



Glasgow City Council

**Environment and Liveable Neighbourhoods
City Policy Committee**

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

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Item 1

29th April 2025

PARKING SERVICES UPDATE

Purpose of Report:

To provide Committee an update on the various on the activities and progress of the Council's Parking Services. This report covers key developments and initiatives in the areas of parking enforcement, operations, and projects presently being progressed across the service area.

Recommendations:

That the Committee notes the content of the report.

Ward No(s):

Citywide: ✓

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

1 Background

- 1.1 The purpose of this report is to provide Committee with an update on key developments and initiatives in the areas of Enforcement, Operations, Projects and other related matters providing an overview of activities and future plans.
- 1.2 The Council's Parking Services encompasses all aspects of parking strategy, management and control and other related regulatory provisions within Glasgow City Council's (GCC) jurisdiction, such as the enforcement of Bus Lanes and the Low Emission Zone.

2 Enforcement

- 2.1 Enforcement of parking, bus lanes and Low Emission Zone violations plays a pivotal role in ensuring the functionality of the city transport network and public health, aligning with the objectives outlined in the adopted Glasgow Transport Strategy.
- 2.2 Within the Glasgow City Council Transport Strategy, the following policies and actions have been adopted:

Action 70.A: Work to ensure effective enforcement of dedicated spaces for servicing and delivery vehicles.

Policy 84: Ensure adequate management and enforcement of parking regulations on-road utilising Glasgow's Decriminalised Parking Enforcement measures and new technology as appropriate.

Action 84.E: Improve enforcement of inconsiderate parking at bus stops and bus lanes through improved communications with bus operators and SPT on problem areas.

Parking Enforcement

- 2.3 To progress the above the following workstreams have been progressed:
 - As announced in the 2025/26 Budget, Officers have been authorised to significantly increase resources by recruiting an additional 100 parking attendants. These positions have been advertised and members of the enforcement team attended three days at the Council's Jobs Fair. Over 300 applications have been received and the shortlisting is now taking place.
 - Following a successful recruitment process, a Vehicle Pound Manager, a Vehicle Pound Supervisor and two Senior Admin Clerks have been appointed, meaning that the Vehicle Pound is able to return to full capacity.

- On street inspections have continued to rise with an increase of 7% (to 37,605) for February and a further increase of 16% (to 43,622) for March. Records began in April 2023 with a figure of 24,598.
- A continued concentrated effort on bus stop parking has shown a continued increase in PCNs issued, latest figures show an 18% (to 245 PCNs) increase in March.

Bus Lane Enforcement

- 2.4 To improve the provision of bus lane enforcement, three new sites for bus lane cameras (George Square, Gorbals Street and Pollokshaws Road at Abbott Street) went live on 1st September 2024 to support the city's bus gates and to address problematic locations identified by bus operators.
- 2.5 Persistent Offenders and Evaders are now being marked for vehicle uplift and removal to the Vehicle Pound. This means any vehicle with three or more unpaid Penalty Charge Notices is liable for uplift enforcement as well as a further PCN.

3 Parking Operations

- 3.1 Glasgow City Council's Parking Operations team oversees the key functions within Parking Services which relate to the overall on/off street parking, bus lane and Low Emission Zone operations and provide the basis for enforcement to be effectively and efficiently delivered.
- 3.2 In addition to the installation of the bus cameras noted above, notable progress this year includes:
 - Ensuring that all applications for disable parking are assessed and marked on the road within approximately 2 months.
 - Delivered a full refreshment of all road markings on the following quality bus corridor in which operators had been experiencing delays:
 - Paisley Road West quality bus corridor, a distance of approximately 6km. This is a major corridor which bus operators had been experiencing ongoing delays to journey times.
 - Pollokshaws Road quality bus corridor, a distance of approximately 1km.
 - Completed a full refreshment of all road markings within the existing Tradeston controlled parking zone following enforcement issues being highlighted.
 - Assisted the Glasgow Harbour development with a temporary creation of additional parking facilities to assist residents unable to use their private car park due to cladding replacement works.
 - Due to the recent budget announcement, a lining refurbishment programme for parking zones across the city will take place.

4 Parking Projects

- 4.1 In addition to the above and in continuation of strategic parking improvements city wide, the following section outlines parking projects which are ongoing or in development.

Pavement Parking Prohibition

- 4.2 In order fully implement the powers set out within the Transport (Scotland) Act 2019 to enable the successful enforcement of the prohibition of pavement parking, the Council must undertake the following three step process: A) assessment, B) enforcement and C) exemption. The following outlines this in more detail which is conducted citywide. This process is being followed incrementally across the city, with initial streets falling under these powers coming into effect on 29th January 2025.

