



Glasgow City Council

Environment and Liveable Neighbourhoods City Policy Committee

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PARKING SERVICES UPDATE

Purpose of Report:

To provide Committee with 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
 - commitments to improve Car Parking
 - continued roll out of controlled parking zones
 - progression of the delivery pavement parking prohibitions

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 approved 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.

- 2.3 To progress the above, the following workstreams have been progressed:
- As announced in the 2025/26 Budget, Elected Members authorised officers to significantly increase resources by recruiting an additional 100 parking attendants. Two rounds of recruitment have been completed in 2025/26, leading to the recruitment of 50 parking attendants.
 - Further to this, as announced in the 2026/27 Budget, officers were further authorised to increase resources by recruiting 50 additional parking attendants. The first round of recruitment has commenced with nearly 300 interviews arranged and currently taking place.
 - The next intake of parking attendants is expected to be from November 2026.
 - In addition to this officers are exploring alternative recruitment models to supplement this process and provide the Council with greater resilience to manage parking pressures within the city.
- 2.4 The impact of this investment has shown a significant growth in PCNs being issued, specifically, comparing this financial year to the last financial year, a **23%** increase in PCNs issued for general parking contraventions and a **31%** increase in PCNs issued for the pavement parking prohibitions. This effective management of public space improves safety and availability of parking for all.

- 2.5 In addition, the 2026/27 Budget empowered officers to recruit four additional fraud officers to deal with blue badge misuse across the city is progressing. This is a vital element to complement our existing parking enforcement team. So far this year, Enforcement Officers have unfortunately had to confiscate **101%** more blue badges than over the same period of the last financial year. The Parking Enforcement team and Fraud Team are working closely to determine the most effective model for this to work and have the officers recruited and embedded within our parking enforcement team during this financial year.

3. Car parking improvements

- 3.1 During this financial year, officers are investigating more flexible options to enhance the existing parking permits scheme. This includes:
- Increasing the flexibility of Residents' Visitor Parking Permits.
 - Accommodating tradespeople carrying out work at business premises for longer than the maximum stay period in a parking space.
 - Allowing care providers and GPs access to suitable permit types that offer larger geographical area coverage.
 - Clearly directing personal carers on how they can apply for a resident parking permit.
 - Looking at ways to improve support for charitable organisations, faith groups and small businesses.
- 3.2 In addition to the above, officers are currently re-writing terms and conditions for resident parking permits to allow Council officers to cancel permits where it becomes evident that a vehicle holding a permit becomes unroadworthy.
- 3.3 Further, a trial is currently taking place within off-street surface car parks where new parking machines have been introduced to allow card payments. This may offer a more suitable method of payment for those who do not carry cash and do not have access to the mobile phone payment system, RingGo. It is anticipated that this will significantly support the tourist industry across the city.
- 3.4 Subject to the success of this trial, it is the intention to roll-out these new machines across the city, especially in the City Centre and local town centres where transactions are highest.
- 3.5 Finally, the Council is commencing a review of its off-street car parking estate, particularly the Multi-Storey Car Parks (MSCP) within the City Centre, to ensure that parking provision is appropriately located, is suitable for modern vehicle types and is effectively integrated with high-quality public transport and emerging micro-mobility options. Additionally, Officers are considering the long-term future and alternatives for our aging MSCP stock in the city.

4 Parking Zone Projects

4.1 Queen Elizabeth University Hospital

The formal consultation process has commenced for a 6-week period, thereafter officers can assess any feedback received and look to implement the Experimental Traffic Regulation Order and deliver this new zone.

4.2 Celtic Park and Ibrox Stadium

Final designs for these updated proposals are complete. Officers will be updating key stakeholders, including Elected Members, the communities and the football clubs. Subject to there being no fundamental issues, it is anticipated that the statutory process for the Experimental Traffic Regulation Order can commence.

4.3 Kelvinside & Kelvindale

Following the successful completion of the statutory Traffic Regulation Order process, the implementation programme is now being finalised. It is expected that this scheme will be in operation before the end of the calendar year.

