

Operational Performance and Delivery Scrutiny Committee

3rd June 2026

Response to Questions by Elected Members

ITEM 1:	Response to questions from meeting held on 6th May 2026										
Q1: Councillor Daly	Could figures be provided for the previous 3-5 years prior to 2025/26 to measure if the reduction in nurture classes/groups is having an impact on overall attainment?										
A: Education Services	68 Primary schools receive funding for 1 FTE teacher and 1 SfLW to allow for nurture groups to run according to the GCC model of nurture. Key principles of Glasgow City Council core nurture groups • The core nurture group runs each morning • It is staffed by a teacher (the nurture teacher) and nurture SfLW. It is important that the same 2 members of staff run the group to help build positive relationships and for consistency • There are no more than 6 children, to allow for relationships to be built. Almost all nurture groups will have 6 children, the rest will have 5 or 4 • Nurture groups are early intervention, so the pupils are from P1 -3 • The Boxall Profile is used to assess, set targets, plan and measure impact • Children spend up to 4 terms in the group. Progress should be seen by then in the group and in their mainstream class • GCC nurture groups have quality assurance procedures built in. All staff attend the Glasgow course 'the theory and practice of nurture' which is credit rated by Glasgow Caledonian University. This includes theories that underpin nurture practice, working in a nurture group, planning and measuring impact. Nurture staff are part of a learning network and have access to advice and further training from the nurture support team, along with QA visits nurture groups and sharing good practice. As GCC nurture groups follow these same key principles, this allows for annual research to be carried out for effectiveness using the Boxall Profile data. From this we can see significant progress in areas of learning, social and emotional development. <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Academic year</th><th style="text-align: left;">Number of core groups</th><th style="text-align: left;">Comment</th></tr> </thead> <tbody> <tr> <td>2018 - 19</td><td>68</td><td></td></tr> <tr> <td>2019-20</td><td>68</td><td></td></tr> </tbody> </table>		Academic year	Number of core groups	Comment	2018 - 19	68		2019-20	68	
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	2020-22	N/A	Nurture groups closed during the pandemic. They began reopening again in 2021 – 22.
	2022-23	68	
	2023-24	68	
	2024-25	64	Reduction due to nurture teacher absence or being redeployed elsewhere in school
	2025-26	59	Reduction due to nurture teacher being redeployed elsewhere in school
ITEM: 2	Strategic Plan Performance – Grand Challenge 3		
Q1: Bailie MacLeod	Dumbreck Road Active Travel Link – Given the project was due to commence Summer 2025, could information be provided as to what pressure if any, is being put on contractors to complete the project, why is it taking so long and what are the reasons for this not being completed within the targeted timescales?		
A: NRS	The Dumbreck Active Travel link was due to commence in Summer of 2025, however this was delayed due to a number of access restrictions around Dumbreck Road and the M77 junction such as existing works by Amey on behalf of Transport Scotland. Consequently, the project commenced on the 9th of December 2025 with the contractor providing a programme completion date of June 2026. Unfortunately, there have since been a number of further issues which has resulted in delays, these include: • Restricted site access due to instructions from Police Scotland surrounding additional football associated traffic concerns. • Scottish Gas Networks (SGN) leak / burst on St Andrews Drive. During the works SGN identified an additional Gas Leak on an adjacent street • Significant pressure on the traffic network within the city centre (Union St, Cathedral St, Argyle St) requiring a decision to delay works on the M77 Junction to minimize impact on the strategic network until pressure on the city centre had settled. • Delays from Amey on behalf of Transport Scotland to provide permission to access the M77 Junction.		

