



Glasgow City Council

Environment and Liveable Neighbourhoods City Policy Committee

Report by George Gillespie, Executive Director of Neighbourhoods, Regeneration and Sustainability (NRS)

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PARKING SERVICES UPDATE

Purpose of Report:

To provide Committee an update on the investments, service improvements and parking projects 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 the various investments, service improvements and parking projects being progressed across the parking services area. In particular, this paper will cover:

- work undertaken to progress the Council's investment in Parking Enforcement
- improvement work with the Council's vehicle uplift service and the pound
- continued roll out of controlled parking zones
- progression of the delivery pavement parking prohibitions
- Parking zone lining refresh works.

2 Investment in Parking Enforcement

2.1 Enforcement of parking throughout the city plays a pivotal role in ensuring the functionality of the city transport network and aligns 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.

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. A process of recruitment is now underway, with applications welcomed from jobseekers looking for both full-time and part-time work. In promoting these posts, Officers have attended the Council's Job Fair and utilised social media to attract as many applicants as possible.
- The first phase of recruitment has resulted in 27 new Parking Attendants commencing employment during the month of October 2025.

- A second phase of recruitment is underway for the remaining Parking Attendants with an expected start date of early 2026.
- 2.4 The impact on this increased resource cannot be determined at this stage, however the deployment of our existing resources has shown a continual growth in PCNs being issued, specifically a 5% increase in PCNs during this financial year compared to the same period in the last financial year.
- 2.5 In addition, the enforcement team has continued to support bus operators by specifically enforcing vehicles parking in bus stops. So far this year they have issued 1303 PCNs to vehicles parked in bus stops, this is a 23% increase on the same period last year.

3. Centralising the Council's Vehicle Uplift Service

- 3.1 Since May 2025, the Vehicle Pound has taken full responsibility for coordinating all NRS uplift operations across Glasgow. This work includes support for:
- Road resurfacing schemes
 - Gully cleaning operations
 - Bike shelter installations
 - Bin hub placements
- 3.2 Through this centralisation, Officers have ensured optimum utilisation of our existing fleet vehicles, whilst also contributing to achieving savings, which includes £50,000 of savings between May and September 2025. Officers will continue to promote this service internally with colleagues and monitor savings.
- 3.3 A total of 592 requests have been processed during this period. Through effective forward planning, the balancing of our fleet allocation and the need to employ external contracts, this service has improved without any negative impact on existing workstreams e.g. general parking enforcement requests.

4. Investment in uplift trucks and Vehicle Pound operational improvements

- 4.1 In April 2024, the Vehicle Pound received a new low-emission uplift vehicle, enhancing enforcement capabilities particularly in the city centre, where non-compliance is highest.
- 4.2 Further, operational hours have been better aligned to the shifts of the parking attendants.
- 4.3 These changes have resulted in a significant increase in the removal of illegally parked vehicles, with the data showing an increase from 142 uplifts (August and

September 2024) to 257 uplifts (August and September 2025). This demonstrates an 80% improvement in our service, including responsiveness and enforcement outcomes.

5 Parking Zone Projects

5.1 Broomhill and Thornwood

Community engagement for this area will be carried out during November and December. Following this, the next stage will be the consultation, which is expected to be carried out in March 2026. Implementation of this scheme is currently anticipated to be in the first quarter of 2027.

5.2 Sighthill

Community engagement was carried out and now the consultation will commence by the end of November. Implementation of this scheme is currently anticipated to be in the last quarter of 2026.

5.3 Queen Elizabeth University Hospital

Community engagement was carried out and now the consultation will commence before the end of the year. The implementation of this experimental traffic regulation order will be determined by the feedback received during the consultation process; however it is now currently anticipated to be in the second quarter of 2026.

5.4 Celtic Park and Ibrox Stadium

Officers have met with key stakeholders, including Elected Members and football clubs. Up-to-date parking surveys will now be undertaken to inform any design amendments prior to going out to formal consultation in the new year.

5.5 Kelvinside & Kelvindale

Draft parking proposals for a restricted parking zone and associated parking controls were presented to the community as part of community engagement and online survey which was carried out between the 30th June and 18th August 2025. The feedback was reviewed and the proposals changed where feasible. The statutory consultation process associated with the Traffic Regulation Order (TRO) for the parking zone is as follows:

- Technical Feasibility was completed in September 2025
- Formally advertising the proposals is planned for November/December 2025
- If the TRO is successfully promoted, implementation is expected in spring 2026.

5.6 Dennistoun

Draft parking proposals for a restricted parking zone and associated parking controls have been presented to the community council for comment. The feedback was reviewed and the proposals changed accordingly. The statutory consultation process associated with the TRO for the parking zone is as follows:

- Technical Feasibility was completed in September 2025
- Formally advertising the proposals is planned for November/December 2025
- If the TRO is successfully promoted, implementation is expected in summer 2026.

