

Parking and Traffic Consultation April 2015



Introduction

This report summarises responses from businesses and residents to a consultation by MoFloCoCo on potential changes that are intended to improve residential parking, access to local business for shoppers and pedestrian safety. The next steps agreed at the MoFloCoCo meeting of 28th April are also recorded.

Mount Florida was built before 1900 when there were very few cars in Glasgow. Household car ownership in Scotland is now around 70% and increasing by around 1% per year. If 5% more parking spaces could be created, these would disappear within 5 years.

Method

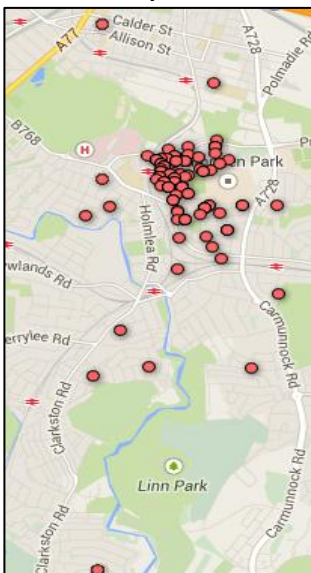
The consultation was run as a questionnaire accompanying diagrams. It was presented online and in Langside Library from 20th to 25th April 2015. The consultation was promoted online (500 Facebook and 300 Twitter followers), by e-newsletter (100 recipients), by email distribution to the local Business Association and by a newsletter delivered to 2750 addresses in the area.

Respondents

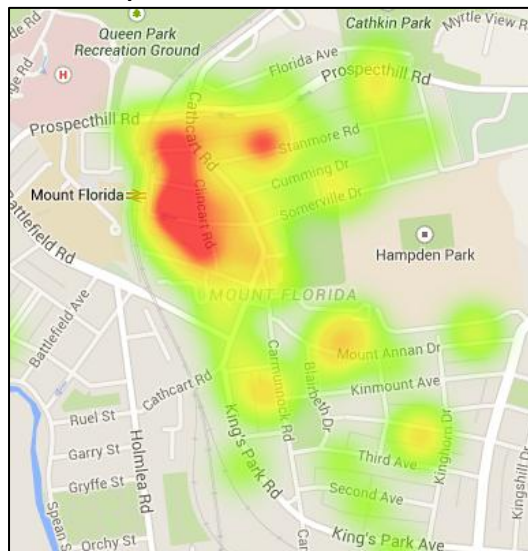
136 responses.

Business or resident?	Area	Number of responses
Business	G42 9 Mount Florida	6
	G44 3 Cathcart	2
	(blank)	1
Resident	G42 8 Govanhill	4
	G42 9 Mount Florida	89
	G44 3 Cathcart	2
	G44 4 Kings Park	27
	G44 5 Simshill	2
(blank)	(blank)	1
(blank)	(blank)	1
	G44 4 Kings Park	1
Total		136

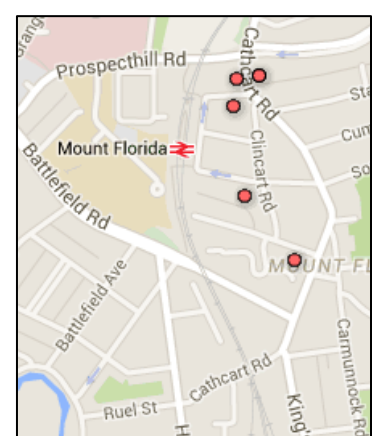
All responses



Responses in Mount Florida CC area.



Businesses



Section 1: Clincart Road Area

Problem: Insufficient parking spaces.

Causes: Increased car ownership among residents. 'Park and ride' commuters, hospital staff parking.

Constraints: Need to maintain visibility, safety, access for pedestrians. Emergency and bin lorry access.

