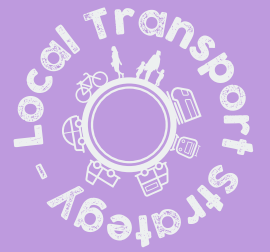


East Dunbartonshire Council

# A Draft Parking Management Plan for East Dunbartonshire



sustainable thriving achieving  
**East Dunbartonshire Council**  
[www.eastdunbarton.gov.uk](http://www.eastdunbarton.gov.uk)

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# 1. Introduction

## Purpose

This Draft Parking Management Plan for East Dunbartonshire has been produced following an extensive process to develop the Local Transport Strategy 2020-2025. The requirement for this Draft Parking Management Plan was identified through this process and therefore allows this plan to deliver on the Local Transport Strategy by drawing on the evidence and detailing the Council's approach to managing the issues which have been identified. The Transport Planning Objectives and Action 26 related to parking are summarised on Page 5.

The content of this Draft Parking Management Plan includes a review of Roles and Responsibilities related to parking management and enforcement, a review of existing evidence and policy and finally the Council's Parking Policies and supporting actions which will assist in delivering the policies. The structure and process of the plan is illustrated through the diagram on Page 6.

The purpose of this Draft Parking Management Plan is to:

- Assess current evidence, legislation and policy specifically related to parking. This evidence includes consultation responses received from stakeholders and local residents
- Outline the roles and responsibilities of the Council, Police Scotland and all vehicle drivers in contributing to a safe, local road network
- Set out a coordinated, operational plan for the Council to work towards in order to implement objectives of the LTS through parking management




## COVID-19

The foundations of the plan including consultation responses, evidence base, local policy and parking policies were based on information included within the Local Transport Strategy 2020-2025 which was approved prior to the COVID-19 pandemic. The pandemic significantly changed travel behaviours during lockdown and in the phases that followed. Travel demand was significantly reduced with many more people in East Dunbartonshire working from home and staying local for services and leisure. While this demand has increased since the most restrictive measures were in place during lockdown, there is still some significant impacts which officers have considered through final drafting of the plan.

It is currently considered that parking evidence and policies regarding schools, town centres and the overarching management of parking in East Dunbartonshire included within the Draft Plan remain valid despite the pandemic. It is anticipated that parking issues could actually be more pronounced in these three policy areas given a significant drop in public transport use and an increase in car use for everyday journeys. Conversely, given a reduced demand for rail travel in particular, it is worth noting that the issues which have previously been recorded in and around rail stations are not currently being observed with station car parks currently operating below capacity. However, the uncertainty surrounding the pandemic and potential future travel behaviours means it is currently unknown when/if these parking issues will return. For example, a greater reliance on working from home could reduce demand for parking at stations in peak hours for city working commuters.

The Council is working with partners and local residents to further understand potential effects of the pandemic on future travel behaviours and the potential knock on effects to the Parking Management Plan. This Draft Plan therefore includes the rail station evidence and policy section to allow the Council to gather even more information on future travel behaviours as well as gather thoughts on the policies and supporting actions included within. Combined, all of this information can then help the Council assess the situation regarding rail travel and station parking prior to finalising the Parking Management Plan.



# Have your say

**A two month period of consultation is being held on this Draft Plan between 5 October and 30 November 2021. The Council wants to hear your views on proposed policies and supporting actions for schools as well as views on travel behaviours related to rail travel and parking in and around station car parks. Visit our website for more information on online information events and to fill in a short survey: [www.eastdunbarton.gov.uk/draft-parking-management-plan-consultation](http://www.eastdunbarton.gov.uk/draft-parking-management-plan-consultation)**



# Local Transport Strategy 2020-2025



The Local Transport Strategy 2020-2025 sets out the Council's policy on transport, presents Transport Planning Objectives and coordinates future priorities through a series of actions and interventions to enhance transport and travel in East Dunbartonshire.

An analysis of the current transport network, transport statistics, relevant policy and consultation with local stakeholders allowed problems and opportunities to be identified. The analysis of problems and opportunities formed the evidence base from which six Transport Planning Objectives were derived. The objectives set a direction for the Strategy to work towards.

## Transport Planning Objectives



Increase modal shift towards more sustainable modes of travel for both travel to work/study and leisure trips



Reduce inequality by providing high quality access for all



Reduce emissions through reduced vehicle mileage in East Dunbartonshire



Facilitate sustainable economic growth by improving connections across our boundaries and between our communities



Improve health by increasing walking and cycling rates



Improve safety on all modes of transport

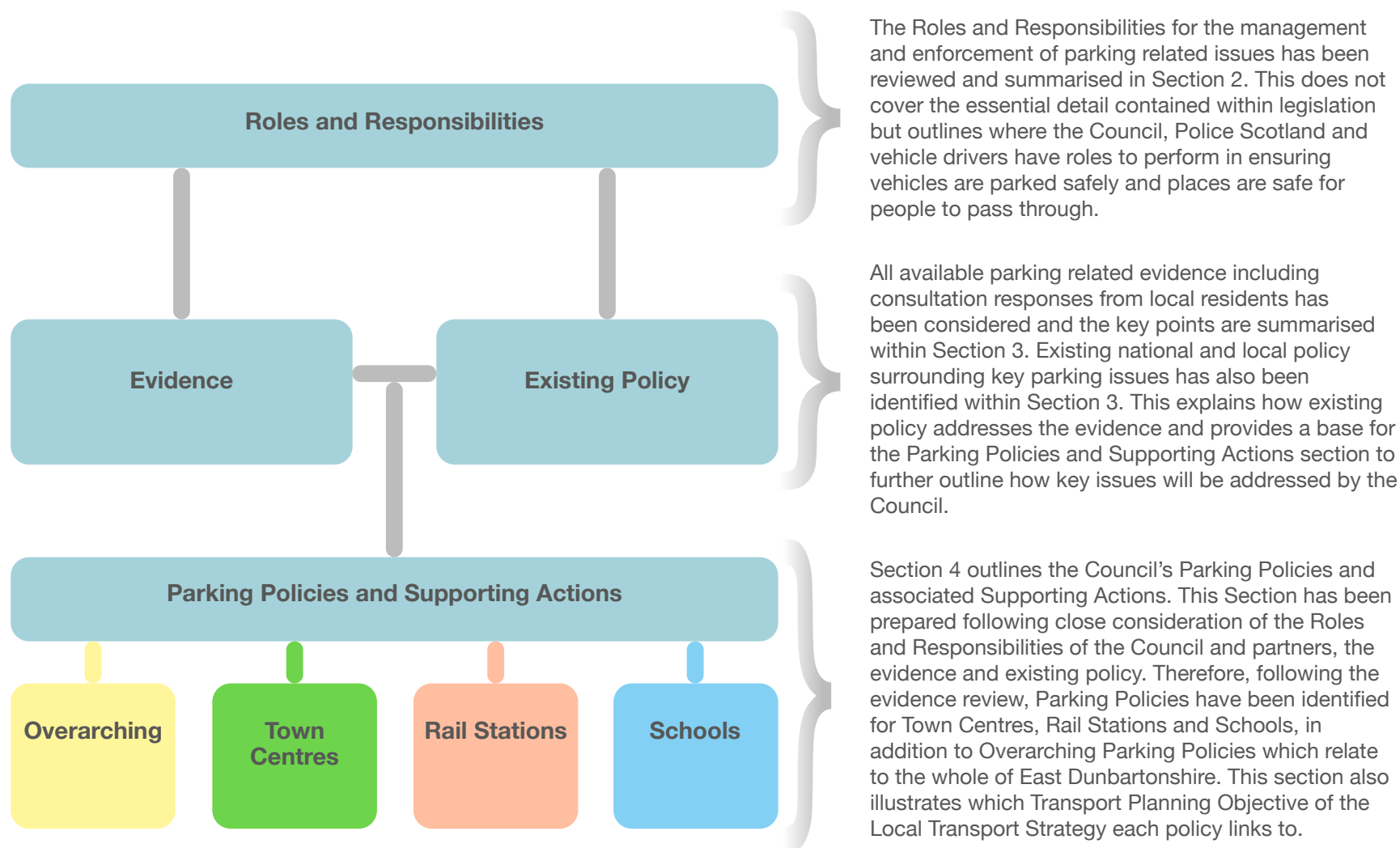
## Action 26

### Produce a parking strategy for East Dunbartonshire

This Action was developed following consistent comments regarding parking problems being received through several periods of consultation. It was identified that there were specific concerns regarding parking in narrow residential streets, town centres, rail stations and areas around schools.

This Management Plan therefore delivers on this commitment to have a detailed review of the available evidence, policy and issues surrounding parking across East Dunbartonshire and allows the Council to outline its approach for managing parking across the authority area.

## Structure of the Parking Management Plan



## 2. Parking Legislation and Roles and Responsibilities





## Parking Legislation

### Roads (Scotland) Act 1984

- Makes it an offence to park a vehicle wholly or partly on a cycle track.
- 

### Road Traffic Regulation Act 1984

- Provides powers for local authorities to make Traffic Regulation Orders.
  - Provides powers for local authorities to provide and manage parking places including charging for off-street parking places.
- 

### The Road Vehicles (Construction and Use) Regulations 1986

- Makes it an offence to park a vehicle to cause unnecessary obstruction of the road.
- 

### Road Traffic Act 1988

- Makes it an offence to permit a vehicle or trailer to be parked which can cause danger of injury to other persons using the road.

### Roads Traffic Act 1991

- Provides local authorities outside of London with the power to designate areas as permitted parking areas and special parking areas.
  - This allows the contravention of certain orders relating to parking offences in these areas to cease being criminal offences and therefore Decriminalised Parking Enforcement can be carried out.
- 

### The Road Traffic (Permitted Parking Area and Special Parking Area) (East Dunbartonshire Council) Designation Order 2013

- This Order uses powers within the 1991 Act to designate the East Dunbartonshire local authority area as a permitted parking area and special parking area.
  - This Order therefore modifies sections of the 1988 Act and 1991 Act to allow Decriminalised Parking Enforcement to be carried out in East Dunbartonshire.
- 

### Individual Traffic Regulation Orders in East Dunbartonshire

- Sets specific enforceable parking restrictions in certain locations through East Dunbartonshire. These TROs are enforced through Decriminalised Parking Enforcement.

# Transport (Scotland) Act 2019

The Transport (Scotland) Bill was passed by the Scottish Parliament in October 2019. Following its subsequent Royal Assent and enactment, the Bill is now known as the Transport (Scotland) Act 2019 (the Act).

The Act includes new legislation on a variety of transport issues including parking. Parts 6, 7 and 8 relate specifically to parking. Part 6 of the Act legislates for new parking prohibitions and confers powers on local authorities to manage and enforce these new prohibitions. Part 7 delivers new optional powers for local authorities to introduce a Workplace Parking Licensing Scheme in its area and Part 8 delivers powers for the recovery of unpaid parking charges where previously there was no legislation to do so. The provisions within these Parts will not come into force until such day as the Scottish Ministers may by regulations appoint.

A summary of the relevant Parts is provided below outlining what this Management Plan must take into consideration.

## Part 6 – Parking Prohibitions

The prohibitions include national bans on:

- Parking on pavements (footways and footpaths)
- Double parking (parking more than 50cm from the edge of the kerb)
- Parking at dropped kerbs (this does not include places where the kerb has been dropped or carriageway raised for the purpose of accessing a driveway or garage)

There a number of exceptions to the parking prohibitions which are set out in detail in Part 6 of the Act. The Act also provides local authorities with the power to create exemption orders which will allow the local authority to exempt specific footways from the pavement parking ban if they meet specific criteria which will be set by Scottish Ministers.

The finer details of the new legislative provisions will be set out in secondary legislation and guidance from Scottish Ministers. This Management Plan therefore recognises the new responsibilities the Council will have following the regulations being set by Scottish Ministers.