	The project team are on site daily to monitor progress with regular meetings with the contractor's project management team to assess any opportunities to bring forward the completion date. The current completion date is estimated as mid-August 2026.
Q2: Bailie MacLeod	Given a form of camera technology is already in use for Bus Lane enforcement, can an explanation be provided as to what the required changes to legislation actually are in relation to legally enforcing parking infringements using camera technology?
A: NRS	A statutory instrument would require to be made by the Scottish Ministers, in the form of Regulations, which specifies what an "approved device" can be for enforcing parking contraventions using either a fixed or moving camera. Following this, additional guidance from Scottish Ministers would be required to understand how camera enforcement can take place legitimately whilst the camera itself is moving. This is because no other form of camera enforcement is carried out whilst a camera is moving, but only when fixed. In addition to the above, the Regulations would need to state that Penalty Charge Notices can be posted to the registered keepers, instead of just being attached to the vehicle. The Convener has also written to the Cabinet secretary about reviewing regulatory enforcement powers which has been followed up by officers meeting with Transport Scotland to discuss further.
Q3: Councillor Cunningham	EV Infrastructure and Transition from Mechanical to EV. What is the mechanism/protocol from moving from mechanical vehicles to electrical vehicles? And is the transition to EV vehicles tied into the Net Zero target of 2030?
A: NRS	When a need to replace an existing vehicle or a new requirement for fleet is identified, the "New Request for Vehicle" process, which has been recently implemented, captures the business requirements and allows for assessment and alignment with the fleet strategy. There remains challenges in the supply side, technology development, duty cycle requirements, and cost of electric vehicle (EV) replacements for specialist requirements. The challenge also applies to other categories of low carbon / net zero technologies such as hydrogen and HVO.

	This means a pragmatic approach to vehicle replacement is being developed aligned to available funding, market offerings and best operational use cases. This protocol is overseen by the NRS Fleet Strategy Board. Consequently, the transition to EV is not currently directly tied into the 2030 Net Zero target.
Q4: Councillor Rannachan	Regarding the commitment to reduce vehicle km travelled in the city. Do we know what the target is and what the reduced km travelled figure is currently? and based on the response, are we confident that the reduction in kms travelled will assist with the Net Zero target?
A: NRS	The target for car vehicle kilometres in the city is a 30% reduction by 2030 as set out within the Glasgow Transport Strategy. This target is monitored as part of the yearly monitoring and evaluation carried out for the Glasgow Transport Strategy and updates are published at: https://www.glasgow.gov.uk/transportstrategy The last update, published in November 2025, recorded 2,019 million vehicle kilometres on local authority roads in Glasgow. This figure represents a 1% decrease from the baseline set in 2019 (2,040 million vehicle kilometres). The Council is due to provide a further update on this target in late 2026. It may be noted that this target was set in consideration of Transport Scotland's national target of a 20% reduction in car kilometres by 2030. This national target has since been withdrawn and in Scotland's Climate Change Plan: 2026–2040, published in March 2026. The Scottish Governments approach has changed significantly. While progress against the target has been hampered by the COVID recovery, we are working with partners to influence public transport improvements and continuing to roll out active travel infrastructure. The Council recognise the issues which the member of the public notes and the references they make to public transport and active travel. The Council have no remit regarding public transport but we continue to pursue measures in line with the Glasgow Transport Strategy. Glasgow City Council are the lead Authority of the Glasgow City Region Bus Partnership, our work commits to improving bus travel across the region, with an emphasis on providing Bus Priority. The Council continue to roll out Active Travel commitments through the City Network – a network of safe and segregated cycle routes across the city. We are seeing real uptake in cycling,

	and monitoring stations on the south city way show that 15% of all journeys made on that route are made by bike with a growth of 46% in cyclists between 2024 and 2025. The cities new cycle hire scheme is very successful with 46,000 individual rides recorded within the first 6 months of operation. Glasgow City Council along with other Local Authorities across the City Region are engaging with SPT on proposals for Clyde Metro, a mass transit network which will become a transformational project across the City Region. Full details of transport interventions in progress can be read within the recent GTS Monitoring report. These interventions are critical parts of our strategy to reduce car vehicle km's.
Q5: Councillor Stephen Docherty	Enforcement powers – Required changes to legislation. Can an update be provided as to what engagement has taken place with Scottish Ministers in relation to changes to legislation relating to enforcement powers for parking enforcement and the timeline of any changes to be made?
A: NRS	In July 2025, the City Convener for Climate, Transport and City Centre Recovery wrote to the then Cabinet Secretary for Transport advising on a number of enforcement issues the Council currently face and requested further dialogue with a view to mitigating these issues. Correspondence included discussion on powers required for: • Bus Lane Enforcement • Moving traffic offences • Vehicle engine idling • Regulatory requirements around serving of notices • Disabled bays used inappropriately and • Processes to remove and dispose of abandoned vehicles A response was received from the Cabinet Secretary in October 2025 acknowledging the points raised and noted Transport Scotland's (TS) interpretation of each issue. TS advised that a number of issues raised are subject to ongoing review work being taken forward by Transport Scotland on points regarding Bus Lane Enforcement, Moving Traffic Offences and Vehicle Engine Idling. For other areas, TS provided officer contact details. GCC continues to discuss implications with Transport Scotland.