Results for G42 9 and G44 4 only

		Postcode	Agree	Disagree	(blank)	Total
Introduce a one way system around Clincart Road and upper Bolton Drive linking to Florida Drive and McLennan Street to allow more efficient diagonal parking, creating spaces. (green arrows)	Business	G42 9	4	2		6
	Resident	G42 9	66	19	4	89
		G44 4	24	2	1	27
	(blank)	G44 4	1			1
	Total			95	23	5
Remove the traffic island at Bolton Drive and Clincart Road and extend the footpath to create more spaces (blue).	Business	G42 9	4	2		6
	Resident	G42 9	74	12	3	89
		G44 4	23	3	1	27
	(blank)	G44 4	1			1
	Total			102	17	4

Most common comments:

Comment	Number of times recorded	Perspective from MoFloCoCo and Land & Environmental Services
Suggestion: paint spaces to encourage more efficient use of space	6	Painted spaces must be to legally required size with minimum turning circles. May be less efficient than people think. Some current diagonal parking may not be 'legal'. Painted spaces need a traffic order which is expensive.
Diagonal parking can block the road. Risk for emergency access, bin lorry access and damage to cars. Especially Cathcart/ Clincart junction.	6	
Concern about difficulty exiting this area onto Cathcart Road. May need box junction (yellow hatching), e.g. at McLennan Street.	4	
Double-yellows on corners improve situation for pedestrians, safety, baby buggies...	2	
Double-yellows on corners improve visibility for drivers	2	

Requested next steps, agreed at MFCC meeting 28th April 2015

- Implement:
 - 1 way on Clincart and Bolton Drive as proposed.
 - Remove island and extend the footpath as proposed.
- Do not implement:
 - Reduced waiting areas in Cathkinview Place.
 - New waiting restrictions at station end of McLennan Street
- Investigate further:
 - Need to devise some way of advising how and where it is appropriate to park diagonally or end on to the pavement. Get feedback from emergency services.
 - Box junction at McLennan/ Cathcart junction.
 - Clarify meaning of existing double-yellows on Clincart on extended pavement at Cathcart/ Clincart junction.
 - Changes to the traffic lights at Cathcart/ Prospecthill Roads junction for the purpose of reducing the traffic queue on Cathcart Road. Introduce right turn filter lights for both directions of travel on Cathcart Road.

Section 2: Letherby Drive

Problems: Pedestrian safety issues around the school. Difficult to cross road with complex junctions. Cars parking on extended pavements. New pedestrian crossing is hazardous because too close to Letherby Drive.

Causes: Historical road layout.

Constraints: Traffic safety. Maintain reasonable traffic flow.

Results for G42 9 and G44 4 only

		Postcode	Agree	Disagree	(blank)	Total
Close off Letherby Drive to extend the pedestrian only area in front of Mount Florida Primary School (blue)]	Business	G42 9	4	2		6
		Other		2		2
		(blank)	1			1
	Resident	G42 9	65	21	3	89
		G44 4	18	9		27
		Other	8			8
		(blank)	1			1
	(blank)	G44 4	1			1
		(blank)	1			1
	Total			99	34	3
Relocate taxi rank to closed Letherby Drive (orange)	Business	G42 9	4	2		6
		Other		2		2
		(blank)	1			1
	Resident	G42 9	66	20	3	89
		G44 4	18	9		27
		Other	8			4
		(blank)	1			1
	(blank)	G44 4	1			1
		(blank)	1			1
	Total			100	33	3

Most common comments:

Comment	Number of times recorded	Perspective from MoFloCoCo and Land & Environmental Services
Concerns that Cathcart/Carmunnock junction is dangerous for drivers and pedestrians with high speeds and poor visibility. Closing Letherby would force more traffic to this junction.	14	
Support for larger green space, community space	11	
Closing either Letherby or Carmunnock may reduce custom businesses, as appears to have been the case on Victoria Rd after it was closed at one end.	3	
Improves pedestrian safety around school	3	
Concerns about knock-on impact to Mt Annan, Kinmount, Third Ave.	3	
Need more traffic calming, zebra crossing	5	
Need to fix 20 mph signs near school	1	MoFloCoCo and MFPPP have been chasing LES.

Requested next steps, agreed at MFCC meeting 28th April 2015:

- Investigate options better balancing the needs of the local community, businesses, through traffic.
 - a. Close Letherby Drive and put a roundabout/ traffic calming/ sharp turn/ traffic lights at Cathcart/ Carmunnock junction, and/or a 20mph zone through Mount Florida. Or,
 - b. Close Cathcart/ Carmunnock, pedestrianize the end of Carmunnock with some parking spaces. Keep Letherby Drive open. Or,
 - c. Make no change to road layout.