4.4 Dennistoun

Following the publication of the proposals via the statutory Traffic Regulation Order process, all feedback has been received and analysed. At the time of writing this report, responses to all objections were being issued. Upon receipt of the Council's formal response, objectors will have the opportunity to withdraw their objection. Following this process, in line with Council procedures, a recommendation on how to proceed will be produced.

4.5 Sighthill

Additional data collection/analysis is currently underway to understand which set of chargeable hours should be proposed prior to proceeding to the formal statutory process.

4.6 Broomhill and Thornwood

Officers have met with local Elected Members and community councils to go through a report which summarises our early engagement process. The recommendations from this report and further data collection will be acted on before any redesign of the proposals takes place.

4.7 Shawlands / Battlefield / Strathbungo

Officers have now finalised analysing all feedback from the initial early engagement process. Similarly to Broomhill & Thornwood, Elected Members, Community Councils and the Business Improvement District will be invited to sessions to discuss the findings, lessons learned and next steps from week commencing 17th August 2026.

4.8 Pollokshields / Langside / Govanhill / Gorbals (Hutchensontown) / Barras South

Local community engagement will be arranged following agreement of the next steps for Shawlands/Battlefield/Strathbungo.

4.9 Parking Zone Standardisation

Members will recall, that as part of the 2024/25 Budget, there was a commitment to explore the development and delivery of standardisation of chargeable hours across all parking zones within the city.

To progress this, two options are being taken forward: **Option A Mon – Sun 8am – 10pm** and **Option B Mon – Sat 8am – 6pm**.

These options were developed to reflect appropriate responses to parking pressures faced in different locations across the city.

To assist in decision making, detailed parking surveys have been carried out across the 8 zones under consideration, which are:

- Woodside
- Napiershall
- Dowanhill
- Partick
- Yorkhill
- Cranstonhill
- Sandyford
- Park

The Sandyford zone is being taken forward first. This zone will proceed under Option A, as the survey data demonstrates that parking demand in the area is particularly high outside the parking zone's existing chargeable hours (Mon-Fri, 8am-6pm). At these times, parking occupancy exceeds 85% - typically accepted as the level at which finding an available parking space can become difficult.

- 4.10 As part of the standardisation process, the Council will update the qualifying date used to determine eligibility for resident parking permits in all zones introduced prior to 2014.

Older parking zones in the city use a qualifying date of 1 January 2000 to determine eligibility. However, since 2014, new parking zones have generally used the date the parking zone was introduced.

To ensure a consistent approach across Glasgow, under these proposals, all parking zones would change the qualifying date to the date when the original parking zone was established. This would mean that properties developed after this date would not be eligible for resident parking permits.

- 4.11 Information to be keep stakeholders informed of the upcoming parking proposals can be found by visiting:
www.glasgow.gov.uk/proposedparkingcontrols

5 Pavement Parking Prohibitions

- 5.1 Members will recall that the full list of roads being taken forward for an exemption order are listed at www.glasgow.gov.uk/pavementparking
- 5.2 The technical design is being programmed alongside the ongoing parking zone programme of work. This 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 in each street. This information will then form the basis of an exemption order. The technical design work will progress across this financial year so that the exemption order process can commence at the beginning of the next financial year and hopefully conclude by the end of 2027.
- 5.3 All associated information from this exercise will be made available online or via request.

6 Policy and Resource Implications

Resource Implications:

Financial: Any staff design costs will be met from the current revenue budget.

Legal: Roads (Scotland) Act 1984

Personnel: Will be delivered by existing Council staff and an external consultant

Procurement: 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:

Does the proposal support the Council's Equality Outcomes 2025-29? 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 for those with a disability

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

Any proposal will have its socio-economic impact considered in line with the Fairer Scotland Duty

Climate Impacts:

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

The proposal supports the Climate Plan

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

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

7 Recommendations

That the Committee notes the content of the report.