



Glasgow City Council

**Environment, Sustainability and Carbon Reduction City
Policy Committee**

**Report by Executive Director of Neighbourhoods, Regeneration and
Sustainability**

Contact: Andrew Beglin Ext: 79548

Item 7

8th June 2021

**PARKING PROJECTS
(FORMERLY REQUESTS FOR PARKING CONTROLS)**

Purpose of Report:

To provide the Committee with a progress update on the development of an interim methodology for investigating and prioritising the Council's Parking Projects.

Recommendations:

That the Committee notes the contents of this report.

Ward No(s): Various

Citywide: ✓

Local member(s) advised: Yes No consulted: Yes No

1. Local Transport Strategy

1.1 Glasgow City Council is currently updating its existing Local Transport Strategy, and work on the Glasgow Transport Strategy is ongoing. The Council's current Local Transport Strategy (Keeping Glasgow Moving 2007-09) is designed to assist in achieving an efficient transport system and encourage modal shift to sustainable modes and included within this the Council has two high level objectives which parking demand management relates to. These are:

- To support the continuing physical, social, economic, cultural and environmental regeneration of the City by maintaining and promoting efficient and effective transportation services and infrastructure within Glasgow.
- To promote healthy and environmentally sustainable methods of transport that minimise harmful emissions and energy consumption including those that involve physical activity.

1.2 To achieve these objectives the Council has agreed the following transport policies which are relevant, as follows:-

- Reduce the availability of long stay commuter parking to discourage journeys to work by private car.
- Provide priority access to on-road parking spaces for residents.
- Ensure provision of adequate short-term parking for business, shopping and tourism.

1.3 The policies stated above can be achieved by:-

- Progressively extending on-road parking controls throughout the city.
- Charging for parking in all Council car parks and designated bays on-road.
- Setting parking charges to meet the costs of administrating and enforcing on-road parking controls.

Specifically, the policies above seek to contribute to achieving the overarching objectives by:-

- Preventing commuters parking all day, giving residents priority over these commuters.
- Providing qualifying residents with a parking permit facility, giving them the option to leave their vehicle at home and travel to their place of work by an alternative method.
- Providing businesses with a parking permit facility (outside the City Centre) for those who require using their vehicle for the efficient running of their business.
- Providing chargeable parking with a maximum stay limit to encourage a turnover in spaces and increasing the availability of parking spaces for residents' visitors, carers and trades people. The maximum stay time should also increase provision of short-term parking to visit shops, local businesses, restaurants, entertainment venues and attractions.

- Reducing the availability of long-term free parking to discourage people from using their private car to commute to work and thereby encouraging them to use other methods of travel such as public transport, walking and cycling. This can reduce congestion and pollution.
 - Providing electric vehicle charging spaces to encourage their use throughout the city.
 - Providing car club parking spaces to give residents an alternative to owning a car.
 - Providing loading and unloading facilities for any class of vehicle close to business premises.
 - Providing designated parking facilities for other road users such as disabled persons and motorcyclists.
 - Having a permit eligibility date which would protect existing residents from future developments which could exacerbate the need for parking provision.
- 1.4 This Local Transport Strategy is currently being updated and demand management, through the use of parking controls, will be a key feature in obtaining and complimenting the objectives of the future Transport Strategy. This interim methodology will also be reviewed as part of work to develop the Glasgow Transport Strategy and the suite of related transport plans (City Centre Transformation Plan, Liveable Neighbourhoods Plan, Active Travel Plan), and by the end of March 2022, a strategic approach to car parking management will be set out as part of these strategies.
- 1.5 A recent major public and stakeholder engagement exercise, A Public Conversation on Glasgow's Transport Future (Sept-Oct 2020), saw the impact of vehicles and parking raised by the public as a problem to be tackled in the new Glasgow Transport Strategy. There was also substantial support for an initial policy focus statement presented during that engagement exercise which stated "Parking supply and cost are balanced to ensure that using public transport is cheaper than driving into the city centre. An evidence-led and policy-driven car parking strategy is developed for the city" (supported by 71.5% of online survey respondents). There was also strong support for other policy focus statements on roadspace reallocation to sustainable ways to travel, less vehicles of all kinds on our roads, and a sustainable travel hierarchy.
- 1.6 The report on the findings of the Public Conversation is at <https://www.glasgow.gov.uk/connectingcommunities> and has been presented to the ESCR City Policy Committee in Feb 2021.

