



**The Glasgow City Council
(Dennistoun)
(Traffic Management and Parking Controls) Order 202_**

Report

The Dennistoun area has been identified as being negatively affected by commuter parking and indiscriminate and obstructive parking practices.

Indiscriminate and obstructive parking practices affects access by emergency services, delivery and refuse collection vehicles and creates a road safety issue for vulnerable road users including pedestrians.

The proposals support the policies and central aims of the Glasgow Transport Strategy (GTS) in prioritising residential parking and in delivering the cities transition to a net zero carbon, clean and sustainable city and enable the cities target to reduced car vehicle kilometres by at least 30% by 2030. The GTS is the key policy instrument to achieve this with parking management forming a core part of this objective.

The introduction of parking controls is an effective way of managing the demand for the finite road space available by preventing long term commuter parking in favour of prioritising residential parking along with improving the availability of parking for visitors to the area and customers to local businesses. These measures will also assist with improving the local environment for the community, enhance road safety and pedestrian safety and hopefully encourage commuters to seek more sustainable methods of transport.

The four overarching outcomes are:

- Transport contributes to a successful and just transition to a net-zero carbon, clean and sustainable city.
- Transport has a positive role in tackling poverty, improving health and reducing inequalities.
- Transport contributes to continued and inclusive economic success and a dynamic, world class city.
- Places are created where we can all thrive, regardless of mobility or income, through livable neighborhoods and an inclusive City Centre.

Each element of the proposals is detailed below:-

Restricted Parking Zone (RPZ)

A Restricted Parking Zone (RPZ) is different from a scheme with conventional yellow lines as the only road markings will be white lined bays. These schemes are used in residential areas to minimise the visual impact of parking controls (particularly beneficial in conservation areas) and reduce the associated maintenance costs of these schemes. Parking is only permitted within a designated white bay as the

restriction out with the marked bays will in effect be 'no waiting at any time'. The zone boundary will be signed at entry points to reflect this type of scheme.

No waiting at any time, no loading or unloading at any time

This restriction is proposed at locations where waiting and loading is deemed unsafe in terms of road safety or pedestrian safety.

No waiting at any time, No loading during Monday-Sunday, 8am-10pm except by goods vehicles

These restrictions would provide loading or unloading facilities close to local businesses for goods vehicles only.

No waiting / no loading during Monday-Sunday, 8am-9.30am and 4pm-6.30pm Goods vehicle loading only during 9.30am-4pm and 6.30pm-10pm

These restrictions would provide loading or unloading facilities close to local businesses for goods vehicles only.

No waiting at any time

This restriction is proposed where waiting is deemed undesirable in terms of road safety or pedestrian safety, however loading or unloading would be permitted by any class of vehicle. Under legislation, there is no requirement for signage to be installed at these restrictions which also reduces sign clutter.

No waiting, no loading Monday – Sunday 8am to 9.30am & 4pm to 6.30pm Parking places, Pay and Display during Monday – Sunday, 9.30am – 4pm & 6.30pm – 10pm

These off peak parking places would be for those who wish to pay to park. These restrictions would dissuade all day commuter parking and would also increase availability of parking for those accessing residential or business premises within the area.

Parking places, Pay and Display during Monday – Sunday, 8am – 10pm

These parking places would be for those who wish to pay to park. These restrictions would dissuade all day commuter parking and would also increase availability of parking for those accessing residential or business premises within the area.

Shared Use Parking Places, Monday – Sunday, 8am –10pm

These parking places would be for permit holders or those who wish to pay to park. These restrictions would dissuade all day commuter parking and prioritise permit holders. They would also increase availability of parking for residents and those accessing residential or business premises within the area.

The charging times of Monday to Sunday, 8am to 10pm are proposed so that the local community would receive maximum benefit from any parking permits and would prevent an influx of vehicle users seeking free parking over the weekend and in the evening.

The associated costs and charges for these proposals contribute towards the implementation, administration, enforcement and maintenance of the scheme. The charges associated with these proposals are in line with all other similar parking zones throughout the city.

Resident parking permit costs are based on your vehicles carbon emissions and charges would be as follows:-

<u>Vehicle Emissions post 2000</u>	<u>Vehicle Engine Size pre 2001</u>	<u>Annual Tariff</u>	<u>Quarterly Tariff</u>
0-50g/km	0-500cc	£80	£20
51-150g/km	501-1500cc	£150	£37.50
151-190g/km	1501-1900cc	£170	£42.50
191-225g/km	1901-2250cc	£195	£48.75
226 + g/km	2251+cc	£220	£55

<u>Additional Charge for multiple resident parking permits</u>	<u>Annual Tariff</u>	<u>Quarterly Tariff</u>
Second Permit	Additional £125	Additional £31.25
Third Permit	Additional £250	Additional £62.50
Fourth + Permit	Additional £375	Additional £93.75

Resident parking permits are made available for any qualifying resident who has a vehicle registered at their address. Permits can be purchase annually or residents can opt for a quarterly payment plan.

Business parking permits are made available to support local businesses that require the use of vehicles for the efficient running of their business and the price is set to offer a substantial discount in comparison to standard pay and display charges over a one-year period and the permit is transferable between vehicles.

Business Parking Permit	£1050 annually or £262.50 quarterly
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Residents' visitor parking permits allow longer stays than the pay for parking 3-hour maximum stay limit, the current set time periods on these permits are:- 8am to 2pm, 12pm to 6pm and 4pm to 10pm. A maximum of three permits can be displayed at one time if the visitor requires longer stays. These permits would be available to purchase in advance and are currently in the form of scratch cards (sold in books of 5), this means their use does not need to be known in advance as the appropriate date and time is scratched off at the time of use.

