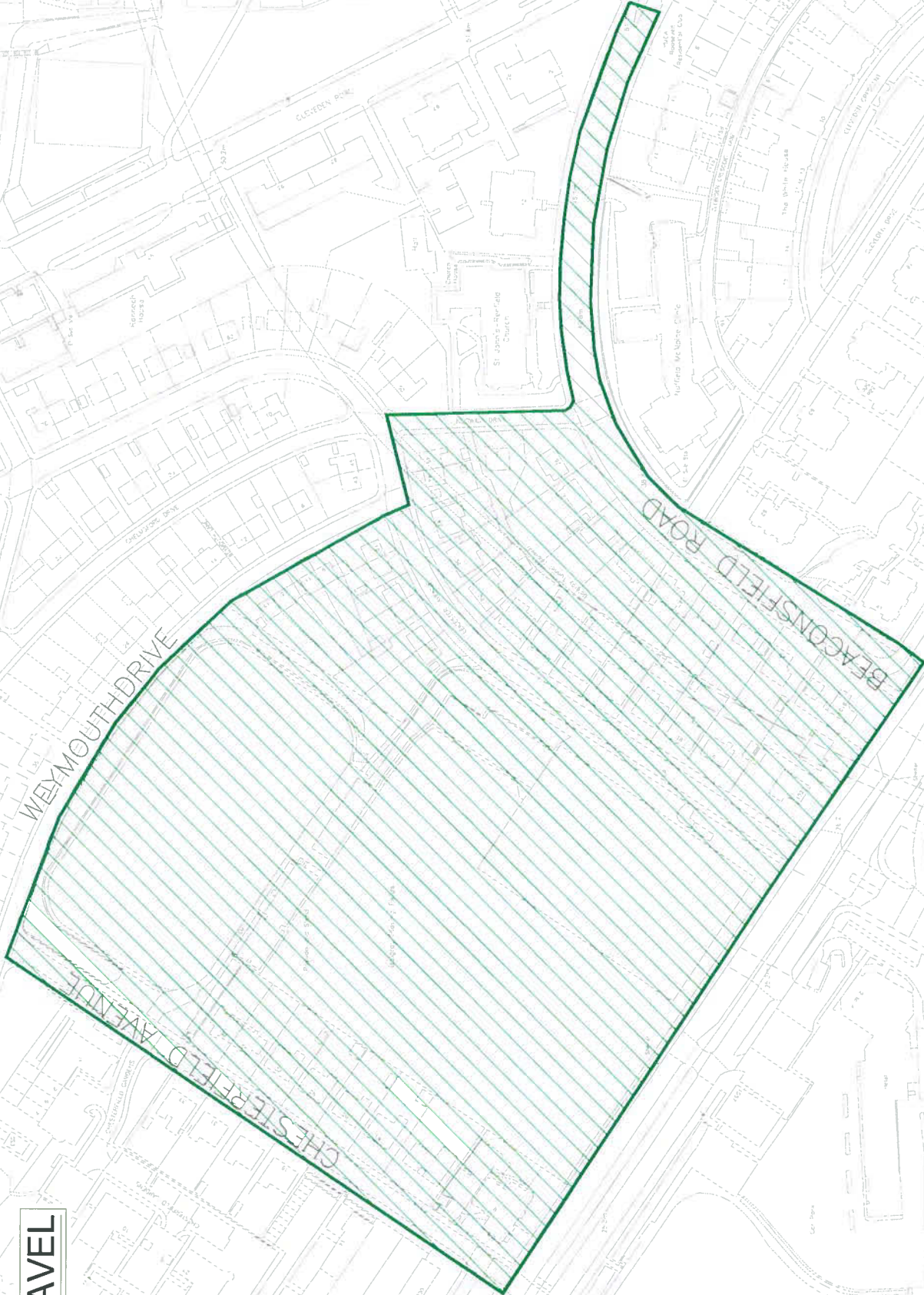
Scale **(score = 1)**

- The level of impact this appears to have on local residents appears to be low, with the introduction of access protection markings and existing parking restrictions in the form of yellow lines seeming to have a positive effect on parking practices and correspondence levels are low. The majority of properties within this area also have access to off-street parking.

Regularity **(score = 3)**

- It is expected that commuter parking occurs on a regular basis due to the close proximity to the City Centre.

GARTNAVEL



Govanhill

(SCORE = 8)

Council Policy

(score = 2)

- There is an identifiable parking problem in this area, however it has not been determined whether this is commuter related or not.

Transformation

(score = 2)

- There is unlikely to be any associated cost savings, however due to the volume of residential properties and associated vehicle ownership prediction levels it would be expected that the permit and on-street parking facilities could contribute towards the financing of this scheme.

Scale

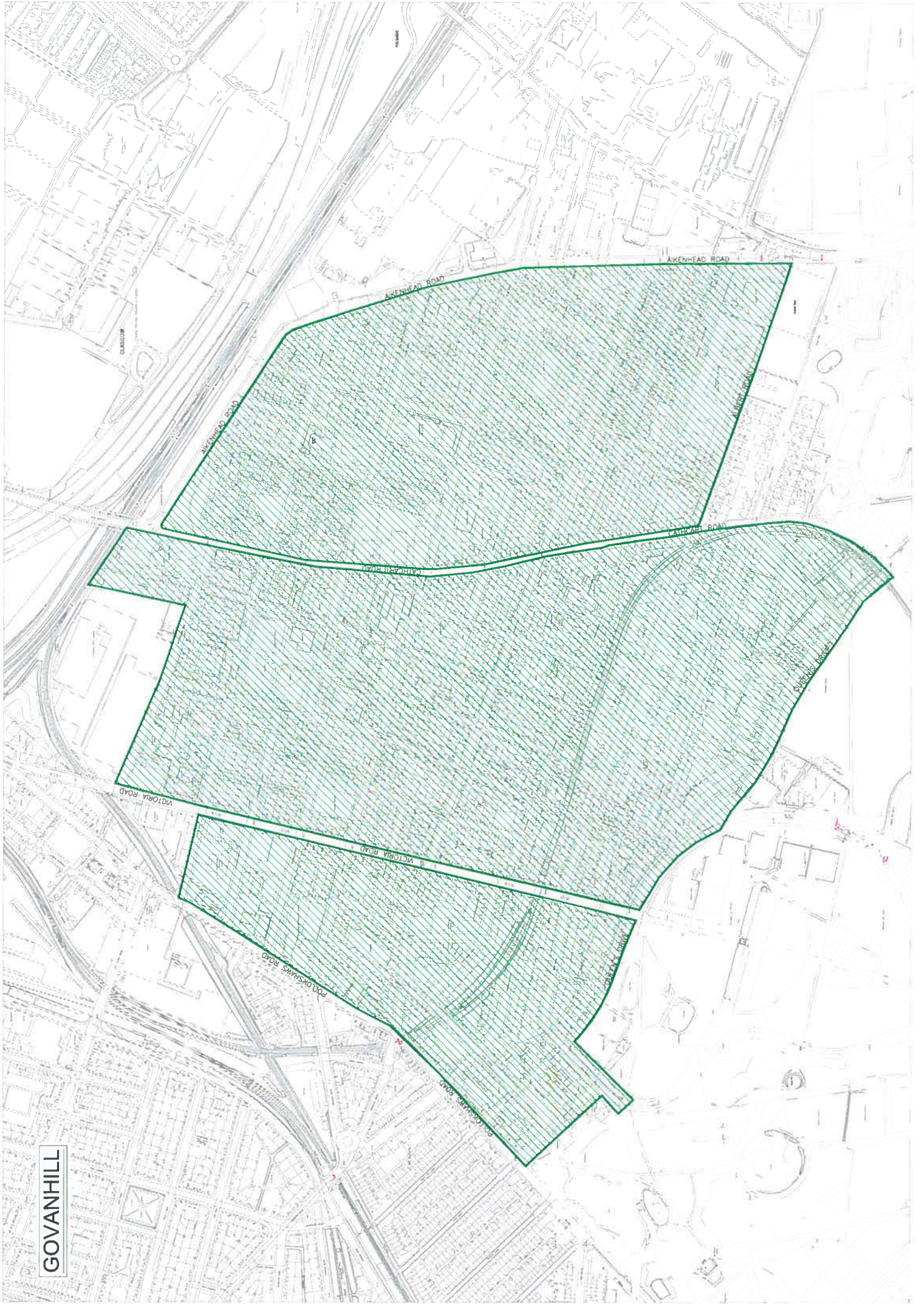
(score = 1)

- The level of impact this appears to have on the local community appears to be low with very few pieces of correspondence received from local residents, however a local member has been raising issues.