## Part 7 – Workplace Parking

In addition to the statutory provisions included in the Act, it also included an additional optional power for local authorities to introduce a Workplace Parking Licensing Scheme. This allows local authorities the option to require employers in the area to require a licence in order to provide parking spaces for employees. This would therefore require an employer to pay a fee for the licence for each employee parking space provided. All generated income must be used to improve public transport and active travel links in the area in line with the local authority's Local Transport Strategy.



## Roles and Responsibilities

The three main groups responsible for ensuring vehicles are parked safely and congestion is relieved or prevented on public roads are the Council, Police Scotland and vehicle drivers. Employers also have a role in supplying their workforce with access facilities, including parking provision.



Police Scotland are responsible for the enforcement of parking offences where obstructive and dangerous parking is observed.

Offences of this nature include a person parking a vehicle or trailer which causes an obstruction on the road and in such circumstances as to involve danger of injury to other road users.

The definition of road in these instances includes the footways and associated verges.



East Dunbartonshire Council is the local authority and the roads authority. As roads authority, the Council has a duty to provide a safe local road network. This includes providing parking places for purpose of relieving or preventing congestion of traffic.

The Council can use a Traffic Regulation Order to create parking restrictions on specific roads.

In 2014, the Council obtained Decriminalised Parking Enforcement powers which allows the Council to administer its own parking penalties where parking restrictions have been put in place via a Traffic Regulation Order. Further information on Decriminalised Parking Enforcement powers and Traffic Regulation Orders are detailed below.



### Drivers and employers

Responsibility lies with all vehicle drivers to park their vehicles safely, considerately and in compliance with the law.

Care should be taken by vehicle drivers to ensure they do not park in locations which could cause an obstruction on the carriageway or footway or could be inconsiderate or dangerous to other road users, including pedestrians and cyclists.

Responsible parking will reduce the requirement for extra parking management and enforcement and ensure roads are a safer place to navigate for all road users.

Employers in the area have a responsibility to provide any access facilities on their site for employees, including parking spaces.

New employment sites will be subject to parking standards as set out in Council planning guidance.



## Management

National legislation as detailed above sets out laws on parking including prohibiting parking which is dangerous and causes an obstruction to other road users. The Transport (Scotland) Act 2019, described above created new prohibitions on parking on pavements, double parking and parking at dropped kerbs.

In addition to national legislation, the Council can impose further parking restrictions through using a Traffic Regulation Order (TRO).

A TRO is a legal tool which allows a local authority to restrict, regulate or prevent the use of a road. A TRO may be made where it appears necessary for a number of reasons including:

- Avoiding danger to persons or traffic using the road
- Facilitating passage of the road
- Preventing use of the road by vehicular traffic which is unsuitable for the road
- Preserving the character of the road where it is specially suitable for use by persons on horseback or on foot

TROs can be used to impose parking restrictions, including: no waiting, no loading, restricted parking zones and keep clear areas. The Council may also provide Residents' Parking Permits where specific difficulties for residents are identified as a result of DPE and off-street parking charges being introduced. More information is included in Appendix A.

The Council can also create parking places to relieve or prevent congestion of traffic. This includes provision of on-street parking and off-street car parks. The Council can also vary the parking charges at on-street and off-street parking places through a TRO.

## Enforcement

In 2014, the Council obtained Decriminalised Parking Enforcement (DPE) powers. DPE is a regime which enables a local authority to administer its own parking penalties, including the issuing of Penalty Charge Notices to vehicles. In areas with DPE, stationary traffic offences cease to be criminal offences enforced by the police and instead become civil penalties enforced by the local authority. However, enforcement of certain parking offences such as obstructive or dangerous parking remains the responsibility of Police Scotland.

Local authorities retain the income from charges and penalty charges from on and off-street parking to finance the operation, enforcement and adjudication of the DPE regime. Any surpluses must be used firstly for the provision and maintenance of off-street parking facilities and secondly for general traffic management and public transport purposes in the local authority area.

Enforcement under this regime can be carried out by a Council warden where a TRO is in place, e.g. no waiting restrictions on-street and parking charges at off-street car parks.

The Council also has the responsibility – under the DPE regime – to enforce the parking prohibitions introduced through the Transport (Scotland) Act 2019 (once they come into force).

Incidences of obstructive or dangerous parking should continue to be reported to Police Scotland to ensure enforcement can be carried out.

### 3. Evidence and Policy



## Population



105,026 - Total Population

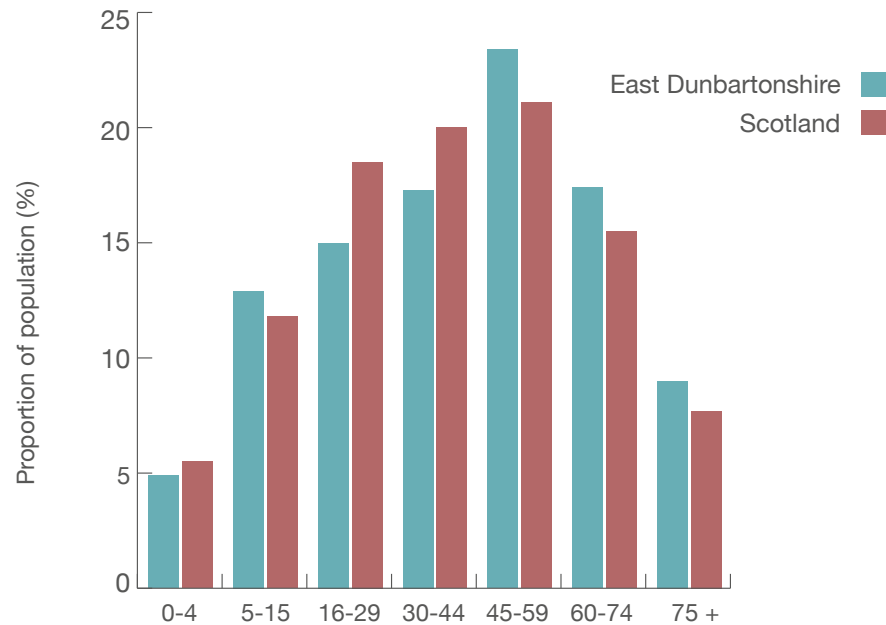


48%



52%

## Population by age



Following a period of decline, East Dunbartonshire's population is projected to increase

The highest population increase is expected to be seen in those aged **75** and over

*National Records of Scotland (2017)*

## Car ownership



**45,690**

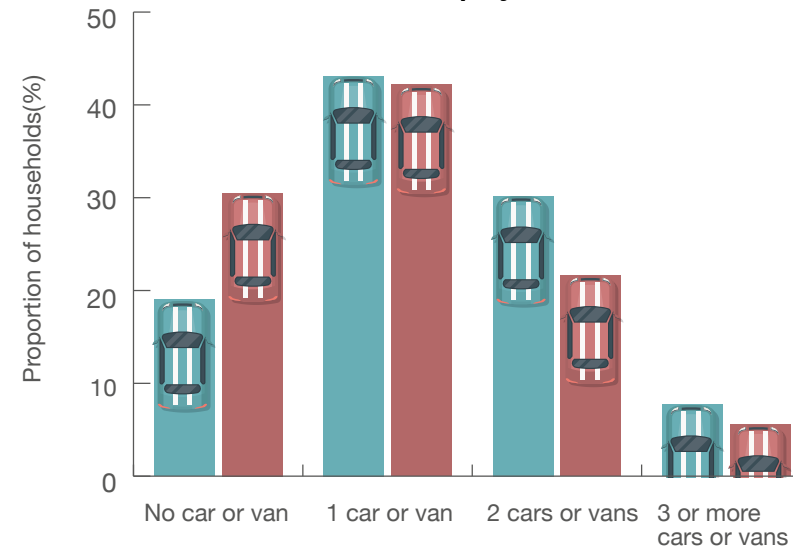
households in East Dunbartonshire

**57,521**

total number of cars licensed in East Dunbartonshire



## Car ownership by household



**630**

Number of private cars available per 1000 population aged 17+ (legal driving age)

**13,545**

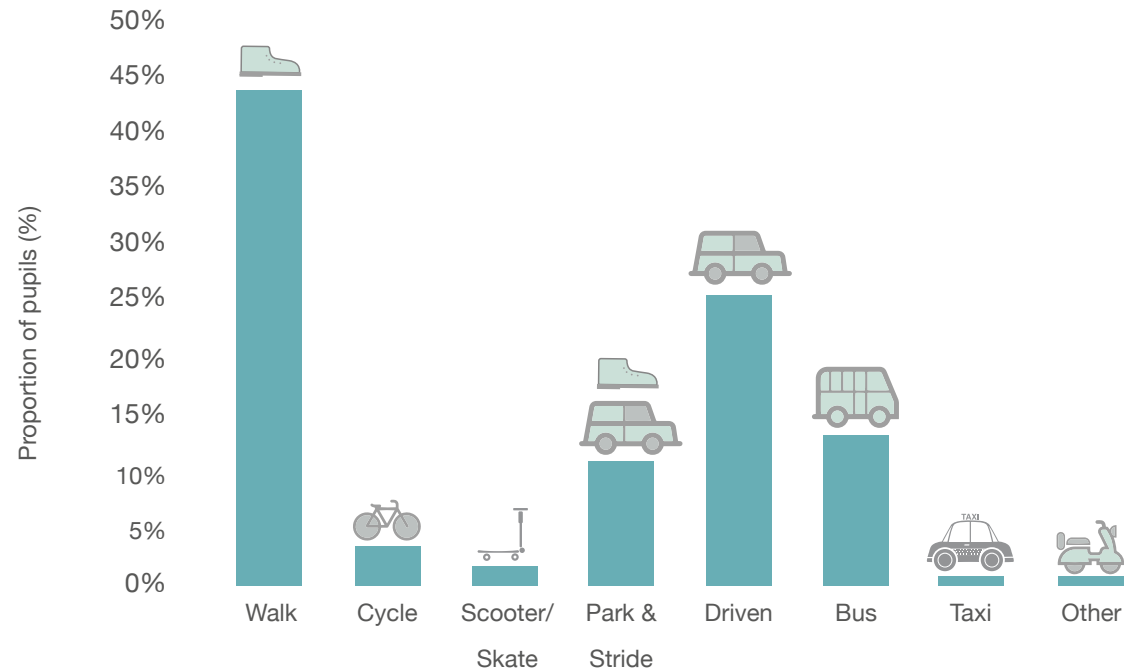
People commute to a workplace within East Dunbartonshire by driving a car

*National Census (2011) and Scottish Transport Statistics (2019)*



## Hands Up Scotland Survey

Method of travel to school in East Dunbartonshire 2019 (Sample size = 11,811)



### East Dunbartonshire Travel Survey 2020

The East Dunbartonshire Travel Survey was conducted in February 2020. Over 1200 responses were received. 51% of respondents who said they made journeys to school said walking was perceived as an option for them, however, only 33% of the same respondents said this was the mode of travel they used.

Similarly, 7% of respondents said travel by bicycle was an option for them travelling to school but only 2% used this mode.