Q6: Councillor Jassemi	EV charging Infrastructure The report indicates that some GCC depots' charging infrastructure is operating beyond existing capacity. How many EV vehicles are affected by this and what are the operational risks to frontline service delivery due to this?
A: NRS	The Electric Vehicles Charging Infrastructure (EVCI) is fit for purpose for the current level of Electric vehicles deployed within the council. There are currently 161 EVCI units operational across 57 locations offering a total of 287 charging spaces for the use of the council fleet, representing around double the capacity currently required. As new EV fleet is introduced there will be ongoing assessment of EVCI requirements to ensure adequate capacity and resilience arrangements. There has been some operational issues identified where vehicles are parking in EVCI bays when they are not charging hindering EVs which need to charge. Communications have been issued to the impacted locations and users to mitigate this.
Q7: Councillor Stephen Docherty	Do all trees being used in the Avenues Project and George Square refurbishment have a British Provenance Certificate i.e are they UK grown?
A: NRS	Information on the types of trees and plants that are being planted in the city centre as part of Avenues programme is publicly available the Avenues section of the Council's website at the following link: https://www.glasgow.gov.uk/article/12861/Trees-Plants Also included in this section of the website are FAQs on raingardens. The trees planted as part of the City Deal funded Avenues programme are a combination of native and non-native provenance. The trees are selected to deal with specific challenges, such high levels of salinity during winter, drought periods during summer, overshadow from buildings and wind tunnel effects within the city centre environment. In addition, the trees must have a narrow canopy shape (if located beside a carriageway space) with approximately 3 metres of clear stem. Under the conditions mentioned, there is a reduced number of tree species that can thrive when compared to green open spaces, where the Council plant's tens of thousands of various native species annually. It should be noted that the trees selected and planted as part of the Avenues programme significantly

	enhance the city centre environment by introducing greening, which in turn supports biodiversity. Included below are other links to relevant recent committee reports and a link to the relevant biodiversity section of the Council's website: Committee Information - Submission Documents Committee Information - Submission Documents https://www.glasgow.gov.uk/biodiversity
Q8: Councillor Jassemi and Bailie Siddique	Do we know what percentage has been achieved to date in regards to the tree canopy expansion target? If Glasgow has met its targeted canopy expansion target thus far, how do we compare to another comparable city like Glasgow?
A: NRS	Action 1 from our Tree Plan was to increase Glasgow's canopy cover from the 2020 figure of 16.1% to 17.1% over a 10-year period, by planting trees across the city's land holdings Trees planted to April 2025 would bring us, once they are fully grown, to 16.53%. A Further report including trees planted up to April 2026 will be brought to committee later this year. Scotland's national target of 21% by 2032 covers both rural and urban areas. Relatively few other UK cities have published targets online, with Bristol having targeted 20% by 2040. London has targeted an increase by 10% of their existing canopy cover of 21% by 2050. Wrexham's 2016 strategy targeted a figure of 20% by 2026.
ITEM 3:	Internal Audit – Financial Services Performance Management
Q1: Councillor Jassemi	With regard to performance issues being escalated to Committee through the annual Business Plan, how many indicators have been escalated over the past 3 years?
A: Internal Audit, Financial Services	There have been no escalations through the annual Business Plan. The main Financial Services KPIs are reported through Grand Challenge 4 - Committee Information - View Committee Document and will continue to be reported in this way.