Regularity

(score = 3)

- It is expected that parking issues occur on a regular basis due to the close proximity of local amenities.



GOVANHILL

Hillhead

(SCORE = 11)

This is an existing parking zone with Resident Only parking bays and Pay and Display parking bays. The original Order was introduced in 1975 and now does not make most effective use of the road space. The statutory process to implement a parking zone that would be in-line with other more recently implemented zones commenced in 2013, however the local community council challenged this legal process and the challenge was upheld at the Court of Session.

The Council is now in a position where it has reviewed its procedures for carrying out the statutory process to introduce parking controls and ready to commence these proposals again.

Council Policy

(score = 3)

- There is an identifiable commuter parking problem in this area (recently implemented and recently proposed zones demonstrate this). These proposed changes would also bring it into line with Council policy and be consistent with the Council's Local Transport Strategies currently being implemented in other areas.

Transformation

(score = 3)

- There would be associated cost saving as implementing a Restricted Parking Zone within this area would reduce the maintenance costs of lining the zone.

Scale

(score = 2)

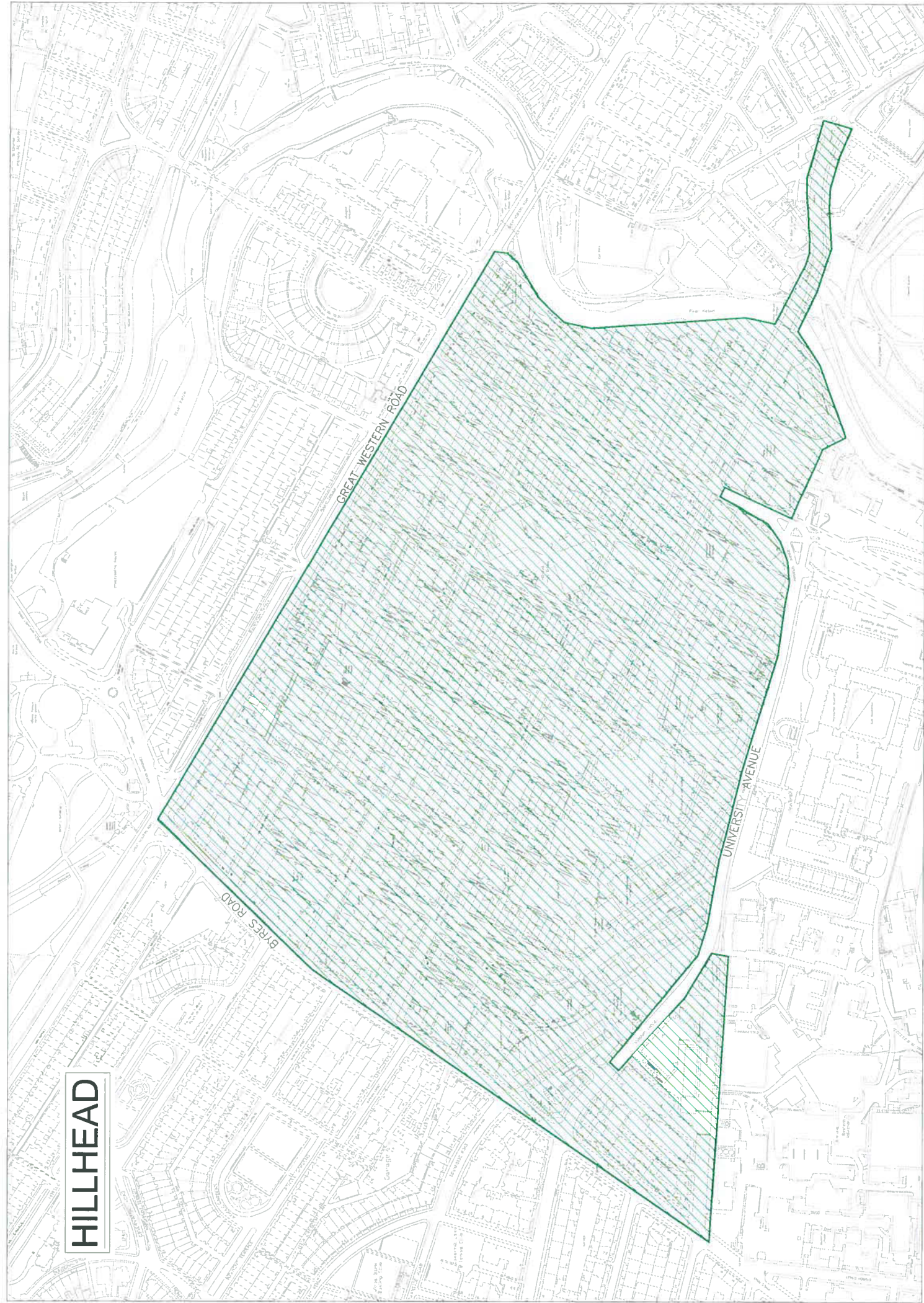
- Complaints are received regularly regarding residents parking their second vehicles in uncontrolled areas due to the current limitation on permit qualification. Also, residents complain that visitors and tradespeople cannot access residential properties conveniently. However, some local residents want the current parking zone to remain.

Regularity

(score = 3)

- The parking issues referred to occur on a daily basis.

HILLHEAD



Househillwood (around Silverburn)

(SCORE = 8)

Council Policy

(score = 3)

- There is an identifiable commuter parking problem in this area due to the close proximity of the civic realm and shopping centre.

Transformation

(score = 1)

- There is unlikely to be any associated cost savings and any scheme being implemented within this area is unlikely to be financially sustainable due to the majority of properties situated within this area being houses with driveways, therefore would not have the need to utilise any permit facilities.

Scale

(score = 1)

- The level of impact this is having is very low geographically. Various local resident groups and local members have been in correspondence requesting parking controls, however it has been predicted that many would be against any proposals if costs to local residents were included.

Regularity

(score = 3)

- It is expected that commuter parking occurs on a regular basis due to the close proximity of the civic realm and shopping centre.

HOUSEHILLWOOD



Ibrox

(SCORE = 12)

Council Policy

(score = 3)

- There is an identifiable commuter parking problem during event days.

Transformation

(score = 3)

- There would be cost saving benefits associated with this scheme. Currently on event days the affected roads are coned which requires their placement and removal. If permanent signage was to be installed then only overlays would need to be applied and removed on event days.