## General information

**39** Town and village centre car parks

**5** Rail stations with associated parking facilities: Bearsden, Hillfoot, Lenzie, Milngavie and Westerton

**5,413** Blue badges on issue in East Dunbartonshire

**15** Electric vehicle public charging locations

**1 hour 45 mins** The average time of an electric vehicle charging session, with 10 kWh on average used to charge the vehicles

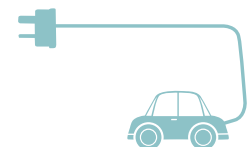
**2** Air Quality Management Areas in East Dunbartonshire

- A809 Corridor in Bearsden
- A803 Corridor in Bishopbriggs

**32** Primary Schools

**8** Secondary Schools

**2** Additional Support Needs Schools



## Parking Management and Enforcement

In order to relieve or prevent congestion of traffic, the Council has a number of off-street parking places, commonly known as car parks. The Council operates a car park charging scheme in East Dunbartonshire. There has been two key phases to the development of this charging scheme which has shaped how it currently operates:

### Phase 1 charging

Responses to the consultation held on the East Dunbartonshire Economic Development Strategy in 2016 indicated that a lack of parking in town centres was an issue for town centre users and local business owners. To increase turnover of the car parks and increase footfall in town centres, the Council introduced a car park charging scheme to seven town centre car parks in July 2016.

The car park charging scheme was enforced by the Council through its Decriminalised Parking Enforcement (DPE). Therefore, the income from the charging scheme was used to fund the operation of DPE with any additional monies used firstly for the provision and maintenance of off-street parking facilities and secondly for general traffic management and public transport purposes in the local authority area. As shown on the graphs below, the Council's DPE expenditure was greater than the income in 2016/17 and 2017/18 and therefore small losses were recorded.



### Phase 2 charging

To further increase turnover in the seven town centre car parks and to improve the annual balance of the Council's DPE, the car park charging scheme was amended in June 2018. Two further car parks have since been added to the scheme.



### Pre-charging

Prior to July 2016 it was free to park in any public car park in East Dunbartonshire.

### Phase 1 charging – July 2016

The charging scheme operated 9am-5.30pm Monday to Friday with the following charges incurred for the user:

- 0-2 hours = Free
- 2-3 hours = £1
- 3-4 hours = £2
- Over 4 hours = £5.

### Phase 2 charging – June 2018

The charging scheme currently operates 9am- 5.30pm Monday to Saturday with the following charges incurred for the user:

- 0-2 hours = £1
- 2-3 hours = £2
- 3-4 hours = £3
- Over 4 hours = £5

### Operation and finance of the car park charging scheme

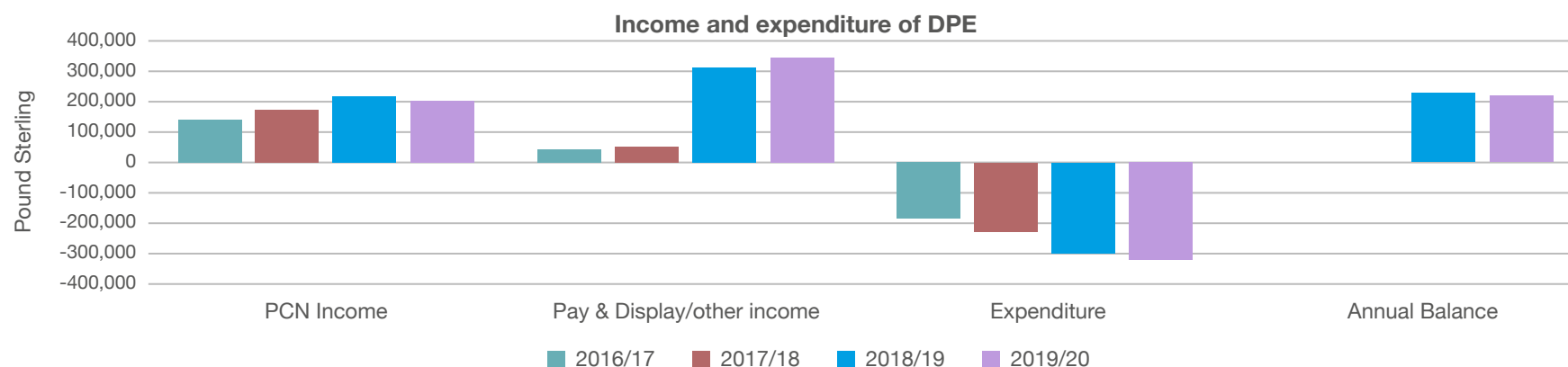
Nine town centre car parks are currently included in the car park charging scheme. These car parks, listed within this table, and other available parking in town centres can be viewed on maps included within Appendix B.

The Council monitors the use and income received through operation of Pay & Display in these car parks. The Council is required to record and report on the level of income generated and expenditure spent through operation of Decriminalised Parking Enforcement.

**Income from DPE:** Operation of Pay & Display and money received from Penalty Charge Notices (PCNs).

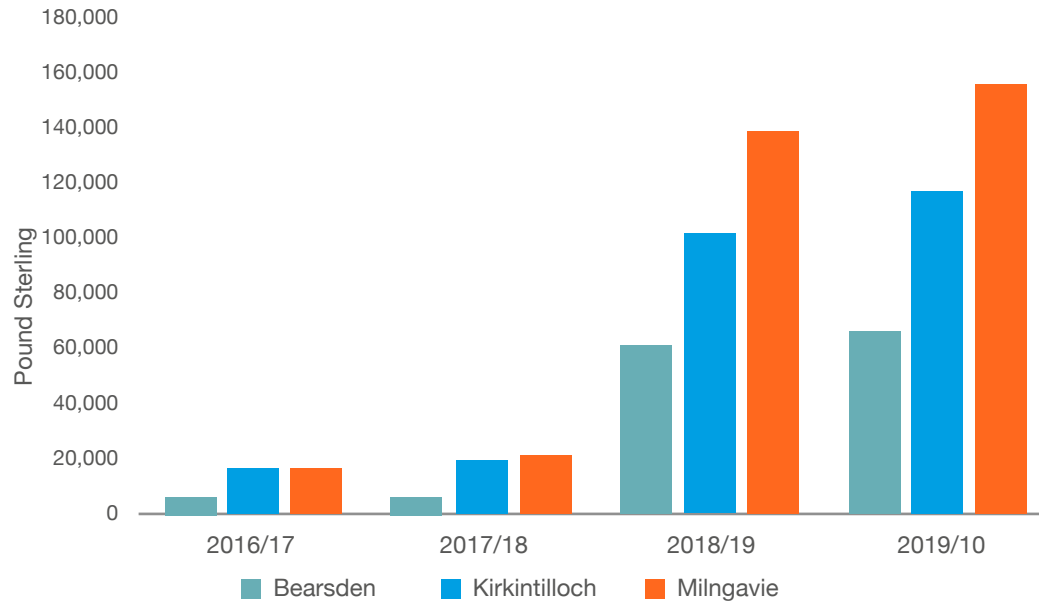
**Expenditure for DPE:** Operational costs including staffing and infrastructure maintenance.

Town	Pay & Display Car Parks (Spaces)	Free Council Car Parks (Spaces)
Bearsden	Bearsden Hub (25) Roman Road (67) <b>Total (92)</b>	Glebe (83)
Bishopbriggs	Kenmure Drive (61)	Bishopbriggs Hub & Library (13)
Kirkintilloch	Barleybank (86) William Patrick Library (91) <b>Total (177)</b>	Catherine Street (23) High Street (34) Peel Park (11) Rochdale Place (29) Shamrock Street (19) <b>Total (116)</b>
Milngavie	Douglas Street (58) Mugdock Road (70) Stewart Street (North) (21) Woodburn Way (52) <b>Total (201)</b>	Stewart Street (South) (19) Riverside (15) Ellangowan (18) Mugdock Road (East) (17) Milngavie Station (135) Kersland (27) Town Hall (18) <b>Total (249)</b>



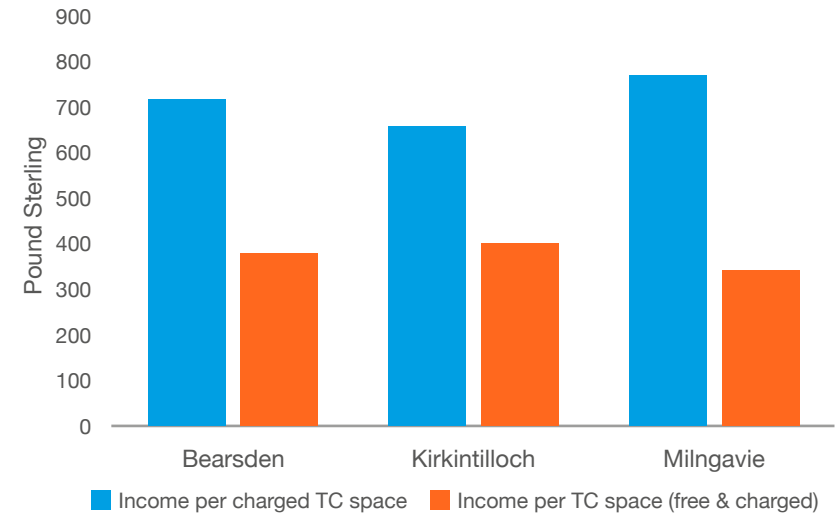


**Annual income by town centre**



The figures above show that for years 2016/17 and 2017/18 the Council's DPE was spending more than the generated income and was therefore making a small loss. However, in 2018/19 and 2019/20 there was a positive annual balance following the change to Phase 2 of the car park charging scheme and an increase in the number of PCNs issued by the Council. As stated in legislation, any financial surpluses must be used firstly for the provision and maintenance of off-street parking facilities and secondly for general traffic management and public transport purposes in the local authority area. The Council has therefore been able to use surpluses to provide an increased budget for sustained and increasing investment in roads network maintenance.

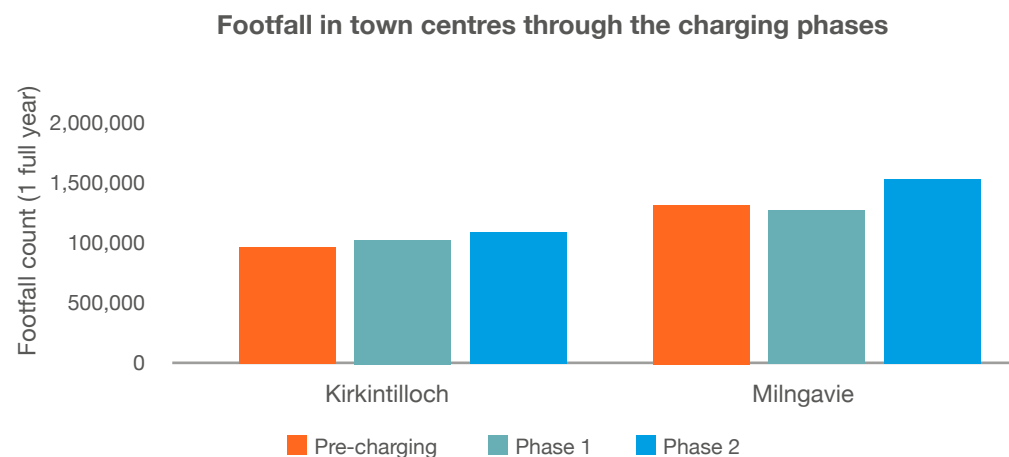
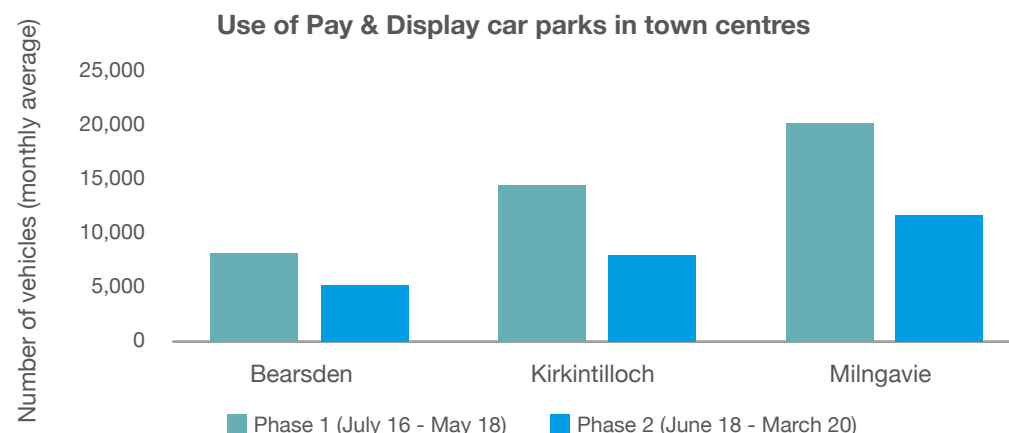
**2019/20 income per number of town centre spaces**



The figures also illustrate the income received by town centre and per space within each town centre. Milngavie provides the highest level of income from Pay & Display operation, however Milngavie also has the highest number of car park spaces (charged and free). Therefore, dividing the town centre annual income by the number of spaces available shows that proportionally, each space in Milngavie provides slightly lower income than total spaces in Bearsden and Kirkintilloch.

