Battlefield Restricted Parking Zone (RPZ)

Summary of Early Engagement

August 2026



Battlefield Restricted Parking Zone (RPZ) Early Engagement

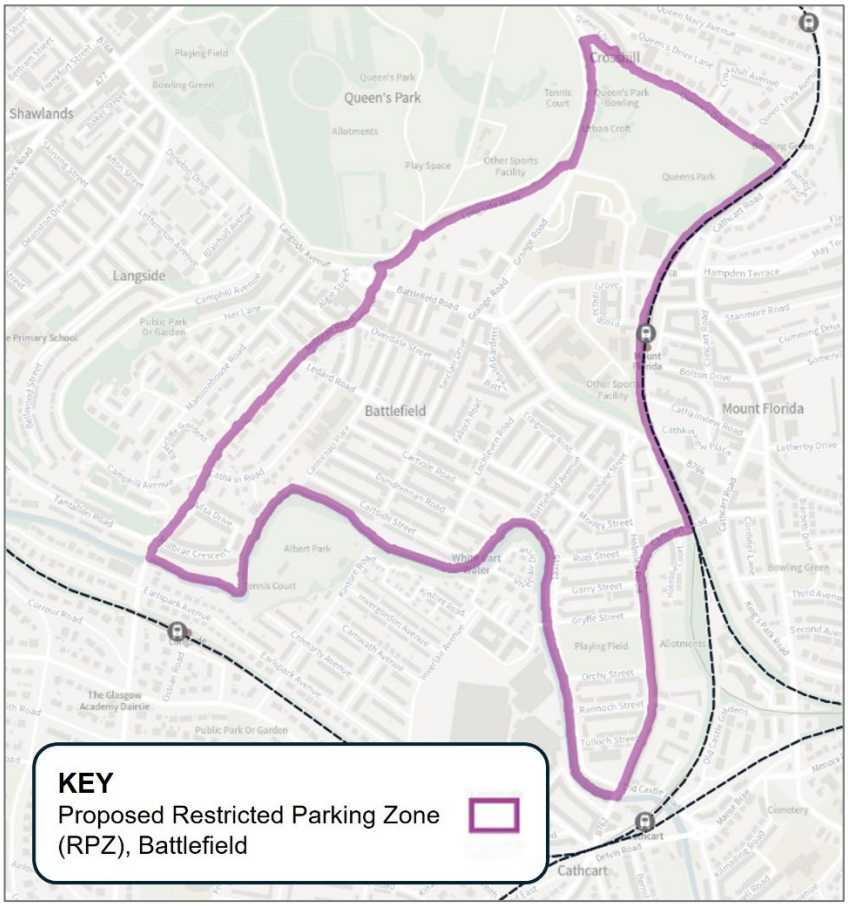
Summary of Early Engagement, August 2026

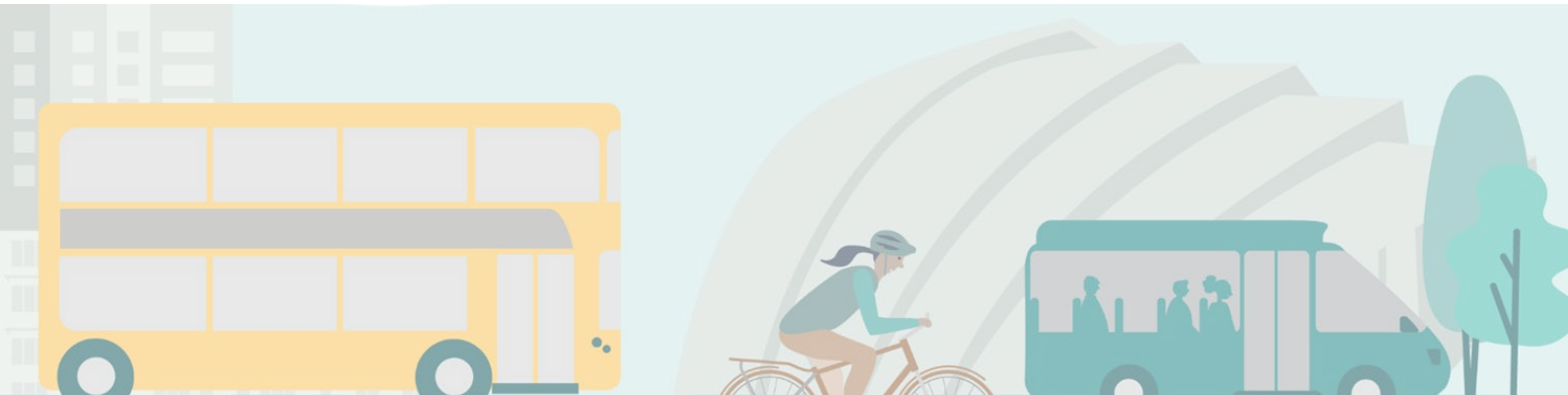
Introduction

Glasgow City Council ('the Council') is proposing to introduce a **Restricted Parking Zone (RPZ)** alongside wider measures to improve how street space is used and support a safer, more accessible neighbourhood in Battlefield. The proposals aim to manage on-street parking more effectively and fairly, and address obstructive parking and road safety issues, helping streets better support residents, businesses, visitors and people accessing services.