Scale

(score = 3)

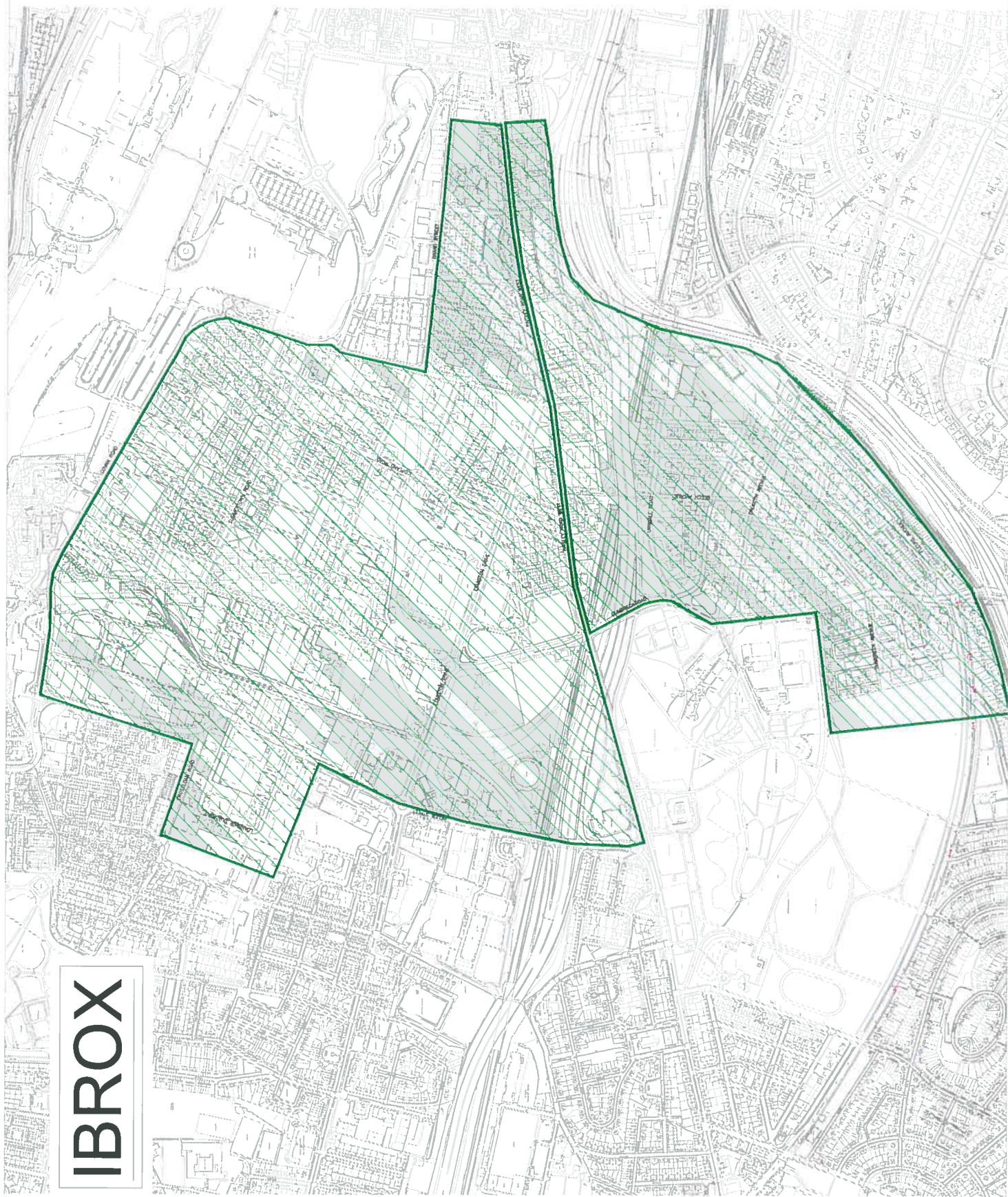
- The level of impact this is having on local residents is significant with correspondence received from both local residents and local members regarding parking issues during event days.

Regularity

(score = 3)

- Parking issues occur during all major events happening at this venue.

IBROX



Kirklee

(SCORE = 5)

Council Policy

(score = 1)

- The issue of commuter parking has not been identified in this area, concerns were previously raised by local residents about possible displacement following the introduction of neighbouring parking zones.

Transformation

(score = 2)

- There is unlikely to be any associated cost savings, however due to the volume of residential properties and associated vehicle ownership prediction levels it would be expected that the permit and on-street parking facilities could contribute towards the financing of this scheme.

Scale

(score = 1)

- The level of impact this appears to have on the local community appears to be low with no formal correspondence received from local residents. Concerns were previously raised by local residents about possible displacement following the introduction of neighbouring parking zones.

Regularity

(score = 1)

- As the issue of commuter parking has not been identified then the regularity is also unknown.