A) Assessment

- 4.3 Glasgow City Council's assessment process can be viewed online via our interactive map:

<https://glasgowgis.maps.arcgis.com/apps/instant/interactivelegend/index.html?appid=141a7017aac5465b835a8b284fa5bec8> . The legend of the map highlights, in purple, roads where there are no exemptions as:

- the areas where these roads are located are already controlled by parking restrictions or,
- the roads are at least 7.5 metres wide, which allows safe passage of a fire engine when cars are parked on both sides of the road.

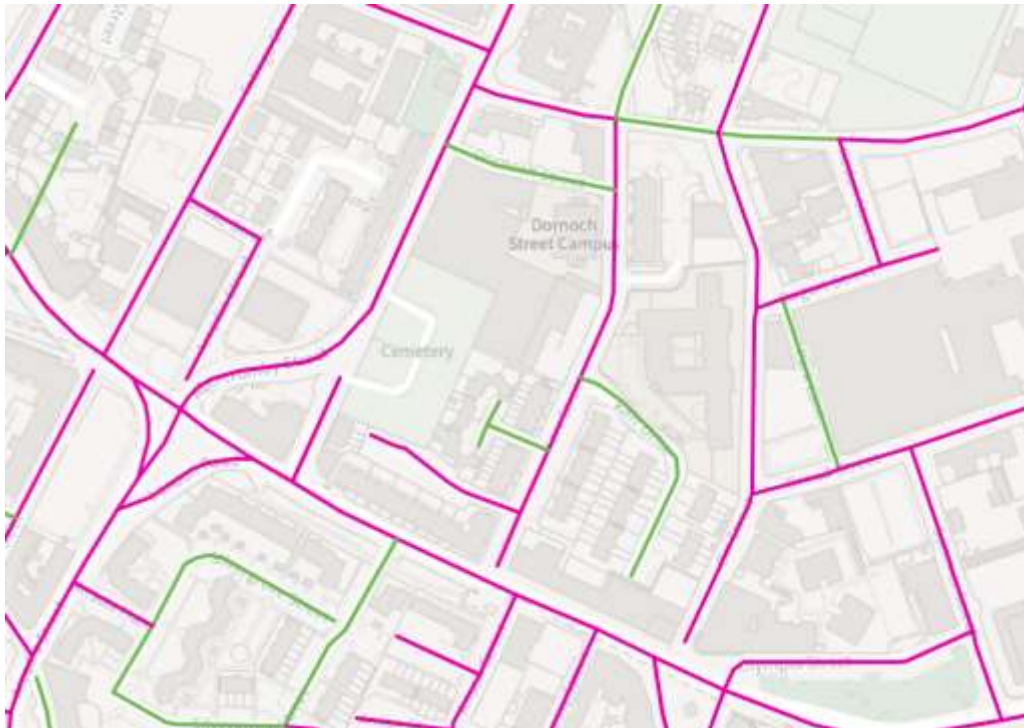


Figure 1: example excerpt from the online interactive map

- 4.4 Within the map, roads highlighted in green require further assessment by Officers to determine their exemption status. However, it should be noted that while these roads are not currently exempt, the Council reserves the right to enforce should any clear safety issue be brought to our attention, for example, pedestrians forced to walk on the road to bypass pavement parked vehicles.
- 4.5 Officers have carried out parking capacity surveys across the whole city to identify where pavement parking is occurring and the surrounding capacity for parking spaces. The results of this parking availability survey will form part of a detailed assessment which is anticipated to commence by the end of April and be complete by early summer. Thereafter, Council Officers will begin making recommendations on whether an exemption order should be considered with an update coming to committee after recess.

B) Enforcement

- 4.6 Since these powers came into effect in Glasgow, 572 Penalty Charge Notices for Pavement Parking have been issued. Any member of the public is able to report issues or concerns through Council webpage. The Enforcement team will deal with any issues as part of the reactive complaints process.

C) Exemptions

- 4.7 Any exemptions to the Transport Act 2019 in relation to pavement parking must be considered in accordance with the guidance provided by Transport Scotland.

Subject to assessment, should any exemption be agreed, it is required to follow the legal Traffic Regulation Order process. Once completed, the exempt pavements will require to be signed and have road markings applied to indicate the extents of the exemption.

New Parking Permit System

- 4.8 Officers have recently worked to complete an update of the Council parking permit system. As Members may be aware, Officers have migrated all permits from the Gateway system to the new RingGo virtual parking system.

Carbon Based Parking Permits & Additional Parking Permit Charges

- 4.9 In accordance with the Glasgow Transport Strategy, this initiative aims to reduce car emissions and car ownership by pricing parking permits based upon a vehicle's level of carbon dioxide (CO₂) emissions and the number of permits per household/property.
- 4.10 The statutory process is underway with the formal TRO consultation carried out between the 4th October and 1st November 2024 across the 21 existing parking zones covering 12,742 permit holders. In response to this, 1,266 objections were received from the consultation across all zones.
- 4.11 The primary reason for the objections related to the increase in costs of resident permits.

