



**The Glasgow City Council  
(North Kelvin and North Woodside)  
(Traffic Management and Parking Controls) Order 2021**

## **Frequently Asked Questions – Parking Controls**

### **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 entry signage denotes that vehicles must 'park only in signed bays'.

### **Private parking areas**

#### **I have private parking; will these parking controls affect my private parking area?**

Private parking areas are not included within this scheme as it is the responsibility of the owner of that parking area to control them.

### **Private roads**

#### **You are implementing 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 the Council's 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 these parking controls will remove all day commuter parking, prioritise residential parking and increase availability of convenient parking spaces overall.

### **You are reducing the parking capacity on my street, why have you done this?**

These parking controls 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 was completed before 10 June 2021, 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. The cost of a resident parking permit has only risen once since its introduction in 2005.

### **What if I have a works vehicle?**

Residents with works vehicles 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 pay and display charges over a one year period and is transferable between vehicles. The cost of this permit was agreed at Committee following discussions with the Chamber of Commerce prior to its introduction in 2006 and has not risen since its introduction. The figure works out at under £2.50 per day (based on a five day working week).

### **What are residents' visitor parking permits?**

Residents' visitor parking permits are available to residents within the area covered by the proposals. 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.

## **One way systems**

### **Why are you introducing one way systems?**

One way systems are proposed to allow uninterrupted parking on both sides of the carriageway, if two way traffic was permitted on these roads then passing places would have to be provided and this would reduce parking capacity.

They are also designed to help prevent rat running in the area and encourage motorists to use the main arterial roads rather than drive through residential areas.

## **General**

### **What if you just move the problem?**

This area has been highlighted as being negatively affected by commuter parking and this is why these parking controls are being implemented. It is hoped that these parking controls will encourage the use of sustainable transport; however the impact these parking controls will have on other areas of Glasgow cannot be determined but shall be monitored following implementation.

### **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 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.

### **Will this scheme affect my car insurance?**

The introduction of parking controls has 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 local community groups?**

These parking controls are designed to allow the local community to operate as normal, without the negative influence of commuter parking, therefore local groups including churches and community clubs will be able to purchase residents' visitor parking permits.

**If you still have questions regarding these parking controls, please email [NorthKelvinandNorthWoodside@glasgow.gov.uk](mailto:NorthKelvinandNorthWoodside@glasgow.gov.uk).**