KIRKLEE

CLEVEDEN DRIVE

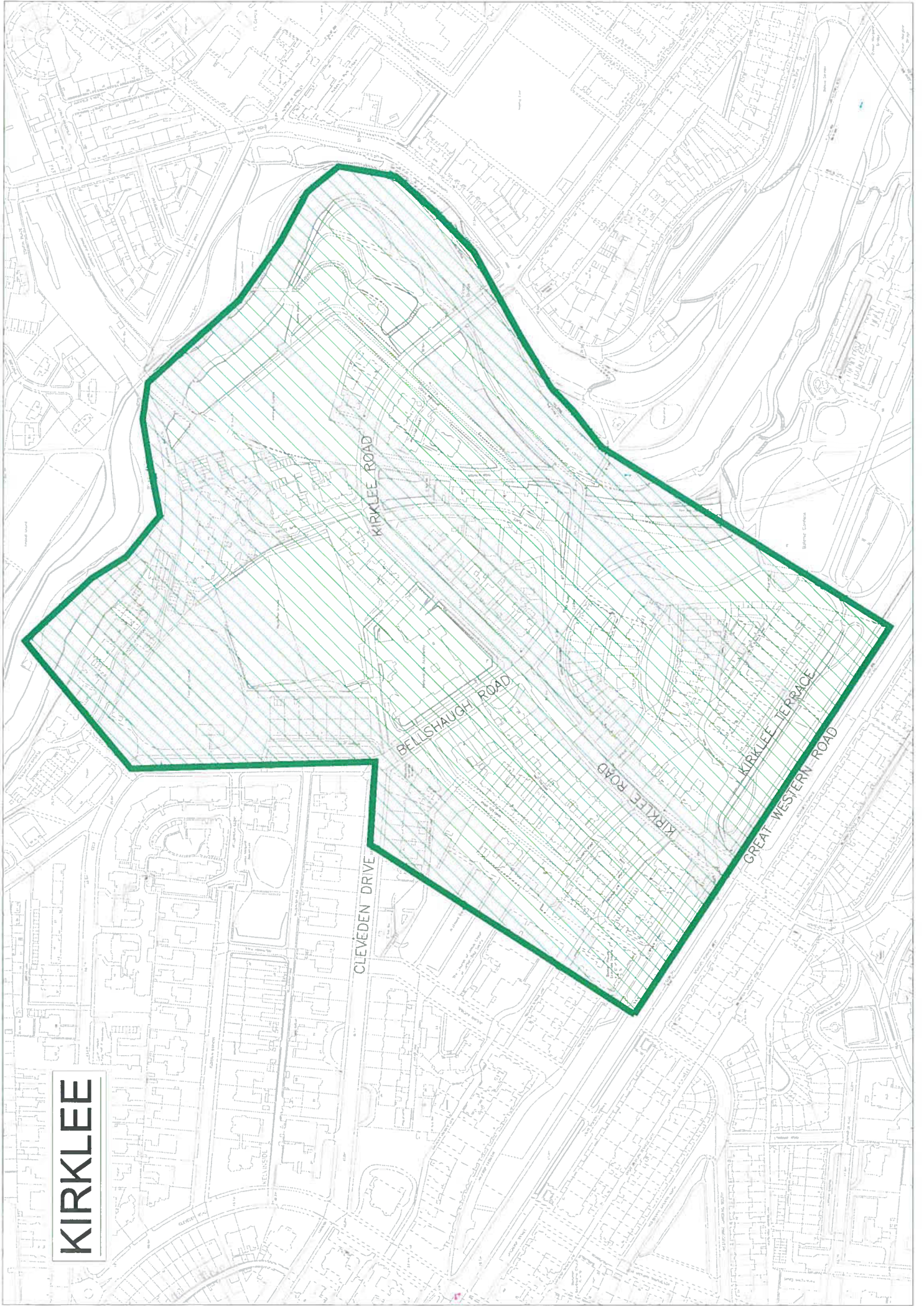
KIRKLEE ROAD

BELLISHAUGH ROAD

KIRKLEE ROAD

KIRKLEE TERRACE

GREAT WESTERN ROAD



Mount Florida

(SCORE = 8)

An Event Day Parking Zone currently operates around Hampden, the local community have highlighted issues with some aspects of these parking restrictions and are looking for some minor amendments to be made.

Council Policy

(score = 1)

- There is an identifiable commuter parking problem during event days which is being dealt with due to the Event Day Parking Zone in place. The amendments being requested are not completely in line with the Council's transport policies.

Transformation

(score = 1)

- There would be no cost saving benefits associated with this scheme and the amendments being requested would not generate income to contribute towards the physical works and maintenance of the parking restrictions.

Scale

(score = 3)

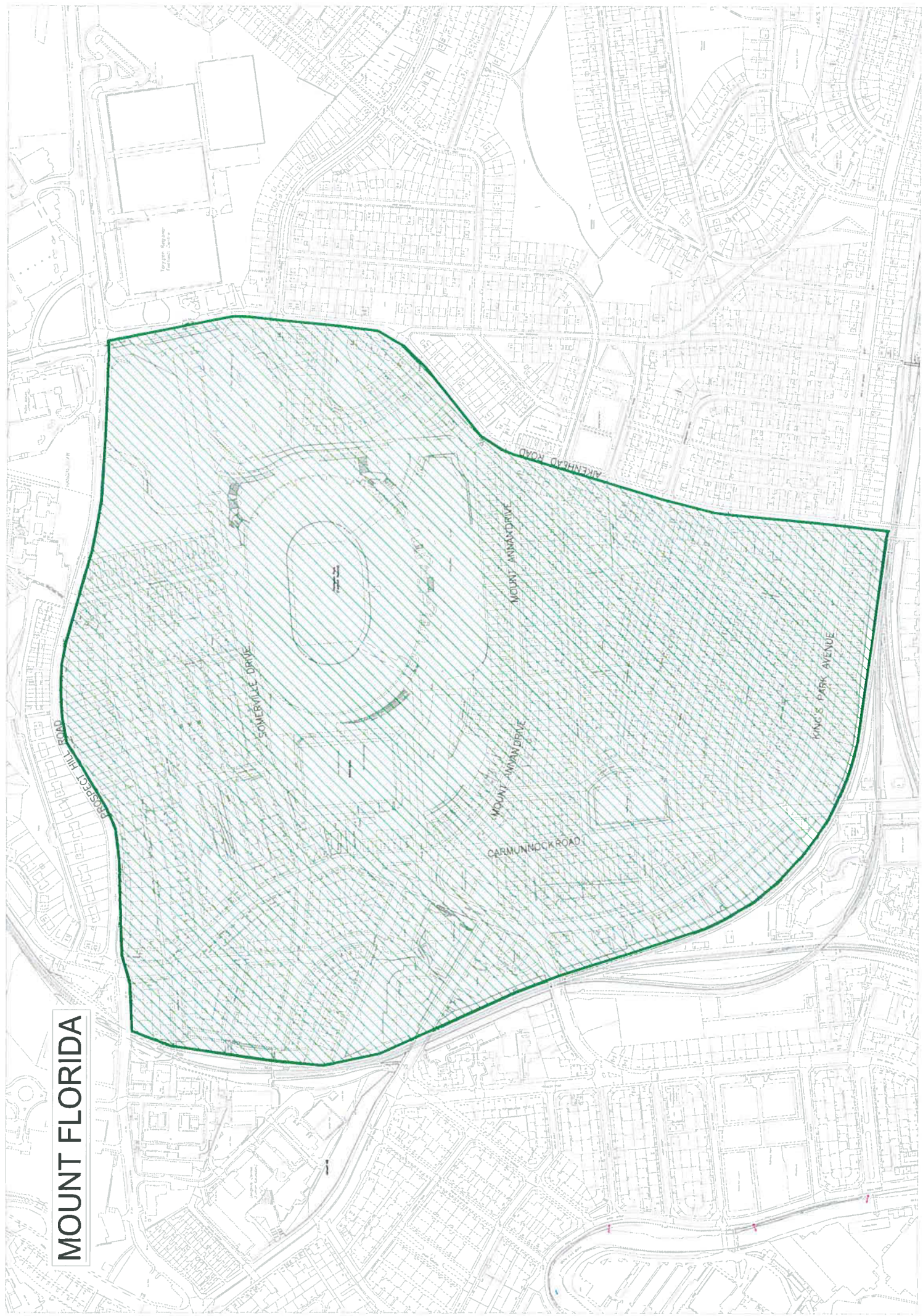
- The level of impact this is having on the local community is significant with correspondence received from both local residents and local members regarding parking issues.

Regularity

(score = 3)

- From the correspondence received, parking issues occur on a daily basis.

MOUNT FLORIDA



New Gorbals

(SCORE = 9)

Council Policy

(score = 3)

- There is an identifiable commuter parking problem in this area due to the close proximity of the City Centre.

Transformation

(score = 1)

- There is unlikely to be any associated cost savings and any scheme being implemented within this area is unlikely to be self-financing due to a number of properties having access to private parking and car ownership levels are unknown so the local community would require little use of any permit and on-street parking facilities.

Scale

(score = 2)