## Effect of Pay & Display on town centre footfall

Consultation responses in recent years has raised concerns that removal of free parking in the Pay & Display car parks has reduced town centre footfall and harmed local businesses. Analysis was carried out to determine what effect the car park charging scheme has had on local town centre footfall and the results are shown below.



A reduction in use of the Pay & Display car parks in Bearsden, Kirkintilloch and Milngavie following the implementation of Phase 2 has been recorded. The use of car parks in an average month in Phase 2 compared to an average month in Phase 1 for each town centre is as follows:

Bearsden – Down 34%


Kirkintilloch – Down 43%

Milngavie – Down 42%

The next step is to determine if this reduction in recorded car park use had an effect on footfall in the town centres. The Council has automatic footfall counters in each town centre. However, an issue was observed in the counter located in Bearsden from July 2018 onwards therefore this analysis focuses on Kirkintilloch and Milngavie town centres.


This graph shows recorded footfall using one full year of data at different stages of the charging phase. It can be observed that other than a small 3% reduction in Milngavie following the implementation of Phase 1, footfall has remained steady and increased in both town centres following the implementation of Phase 2. This analysis does not suggest that Phase 2 was the reason for this increase in footfall but illustrates that footfall has sustained.

Correlation analysis was undertaken using monthly figures of car park use and footfall in both town centres. There was no statistically significant correlation between the use of the Pay & Display car parks and town centre footfall in either Kirkintilloch or Milngavie.




Inconsiderate and illegal parking around schools is causing safety concerns for parents and children

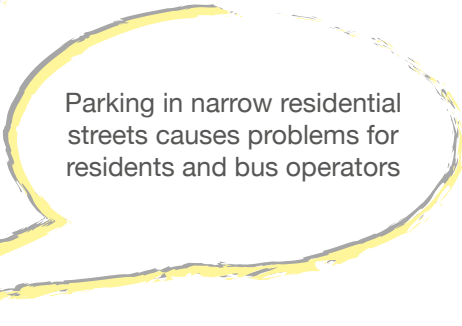
#### Schools



Explore and pilot traffic free schools



Pavement parking is an issue, especially around schools and in residential areas



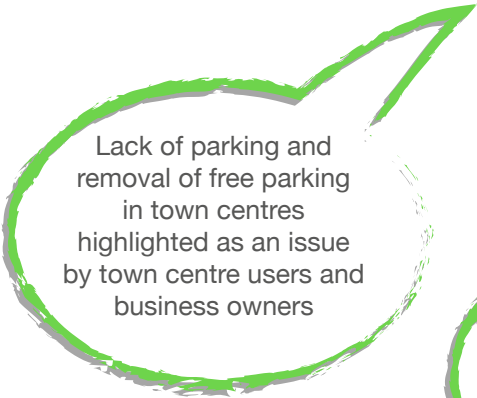
Parking in narrow residential streets causes problems for residents and bus operators

#### Overall and Residential areas


#### Consultation responses

These points are the main parking outcomes from a range of previous consultations held by the Council including: Economic Development Strategy (2016), Transport Options Report (2018) and Draft Local Transport Strategy (2019)

#### Town Centres

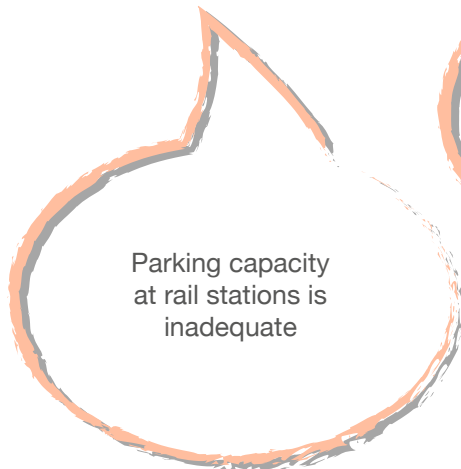


Lack of parking and removal of free parking in town centres highlighted as an issue by town centre users and business owners




Selfish and inappropriate parking is a major issue

#### Rail Stations



Parking capacity at rail stations is inadequate



Commuter parking on nearby streets to rail stations is a problem for local residents

### Schools

- 37% of school pupils driven to school with 25% dropped off close to the school entrance.
- Walking and cycling is an option for some pupils and parents who are currently taking the car.
- Inconsiderate and illegal parking around schools is causing safety concerns for parents and children.

### Residential and overall in East Dunbartonshire

- Ageing and growing population.
- High levels of car ownership.
- Growing number of Ultra Low Emission Vehicles.
- Concerns around pavement and inconsiderate parking.
- High level of cars being used for travelling to workplaces in East Dunbartonshire.
- DPE is becoming more self-sufficient.

What is the evidence showing?

### Town Centres

- There are Air Quality Management Areas in Bishopbriggs and Bearsden town centres.
- Footfall has sustained in town centres following the implementation of parking charges.
- Morning is the busiest time for tickets being purchased in the majority of Pay & Display car parks.
- Concerns around pavement and inconsiderate parking.

### Rail Stations

- Station car parks operating at or above capacity from early morning peak.
- Commuter parking on nearby streets is a problem for local residents.



### Schools

Local Outcome 3 of the East Dunbartonshire Local Outcomes Improvement Plan (LOIP) is “Our children and young people are safe, healthy and ready to learn”.

A key way of staying healthy is to stay active by walking and cycling to school. The Active Travel Strategy contains a number of actions indented to support pupils and parents walk and cycle more to school through infrastructure actions and behaviour change programmes. This can reduce the volume of cars parked in close proximity to school gates.

### Town Centres

Local Outcome 1 of the LOIP is for East Dunbartonshire to have busy town and village centres.

East Dunbartonshire’s Economic Development Strategy 2017- 2020 highlights town and village centres as priority areas for economic development and includes three objectives for achieving this, including:

*“Creating places that are active, accessible and attractive by ensuring towns are physically appealing, pedestrian friendly, well-connected to local assets and have good quality spaces and infrastructure.”*

### Residential and overall in East Dunbartonshire

Local Outcome 4 of the LOIP focuses on East Dunbartonshire being a safe place in which to live, work and visit. This includes ensuring people can live and access places and services safely through managing a safe, local road network, including parking across the authority area.

A number of actions are already in place within the Local Transport Strategy (LTS) intended to provide a more attractive alternative to travel by private car. This can reduce parking issues by minimising the volume of cars accessing key locations.

### Rail Stations

The Transport Planning Objectives of the LTS centre on generating a shift to sustainable modes of travel including public transport and active travel. Increasing access to rail is therefore a key component of achieving this objective.

The LTS includes an action to investigate ways of increasing parking provision at the four stations in the Bearsden and Milngavie area to deal with capacity issues. The LTS also includes a commitment for a new Active Travel Strategy that will include a focus on delivering safe, high quality active travel links to rail stations which will encourage people to travel to stations without driving.

## Existing Policy

## 4. Parking Policies and Supporting Actions



# Overarching Parking Policies for East Dunbartonshire

## Parking Management and Enforcement

### Policy

#### 1. Operate a Parking Management Hierarchy.

The Parking Management Hierarchy will form the basis for decision making. The Hierarchy is shown in full on Page 25.

*Policy link to the Local Transport Strategy Transport Planning Objectives*



### Delivering this policy

The monitoring stage will involve gathering evidence to inform decision making.

This evidence gathering will include:

- Site visits – these visits will determine road widths, footway widths and current parking issues over several visits at different times of the day
- Consultation analysis – the Council will include comments from residents, road users and responses to the Local Transport Strategy consultation to help inform the decision making process
- Incident analysis – the Council will also include information from recorded road traffic incidents as part of this process

Delivery of a Traffic Regulation Order for the appropriate restriction will include the following key steps:

- Drafting of the Order alongside supporting documentation
- Issuing the Order to statutory consultees and make it available for public inspection as indicated in the Public Notice
- If there are no objections, a Report will be placed before the Council's Place, Neighbourhood and Corporate Assets Committee recommending the "making" of the Order
- If there are objections, the Council will write to the objectors with a response to their comments
- If the objections are still maintained, a Traffic Management Appeals Board is convened and those who maintained their objections are invited to attend
- A Report is then placed before the Council's Place, Neighbourhood and Corporate Assets Committee with Traffic Management Appeals Board recommendations for the "making" of the Order
- The Council will then promote the made Order with an effective date

## Policy

### 2. Carry out enforcement on restrictions that have been made through the Parking Management Hierarchy.

The Council will enforce parking restrictions through its Decriminalised Parking Enforcement.

*Policy link to the Local Transport Strategy Transport Planning Objectives*



## Delivering this policy

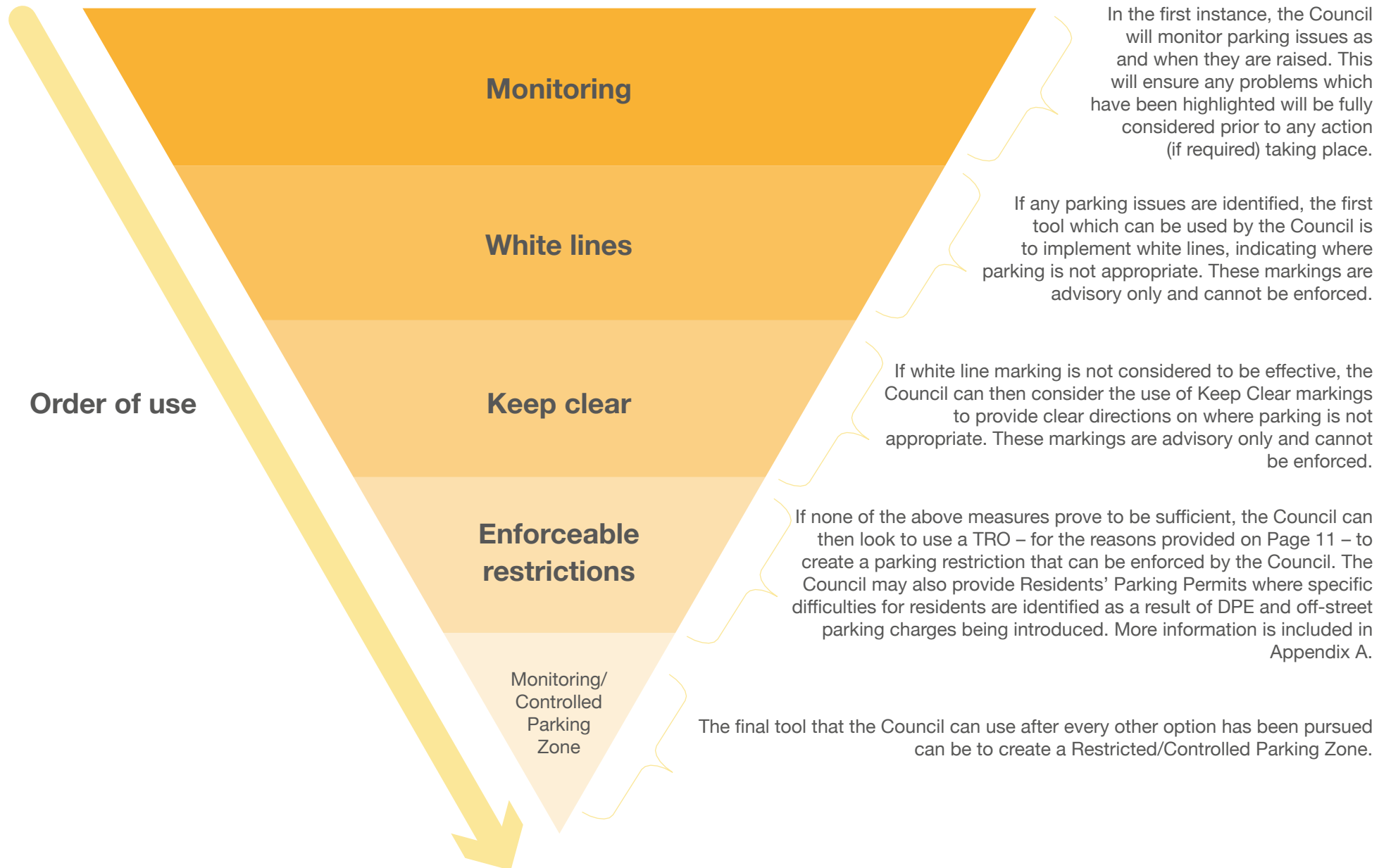
- This will be promoted to statutory consultees and made available for public inspection as indicated in the Public Notice
- There is then a period of six weeks from the making of the Order during which anyone may go to the Court of Session questioning the validity of the Order
- Finally, following the period of six weeks, the Council will then carry out appropriate signing and lining as set out within the Order

