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	Dennistoun Proposed Parking Controls Frequently Asked Questions
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The council is proposing new parking controls in parts of the city to ease congestion, improve traffic flow and better manage limited road space more effectively to ensure fairer access for residents, businesses, and visitors.

Parking controls are being proposed in the Dennistoun area of the city to address the issues of commuter parking in the area and to prioritise residential parking whilst also progressing the central aims of the Glasgow Transport Strategy 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.

Parking controls can also enhance safety for pedestrians and cyclists, reduce obstructions caused by parked vehicles, and encourage more sustainable travel choices.

Below, you will find more information about the types of parking measures that are being considered. There are also details on parking permits, designated parking bays, and how we manage parking on private roads.

TYPES OF TRAFFIC CONTROL MEASURES

- **Restricted Parking Zone**
Conventional double yellow lines normally laid on the road out with white bay markings are replaced by zone entry signs at the entry points on the boundary of the zone
- **Shared Use Parking Spaces**
Spaces will be available for residents, businesses, and visitors with valid parking permits. The spaces will also allow short-term pay and display parking for up to 3 hours. These spaces will operate between 8am and 10pm, 7 days a week.
- **Pay and Display Spaces**
Space will be available for short-term Pay and Display parking (max stay 3 hours) to support local facilities and businesses in the community. These spaces will operate between 8am and 10pm, 7 days.
- **Disabled Parking Spaces**
Dedicated bays for Blue Badge holders only will be shown on the scheme plans.
- **Motorcycle Parking Spaces**
Designated motorcycle only parking spaces will be shown on the scheme plans.
- **Electric Vehicle Parking Spaces**
Designated electric vehicle only parking spaces will be shown on the scheme plans.
- **Car Club Parking Spaces**

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A car club parking bay is reserved for vehicles operated by Glasgow's car club scheme. Car clubs offer flexible access to vehicles without the costs of ownership. Members pay an annual fee and can book a car as needed, usually paying by the hour.

- **No Waiting and No Loading/Unloading at Any Time**

Restrictions will be introduced on main routes to keep traffic moving and ensure emergency access. They will also be applied at locations where parking could cause safety issues for road users.

- **No Waiting at any time restrictions**

This would be the restriction outwith the signed bays within the restricted parking zone boundary

- **Loading Only Bays**

Spaces set aside to support local businesses and organisations that need loading/unloading access.

These would be represented by a white dashed line cage with adjacent "LOADING ONLY" text within the RPZ boundary

These would be represented as conventional yellow road lines and yellow kerb blips out with the zone boundary

- **One-way Operations**

To improve traffic flow and maximise available parking, some streets may be converted to one-way systems. This approach allows for uninterrupted parking on both sides of the street, which would not be possible with two-way traffic. In addition to increasing parking efficiency, one-way systems help discourage rat-running - contributing to safer and quieter neighbourhoods.

PARKING PERMITS/CHARGES

Who qualifies for a resident parking permit?

Residents living in properties within the affected area and that were completed before the Traffic Regulation Order is made and signed - will be eligible to apply for resident parking permits for all registered vehicles at their address. However, if your property is part of a new-build development constructed after the Order is made, you will NOT qualify for a permit.

Annual Permit Tariff

Vehicle Emissions post 2000	Vehicle Engine Size pre 2001	Tariff
0-50g/km	0-500cc	£80
51-150g/km	501-1500cc	£150
151-190g/km	1501-1900cc	£170
191-225g/km	1901-2250cc	£195
226 + g/km	2251+cc	£220

Quarterly Permit Tariff:

Vehicle Emissions post 2000	Vehicle Engine Size pre 2001	Tariff
0-50g/km	0-500cc	£20
51-150g/km	501-1500cc	£37.50

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151-190g/km	1501-1900cc	£42.50
191-225g/km	1901-2250cc	£48.75
226 + g/km	2251+cc	£55

Additional Charge for multiple Residents Annual parking permits:

Second Permit	Additional £125
Third Permit	Additional £250
Fourth + Permit	Additional £375

Additional Charge for multiple Residents Quarterly parking permits:

Second Permit	Additional £31.25
Third Permit	Additional £62.50
Fourth + Permit	Additional £93.75

Why is there a charge for resident parking permits?