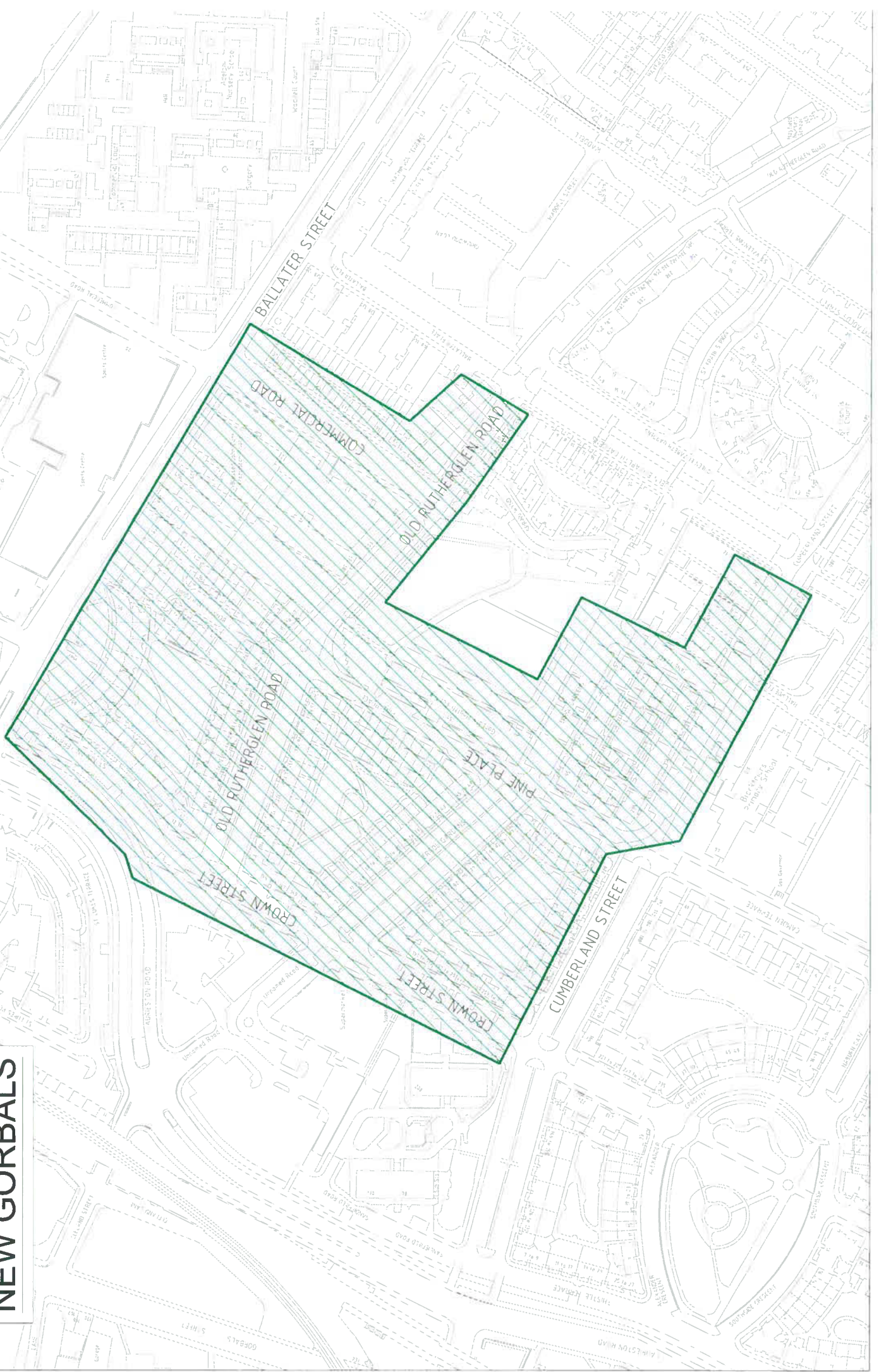
- The level of impact this appears to have on the local community is moderate with requests from local residents and involvement from local members, however the control of private parking areas should be agreed with the Housing Association prior to any parking control proposals being made.

Regularity

(score = 3)

- It is expected that commuter parking occurs on a regular basis due to the close proximity of the City Centre.

NEW GORBALS



Partick West (Thornwood) and Broomhill

(SCORE = 9)

Council Policy

(score = 2)

- There is an identifiable commuter parking problem with concerns being raised that the introduction of other proposed parking zones would exacerbate this.

Transformation

(score = 2)

- There is unlikely to be any associated cost savings, however due to the volume of residential properties and associated vehicle ownership prediction levels it would be expected that the permit and on-street parking facilities could contribute towards the financing of this scheme.

Scale

(score = 2)

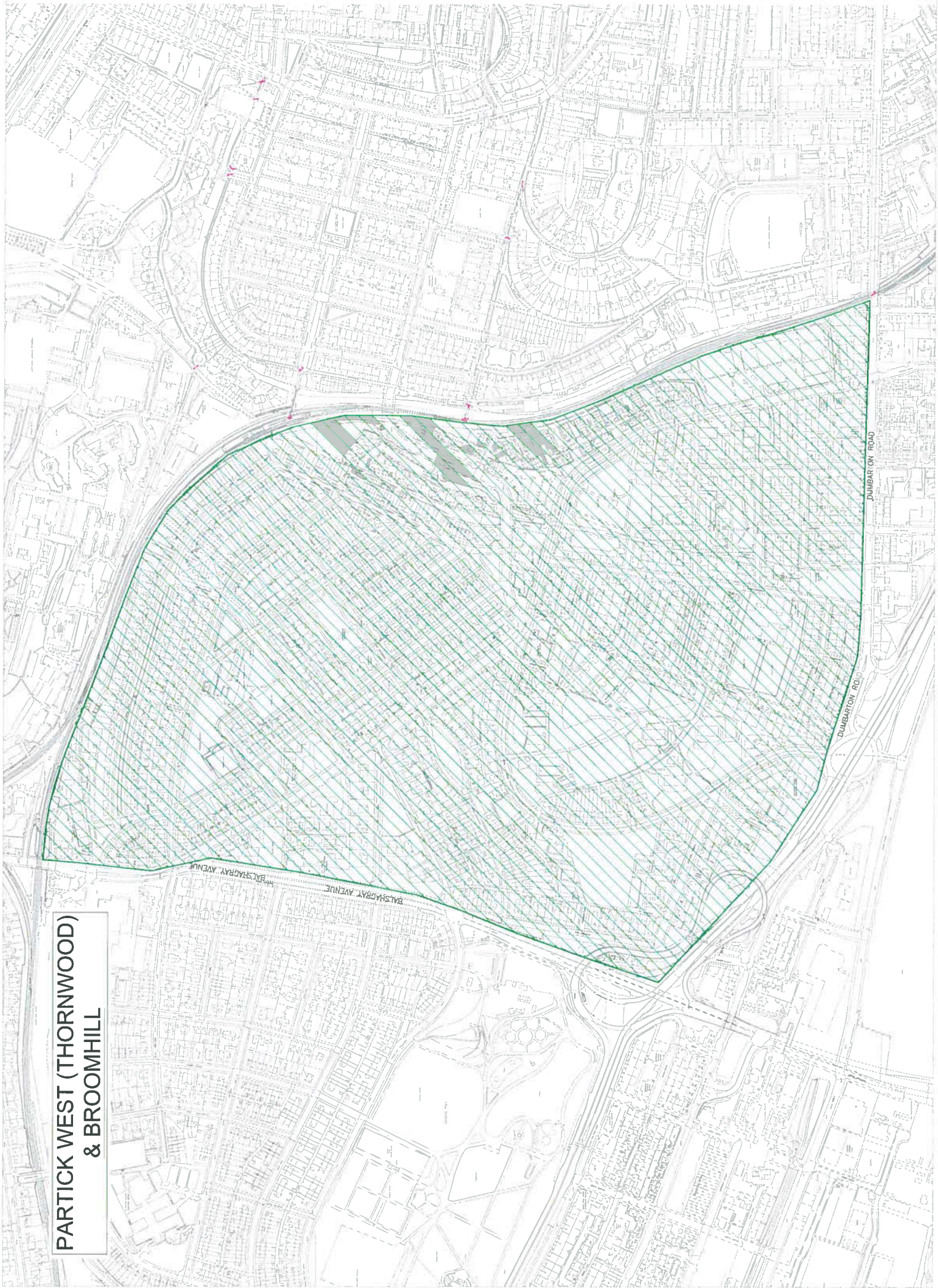
- The level of impact this appears to have on the local community appears to be moderate with only a few requests from local residents and local members.

Regularity

(score = 3)

- It is expected that commuter parking occurs on a regular basis due to the close proximity of public transport links.

