

Parking in Govanhill

1. Background

- 1.1. This report is to advise of the parking issues in the Govanhill area for the area as shown in Appendix 1.
- 1.2. This area is mainly residential with various local shops and businesses which are largely located on the main roads within the area. The residential properties are mainly tenemental in nature and most of the parking is on-road. The majority of the area has no parking restrictions, other than the main roads such as Victoria Road and Cathcart Road. There are also restrictions in Allison Street and Calder Street at the junctions with the side roads.

2. Existing parking controls city wide

- 2.1. There are existing parking control schemes in operation in the city centre, many areas of the west end and Necropolis in the east end. There are different types of schemes with different operational times, maximum stay times and differing permit costs.
- 2.2. The city centre is a controlled parking zone where there are waiting and loading restrictions, some of which extend to 24 hours. Charges in the parking spaces apply Monday to Saturday, 8am to 6pm.
- 2.3. There are also parking controls along the quality bus corridors to prevent waiting and loading at peak times to improve bus journey times.
- 2.4. Kilmarnock Road and Victoria road shopping areas are both subject to pay and display. This is to encourage a turnover in the parking spaces, allowing access for customers to the shops.
- 2.5. There are Restricted Parking Zones (RPZs) in the west end. These were implemented to achieve the aim of Council policy which is to give residents, particularly those of older properties, priority access to the available on-road parking spaces, over commuters.
- 2.6. The RPZs in the west end were introduced in 2005 and 2010. These are shared use parking control schemes where the parking bays can be used by permit holders or those who wish to pay and display. These schemes have resident parking permits, business parking permits and resident visitor vouchers. The maximum stay time in the parking bays is 3 hours for those who wish to pay and display. Permit holders are not time limited. These schemes are subject to different operational times and are either Monday to Friday 8am – 6pm or Monday to Sunday 8am – 10pm. These times were decided by the residents during the consultation process. Resident parking permits cost £50 per annum. Business parking permits are £700 per annum and resident visitor vouchers are £2 for a 6 hour time period.

3. Parking control consultation

- 3.1. The Council regularly receives correspondence from residents of many areas throughout the city raising issues regarding parking. These issues can be a lack of parking space for residents due to parking by incomers to the area, especially near train stations, hospitals etc., also vehicles parking on footways and at crossing points, blocking accesses. Many of these issues could be resolved by the introduction of a parking control scheme. This led to the Council carrying out a consultation in areas where such issues had been raised, to ask residents whether they wished the Council to introduce a parking control scheme in their area.
- 3.2. This consultation covered a large area northwest of the city, and a smaller area in the south side. The consultation was carried out during April and May 2008 and a total of 45,471 questionnaires were issued. There were 12,521 returns which represents a 27.5% return. The main question from the consultation was "Would you like parking controls in your area?"
- 3.3. There were three zones in the west end which were initially in favour of parking controls; Hamilton Drive area, Napiershall area and the Dowanhill area, two of which were subsequently implemented. No areas in the south side were in favour of parking controls with 57% saying No and only 30% saying Yes.
- 3.4. Due to the results the Council did not proceed to propose controls in the south side of the city.

4. Govanhill

- 4.1. There has not been much demand previously for parking controls to be implemented in this area. As detailed above a previous consultation in the south side demonstrated that the majority were not in favour of parking controls.
- 4.2. There are existing pay and display parking spaces on Victoria Road in addition to waiting and loading restrictions. These parking controls encourage a turnover in the parking spaces which allows easy access for customers to the shops.
- 4.3. Enforcement of these existing restrictions can be carried out by the Council's parking attendants when they witness a vehicle illegally parked.
- 4.4. In those areas with no restrictions the Council cannot enforce any vehicles, even those parked in an obstructive manner. Such an obstruction could only be dealt with by Police Scotland under the Road Vehicles (Construction and Use) Regulations 1986.
- 4.5. If an area was to be looked at it would be greater than 1 or 2 roads. This is to prevent moving the problem to an adjacent road.

- 4.6. The Council's accident database comprises records of accidents resulting in personal injury. During the three years ending 28th February 2013 within the Govanhill area there were eight serious injury accidents and forty slight injury accidents. This resulted in a total of eight seriously injured casualties and fifty three people who were slightly injured. Of the sixty one casualties twenty two were drivers, ten were vehicle passengers, twenty six pedestrians and three were pedal cyclists. Failure to look properly, whether by driver or pedestrian, is a recurring cause of accidents. Strathclyde Police data suggests that the road environment contributed to two of the forty eight accidents. Eleven of the accidents occurred during hours of darkness and fourteen when the road surface was wet.
- 4.7. The result of a previous consultation demonstrated that overall there is not much appetite for such parking controls measures throughout the city.
- 4.8. Generally, residents are not in favour of paying an annual charge for their permit, however, a scheme would not be introduced without charging for permits as the revenue raised from them together with that received from the pay and display charges goes towards the costs of administering and enforcing the scheme.
- 4.9. Photos of the area shown in Appendix 1 demonstrate that the area is busy, however a survey of the area overall has shown that there are still parking spaces available.

5. Future proposals

- 5.1. At this time the Council resources are currently committed to proposing parking controls in the areas designated in the administrations budget. No additional areas are being considered at this time.
- 5.2. If, in the future, residents were not in favour of a full parking control scheme, an alternative scheme could be drawn up to prevent vehicles parking in an obstructive manner at junctions and footways. This would be the introduction of 24 hour waiting and loading restrictions in the form of double yellow lines. This prevents anyone from parking in these locations which does reduce the parking capacity of the area.
- 5.3. Any future proposals would be subject to a full statutory consultation process, as outlined below, which includes a universal right of objection. Therefore, there is no guarantee that such a proposal would be approved and implemented.

6. Statutory process

- 6.1. The statutory process to be followed to implement waiting and loading restrictions or a more extensive parking control scheme can take up to 18 months, depending on the volume of objections received.
- 6.2. Initial consultation is carried out with Emergency Services, freight transport and road haulage associations, Strathclyde Partnership for Transport and internal departments. This is over a 14 day period. Following this proposals are then advertised as proposed or amended to reflect any comments.
- 6.3. Statutory consultation then commences. Proposals are advertised in the Evening Times and Notices of the proposals are put on lighting columns within the effected roads. The proposals are advertised between 21 and 42 days. During that time objections to the proposals can be submitted. Following the consultation the objections are considered and the proposals can be made as advertised, amended or abandoned.

7. Conclusion

- 7.1. Due to current commitments and lack of support for such parking controls, I would not recommend proposing parking controls for this area, at this time.

Appendix 1





