

**Glasgow City Council****Environment, Sustainability and Carbon Reduction Committee****Report by Executive Director of Neighbourhoods and Sustainability****Contact: Andrew Beglin Ext: 79548****PARKING ZONES REVIEW****Purpose of Report:**

To advise Committee of the desire from local communities to investigate the increase in chargeable days/hours within existing parking control schemes and agree the inclusion of this within the next review of our current Parking Zones workplan.

Recommendations:

That the Committee note the contents of the report.

Ward No(s): Various

Citywide: ✓

Local member(s) advised: Yes No consulted: Yes No **PLEASE NOTE THE FOLLOWING:**

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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. 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. This includes the management and regulation of parking to deliver the Council's transport strategy in terms of reducing congestion and emissions, encouraging the use of more sustainable modes and giving priority to residents over commuters.
- 1.2 Schemes to manage parking require the promotion of traffic regulation orders which typically take between nine and twelve months to complete. However, more contentious schemes can take considerably longer and require significant staff resources to progress. There are a number of existing parking zones within Glasgow, which have a range of different chargeable days/hours. This situation is a result of the way in which these schemes are promoted.
- 1.3 When parking controls are initially proposed, the Council generally proposes the maximum chargeable days/hours that can be offered in terms of enforcement, which is Monday – Sunday, 8am – 10pm.

On some occasions these chargeable days/hours have been implemented as originally proposed. However, the feedback received from the local communities from consultation often results in a reduction of the proposed chargeable days / hours.
- 1.4 Table 1 shows a list of the existing parking zones within the West End and surrounding the City Centre, along with the list of current chargeable days and hours for each zone.

Table 1

<u>Zone</u>	<u>Chargeable Days</u>	<u>Chargeable Hours</u>
Barras North	Monday - Saturday	8am – 6pm
Barras South	Monday - Saturday	8am – 6pm
Belmont	Monday - Sunday	8am – 10pm
Cranstonhill	Monday - Friday	8am – 6pm
Dowanhill & Byres Road	Monday - Saturday	8am – 6pm
Hyndland, Hughenden & Dowanhill West	Monday - Saturday	8am – 6pm
Kelvingrove	Monday - Sunday	8am – midnight
Napiershall	Monday - Friday	8am – 6pm
Necropolis	Monday - Saturday	8am – 6pm
Park	Monday - Friday	8am – 6pm
Partick	Monday - Saturday	8am – 6pm
Sandyford	Monday - Friday	8am – 6pm
Spiesgate	Monday - Friday	8am – 6pm
Woodlands	Monday – Sunday	8am – 10pm
Woodside	Monday - Friday	8am – 6pm
Yorkhill	Monday - Friday	8am – 6pm

1.5 Over the last few months, the Council has received requests from various local communities to consider extending the chargeable hours to deal with increasing problems at weekends and in evenings.

The Council has recently extended the chargeable hours in both Kelvingrove and the City Centre and these schemes have shown benefits as outlined in Appendix A.

There are a variety of reasons for increasing the chargeable hours within existing zones, some of which include:

- A number of zones are located in close proximity to vibrant areas and corridors where there are an array of successful bars, restaurants and shops.
- A number of zones are located within walking distance to venues which attract a high number of visitors in the evenings.
- A number of zones are located on the outskirts of the City Centre and affected by the recent Sunday charging changes.

2. Way forward

- 2.1 The staff resources available to progress parking schemes are limited and so requests must be prioritised. Committee approved the current prioritised workplan in [June 2019](#) and agreed to review this prioritisation after 18 months.
- 2.2 Therefore, it is proposed to include a project to increase chargeable hours in existing parking zones within that review and prioritise it accordingly. The updated prioritised workplan is due to be reported to this Committee in November 2020.

3. Policy and Resource Implications

Resource Implications:

<i>Financial:</i>	Resources covered by NS Revenue.
<i>Legal:</i>	Promoted under the Road Traffic Regulation Act 1984.
<i>Personnel:</i>	Existing staff resources.
<i>Procurement:</i>	Council's existing frameworks with external contractors.

Council Strategic Plan: The proposed Order supports the following key priorities within the Council Strategic Plan specifically under the following themes:

Resilient and Empowered Neighbourhoods.

A Well Governed City that Listens and Responds.

A Sustainable Low Carbon City.

Equality and Socio-Economic Impacts:

Does the proposal support the Council's Equality Outcomes 2017-22

Outcome 9: Barriers to participation in arts, learning, physical activity, learning and culture have been reduced for people with protected characteristics.

What are the potential equality impacts as a result of this report?

EQIA screening forms would be carried out for each individual traffic regulation order.

Please highlight if the policy/proposal will help address socio economic disadvantage.

The proposals should free up a greater number of available parking spaces which would be beneficial to local residents and disabled badge holders.

Sustainability Impacts:

Environmental:

The proposals should help to encourage the use of sustainable transport and help to reduce vehicle emissions.

Social, including opportunities under Article 20 of the European Public Procurement Directive:

The proposals should result in a greater number of convenient parking spaces being available for local residents and those wishing to pay to park when visiting.

Economic:

The proposals should result in a greater number of convenient parking spaces being available for local residents and those wishing to pay to park when visiting.

Privacy and Data Protection impacts:

No data protection impacts identified.

4. Recommendations

It is recommended that the Committee note the contents of the report.

Appendix 1

Case Study – Kelvingrove Controlled Parking Zone

Kelvingrove Controlled Parking Zone (CPZ) is bounded by Argyle Street to the north, Finnieston Street to the east, A814 Clydeside Expressway to the south and the western end of St Vincent Crescent to the west.

Due to its location, the area attracts a high level of visitors for those visiting the vast number of local bars, restaurants and shops along Argyle Street and the volume of visitors which attend the SSE Hydro and Scottish Exhibition Centre which are located adjacent to the Kelvingrove area, south of the A814 Clydeside Expressway.

Originally, the Kelvingrove CPZ was chargeable Monday – Friday, 8am – 6pm with a maximum stay time of 3 hours for those paying for their parking. However, the positive changes to the economy in this area has resulted in residents being unable to find convenient parking spaces close to their homes.

Following significant dialogue with the local community, in September 2018 the Council made a traffic regulation order which amended the chargeable days and hours of the Kelvingrove CPZ to Monday – Sunday, 8am – midnight, with a maximum stay time of 2 hours.

The local community requested the extension to midnight to act as a deterrent to visitors wishing to park in the area given that events at the SSE Hydro often finish later than 10pm. Since the increase in chargeable times of the CPZ, there has been a significant reduction in the level of complaints received from the local community so this demonstrates that the increased chargeable days and hours has been a success.

Case Study – Glasgow City Centre

Glasgow City Centre attracts a large volume of visitors and vehicles on a daily basis.

However, parking charges prior to 24 June 2019, were only applicable during Monday – Saturday, 8am – 6pm. This meant there were no parking charges on Sunday's which could encourage drivers to bring their vehicles into the City Centre on a Saturday evening and leave them overnight to then collect them at some point on a Sunday. This contributed to a lack of parking availability for visitors travelling into the City Centre on Sunday's by private car.

As such, the Council amended parking charges within the City Centre to Monday – Sunday, 8am – 6pm and since its introduction, it is evident that there is now a greater number of convenient parking spaces available for visitors on a Sunday.