5.7 Shawlands

Parking proposals for a restricted parking zone and associated parking controls have been drafted. Community engagement and an online survey is currently underway and closes on the 8th December 2025.

Following the community engagement, the feedback will be reviewed, and proposals amended accordingly prior to starting the statutory TRO consultation in January 2026. If the TRO is successfully promoted, implementation is expected in late summer 2026.

5.8 Battlefield

Parking proposals for a restricted parking zone and associated parking controls have been drafted. Community engagement and an online survey is currently underway and closes on the 15th December 2025.

Following the community engagement, the feedback will be reviewed, and proposals amended accordingly prior to starting the statutory TRO consultation in January 2026. If the TRO is successfully promoted, implementation is expected in late summer 2026.

5.9 Strathbungo

Parking proposals for a restricted parking zone and associated parking controls has been drafted. Community engagement and an online survey is currently underway and closes on the 15th December 2025.

Following the community engagement, the feedback will be reviewed, and proposals amended accordingly prior to starting the statutory TRO consultation in January 2026. If the TRO is successfully promoted, implementation is expected in late summer 2026.

- 5.10 Pollokshield / Langside / Govanhill / Gorbals (Hutchensontown) / Barras South
Work on the restricted parking scheme and associated parking controls will commence in spring 2026, the community engagement and TRO consultation process is expected to be carried out by early 2027 with the implementation thereafter if the TROs are successfully promoted.
- 5.11 The best way for members of the public to be kept informed of the upcoming parking projects is by visiting
<https://www.glasgow.gov.uk/article/4823/Proposed-Parking-Controls>
- 5.12 Members will recall that within the 24/25 budget, there was a commitment to explore the development and delivery of standardisation of chargeable hours from 8am – 10pm across all existing parking zones and within the emerging schemes.
- 5.13 In taking forward the work noted above, Officers are now developing two standardised options for implementation across all zones (existing and forthcoming) which will be as follows: **Option A Mon – Sun 8am – 10pm** and **Option B Mon – Sat 8am – 6pm**. In determining which option to pursue, Officers will utilise a place-based approach to parking management and consider factors such as retail and commercial activities along with night-time economies and day-time/night-time parking pressures within high density residential areas.
- 5.14 The initial rollout of standardisation will include implementation of the Option A model to the existing parking zones noted below. The statutory TRO process will commence by the end of the calendar year for these with expected implementation by the end of 2026. These will include areas adjoining Great Western Road, Byres Road, Woodlands Road and the St Vincent Street/Argyle Street/Dumbarton Road corridor where there is a vibrant night-time economy:
- Woodside
 - Napierhall
 - Dowanhill
 - Partick
 - Yorkhill
 - Cranstonhill
 - Sandyford
 - Park
- 5.16 Due to there being limited evening parking pressures, it is proposed that the Option B model is maintained at the following locations:

- Barras North
- Barras South
- Hyndland, Hughenden & Dowanhill West
- Necropolis
- Tradeston

Finally, it is also proposed that location of Spiersgate is added to this.

- 5.17 Officers are now also undertaking technical work to deliver standardisation of chargeable hours (Option A or B) to forthcoming parking control schemes across the city, as noted above. In developing these proposals Officers will consider evidence gathered both from parking data and local community feedback so that the most appropriate standardised option is implemented in each community (i.e. responding to evening economy pressures or commuter pressures).
- 5.18 All schemes after implementation will be monitored and subject to review should local circumstances changes and require further consideration.
- 5.19 Taking a place-based approach to parking management, such as that outlined above, ensures that parking responds to the needs of our communities whilst also responding to the challenges of delivering a fit for purpose parking service. In developing each of the new zones outlined above and acknowledging the important role of formal consultation and parking data evidence, Officers will consider the parking pressures of each location to evaluate the appropriate standard characteristic solutions on place-by-place basis. To develop this (and other key parking workstreams) further, Officers are developing a Parking Strategy which will set out key policy positions, priorities and an action plan for delivery.

6 Pavement Parking Prohibitions

- 6.1 The Enforcement Team are continuing to deal with enquiries regarding pavement parking, double parking and parking at dropped kerb crossing points.
- 6.2 To date Officers have undertaken the following work strands:
- All roads requiring further assessments, excluding those within areas being consulted on for parking controls as detailed in section 5 of this report, have now been completed to inform the consideration of an exemption to the pavement parking prohibitions and will be implemented via that process.
 - A parking availability survey was conducted to help inform decisions.

- Officers then developed and utilised the following criteria to guide where exemptions would not be considered include:
 - Modern developments where parking provision should have been considered by the developer as part of the planning process.
 - If there is available parking within a 400-metre walking distance of the location where pavement parking has been recorded. This distance equates to a 5-minute walking period and is in line with national guidelines “designing streets” ([Part 02 Detail: Getting the design right - Designing Streets: A Policy Statement for Scotland - gov.scot](#))

6.3 The full list of roads being taken forward for an exemption order are listed within **Appendix 1**. These locations will now be taken forward to technical design.