**PARTICK WEST (THORNWOOD)
& BROOMHILL**



Royston

(SCORE = 9)

Council Policy

(score = 3)

- There is an identifiable commuter parking problem in this area due to the close proximity of the hospital.

Transformation

(score = 2)

- There is unlikely to be any associated cost savings and it is unknown whether any scheme being implemented within this area is likely to be financially sustainable due to unknown vehicle ownership levels.

Scale

(score = 1)

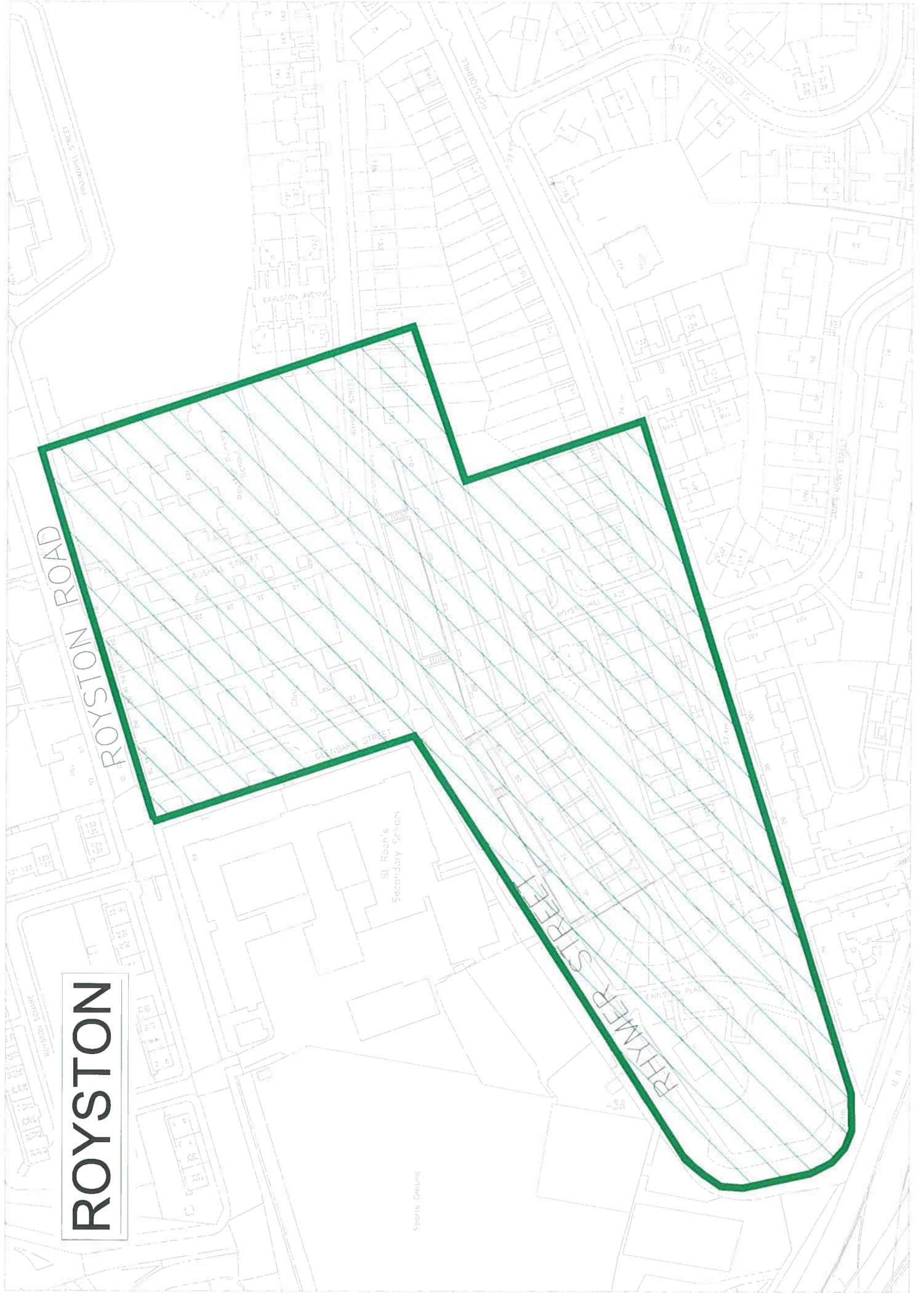
- The level of impact this is having is very low geographically. Various local residents and local members have been in correspondence requesting parking controls, however it has been predicted that many would be against any proposals if costs to local residents were included.

Regularity

(score = 3)

- It is expected that commuter parking occurs on a regular basis due to the close proximity of the hospital.

ROYSTON



Scotstoun

(SCORE = 11)

Council Policy

(score = 3)

- There is an identifiable commuter parking problem during event days.

Transformation

(score = 2)

- There is unlikely to be any associated cost savings and due to the low charges for this type of zone it is not expected to contribute significantly towards the costs of carrying out the necessary physical works.

Scale

(score = 3)

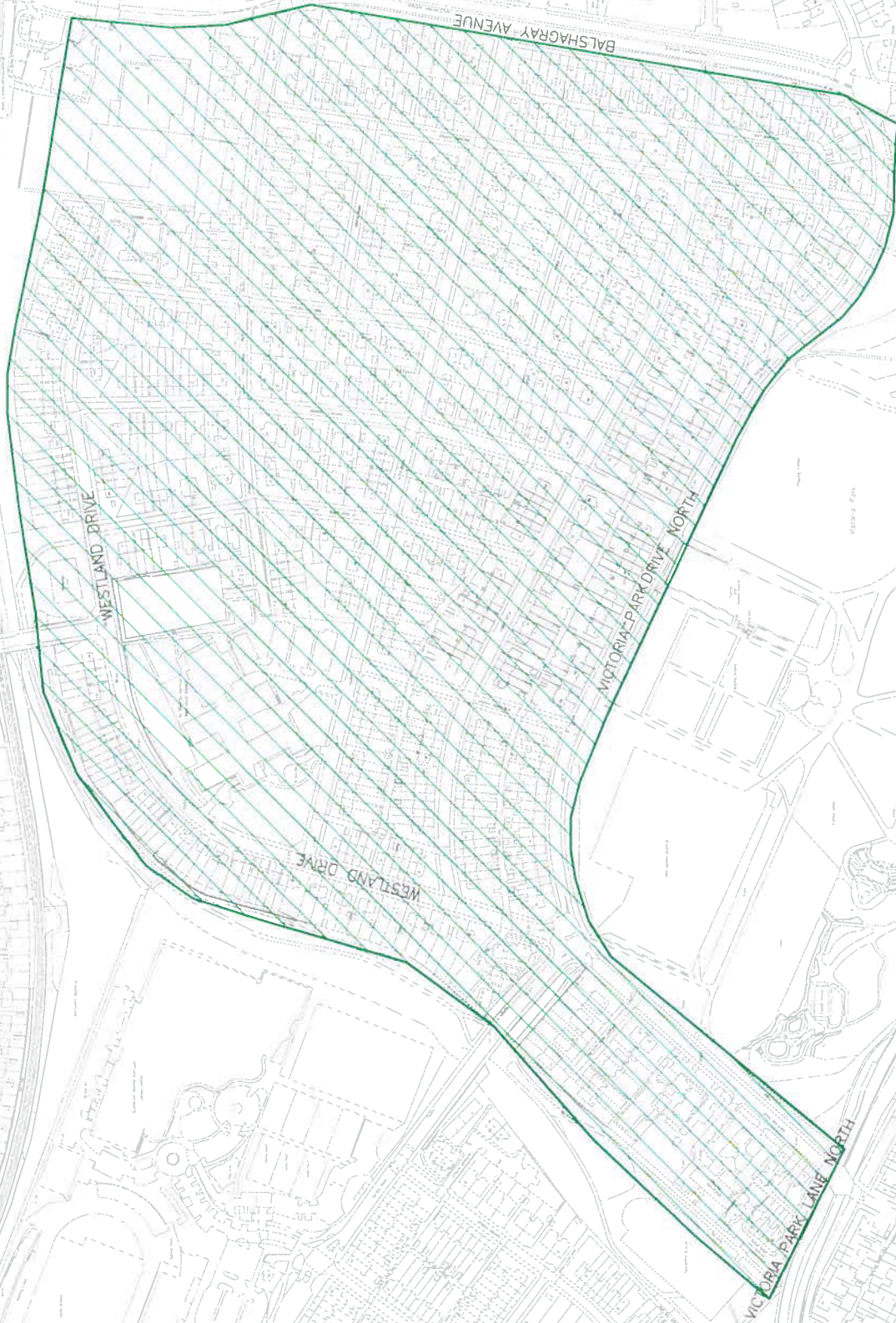
- The level of impact this is having on local residents is significant with correspondence received from both local residents and local members regarding parking issues during event days.