The existing annual permit prices are £328 for the city centre and £98 for outside the city centre.

Following a review, the pricing structure has been revised and the cost of all permits, apart from the lowest category as that was already a reduction to existing prices, have been reduced.

Annual Permit Prices in accordance with their vehicles CO₂ emissions:

Category	Revised proposed costs (Jan 2025)	Original proposed Costs (Oct 2024)
0-50g/km	£80	£80
51-150g/km	£150	£180
151-190g/km	£170	£265
191-225g/km	£195	£280
226 + g/km	£220	£300

Quarterly Permit Prices in accordance to their vehicles CO2 emissions:

Category	Revised proposed costs (Jab 2025)	Original proposed Costs (Oct 2024)
0-50g/km	£20	£25
51-150g/km	£37.50	£45
151-190g/km	£42.50	£65
191-225g/km	£48.75	£75
226 + g/km	£55	£80

Additional Charge for multiple Residents Annual parking permits:

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

Additional Charge for multiple Residents Quarterly parking permits:

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

- 4.12 Responses to objections are anticipated to be issued in April 2025 and then following the statutory process the target implementation date is the 1 August 2025.

Event Day Parking Zones

- 4.13 Work to develop and establish Event Day Parking Zones around Celtic Park and Ibrox stadia to protect residential areas and improve enforcement during events is progressing.
- 4.14 Meetings between stakeholders and the Council's external consultants were held in January 2025. Following this Officers are currently assessing the feedback received to inform the next steps. This will involve Council Officers engaging with local Elected Members and the two major football clubs directly.

Standardisation of Chargeable Hours

- 4.15 Standardisation of chargeable hours is designed to provide maximum benefit for permit holders and encourage modal shift by reducing car use. Preparatory

work for the formal Traffic Regulation Order process is currently under way and it is anticipated that this will commence July 2025.

Future Parking Controls Programme

4.16 Across the city, the following areas are being progressed as part of this programme. It is anticipated that the associated statutory processes for each will take place across the undernoted financial years:

- | | |
|-------------------------------|---------|
| • Battlefield | 2025/26 |
| • Broomhill / Thornwood | 2025/26 |
| • Dennistoun | 2025/26 |
| • Kirklee | 2025/26 |
| • Sighthill | 2025/26 |
| • Shawlands | 2025/26 |
| • Strathbungo | 2025/26 |
| • Barras South Extension | 2026/27 |
| • Govanhill | 2026/27 |
| • Langside | 2026/27 |
| • New Gorbals (Hutchesontown) | 2026/27 |
| • Pollokshields | 2026/27 |

4.17 The parking-controlled area for Sighthill design has been finalised with letters to be issued to properties within the boundary by the end of April. Additionally, the designs for Broomhill/Thornwood and Kirklee are due to be finalised and ready to be publicised in the third quarter of this year. Finally, surveys across Shawlands, Strathbungo, Battlefield, Pollokshields, Langside and Govanhill are currently being procured.

8 Policy and Resource Implications

Resource Implications:

- | | |
|---------------------|--|
| <i>Financial:</i> | None. |
| <i>Legal:</i> | GCC Legal Services to conduct due diligence |
| <i>Personnel:</i> | No direct personnel issues |
| <i>Procurement:</i> | Any external resources will be procured through the Scotland Excel Framework |

Council Strategic Plan: Deliver sustainable transport and travel aligned with the city region. **Mission 1, Grand Challenge 3.**

Equality and Socio-Economic Impacts:

Does the proposal support the Council's Equality Outcomes 2021-25? Please specify.

Any proposal will be required to go through an individual EqIA.

What are the potential equality impacts as a result of this report?

Positive impact

Please highlight if the policy/proposal will help address socio-economic disadvantage.

Improving opportunities for additional, quicker, more frequent and reliable bus services can help address barriers many people in Glasgow face in accessing employment, education and services

Climate Impacts:

Does the proposal support any Climate Plan actions? Please specify:

Action 25 – Develop a Glasgow Bus Partnership
Action 26 – Explore alternative options for bus delivery in Glasgow

What are the potential climate impacts as a result of this proposal?

Bus related work looks to improve bus services in terms of reliability and shorter journey times to make it more attractive for the passenger. A greater shift from private car to bus would tackle congestion, reduce carbon emissions and improve air quality

Will the proposal contribute to Glasgow's net zero carbon target?

Yes

Privacy and Data Protection Impacts:

Are there any potential data protection impacts as a result of this report
Y/N

Not currently though commercial data shared by bus operators on bus service performance would be an issue in any future BSIP etc.

If Yes, please confirm that
a Data Protection Impact
Assessment (DPIA) has
been carried out

9 Recommendations

That the Committee notes the content of the report.