Enforce through community wardens:

- Community Wardens patrol on a daily basis across East Dunbartonshire – particularly in and around town centres and off-street charging car parks. The Council has recently recruited four additional dedicated Parking Wardens to assist in these efforts
- Where complaints are received in residential areas including on-street disabled bays and in and around the school estate ad-hoc patrols will be carried out
- Enforcement action will be taken by officers in the Community Safety Team where offences are witnessed and there is valid Traffic Regulation Order and appropriate lining and signing. The enforcement action will include where vehicles are observed parking illegally on yellow lines, parking within off-street charging car parks without following the rules of said car parks, parking illegally within enforceable disabled bays and parking illegally outside the School Estate



## Parking Management Hierarchy



## Policy

**3. Carry out the implementation and enforcement of the parking prohibitions as part of the Council's duties as set out in Part 6 of the Transport (Scotland) Act 2019.**

*Policy link to the Local Transport Strategy Transport Planning Objectives*



## Supporting Action

### Action

**3(a) – Work in partnership with neighbouring authorities in the Glasgow City Region to develop a regional approach to a Workplace Parking Licensing Scheme.**

As summarised within Section 2 - a Workplace Parking Licensing Scheme, included within the Transport (Scotland) Act 2019, provides local authorities with the option to require employers in the area to hold a licence in order to provide parking spaces for employees.

## Delivering this policy

Once the Scottish Ministers have set the secondary regulations, the Council will review these and any associated guidance to review what action will be required by the Council.

Should the Council consider it appropriate and the regulations allow it, the Council can create exemption orders for specific footways which will mean they are not included in the national pavement parking ban.

Once the new prohibitions come into force and the Council has undertaken its duties in regards to exemption orders, the Council will be responsible for enforcing the new prohibitions. This includes a ban on pavement parking, double parking and parking at dropped kerbs. This will be enforced through existing Decriminalised Parking Enforcement.

### Delivering this action

The Council does not have plans to operate such a scheme in East Dunbartonshire. However, should neighbouring authorities implement a Workplace Parking Licensing Scheme this will have implications for residents and commuters based in the Glasgow City Region. The Council will therefore work with any neighbouring authority to assess how such a scheme would contribute to improved opportunities for sustainable travel in and out of East Dunbartonshire, contributing to the Local Transport Strategy Transport Planning Objectives.

## Electric Vehicles

### Policy

#### 4. Support an enhanced electric vehicle public charging network.

The Council has been working with Transport Scotland to deliver public charge points on the ChargePlace Scotland network. Further information on the current network is included within Appendix A.

*Policy link to the Local Transport Strategy Transport Planning Objectives*



### Supporting Actions

#### Action

**4(a) – Increase the availability of electric vehicle charging infrastructure in line with Action 27 of the Local Transport Strategy 2020-2025.**

**4(b) – Deliver a Traffic Regulation Order to allow for enforcement to be carried out for misuse of electric vehicle charging spaces.**

### Delivering this policy

This policy will be delivered through the supporting actions. These actions are intended to increase the size, availability and effectiveness of the public charging network.

#### Delivering this action

The Council produced 'Electric Vehicles in East Dunbartonshire' in 2020 – a booklet which outlines plans for further charge point locations in East Dunbartonshire. Charge points will be installed in line with the delivery plan of Action 27 of the LTS.

This TRO will set out how electric vehicle charging spaces should/should not be used. Enforcement action may then be able to be taken for instances of improper use including the use of these spaces by non-charging vehicles – which blocks use of the charge point for prospective users.

## Policy

### 5. Require electric vehicle charging infrastructure to be delivered in new development.

*Policy link to the Local Transport Strategy Transport Planning Objectives*



## Delivering this policy

The Council is currently in the process of preparing its Local Development Plan 2. The Council published its Proposed LDP2 for consultation in October 2020. Policy 11 - Transport within the Proposed Plan includes a requirement for electric vehicle charging infrastructure to be delivered within new residential, employment, business and retail development sites. Work will continue in line with the Development Plan Scheme to deliver LDP2.



## Bicycle Parking

### Policy

#### **6. Support access by active travel by ensuring provision of sheltered cycle parking facilities at key locations throughout East Dunbartonshire.**

While it is recognised and understood that for some people and groups, car travel will be required in certain circumstances, there are many short journeys that could be made by walking and cycling or by public transport which would reduce parking pressures experienced at key locations in East Dunbartonshire.

A number of comments received during consultation on the Draft Local Transport Strategy requested the inclusion of cycle parking in this plan.

*Policy link to the Local Transport Strategy Transport Planning Objectives*



### Supporting Actions

#### Action

- 6(a) – Continue to increase the availability of secure cycle storage at rail stations and town centres.**
- 6(b) – Deliver increased numbers of secure cycle storage at important local facilities including: Council offices and buildings, libraries, community hubs, and community centres.**

### Delivering this policy

This policy will be delivered through the supporting actions. Cycle parking facilities are also required as part of new development.

#### Delivering this action

- This will be delivered in line with approach of Action 1.16 of the Active Travel Strategy.
- This will include assessing current availability and increasing facilities where required.

## Town Centre Parking Policies

### Off-street car parking

#### Policy

**7. Continue to operate the car park charging scheme to ensure adequate turnover is achieved in town centre car parks and encourage journeys to town centres to be made by sustainable travel.**

The consultation comments included within the evidence section showed that a lack of parking in town centres was an issue highlighted by town centre users and local business owners. The car park charging scheme was a tool used to enable a greater turnover within main town centre car parks.

Vehicle traffic is one of the main contributors of emissions and particulates which can cause poor air quality. Parking charges are therefore a tool available to encourage more people to replace shorter journeys to town centres by walking and cycling which will benefit their individual health and wellbeing as well as improving local air quality which affects all residents and visitors of the four town centres.

*Policy link to the Local Transport Strategy Transport Planning Objectives*



#### Delivering this policy

Continue to operate and enforce the car park charging scheme in the nine town centre car parks in line with current operations. This will include regular monitoring of car park use, income and town centre footfall.

Operation of the car park charging scheme has now been amended to allow cashless payment to be accepted. This is in response to user requests and the COVID-19 pandemic.

Blue Badge holders can park for free in all of East Dunbartonshire Council's car parks – even where charges are in place and regardless of whether it is in a disabled bay as long as a valid disabled badge is properly displayed. You do not have to obtain a pay & display ticket.

## Policy

### **8. Continue to review the scheme to determine the benefits of adding other car parks into Pay & Display operation.**

Benefits include increased turnover and space availability, improving the annual balance and operation of DPE as described in Section 3 and benefits for local air quality as outlined in Policy 7.

*Policy link to the Local Transport Strategy Transport Planning Objectives*



## Delivering this policy

Undertake regular monitoring and analysis of other town centre car parks to assess the issues facing them and consider if including them in the car park charging scheme will help address some of these issues and contribute to the overall aims and objectives of Decriminalised Parking Enforcement.

## Policy

### **9. Manage all Council car parks to ensure they are used appropriately and are operating effectively.**

Car parks which are not currently in the car park charging scheme can be managed by the Council to ensure they are properly used for the purpose they were intended, through the use of a separate Traffic Regulation Order. This includes managing the car parks to ensure they are not inappropriately being used for long-stay parking or for advertising purposes.

*Policy link to the Local Transport Strategy Transport Planning Objectives*



## Supporting Actions

### Action

**9(a) – Review the existing Traffic Regulation Order for car parks not currently covered by the car park charging scheme.**

**9(b) – Deliver an updated Traffic Regulation Order.**

## Delivering this policy

The terms of use of Council car parks are set out within an area wide Traffic Regulation Order and contravention of the provisions within the TRO can be enforced through the Council's Decriminalised Parking Enforcement. Both of these aspects of delivering this policy will be assisted by the supporting actions.

### Delivering this action

Since this Order was made, some car parks and their use have either changed or no longer exist. The Council will review this Order and assess what improvements could be made to assist delivering this policy and the enforcement of improper use.

The Council will use the outcomes of the review of the current Order and deliver an updated TRO in line with procedures outlined as part of Policy 1.

## Policy

### **10. Suspend parking charges for events and activities that are considered to have vital importance and worth to the local economy.**

Appropriate events/activities will be at the Council's discretion.

*Policy link to the Local Transport Strategy Transport Planning Objectives*



## Delivering this policy

The Council will continue to suspend the operation of parking charges for an event/activity that satisfies any of the following criteria:

- Provides significant local economic benefits
- Is sponsored by the Council
- Where there is reasonable cause to do so, e.g. Health and Social Care Partnership activities

Final discretion and decisions on appropriate events/activities will be made by the Council.



## Policy

**11. Keep town centres clear to create places that are attractive, safe and pedestrian friendly environments that are also accessible by people who cycle.**

Managing and enforcing incidences of inappropriate parking as and when they occur is an important aspect of creating places that are safer and cleaner for all and to encourage more people to travel to and through town centres by walking, cycling and wheeling which can in turn provide benefits for the local economy.

*Policy link to the Local Transport Strategy Transport Planning Objectives*



## Supporting Actions

### Action

**11(a) – Review all Traffic Regulation Orders currently in place on all streets in town centres to assess how they are functioning.**

**11(b) – Consolidate existing Traffic Regulation Orders and amend where necessary.**

**11(c) – Integrate this policy into the developing plans for Bishopbriggs town centre as part of the town centre components of the Bishopbriggs Place and Growth Programme City Deal project.**

## Delivering this policy

This will be delivered by managing and enforcing parking restrictions through Traffic Regulation Orders and Decriminalised Parking Enforcement to provide more space in town centres. The supporting actions will assist the delivery of this policy.

Sufficient levels of disabled parking spaces will continue to be provided to ensure the accessibility of town centres and key facilities to all groups is retained.

### Delivering this action

An assessment will be undertaken across the four town centres looking at where

parking restrictions are in place and how they relate to other restrictions across the town centre.

This exercise is intended to simplify the restrictions in place where necessary and make it easier for local users of the town centre to understand. Changes to Orders will follow the process outlined in Policy 1.