Regularity

(score = 3)

- Parking issues occur during all major events happening at this venue.

SCOTSTOWN



Shawlands

(SCORE = 8)

Council Policy

(score = 2)

- There is an identifiable parking problem in this area, however it has not been determined whether this is commuter related or not.

Transformation

(score = 2)

- There is unlikely to be any associated cost savings, however due to the volume of residential properties and associated vehicle ownership prediction levels it would be expected that the permit and on-street parking facilities could contribute towards the financing of this scheme.

Scale

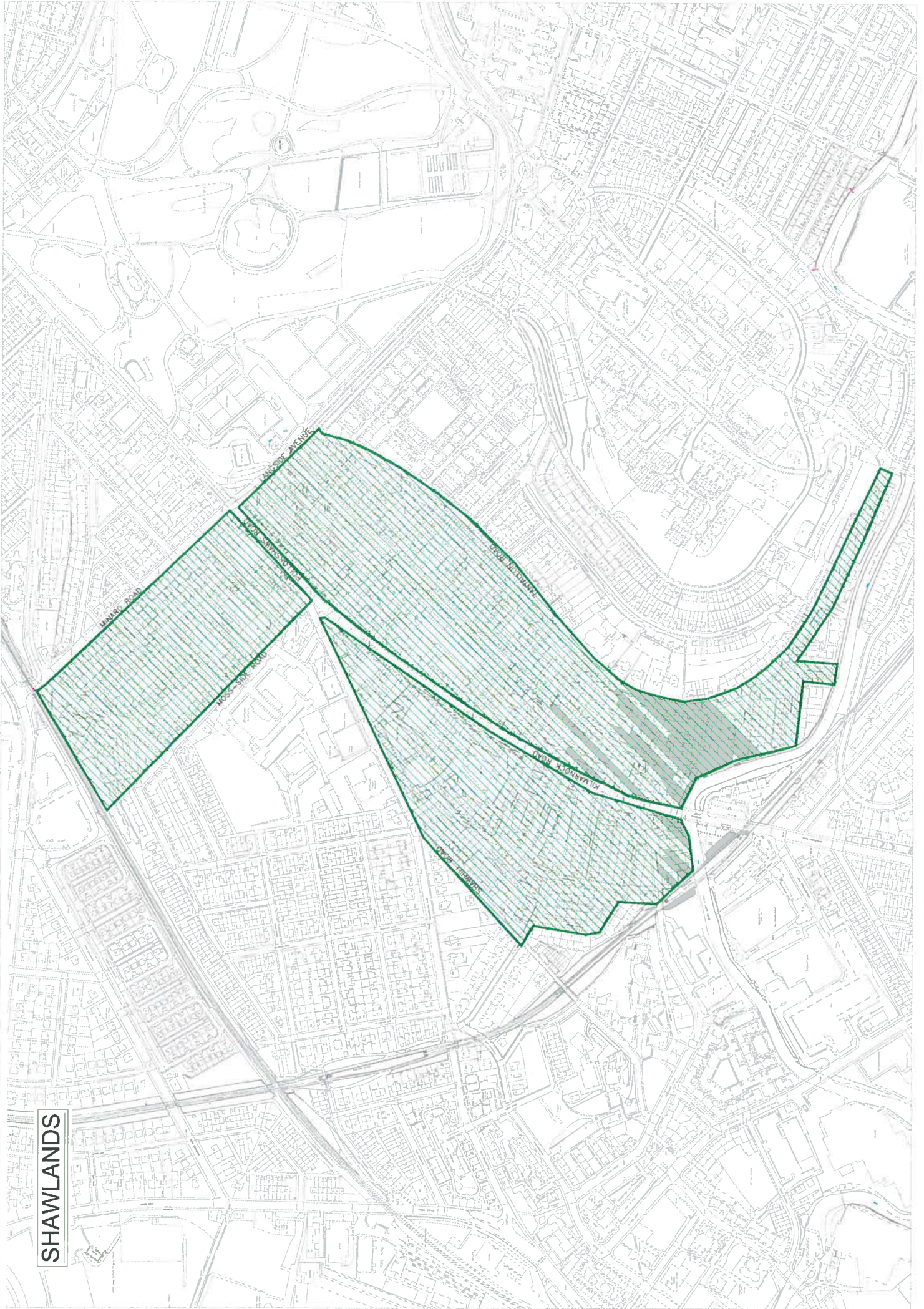
(score = 1)

- The level of impact this appears to have on the local community appears to be moderate with a few pieces of correspondence received from local residents and local members.

Regularity

(score = 3)

- It is expected that parking issues occur on a regular basis due to the close proximity of local amenities.



SHAWLANDS

Tradeston extension

(SCORE = 8)

Council Policy

(score = 3)

- There is an identifiable commuter parking problem in this area because of the displacement due to recently implemented zones and the proximity to the City Centre.

Transformation

(score = 1)

- There is unlikely to be any associated cost savings and any scheme being implemented within this area is unlikely to be self-financing due to the very low use of permit and on-street parking facilities within neighbouring zones.

Scale

(score = 1)

