



**Glasgow City Council**

**Environment and Liveable Neighbourhoods  
City Policy Committee**

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

**Contact: Christine Francis Ext: 78086**

**Item 4**

**30th April 2024**

**PAVEMENT PARKING, DOUBLE PARKING & PARKING AT DROPPED  
KERBS**

**Purpose of Report:**

To provide an update on the pavement parking prohibitions which have now come into effect in Scotland and the next steps to introduce these measures in Glasgow.

**Recommendations**

The committee is asked to note the content of the report.

Ward No(s):

Citywide: ✓

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

## **1. Background**

- 1.1. This report provides an update to the information provided on Pavement Parking Prohibition to the [Environment and Liveable Neighbourhoods City Policy Committee on 21<sup>st</sup> November 2023](#).
- 1.2. Part 6 of the [Transport \(Scotland\) Act 2019](#) has introduced the statutory framework for a national ban on pavement parking, double parking and parking at dropped kerbs. The national ban came into force in December 2023, with secondary legislation enabling enforcement by Local Authorities (further information on the legislation and exemptions to the ban can be found at [Transport Scotland; Parking and the Transport \(Scotland\) Act 2019](#)).

## **2. Exceptions and Exemptions**

- 2.1. It is important to differentiate between exceptions and exemptions in the Transport Act. Clause 55 details exceptions which apply to certain classes of vehicle. These exceptions are globally applied by the Act and are separate and distinct from exemptions, which are locally assessed by the Local Authority and applied to an individual street.

### **2.2 Exceptions**

- 2.2.1 The global exceptions detailed in Clause 55 of the Act are for specific vehicles carrying out permissible activities under the Transport Act. These activities can be briefly characterised as emergency/medical/military activities, roadworks/ waste collection/ postal services or delivery services. Exceptions apply only to those specific vehicles named in the Act but are applicable anywhere on the road network.
- 2.2.2 In the event of a lifesaving activity, the minimum clear space can be reduced. No signage is needed for global exceptions as they apply across the whole road network.

### **2.3 Exemptions**

- 2.3.1 Exemptions may apply to all vehicles in specific streets and may be locally applied by the relevant Local Authority.
- 2.3.2 Exemptions will apply to any vehicle but only in exempted streets which must be signed.
- 2.3.3 The assessment process, detailed in section 3, will determine whether an exemption, or alternative traffic management measures, may be required for a particular street.

### **3. Implementation of Pavement Parking Prohibitions**

- 3.1 The process of fully implementing the pavement parking prohibitions is being undertaken in 3 stages.

#### **3.1.1 Stage 1: Audit of Streets**

A desktop study is currently underway to identify streets where exemptions are not required and should be complete by end of April 2024. This includes:

- Areas that are already controlled by parking restrictions
- Streets which meet the width requirement to allow safe passage of a fire engine when cars are parked on both sides of the street (7.5 metres).

- 3.1.2 This exercise will identify the remaining streets which will require an individual assessment. Once this initial audit is complete, we will be able to programme the required streets for the assessment process.

#### **3.2 Stage 2: Assessment of Streets**

- 3.2.1 The criteria for permitting any exemptions is set out in the Act and in the accompanying Ministerial Directions and Guidance Documents.

- 3.2.2. Assessments of streets will be undertaken in line with the Guidance Document which states that “Local Authorities cannot put in place blanket exemptions but must consider each street on individual merit while considering it in the context of the immediate area.”

- 3.2.3 There is no limit to the number of exemptions that a Local Authority can permit but the assessment process default position is that all streets are in scope and exemptions are only granted if meet a number of criteria.

- 3.2.4 It is acknowledged that while streets will be individually assessed in some cases this may result in pockets of exemption.

- 3.2.5 It should not be assumed that narrow streets will automatically be exempt. Assessment must consider the wider context of the street.