The £34.88m City Deal project's Strategic Business Case was approved by the City Deal Cabinet in February 2020, with work underway to develop the next stage of the business case. This policy will be integrated into the Bishopbriggs Town Centre regeneration component of the project. This project is included as Action 43 of the Local Transport Strategy 2020-2025.

## Policy

### **12. Introduce on-street parking charges where appropriate to ensure adequate turnover is achieved in town centres.**

The introduction of on-street parking charges where appropriate will assist in delivering the benefits for turnover, footfall, air quality and improving the operation of DPE as outlined in Policies 7 and 8.

*Policy link to the Local Transport Strategy Transport Planning Objectives*



## Delivering this policy

The Council will review streets in and around town centres to consider appropriate locations for introducing on-street parking charges with the objective of ensuring improved turnover of use of the spaces and increased town centre footfall.

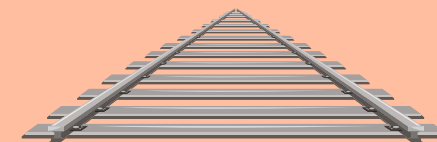
Following this review the Council will look to proceed with a Traffic Regulation Order to introduce on-street parking charges. The process for introducing a Traffic Regulation Order and subsequent enforcement of this Order is included within Policy 1.



This section should be read in the context of the COVID-19 pandemic including the effects on travel behaviours and the low demand for rail travel specifically. This context is provided in greater detail in the introduction to this plan.

## Rail Station Parking Policies

### Access



### Policy

#### 13. Support access to rail stations by active travel.

Enhancing access to rail stations by active travel can reduce the reliance on vehicle travel for shorter journeys, and ease parking pressures in and around rail stations. The Council has delivered improvements to Lenzie, Milngavie and Hillfoot stations and has additional committed actions within the Active Travel Strategy and Local Transport Strategy.

### Delivering this policy

This policy will be delivered through the supporting actions.

*Policy link to the Local Transport Strategy Transport Planning Objectives*



### Supporting Actions

#### Action

- 13(a) – Continue to increase the availability of secure cycle storage at rail stations.
- 13(b) – Deliver enhanced safe and accessible walking and cycling connections to rail stations and public transport links in line with the delivery plan associated with Action 7 of the Local Transport Strategy 2020-2025.
- 13(c) – Integrate this policy into the developing plans for Bishopbriggs town centre as part of the town centre components of the Bishopbriggs Place and Growth Programme City Deal project.
- 13(d) – Work with Scotland's Railway to assess any opportunities for improving access to stations.

#### Delivering this action

- This will be delivered in line with approach of Action 1.16 of the Active Travel Strategy.
- This action will be delivered through a new Active Travel Strategy. This will be produced in line with the delivery plan of corresponding Action 7 of the Local Transport Strategy 2020-2025.
- The £34.88m City Deal project's Strategic Business Case was approved by the City Deal Cabinet in February 2020, with work underway to develop the next stage of the business case. This policy will be integrated into the Bishopbriggs Town Centre regeneration and A803 sustainable transport corridor components of the project. This project is included as Action 43 of the Local Transport Strategy 2020-2025.
- Scotland's Railway is currently developing a Parking and Station Connectivity Strategy which includes assessing the six stations in East Dunbartonshire which the Council will feed in to.

## Policy

### **14. Manage parking issues on streets near rail stations in line with the Parking Management Hierarchy.**

The Council support more people to use rail travel as it is a more sustainable travel option. However, it is understood that the volume of vehicles parking around rail stations can cause concern and access issues for local residents and business owners.

*Policy link to the Local Transport Strategy Transport Planning Objectives*



## Delivering this policy

The Council will follow the processes set out in Policies 1 and 2 when considering specific parking issues in neighbouring streets to rail stations.

## Parking capacity

### Policy

**15. Maximise use of existing car parks and investigate opportunities for increasing capacity where appropriate.**

A large number of consultation comments requested increased parking capacity at rail stations. The vast majority of these comments were received from residents on the A81 corridor (Bearsden and Milngavie).

*Policy link to the Local Transport Strategy Transport Planning Objectives*



### Supporting Actions

#### Action

**15(a) – Investigate the design and implementation requirements of parking options at rail stations on the A81 corridor.**

**15(b) – Work with Scotland's Railway to assess any opportunities for increasing provision within existing car park boundaries.**

### Delivering this policy

This policy will be delivered through the supporting actions.

#### Delivering this action

This action will be delivered in line with the delivery plan associated with Action 32 of the Local Transport Strategy 2020-2025.

Scotland's Railway is currently developing a Parking and Station Connectivity Strategy which includes assessing the six stations in East Dunbartonshire which the Council will feed in to.



## Schools Parking Policies

### Travel to school

#### Policy

##### **16. Encourage and promote more journeys to be made to school by active and sustainable modes in line with the Schools Access Hierarchy.**

The Council recognise and understand that in certain circumstances car or van travel will be necessary for school, however, there are many shorter journeys that could be made by walking and cycling. The Council has therefore developed a Schools Access Hierarchy which sets out the preferred order in which journeys are made to schools and includes options that can be used by the Council to help facilitate safe parking. The Schools Access Hierarchy is shown in full on Page 41.

*Policy link to the Local Transport Strategy Transport Planning Objectives*



#### Supporting Actions

##### Action

**16(a) – Ensure all schools in East Dunbartonshire are supported with information on active travel routes, initiatives and participation programmes.**

#### Delivering this policy

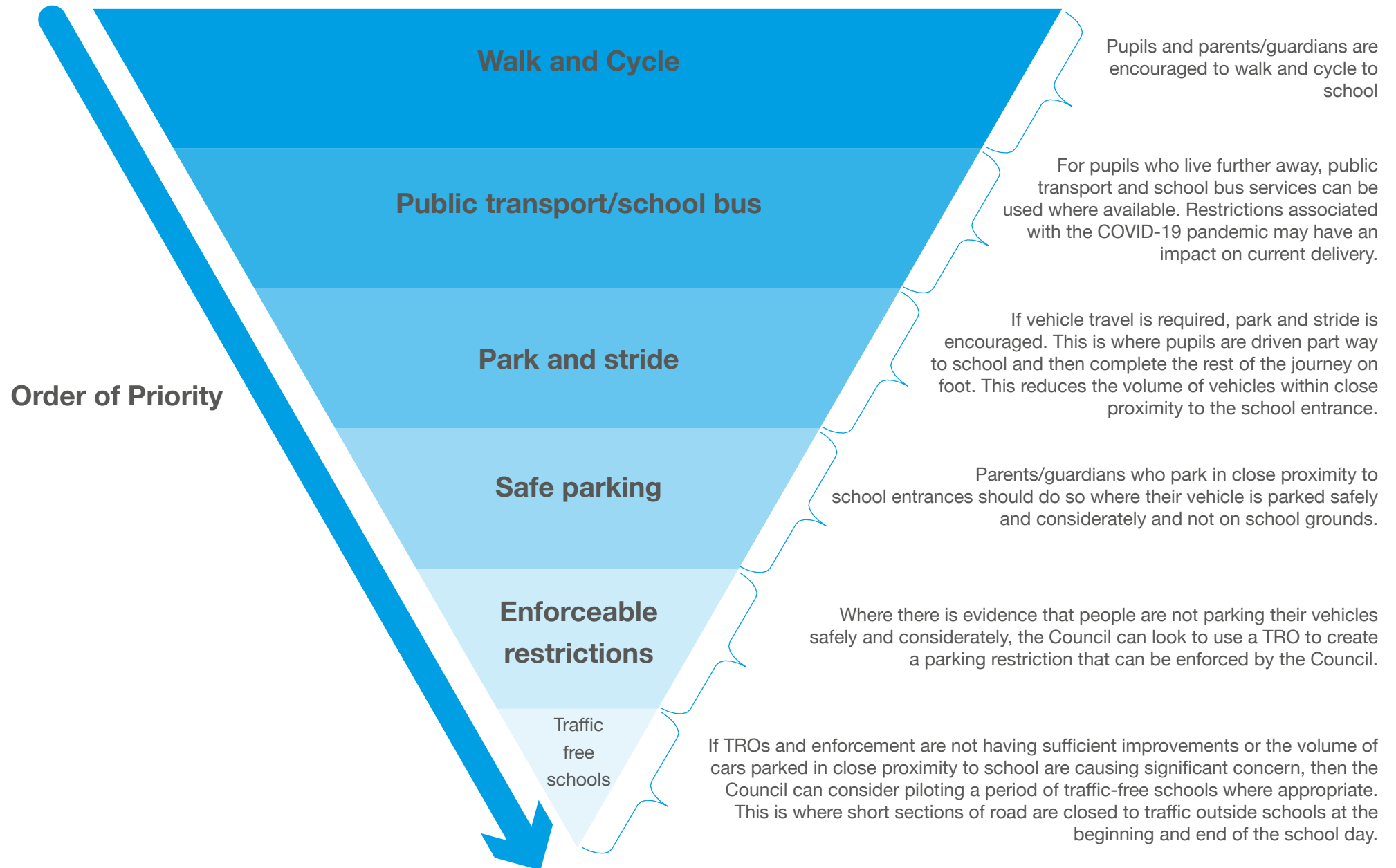
The Council is committed to working with partners such as Sustrans Scotland to work in schools with pupils and teachers to encourage a positive active travel culture for journeys to schools and everyday journeys outside of school. This includes continuing the work the iBike officers do in local schools. iBike projects work in schools to get more young people cycling more often, and to encourage more active travel to school. Officers deliver a tailored programme of activities designed to bring about long term behavioural change.

In addition, the supporting action is designed to look at specific access arrangements for individual schools.

##### Delivering this action

Information packs will be provided to each school which will include helpful summaries of active travel information for staff, parents/guardians and pupils. This information will support staff to integrate active travel further into the school ethos and provide travel planning information to help encourage more journeys to be made in line with the Schools Access Hierarchy.

## Schools Access Hierarchy



## Policy

### **17. Encourage and promote more responsible and safe parking in the vicinity of schools.**

Cars and vans that park inconsiderately or illegally cause concern as there are high numbers of children trying to cross the road and get to the school entrance safely.

*Policy link to the Local Transport Strategy Transport Planning Objectives*

## Delivering this policy

Continue to deliver signage and behaviour change initiatives in and around schools. The Council currently works in schools with pupils to design eye-catching banners warning parents/guardians about the dangers of illegal and inconsiderate parking in close proximity to schools. This serious issue needs a collective response.



## Policy

**18. Consider parking restrictions in place at each school on an individual basis and assess the requirements for further enforceable restrictions in line with the Schools Access and Parking Management Hierarchies.**

The Council can review the conditions around schools in line with the Parking Management Hierarchy, while taking into account local characteristics, to explore what additional restrictions would assist the situation and improve general safety for all involved.

*Policy link to the Local Transport Strategy Transport Planning Objectives*



## Delivering this policy

Should parking problems be identified in specific locations, the Council will follow the principles and steps included within the Schools Access and Parking Management Hierarchies to aim to provide solutions. This may require additional restrictions to be considered. Every school is unique and this therefore requires each schools suitability for further restrictions to be looked at on a school by school basis.

The supporting action – the final step in the Schools Access Hierarchy – is a step which could be taken if parking problems continue to be identified or which pose serious issues. This step is also aimed at encouraging more journeys to be made by methods higher up the Schools Access Hierarchy.

## Supporting Action

### Action

#### **18(a) – Pilot a programme of traffic-free schools at appropriate school locations.**

The final stage in the Schools Access Hierarchy is to consider piloting traffic-free schools where parking issues are continuing to cause significant concern. Traffic-free schools is an initiative where small sections of road immediately outside the entrance to schools can be closed for short periods of time at the beginning and end of the school day. This can improve safety by reducing the volume of vehicles parked and moving around at the busiest spots for children and adult pedestrians. It can also make areas nicer spaces for walking, cycling and wheeling, encouraging more journeys to be made in this way.