Section 3: Cathcart Road

Problems: Insufficient parking for shoppers. Insufficient access for shop deliveries. Confusing signage.
Causes: Insufficient spaces. Sub-optimal allocation between loading and parking spaces.
Constraints: Need to balance needs of residents, shoppers, business deliveries, commuters, buses.
 LES believes there is a risk the bus company may abandon the service if it has difficulty maintaining a punctual service without complaints.

A servicing survey of businesses was carried out by Land & Environmental Services in December 2014, January 2015. 82 surveys were delivered by hand, 32 responded. The main findings were: not enough shopper parking, no loading allowed for deliveries by car, too many loading bays.

All postcodes		Postcode	Agree	Disagree	(blank)	Total
Removal of 'Goods only vehicles' signs to allow all types of vehicles to load.	Business	G42 9	6			6
		Other	1	1		3
		(blank)	1			1
	Resident	G42 9	76	7	6	89
		G44 4	22	2	3	27
		(blank)	1			1
		Other	6	2	0	8
	(blank)	G44 4	1			1
		(blank)	1			1
	Total			115	12	9
Removal of peak time 'no waiting' restriction and extension of the bus stops into the road (blue hashed areas).	Business	G42 9	6			6
		Other	2	1		3
		(blank)	1			
	Resident	G42 9	63	20	6	89
		G44 4	18	5	4	27
		Other	5	3		4
		(blank)	1			1
	(blank)	G44 4	1			1
		(blank)	1			1
	Total			97	29	10
Reduction of loading bays at Tesco (purple box).	Business	G42 9	4	2		6
		(blank)		1		1
		Other	2			2
	Resident	G42 9	71	13	5	89
		G44 4	20	5	2	27
		Other	8			8
		(blank)	1			1
	(blank)	G44 4	1			1
		(blank)	1			1
	Total			108	21	7

Section 3: Cathcart Road (continued)

		Agree	Disagree	(blank)	Total
Introduction of Pay and Display to improve parking availability for shoppers. (green boxes) All postcodes.	Total	264	392	24	680
		39%	58%	4%	100%
On Cathcart Road by the shops	Business	4	5		9
	Resident	52	70	3	125
	(blank)	1	1		2
	Total	57	76	3	136
On Cathcart Road by Church of Pentecost (between Saporì and Lassani)	Business	4	5		9
	Resident	49	73	3	125
	(blank)	1	1		2
	Total	54	79	3	136
Carmunnock Road by the shops	Business	4	4	1	9
	Resident	51	69	5	125
	(blank)		2		2
	Total	55	75	6	136
Letherby Drive by Lesser Hampden	Business	4	4	1	9
	Resident	46	74	5	125
	(blank)		2		2
	Total	50	80	6	136
Cathcart Road outside The Clockwork Bar	Business	4	4	1	9
	Resident	44	76	5	125
	(blank)		2		2
	Total	48	82	6	136

Most common comments:

Comment	Number of times recorded	Perspective from MoFloCoCo and Land & Environmental Services
Opposition to Pay & Display as it would deter shoppers and push them to residential streets	21	
Any Pay & Display scheme would have to come with a residents parking scheme.	10	A business owner advised this was tried in the past and it failed as there are insufficient spaces so a permit does not actually give you a space. Expensive to administrate – where would the funding come from?
Any P&D scheme should have an initial free period.	3	LES says this is practically impossible to enforce.
Request for bicycle lanes, bicycle parking.	2	

Requested next steps, agreed at MFCC meeting 28th April 2015:

- Implement:
 - Removal of 'Goods only vehicles' signs to allow all types of vehicles to load.
 - Reduction of loading bay at Tesco to minimum 13m (length specified by Tesco manager).
- Do not implement:
 - Removal of peak time 'no waiting' restriction.
 - Pay and Display
- For further investigation
 - Extension of the bus stops into the road to create more parking spaces.
 - Devise some improved means of deterring all day parking by non-residents, including 'park and ride' commuters. For example, restoring the old peak time restriction (8 – 9.15 and 4.15 – 6).
 - Reduce length of double-yellow lines on Somerville Drive at Cathcart Road.