

Workplace Parking Licensing Scheme – Update noted, after division.

4 There was submitted a report by the Executive Director of Neighbourhoods, Regeneration and Sustainability regarding the work undertaken in assessing the feasibility of a Workplace Parking Licensing (WPL) Scheme in Glasgow, advising

- (1) that a WPL Scheme was a pricing mechanism intended to help local authorities to directly manage road traffic demand growth and to support the promotion of sustainable transport and it was indirectly also intended to assist local authorities in their management of traffic, through its potential to generate ring-fenced revenue streams that might only be used to improve the provision of local transport;
- (2) of the experience of Nottingham City Council which had introduced a WPL in 2012 and to date remained the only scheme of its nature in place in the UK;
- (3) that to support the development of options for a WPL Scheme in Glasgow, 2 phases of stakeholder engagement were undertaken, as detailed in the report, and although the Glasgow Chamber of Commerce and their members had stated their explicit opposition to the scheme, they had continued to engage constructively, providing valuable business insights and contributions;
- (4) of the concerns from stakeholder groups which was included in the Strategic Business Case (SBC) setting out the rationale for developing a WPL Scheme together with an option generation and shifting process and the preliminary appraisal process had produced a shortlist of 2 options, as detailed in the report;
- (5) that both options were tested against several criteria including price point, level of exceptions and supporting intervention and option 2, which proposed to introduce a WPL Scheme across the whole Council area was found to offer the greatest net benefit, as detailed in report and also offered the most significant transport support for local transport improvements and intervention;
- (6) that were a WPL Scheme to be taken to delivery, the estimated timescales for implementation was 30 months from the approval of the SBC, however these timescales could be significantly impacted if an examination of the proposed WPL Scheme was initiated by Scottish Ministers or a local authority as this could potentially add between 1 to 3 years to the programme, depending on the requirements for hearings or inquiries;
- (7) of the revenue expenditure, key risks and uncertainties in relation to the introduction of a WPL Scheme;
- (8) that in order to appropriately develop the proposed WPL Scheme as recommended by the consultants and the corresponding business case, a series of impact assessments, as detailed in the report, had been carried out; and
- (9) of the next steps.

Councillor Leinster, seconded by Councillor Blench, moved that the committee note

- (a) the report, including the engagement work undertaken on a Workplace Parking Licensing Scheme to date;
- (b) that no further work on a Workplace Parking Licensing Scheme would be taken forward by the Council at this time; and
- (c) that officers would continue to take forward work to explore potential road user charging options as agreed in the 2024/25 Council budget with progress being reported via the Cross-Party Budget Political Oversight Group.

Bailie Carroll, seconded by Bailie Wardrop, moved as an amendment that the committee note

- (a) the report, including the engagement work undertaken on a Workplace Parking Licensing Scheme to date;
- (b) that no further work on a Workplace Parking Licensing scheme would be taken forward by the Council until completion of controlled parking zones proposed in 2025/26 budget and thereafter, instructs officers to undertake further engagement, subject to funding being made available to examine and quantify (in terms of potential for modal shift, reduced congestion, avoided emissions, and wider place-based benefits) the benefits which could accrue from different potential uses of Workplace Parking Licensing revenue, particularly if it were capitalised; and
- (c) that officers would continue to take forward work to explore potential road user charging options as agreed in the 2024/25 Council budget with progress being reported via the Cross-Party Budget Political Oversight Group.

On a vote being taken by calling the roll, 2 members voted the amendment and 6 for the motion, with 5 abstentions.

The motion was accordingly declared to be carried.