A number of local authorities have conducted a pilot of this initiative. Local primary school Parent Councils responded to the Draft Local Transport Strategy consultation requesting the Council carry out a similar pilot period in East Dunbartonshire.

### Delivering this action

Schools will be identified for potential inclusion within the pilot programme using a four-step selection process.

1. In line with the Schools Access and Parking Management Hierarchies, in the first instance, a school will continue to step 2 if they currently have enforceable restrictions in place.
2. If parking problems remain, then the school will continue to step 3.
3. If the school and/or Parent Council is supportive of such a proposal and willing to help in its delivery the school will continue to step 4.
4. The final step is to assess the school location's suitability for inclusion in such a pilot. This will be a technical assessment of the road layout and road function to determine if the school is suitable to be included in the pilot programme. Following the four-step selection process, the final schools to be included within the pilot programme will be decided based on the scale of the parking problems that exist and the suitability of each school location to be included as a pilot school. A small number of schools will be included in the initial pilot programme. In planning for the pilot programme.

The following tasks will be carried out (for each school location):

- Monitor travel behaviours to provide baseline data
- Consultation with the school including staff, parents/guardians and pupils
- Consultation with local residents
- Consultation with Police Scotland on road closures and enforcement arrangements
- Consultation with stakeholders, as appropriate, in line with road traffic statutory processes and implement any mitigation measures (if required)
- Preparation of an Experimental/Temporary Traffic Regulation Order
- Carry out communications activities to raise awareness of the pilot project arrangements as well as the projects aims, benefits and implications for local residents

Once the Experimental/Temporary Traffic Regulation Order is in place, the pilot project will operate for a period of six months (or length of time as deemed appropriate through the various consultation exercises).

The pilot project will be monitored throughout to gauge success and react to any practical issues, as they arise. Monitoring will include on-site inspections and further consultation with the school community to understand how the project has been received.

A Report will be prepared detailing the outcomes of the monitoring work and reported to the Place, Neighbourhood and Corporate Assets Committee.

Recommendations for the future of the project will then be made based on the evidence of the Monitoring Report.

# Appendices





## Appendix A – Further information

**Abandoned vehicles** – Information on legislation and Council processes relating to abandoned vehicles in East Dunbartonshire can be accessed on the Council's website, with an online form available to report such a matter: <https://www.eastdunbarton.gov.uk/residents/roads-and-pavements/report-abandoned-vehicle> It should be noted that the definition of a motor vehicle within the legislation does not cover caravans that are not attached to a motor vehicle. Therefore, the Council do not have the powers to move caravans in the same way it can for abandoned vehicles.

**Active Travel Strategy 2015-2020** – The Active Travel Strategy and accompanying documents can be accessed on the Council's website:

<https://www.eastdunbarton.gov.uk/residents/planning-and-building-standards/planning-policy/transport/active-travel-strategy>

**Air Quality Management Area** - An Air Quality Management Area is declared when there is an exceedance or likely exceedance of a Scottish air quality objective. East Dunbartonshire has two such areas, declared for exceedances of levels of Nitrogen Dioxide (NO<sub>2</sub>) and small particulate matter (PM<sub>10</sub>). Air quality has improved in both areas in recent years, more information can be accessed on the Council's website:

<https://www.eastdunbarton.gov.uk/residents/environmental-health-residents/pollution>

**Blue badge scheme** - The blue badge scheme supports those with a disability to lead independent lives by allowing badge holders to park close to where they need to go. The Council administers the scheme in this area and is legally entitled to issue badges only to those applicants who meet the criteria. More information on the scheme and details of how to apply are available on the East Dunbartonshire Health and Social Care Partnership website:

<https://www.eastdunbarton.gov.uk/health-and-social-care/disability-services/blue-badge-information>

**Council parking information** – Further information and web links related to parking in East Dunbartonshire can be accessed on the Council's website:

<https://www.eastdunbarton.gov.uk/residents/parking>

**Electric vehicles** – Charge point locations, plans and further information can be accessed on the Council's website:

<https://www.eastdunbarton.gov.uk/residents/travel-and-transport/electric-vehicle-charging-points>

**Local Development Plan 2** – Further information on the content and delivery of LDP2 can be accessed on the Council's website:

<https://www.eastdunbarton.gov.uk/residents/planning-and-building-standards/planning-policy/local-development-plan-2>

**Local Transport Strategy 2020-2025** – The Local Transport Strategy and accompanying documents can be accessed on the Council's website:

<https://www.eastdunbarton.gov.uk/local-transport-strategy>

**Residents Parking Permits** - The Residents Parking Permit Scheme was introduced in response to specific difficulties that were identified across the council areas in regards to parking for some residents when decriminalised parking enforcement and thereafter off-street parking charges were introduced. Under the terms of the scheme applications for a Residents Parking Permit will be considered from occupiers of residential houses or flats which existed by June 2016 and had no alternative off street parking options.

Where a house or flat is newly built, or formed by sub-division of an existing property, the responsibility for the provision of parking lies with the developer unless specifically agreed otherwise by East Dunbartonshire Council in advance of the works taking place.

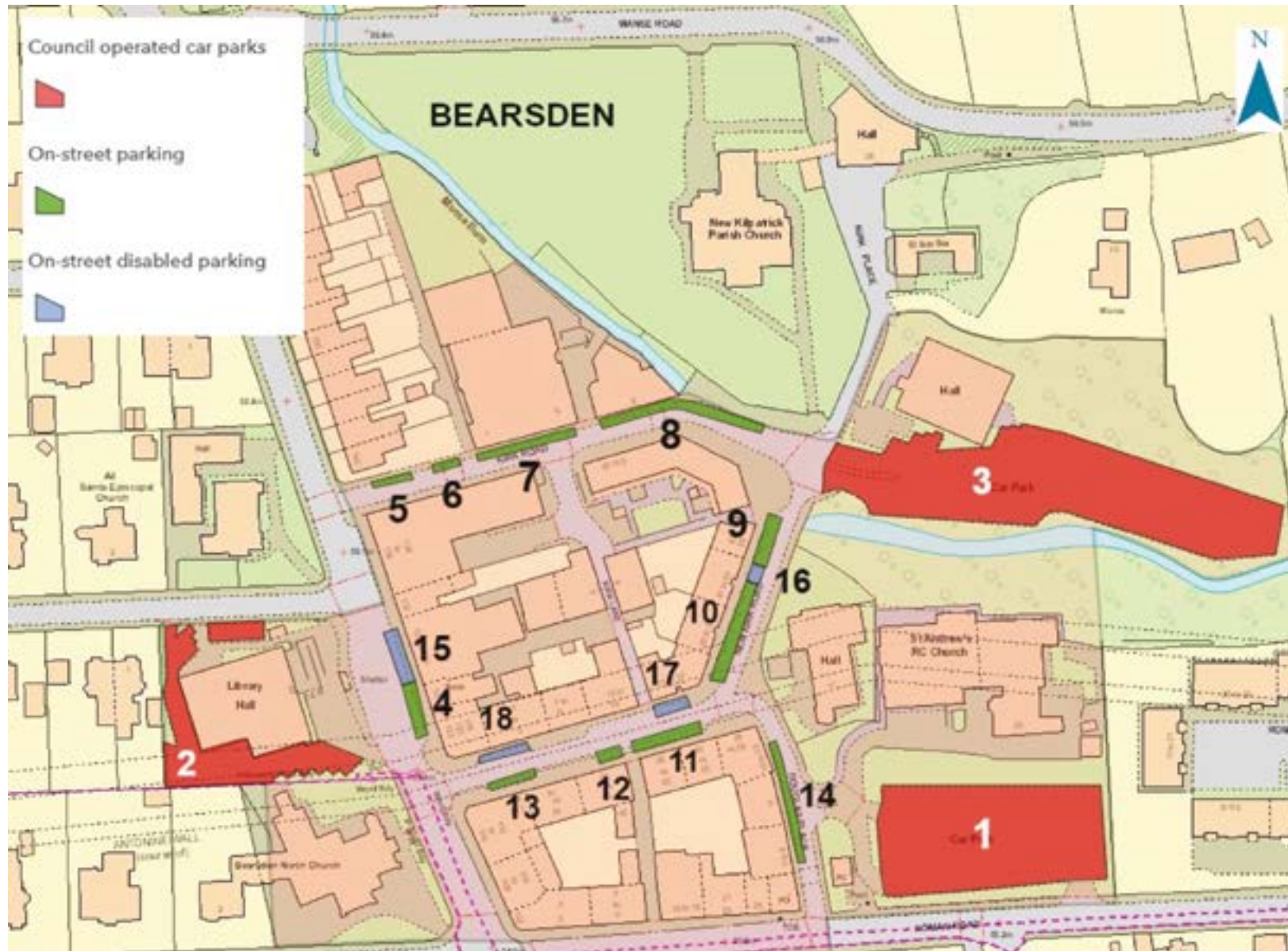
**Transport (Scotland) Act 2019** – Full details of the Transport (Scotland) Act 2019 can be accessed on the UK Government's legislation website:

<https://www.legislation.gov.uk/asp/2019/17/contents/enacted>

**Safe Walking Routes assessment** – This is a term used to describe the process the Council will carry out for individual home addresses to determine an appropriate route that could be taken to the relevant school. It is an assessment made under national guidelines of the route at the time a child would use it. In this circumstance, the safe route to school is not signposted or determined the only safe route to that school as it is an individual assessment for the relevant home address.

## Appendix B – Town Centre Parking Availability

Bearsden



### Council operated car parks

Map Number	Name	Number of disabled spaces	Total number of spaces	Type
1	Roman Road	4	67	Pay & Display (2016)
2	Bearsden Hub	3	25	Pay & Display (2020)
3	The Glebe	1	83	Free
<b>Total</b>		<b>8</b>	<b>175</b>	