2. Previous Committee Reports

- 2.1 Following a projects team being formed in 2013, it was agreed to monitor commuter parking issues throughout the city to inform future decision making on further rollouts of parking schemes to support the Council's Local Transport Strategy.
- 2.2 In 2016, the Sustainability and Environment Policy Development Committee considered a report outlining the process and prioritising methodology for identifying the need for future schemes. These areas were agreed and

programmed into the project team's workplan. A copy of the report can be found at:

<https://www.glasgow.gov.uk/councillorsandcommittees/viewSelectedDocument.asp?c=P62AFQDNT1UTT1T1NT> .

- 2.3 In 2019, the Environment, Sustainability and Carbon Reduction City Policy Committee considered a report and additional areas were agreed and added to the workplan again. A copy of the report can be found at: <https://www.glasgow.gov.uk/councillorsandcommittees/submissiondocuments.asp?submissionid=93517> . However, at this Committee meeting the issue was raised that the methodology required improvement and an improved evidence base and the parking projects team were asked to revise this for any future reports.

3. Current Workplan

- 3.1 The current workplan is expected to be complete by the end of 2023. Unfortunately, this workplan has experienced significant delays over the past 12 months as a result of Covid-19. These large-scale projects include (in alphabetic order):

1. Argyle Street, Dumbarton Road & St Vincent Street
2. Barras South Extension
3. Broomhill and Thornwood
4. Celtic Park and Emirates Arena Event Day Parking Zone
5. Dennistoun and Royston
6. Garnethill
7. Hutchesontown (New Gorbals)
8. Ibrox Stadium Event Day Parking Zone
9. Kirklee
10. North Kelvin and North Woodside
11. Sighthill

- 3.2 In addition to the above large-scale projects, a number of small-scale projects are currently being progressed. These include:

1. Carmunnock Road (Service Road)
2. Dalmarnock West
3. Grantley Gardens
4. Hamilton Gardens
5. Mount Florida
6. Pollok Park

- 3.3 The parking projects team also carry out the statutory process for Traffic Regulation Orders required by new developments in the City or on behalf of external bodies. The associated costs are met by the developer/land owner. These include:

1. Candleriggs
2. Melbourne Street

3. Townhead

It should be noted that there would be no changes to this workplan as part of this Report.

4. Future Methodology

The methodology for future parking projects will contain 3 stages:

Stage 1 – Identification of areas for consideration

Stage 2 – Site assessments

Stage 3 – Prioritisation

4.1 Identification of areas for consideration

Known areas of concern will be looked at initially, this will relate to parking problems in areas we are already aware of and also those currently being received through correspondence. Thereafter, the locations where the introduction of parking controls would be considered fall into three categories:

1. Town centres. These are listed below and are included due to their attractiveness for visitors and in turn, journey destinations by private vehicles.
2. Areas in close proximity to major trip attractors. These are listed below and are included due to their attractiveness for visitors and in turn, journey destinations by private vehicles.
3. Residential areas with commuter parking issues. These are listed below due to the availability of free parking on the peripheral of existing parking zones

4.1.1 Town Centres

Glasgow has **40** Town Centres:

Albert Drive, Alexandra Parade, Anniesland, Baillieston, Barrachnie, The Barras, Battlefield, Bridgeton, Cardonald/Halfway, Castlemilk, Cathcart/Muirend, Cessnock, Cranstonhill/Yorkhill, Croftfoot, Drumchapel, Duke Street, Easterhouse, Gorbals, Govan, Govanhill, Glasgow City Centre, Hyndland, Kelvinbridge, Knightswood, Maryhill, Mount Florida, Parkhead, Partick/Byres Road, Pollok, Possilpark, St George's Cross/Great Western Road, Scotstoun/Whiteinch, Shettleston, Springburn, Strathbungo, Tollcross, Victoria Road, Woodlands, Yoker.

4.1.2 Major Trip Attractors

Shopping areas (these are covered in section 4.1.1)

Concert Venues and Theatres

SEC / SSE Hydro, Glasgow Royal Concert Hall, City Halls, Tramway, Old Fruitmarket, Barrowlands, 02 Academy, Theatre Royal, Kings Theatre, Pavilion Theatre, Tron Theatre, Citizens Theatre.

Stadia

Celtic Park, Emirates Arena, Firhill Stadium, Hampden Stadium, Ibrox Stadium, Scotstoun Stadium.