- 3.2.6 For any given street, the assessment process may result in one of several outcomes, including but not limited to:

- Enforcement will apply without any additional action (i.e. on-street parking on both sides of street can continue in accordance with regulations).
- Enforcement will apply and additional traffic management measures are required (e.g. to restrict parking to one side of the street).
- An exemption or partial exemption will apply.

- 3.2.7 Any exemptions following the assessment process will be reported to the appropriate Council committee.

### **3.3 Stage 3: Implementation / Enforcement**

- 3.3.1 Full enforcement of the legislation requires changes to our back office systems which could only be instructed following the finalisation of regulations in December 2023.
- 3.3.2 The latest estimate to our back office systems to enable pavement parking fines to be imposed is September 2024, work is currently ongoing to explore any opportunities to accelerate this.
- 3.3.3 Enforcement will begin by issuing Penalty Charge Notices for double parking offences, parking at dropped kerb offences and pavement parking offences on streets where no further assessment is required as soon as back office systems allow.
- 3.3.4 Any enforcement of pavement parking offences will commence only after warning notices have been issued on the street at least a week prior.
- 3.3.5 Enforcement of any and all other streets will begin once the assessment process for that street is complete and outcomes from that process agreed and implemented. A map showing the streets which have been assessed will be published on the Council website.

### **4. Warning Notices**

- 4.1 Warning notices are currently being issued, prioritised in those streets where complaints about pavement parking are being received (please see Appendix 1). The purpose of these notices is to raise awareness of the new pavement parking legislation and prompt drivers to go to our dedicated web page to find out more about pavement parking before full enforcement is implemented. To date 751 warning notices have been issued.
- 4.2 It is acknowledged that some streets where warnings are issued may be granted full or partial exemption after assessment however members of the public who receive a warning are prompted to go to the website to learn more about pavement parking and request exemption if they feel that their street should qualify.
- 4.3 There is no guarantee that exemptions will be granted but feedback via the web site will provide reference material during assessment.

### **5. Further Information**

- 5.1. A dedicated webpage containing Frequently Asked Questions (FAQ) on what the new legislation means for vehicle owners, how members of the public can report parking problems to the Council and guidance on how to submit a request for a specific pavement/road to be exempt is available at:  
[www.glasgow.gov.uk/pavementparking](http://www.glasgow.gov.uk/pavementparking)

- 5.2. A further update on Pavement Parking Prohibitions will be provided, as part of a wider update on Parking Services, to this Committee in August.

## 6. Policy and Resource Implications

### Resource Implications:

<i>Financial:</i>	NRS Revenue and Capital
<i>Legal:</i>	Promoted under the Transport (Scotland) Act 2019
<i>Personnel:</i>	GCC Parking Services will undertake exemption request assessments and enforcement will be undertaken by GCC Parking Attendants.
<i>Procurement:</i>	N/A

<b>Council Strategic Plan:</b>	Supports the following key priorities within the Council Strategic Plan specifically under the following themes:  Grand Challenge 4 – Mission 1 Create safe, clean and thriving neighbourhoods
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### Equality and Socio-Economic Impacts:

<i>Does the proposal support the Council's Equality Outcomes 2021-25? Please specify.</i>	Service Delivery – Outcome 2  Local community will be able to provide feedback within their areas
<i>What are the potential equality impacts as a result of this report?</i>	Should have a positive impact as pavements will be clear of parked vehicles  May have a negative impact due to potentially having to park further from destination due to pavement parking no longer being permitted.
<i>Please highlight if the policy/proposal will help address socio-economic disadvantage.</i>	The changes should result in pavements being free of parked vehicles which will prioritise walking space for all pedestrians.

### Climate Impacts:

<i>Does the proposal support any Climate</i>	Action Point 56
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*Plan actions? Please specify:*

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

Less private vehicles resulting in less emissions and improved air quality.

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

Yes – may result in less private vehicles within Glasgow residential areas.

### **Privacy and Data Protection Impacts:**

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

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

## **7. Recommendations**

The committee is asked to note the content of the report.