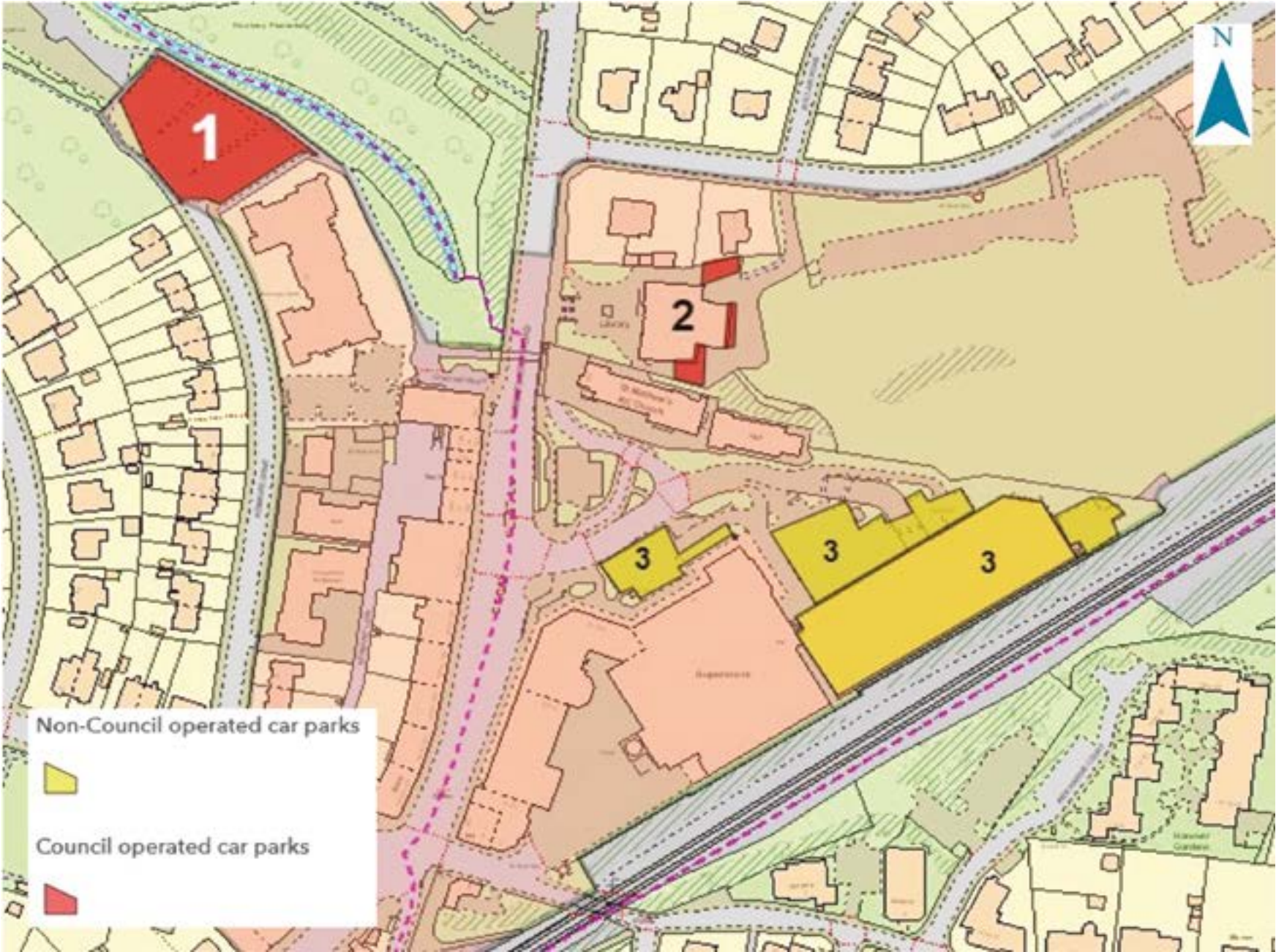
### On-street parking

Map Number	Number of spaces	Type of restriction	Time of restriction	Day of restriction
4	3	Short stay (20 mins)	9am-5pm	Mon-Sat
5	2	Short stay (1 hour)	9am-5.30pm	Mon-Sat
6	1	Short stay (1 hour)	9am-5.30pm	Mon-Sat
7	5	Short stay (1 hour)	9am-5.30pm	Mon-Sat
8	8	Short stay (1 hour)	9am-5.30pm	Mon-Sat
9	3	Short stay (1 hour)	9am-5.30pm	Mon-Sat
10	6	Short stay (1 hour)	9am-5.30pm	Mon-Sat
11	3	Short stay (1 hour)	9am-5.30pm	Mon-Sat
12	1	Short stay (1 hour)	9am-5.30pm	Mon-Sat
13	2	Short stay (1 hour)	9am-5.30pm	Mon-Sat
14	6	Short stay (1 hour)	9am-5.30pm	Mon-Sat
<b>Total</b>	<b>40</b>			

### Disabled spaces

15	2	Short stay (3 hours)	9am-5pm	Mon-Sat
16	1	Short stay (1 hour)	9am-5.30pm	Mon-Sat
17	1	Short stay (3 hours)	8am-5pm	Mon-Sat
18	2	Short stay (3 hours)	8am-5pm	Mon-Sat
<b>Total</b>	<b>6</b>			





**Council operated car parks**

Map Number	Name	Number of disabled spaces	Total number of spaces	Type
1	Kenmure Drive	3	61	Pay & Display
2	Bishopbriggs Hub & Library	2	13	Free
Total		5	74	

**Non-Council operated car parks**

Map Number	Operator /location	Total number of spaces	Restriction
3	Morrisons	Unknown	Customer use only (3 hours)



Kirkintilloch



Town centre - North



Town centre - South



### Council operated car parks

Map Number	Name	Number of disabled spaces	Total number of spaces	Type
1	William Patrick Library	7	91	Pay & Display
2	Barleybank	4	86	Pay & Display (2020)
3	Peel Park	0	11	Free
4	High Street	0	34	Free
5	Rochdale Place	0	29	Free
6	Catherine Street	3	23	Free
7	Shamrock Street	2	19	Free
<b>Total</b>		<b>16</b>	<b>293</b>	

### On-street parking

Map Number	Number of spaces	Type of restriction	Time of restriction	Day of restriction
8	10	No restriction		
9	9	No restriction		
10	6	No restriction		
11	7	No restriction		
12	2	Short stay (2 hours)	8am-6pm	Mon-Sat
13	3	Short stay (2 hours)	8am-6pm	Mon-Sat
14	6	No restriction		
15	9	No restriction		
16	7	No restriction		
17	4	No restriction		
18	8	No restriction		
19	11	Short stay (2 hours)	8am-6pm	Mon-Sat
20	3	Short stay (2 hours)	8am-6pm	Mon-Sat
21	5	Short stay (2 hours)	8am-6pm	Mon-Sat

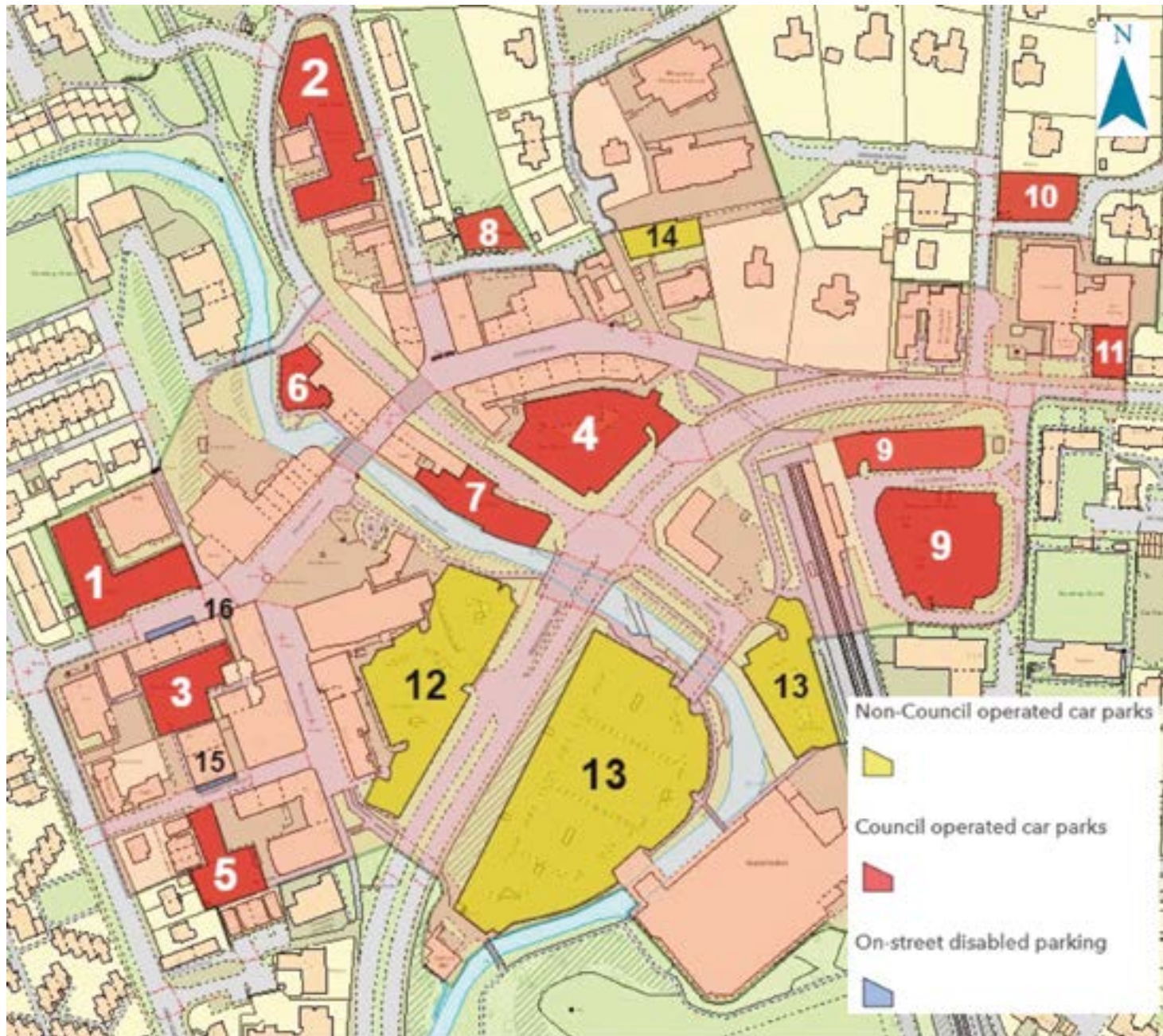
Map Number	Number of spaces	Type of restriction	Time of restriction	Day of restriction
22	5	Short stay (2 hours)	8am-6pm	Mon-Sat
23	6	Short stay (2 hours)	8am-6pm	Mon-Sat
24	4	Short stay (2 hours)	8am-6pm	Mon-Sat
<b>Total</b>	<b>105</b>			

Disabled spaces				
25	2	Disabled only		
26	2	Disabled use only – Short stay (3 hours)		
27	2	Disabled only		
28	1	Disabled use only – Short stay (3 hours)		
29	2	Disabled use only – Short stay (3 hours)		
<b>Total</b>	<b>9</b>			

#### Non-Council operated car parks

Map Number	Operator /location	Total number of spaces	Restriction
30	Peel View Medical Centre	Not lined	Private parking
31	Regent Centre (ground floor)	90	Customer use only (2 hours)
32	Regent Centre (upper floor)	90	Customer use only (2 hours)
33	David Donnelly Place	Not lined	Private parking
34	Broadcroft Hotel	10	Private parking
35	Turret Medical Centre	12	Private parking
36	Sainsbury's	274	Customer use only (2 hours)

## Milngavie



### Council operated car parks

Map Number	Name	Number of disabled spaces	Total number of spaces	Type
1	Douglas Street	4	58	Pay & Display
2	Mugdock Road	3	70	Pay & Display
3	Stewart Street (North)	3	21	Pay & Display
4	Woodburn Way	6	52	Pay & Display
5	Stewart Street (South)	3	19	Free
6	Riverside	0	15	Free
7	Ellangowan	2	18	Free
8	Mugdock Road (East)	0	17	Free
9	Milngavie Station	7	135	Free
10	Kersland	1	27	Free
11	Town Hall	2	18	Free
<b>Total</b>		<b>31</b>	<b>450</b>	

### Non-Council operated car parks

Map Number	Operator /location	Total number of spaces	Restriction
12	Marks & Spencer	115	Customer use (3 hours)
13	Tesco	360	Customer use (3 hours)
14	Kersland House Surgery	12	Private parking

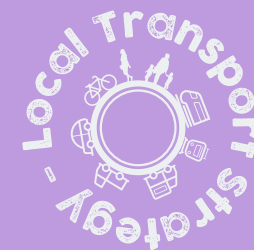
### On-street parking

Map Number	Number of spaces	Type of restriction	Time of restriction	Day of restriction
<b>Disabled spaces</b>				
15	3	Short stay (3 hours)	N/A	N/A
16	7	N/A	N/A	N/A
<b>Total</b>	<b>10</b>			



East Dunbartonshire Council

# A Draft Parking Management Plan for East Dunbartonshire



sustainable thriving achieving

**East Dunbartonshire Council**

[www.eastdunbarton.gov.uk](http://www.eastdunbarton.gov.uk)

## Other formats

This document can be provided in large print, Braille or in audio format and can be translated into other community languages. Please contact the Council's Communications & Engagement Team at:

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Kirkintilloch G66 1TJ Tel: 0300 123 4510

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