6.4 This technical design will specify the lengths of pavements available for parking, how much of the pavement width will be used for parking and the sides of the road the exemption applies to. This information will then form the basis of an exemption order.

6.5 It is the intention that this process to commence the statutory process for introducing the exemption order will proceed in the first quarter of 2026.

6.6 All associated information from this exercise will be made available online or via request.

7. Parking Zone Lining Refresh Programme

7.1 During this financial year, NRS are investing in refreshing parking zone lining and signage across the city to support higher levels of parking compliance. Officers have developed a programme of work which seeks to prioritise the investment in zones based on community feedback, operational insights and parking data.

7.2 To date, refreshed parking zone lining and signage has been implemented across 7 parking zones. Early monitoring and evaluation has indicated an increase of 20% in compliance of parked vehicles in these areas.

8 Parking permits for unroadworthy vehicles

8.1 The Council receives many abandoned vehicle reports from across our communities and Elected Members. From this, it has become apparent that the limited definition of “abandoned” is causing issues which allow “unroadworthy” and “nuisance” vehicles or objects to be parked or take up parking space on the public road. To try and assist with this problem and ensure a more benchmarked approach from across the country is adopted, Council Officers

are in the process of developing an updated policy with any relevant procedures. This will be reported to committee in due course.

9 Policy and Resource Implications

Resource Implications:

<i>Financial:</i>	Any staff design costs will be met from the current revenue budget.
<i>Legal:</i>	Roads (Scotland) Act 1984
<i>Personnel:</i>	Will be delivered by existing Council staff and an external consultant
<i>Procurement:</i>	Procured using existing Council contracts.

Council Strategic Plan: Fight the climate emergency in a just transition to a net zero Glasgow

Equality and Socio-Economic Impacts:

<i>Does the proposal support the Council's Equality Outcomes 2021-25? Please specify.</i>	Any proposal will be required to go through an individual EqIA.
<i>What are the potential equality impacts as a result of this report?</i>	Positive impact for those with a disability.
<i>Please highlight if the policy/proposal will help address socio-economic disadvantage.</i>	Any proposal will have its socio-economic impact considered in line with the Fairer Scotland Duty.

Climate Impacts:

<i>Does the proposal support any Climate Plan actions? Please specify:</i>	The proposals supports the Climate Plan.
<i>What are the potential climate impacts as a result of this proposal?</i>	There are a number of potential climate impacts as a result of this proposal including a reduction in road safety casualties, a reduction in carbon emissions, an increase in cycling and

walking and contributing to a healthy and more active City.

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

No.

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

10. Recommendations

That the Committee notes the content of the report.

APPENDIX 1: Exemptions To Proceed to Technical Design

<u>MMW</u>	<u>Road</u>
1	Arnprior Quadrant
1	Arnprior Road
1	Ashcroft Drive
1	Bencroft Drive
1	Castlemilk Crescent
1	Castlemilk Drive
1	Croftburn Drive
1	Croftend Avenue
1	Crofthill Road
1	Crofthouse Drive
1	Croftmount Avenue
1	Crofton Avenue
1	Croftside Avenue
1	Croftwood Avenue
1	Ferncroft Drive
1	Glencroft Road
1	Highcroft Avenue
1	Midcroft Avenue
1	Newcroft Drive
1	Thorncroft Drive
3	Cornalee Road
3	Neilsland Oval
4	Blairgowrie Road
4	Bowden Drive
4	Chirnside Road
4	Clavens Road
4	Gladsmuir Road
4	Hillington Gardens
4	Honeybog Road
4	Lade Terrace
4	Ladykirk Drive
4	Moulin Circus
4	Moulin Place
4	Moulin Terrace
4	Muirdykes Road
4	Penneld Road
4	Ranfurly Road
4	Reston Drive

<u>MMW</u>	<u>Road</u>
7	Ardmay Crescent
7	Corlaich Drive
7	Curling Crescent
7	Keppel Drive
7	Kilchattan Drive
7	Kingsacre Road
7	Kingsbarns Drive
7	Millport Avenue
7	Montford Avenue
7	Mount Annan Drive
13	Boreland Drive
13	Craggan Drive
13	Duncan Avenue
13	Dunglass Avenue
13	Earlbank Avenue
13	Harefield Drive
13	Kinellar Drive
13	Lennox Avenue
13	Lesmuir Drive
13	Norse Road
13	Ormiston Avenue
13	Queen Victoria Drive
13	Vancouver Road
13	Verona Avenue
14	Drumchapel Road
14	Keal Avenue
14	Keal Drive
14	Moraine Drive
14	Sunnyside Drive
20	Calderpark Crescent
20	Lusshill Terrace
21	Colintraive Avenue
21	Dunnottar Street
21	Greenside Crescent
21	Greenside Street
23	Kendal Avenue
23	Penrith Drive
23	Ripon Drive