Permit charges help to cover the costs of administering, enforcing parking controls and ongoing maintenance. They also help to manage limited road space more fairly, reduce congestion, and encourage more sustainable travel choices support the aims of our Transport Strategy - www.glasgow.gov.uk/transportstrategy

How many resident parking permits can I have?

You can apply for one permit per vehicle registered at your home address. For Houses in Multiple Occupation (hmos), only one permit per property is allowed, and the vehicle must be registered at that address.

What if I have a works vehicle?

Residents with works vehicles can also be accommodated, as is currently the case in existing parking control areas.

Can I get a residents' permit if I have off-road parking?

Yes, if your property qualifies and your vehicle is registered to your address within the area.

What are residents' visitor parking permits?

Residents can purchase visitor permits, which allow longer stays than the standard 3-hour pay and display limit. These are available in blocks of five, costing £5 per 6-hour period, and are issued as scratch cards - so you only activate them when needed.

Can businesses apply for a parking permit?

Business parking permits are available to all businesses and organisations within the affected area.

The cost is £1,050 per year or £262.50 per quarter. There is no limit to the number of permits, and they are transferable between vehicles.

Why do business permits cost more than resident permits?

If business permits were priced the same as resident permits, it could encourage commuter parking, which would reduce the availability of spaces for residents. Business permits are priced to support local businesses that rely on vehicles while offering a substantial discount compared to daily parking charges.

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Are parking permits limited in number for each zone? Is there a maximum per household or business, and how will demand be managed if requests exceed available spaces?

There is no limit on the number of parking permits that can be purchase.

Are permits transferable between zones, given the close proximity of zones to one another?

Permits are only valid within the assigned parking zone

Are residential permits transferable between vehicles within a household?

Permits are assigned to a specific vehicle which has to be registered to an address within the parking zone.

Will refunds be issued for part used permits returned when residents move out of the area or when a business closes or a car owner gives up their vehicle?

Refunds are available if a permit is no longer required.

Can gcc clarify whether businesses will be allowed to purchase visitor or client permits?

Business can purchase business permits which are transferable between vehicles. Businesses cannot purchase visitors permits.

How will visitor permits work in practice — will they be physical permits with scratch-off times, or digital bookings requiring advance notice?

Current practice is that scratch-off vouchers are utilised.

Will cash payment options remain available for those unable or unwilling to pay digitally?

Yes, An offline application process is available

How will hire cars or borrowed vehicles be managed under the permit scheme?

Short term permits are available for replacement / hire cars.

How will visitor permits work in practice — will they be physical permits with scratch-off times, or digital bookings requiring advance notice?

Current practice is that scratch-off vouchers are utilised.

PARKING BAYS

What are shared use parking bays?

Shared use parking bays are designed to make the best use of available road space. They can be used by both permit holders and those who wish to pay for parking. This approach prioritises resident parking while also providing options for visitors and short-term business customers. Vehicles displaying a valid disabled badge can park in shared use bays free of charge and without a time limit.

Why can't we have resident-only bays?

The council must balance the needs of residents with wider aims such as supporting local businesses, creating accessible communities, and encouraging sustainable travel. Resident-only bays are restrictive and do not make the most efficient use of limited road space, so they are not generally considered as part of our parking strategy.

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Can I park outside the marked bays when charges do not apply?

No. Parking is only permitted within marked bays at all times. Areas outside the bays are subject to a 'no waiting at any time' restriction, which is always in force and will be enforced accordingly.

Why has parking capacity changed on my street?

Parking controls aim to maximise parking where it is safe and practical, but bays can only be installed where they do not compromise road or pedestrian safety. Schemes must address issues such as vehicles parked too close to junctions, on corners, footways, or in turning areas, which can obstruct access for delivery, cleansing, and emergency vehicles. Road layout is also considered - especially for angled bays, to ensure vehicles can enter and exit safely.

Will signage/markings be installed to show there are parking restrictions?

Entry and exit signs will be installed to clearly indicate where the Restricted Parking Zone (RPZ) begins and ends. The entry signage will state that vehicles must 'park only in signed bays'.

Yellow lines will be used on key traffic routes within the areas. In parts of the scheme operating as a Restricted Parking Zone (RPZ), yellow lines are not required. Within an RPZ, once you pass the entry signs, 'no waiting at any time' restrictions apply except in designated white parking bays, which will be clearly signed.

Will I be allocated/guaranteed a parking space near my property?