Visitor Resident Parking Permits	£5 for a set 6-hour period
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There is currently a maximum number of 40 visitors permits allowed per annum to safeguard against residents providing permits to commuters and undermining the aims of the scheme. However, should a resident genuinely require more than the maximum number then these could be provided and have been in the past in other areas. In future the Council will endeavour to introduce a new payment system, which is expected to be a mobile phone/ smartphone/ online booking/ payment system which residents could book time for their visitor without the need to purchase and display any vouchers.

Those who wish to pay to park will be restricted to a maximum stay time of 3 hours. The maximum stay time is intended to deter motorists from parking all day in these areas, particularly commuters. The parking tariff is £1.20 for every 15 minutes. The payment method would be by using a pay and display machine and displaying a ticket or by any other means approved by the Council (which currently consists of a cashless/ticketless mobile phone payment system).

It should be noted that disabled badge holders can utilise these shared use parking bays during chargeable hours without the need to display a permit or pay for parking, provided that the disabled badge is displayed on the vehicle.

Disabled vehicles parking places

Existing disabled parking bays within residential areas will remain in place and become enforceable as part of these proposals. Additional disabled parking bays have been proposed at locations where there has been a specific request by a resident or where there is likely to be a desire for disabled parking facilities e.g. shops.

Motorcycle parking places

Motorcycle parking bays have been proposed at locations where there has been a specific request by a resident, where there is likely to be a desire for motorcycle parking facilities or locations where full parking spaces cannot be fitted at the end of a series of parking spaces. Motorcycles can currently utilise these parking bays free of charge and without limit of time. Secure barriers will also be installed at these locations.

Car Club vehicles parking places

Glasgow City Council currently operates a Car Club, which is a more cost-effective alternative to owning a car, particularly a second car. The use of Car Club vehicles can assist with reducing car ownership, particularly in areas where parking pressures are greatest, whilst encouraging and promoting more sustainable transport modes.

Statistics show that every Car Club car replaces up to 12 privately owned cars. The introduction of Car Club vehicles parking places would provide reserved on-street parking facilities for these vehicles and assist in reducing pollution, parking pressure and congestion in the city.

Further information on this initiative can be found at www.carplus.org.uk or visiting the Glasgow Car Club scheme provider, Co Wheels, webpage at www.co-wheels.org.uk/glasgow.

Electric vehicles parking places

Electric vehicles help reduce air and noise pollution, the introduction of electric vehicles parking bays, with associated charging points, would assist in making the city a more pleasant place to live. Vehicles utilising these bays are required to pay for their parking and would be restricted to the maximum stay time of 3 hours to maximise turnover and increase availability. Permits would not be valid in these bays. The chargers would be activated by Charge Your Car ID cards. More information on this can be found at www.chargeyourcar.org.uk.

Loading Only places, Monday – Sunday, 8am – 10pm

These restrictions would provide loading or unloading facilities close to local businesses for any class of vehicles. Out with the operational times these locations could be used for parking without limit of time and free of charge.

One-way operations

One-way roads are proposed to facilitate traffic flow in the area whilst maximising parking where possible. Additionally, they should prevent drivers from using this area as a rat-run between main routes.

Local residents understandably raise concerns that one-way roads could increase vehicle speeds. The area will form part of a mandatory 20mph zone which is being implemented separately.

Placement of pay and display machines and associated signage

Due to the introduction of the cashless mobile phone payment system the number of pay and display machines required has reduced significantly, the positioning of the associated signage and pay and display machines is carefully considered before installation. Where there are shops or local businesses then a pay and display machine will generally be installed.

Number of proposed shared use parking bays (Dennistoun)

A parking survey was carried out between the hours of 2am and 4am and 2pm and 4pm on Friday 8th May 2025. Overnight 2622 and during the day 2681 vehicles were observed to be parked throughout this area at the time of the survey.

These proposals would establish **3061** shared use parking bays. Capacity for approximately an additional **400** vehicles.

Supplementary Infrastructure improvements

Supplementing this process, we are also looking to undertake a range of local junction and footway improvements throughout the area.

- Onslow Drive / Craigpark – minor junction improvements - footway extensions and dropped kerbs.
- Whitehill Street / Duke Street Minor Junction Improvements - footway extension and dropped kerbs.
- Armadale Street / Duke Street Minor Junction Improvements - footway extension and dropped kerbs.
- Wood Street /Ballindalloch Drive Minor Junction Improvements - footway extension and dropped kerbs.
- Meadowpark Street @ Nursery and School - Footway extension, pedestrian crossing improvements and raised planters. Formalising the current temporary measures.
- Armadale Street @ School - Footway extension, pedestrian crossing improvements, traffic calming and raised planters. Formalising the current temporary measures.
- Whitehill Street opposite 259 - Footway extended to remote path to Alexandra Parade

Additional positive impacts

It has previously been found the areas where parking controls and improved traffic management measures have been introduced to be positively affected in several ways including:

- Improved access for emergency services and delivery vehicles e.g. white goods
- Improved reliability of refuse collection
- Improved accessibility for road/footway maintenance and street cleaning operations
- Generally improved environment, in terms of aesthetics, for those living in the area

Please also refer to the Frequently Asked Questions for additional information.