Museums and Galleries

Kelvingrove Art Gallery and Museum, Riverside Museum, Gallery of Modern Art, St Mungo Museum of Religious Life and Art, Provand's Lordship, People's Palace, Glasgow Museums Resource Centre, Scotland Street School Museum, Kelvin Hall, The Open Museum, The Burrell Collection.

Universities and Colleges

University of Glasgow (West End and Garscube), University of Strathclyde, Glasgow Caledonian University, Glasgow School of Art, Royal Conservatoire of Scotland, City of Glasgow College (Cathedral Street & Riverside), Glasgow Kelvin College (Springburn, Hotspur Street, Haghill, Easterhouse), Glasgow Clyde College (Annie'sland, Cardonald, Langside).

Health Centres / Clinics and Hospitals

A list of locations can be found at www.nhs.uk/locations/

Travel Hubs (Bus, Subway, Train)

Bus:

Buchanan Bus Station, Govan Bus Station / Interchange, Partick Bus Station / Interchange.

Subway Stations:

Bridge Street, Buchanan Street, Cessnock, Cowcaddens, Govan, Hillhead, Ibrox, Kelvinbridge, Kelvinhall, Kinning Park, Partick, Shields Road, St Enoch, St. George's Cross, West Street.

Train Stations:

Alexandra Parade, Anderston, Annie'sland, Argyle Street, Ashfield, Baillieston, Barnhill, Bellgrove, Blairhill, Bridgeton, Cardonald, Carmyle, Carntyne, Cathcart, Charing Cross, Corkehill, Croftfoot, Crookston, Crosshill, Crossmyloof, Dalmarnock, Drumchapel, Drumry, Duke Street, Dumbreck, Easterhouse, Exhibition Centre, Garrowhill, Garscadden, Gilshochill, Glasgow Central, Glasgow Queen Street, High Street, Hillington East, Hillington West, Hyndland, Jordanhill, Kelvindale, Kennishead, Kings Park, Langside, Maryhill, Maxwell Park, Mossbank, Mount Florida, Mount Vernon, Muirend, Nitshill, Partick, Patterton, Pollokshaws East, Pollokshaws West, Pollokshields East, Pollokshields West, Possilpark and Parkhouse, Priesthill & Darnley, Queens Park, Rutherglen, Scotstounhill, Shawlands, Shettleston, Springburn, Summerston, Thornliebank, Westerton, Yoker.

4.1.3 Residential Areas with Commuter Parking Issues

Any issues being experienced, unrelated to sections 4.1.1 and 4.1.2, would generally be found on the peripheries of existing controlled areas.

4.1.4 Other Considerations

Any other specific issues, unrelated to the above, but in relation to obstructive or inconsiderate parking, would be considered separately. The identified issue will be inspected by an officer and a decision would be taken thereafter whether the introduction of parking restrictions is appropriate and if so, when the associated Traffic Regulation Order could be programmed to implement these restrictions.

Please note that any parking issues being experienced around schools with dropping off and picking up would be managed by the Traffic and Road Safety team.

4.2 Site Assessments

This would include:

- Daytime survey of the number of parked vehicles per street and parking availability.
- Night-time survey of the number of parked vehicles per street and parking availability.
- A plan of each surveyed area colour coding roads dependent on parking availability.

Colour coding would be as follows:

- Red – streets with less than 25% parking availability
- Amber – streets with 25%-50% parking availability
- Green – streets with 50%-100% parking availability

4.3 Prioritisation

To ensure that the areas in greatest need would receive attention first the following points system would be included:

- **5 points** per km of road coloured red as per the site assessments
- **2 points** per km of road coloured amber as per the site assessments
- **0 points** per km of road coloured green as per the site assessments

5. Next Steps

- 5.1 The methodology detailed above is only provisional and will only be approved and captured as part of the overall Glasgow Transport Strategy, due to be published by the end of March 2022.

6. Policy and Resource Implications

**Resource
Implications:**

<i>Financial:</i>	Existing resources and possibly utilising available funding of elements being taken on as part of the Transport (Scotland) Act.
<i>Legal:</i>	Promoted under the Road Traffic Regulation Act 1984.
<i>Personnel:</i>	Existing resources.
<i>Procurement:</i>	Council's existing frameworks with external contractors.

Council Strategic Plan: The report supports 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.

7. Recommendations

That the Committee notes the contents of this report.