While parking controls will prioritise residential parking and reduce commuter parking, the number of spaces is still limited. We cannot guarantee a space directly outside your property, however these measures are designed to increase the overall availability and convenience of parking for residents. Individual properties are not allocated a specific space on the road network, and this will remain unchanged.

What about disabled person's badge holders?

Blue Badge holders can park in any designated parking space, free of charge and without time limit, while displaying their badge. Vehicles displaying a disabled badge can also park out with signed white bays (in line with Disabled badge guidance) providing they do so safely and do not create an obstruction. Please refer to the Scottish Government guidance at the following website <https://www.mygov.scot/how-to-use-a-blue-badge> . There is no need to purchase a resident parking permit. Existing disabled parking bays will remain available if a Restricted Parking Zone is introduced

For disabled residents relying on different friends or carers for transport, can a permit be made transferable between vehicles?

Resident permits are not transferable between vehicles. Vehicles are required to be registered at an address within the zones. Residents with a disabled badge are exempt from the charges and the badge is issued to the person, not the vehicle and can be moved accordingly.

How can I load or unload at my business premises?

Loading and unloading is permitted outside of the marked parking bays or within dedicated loading provisions.

How will local community groups be affected?

The scheme is designed to allow local community groups, such as religious organisations and clubs, to continue operating as normal. These groups will be able to purchase residents' visitor parking permits for their needs.

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What is a car club parking space?

A car club parking space is for use by a Car Club vehicle only provided by independent operators. Car Clubs offer a way to retain the flexibility of driving a private vehicle without the issues and costs associated with car ownership. Members pay an annual fee and thereafter can book a vehicle and pay for the time used, usually based on an hourly rate.

Car clubs offer instant access to cars in your local area without the need for you to own a car yourself. By signing up for an annual membership you only need to pay as you drive. They can be a cheaper alternative to a second car and are also suitable for those who don't drive very often, but who still need access to a car for some journeys.

Club cars are, on average, newer than the average UK car, which means they are safer and more comfortable to drive, emit 43% less carbon dioxide from tailpipe emissions, and there are often electric vehicle choices available. They also have the added benefit of freeing up car spaces as in 2023, on average, each car club vehicle in Scotland replaced around 11 private cars. The car club scheme contribute to delivering the cities transition to a net zero carbon, clean and sustainable city.

For further information on the Councils car club, please visit the council webpage via the link below: <https://www.glasgow.gov.uk/carclub>

Can I park in a car club parking space?

No. These spaces are reserved exclusively for car club vehicles displaying the correct permit, 24 hours a day, 7 days a week.

Does the council receive any income from car-club operators for the spaces allocated to them?

The Council receives an annual payment from the car-club operators to cover contract management. The council does not receive any revenue from the car club hire scheme other than the cost of parking permits.

Can parking controls be introduced on a private road, not maintained by the council?

Yes. Under the Roads (Scotland) Act 1984, all roads - whether privately or publicly maintained - are legally considered roads. This gives the council authority, under the Road Traffic Regulation Act 1984, to introduce and enforce parking regulations on both private and public roads.

Will pollution levels and traffic increase?

Experience of similar schemes in Glasgow show no evidence that parking controls increase traffic levels. In fact, by making it easier to find parking, they can reduce the need for drivers to circle the area. Pay and display charges and a 3-hour maximum stay discourage commuter parking, helping to reduce peak-time traffic. These measures support the council's goal of reducing private car use and creating more pleasant, accessible neighbourhoods.

Is this just a money-making scheme?

The costs of running the parking scheme - including administration, enforcement, and maintenance, are covered by the revenue it generates. Any surplus is reinvested in maintaining and improving local roads accordance with Section 55 of The Road Traffic Regulation Act 1984.

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If new charges are introduced, will gcc commit to maintaining and renovating on-street parking areas accordingly?

Any parking revenue raised contributes towards the costs of running the Council's parking control schemes, including administration, implementation, enforcement and maintenance. Any surplus shall be reinvested in accordance with Section 55 of The Road Traffic Regulation Act 1984.

Will this scheme affect my car insurance or property value?

There is no evidence to suggest that introducing parking controls affects car insurance, as residents will continue to park on the street as declared to their insurer. Similarly, there is no indication that property values decrease due to parking controls. In fact, improved parking availability and regulation are often viewed positively by local communities.