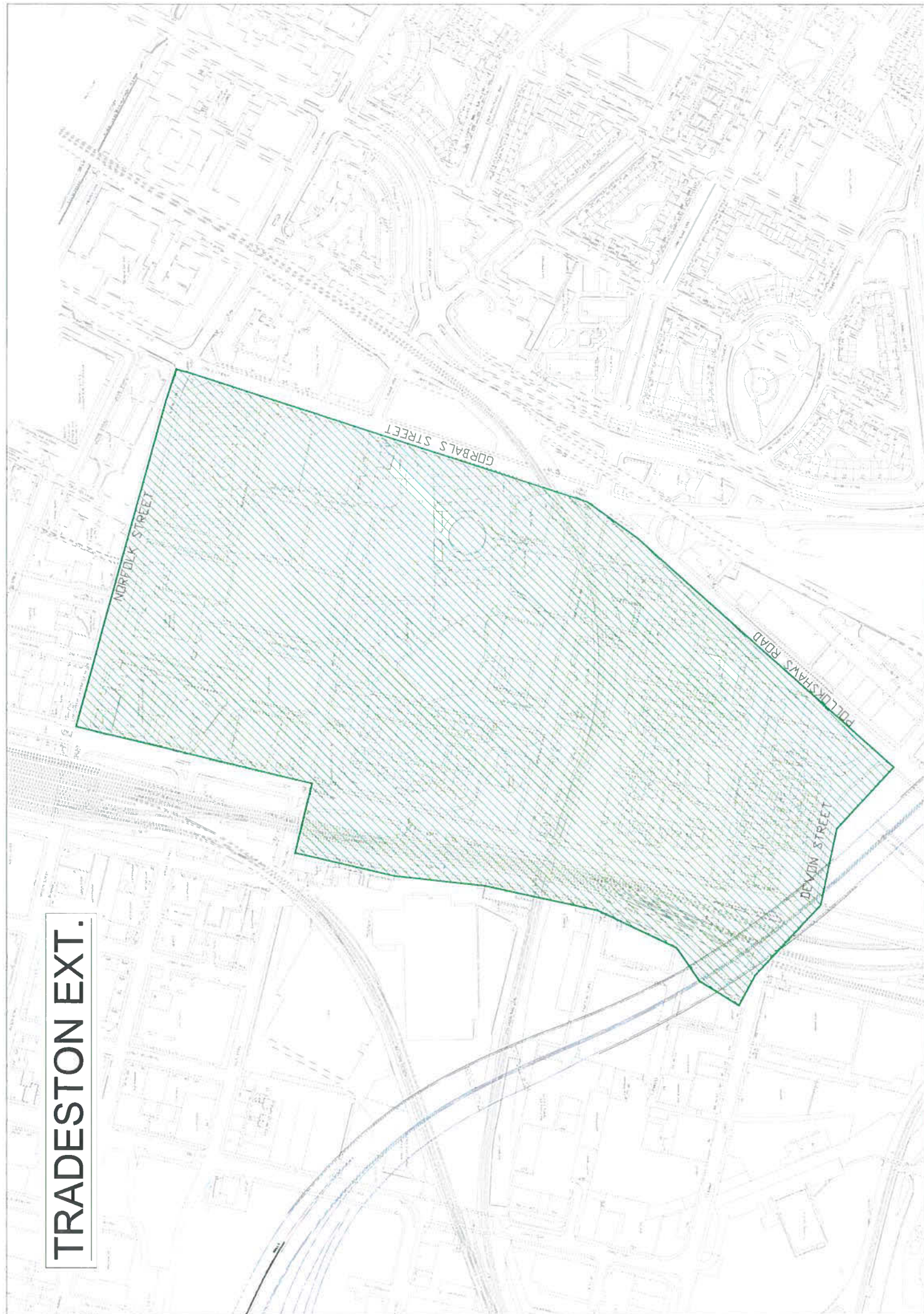
- The level of impact this appears to have on the local community seems to be low with no correspondence being received in this regard.

Regularity

(score = 3)

- It is expected that commuter parking occurs on a regular basis due to the close proximity to the City Centre.

TRADESTON EXT.



Wilton Street / Queen Margaret Drive area

(SCORE = 11)

Council Policy

(score = 3)

- There is an identifiable commuter parking problem in this area because of the displacement due to other zones.

Transformation

(score = 2)

- There is unlikely to be any associated cost savings, however due to the volume of residential properties and associated vehicle ownership prediction levels it would be expected that the permit and on-street parking facilities could contribute towards the financing of this scheme.

Scale

(score = 3)

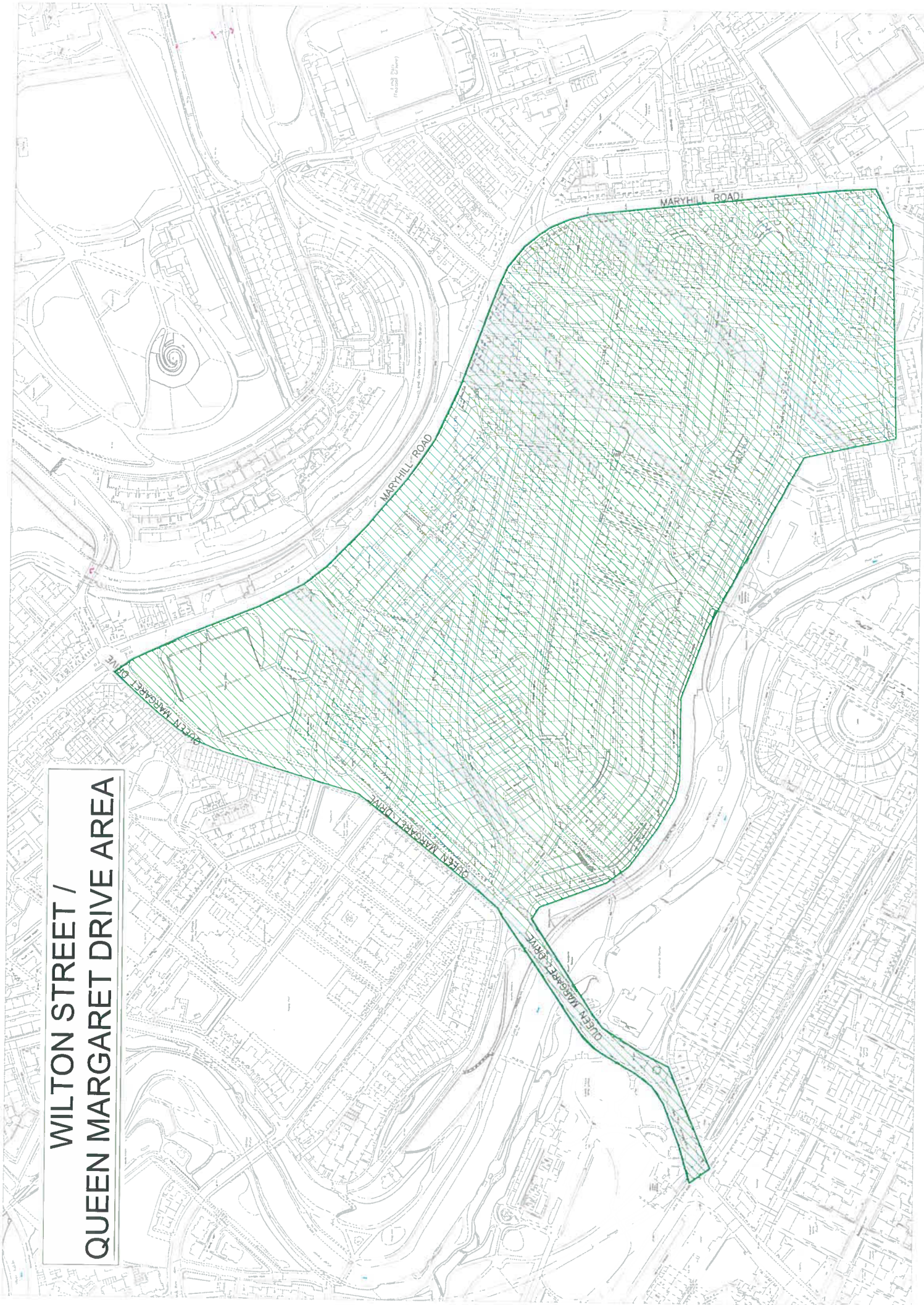
- The level of impact this appears to have on the local community is significant, following the implementation of neighbouring zones there has been correspondence from both local residents and local members regarding parking issues due to displacement.

Regularity

(score = 3)

- It is expected that commuter parking occurs on a regular basis due to the close proximity of public transport links.

WILTON STREET /
QUEEN MARGARET DRIVE AREA



4. Overview

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