The Council established the proposed extent of the RPZ (as shown in **Figure 1**) and developed draft proposals which were subject to early engagement with residents and local businesses. The early engagement sought to understand how streets in the area are currently used, the challenges experienced, and how any changes could better reflect local needs.

Figure 1 - Proposed Extent of Parking Proposals, Battlefield





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The early engagement period ran between Tuesday 28th October and Monday 15th December 2025, and involved public engagement events and a community feedback survey. A total of 1,016 responses were received and analysed. In addition, 66 emails received by the project team and Councillors during the early engagement period were included in the analysis.

The early engagement was structured around gathering feedback on current experiences and issues with parking in the area, and the proposed changes. This included understanding how parking demand, parking practices and street conditions affect day-to-day access, movement and safety. Additional themes were raised by respondents and were have been reported on, as follows:

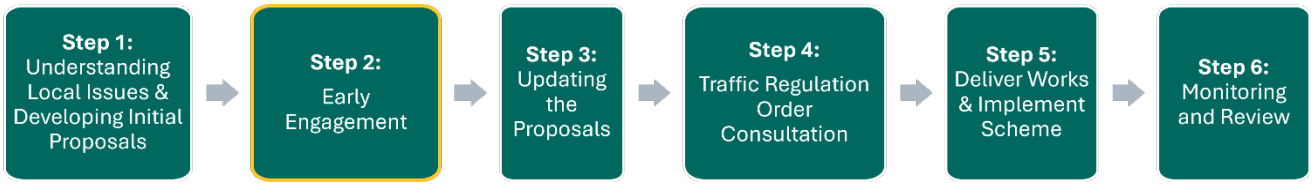
• Process and Justification for Parking Controls • Effects of Parking Controls on Residents and Inequalities • Concerns about Road Safety and Maintenance • Effects of Parking Controls on the Local Economy and Environment • Sustainable Transport Alternatives.

This summary document provides an overview of the early engagement findings, and the outcomes and next steps the Council will take forward to address the feedback raised in relation to the proposal.

The early engagement methodology and findings are presented in full in the **Report of Engagement**.

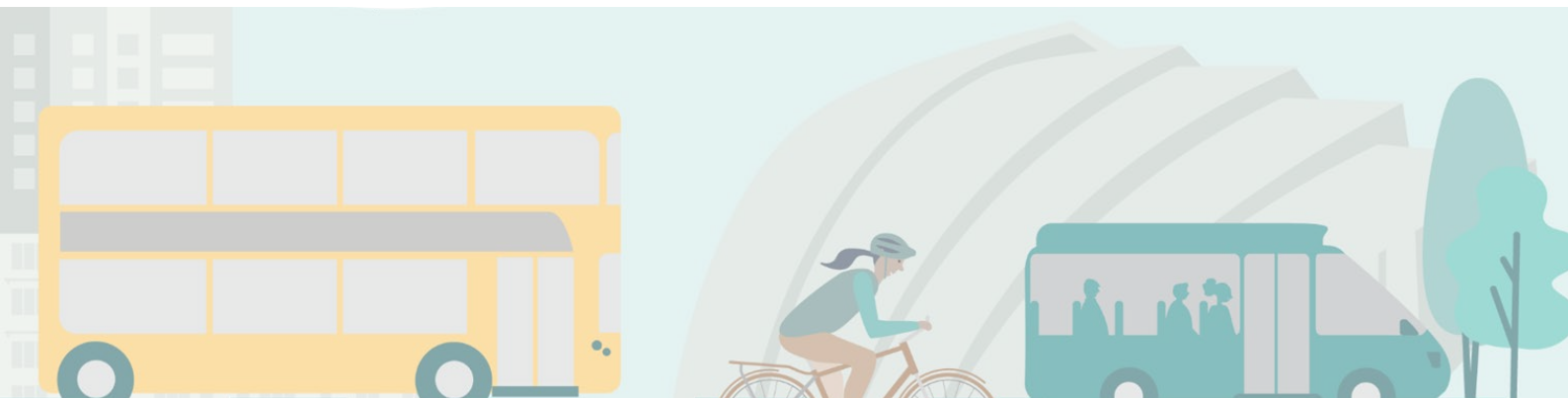
Early engagement is part of the Council's 6-step process for developing and implementing new parking control zones, as shown in **Figure 2**.

Figure 2: *Process for Developing and Implementing New Parking Control Zones*



Importantly, the process considers factors including current parking demand, public transport availability, levels of deprivation and wider economic impacts, and proposals will only be progressed where there is a clear need.

Feedback gathered during Stage 2 will inform whether and how proposals are developed, ensuring they reflect local priorities and work in practice.



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The Report of Engagement concludes the main reporting for Step 2 (Early Engagement). It is noted that further engagement with communities may be carried out during Step 2.

Characteristics of Survey Respondents

Of the 1,016 survey respondents, 865 (85%) were residents of Battlefield and a further 26 (3%) were owners of a local business.

Survey respondents were asked to provide their postcodes, select demographic information and information around their current travel habits. The following characteristics of survey respondents can be considered in line with the early engagement findings:

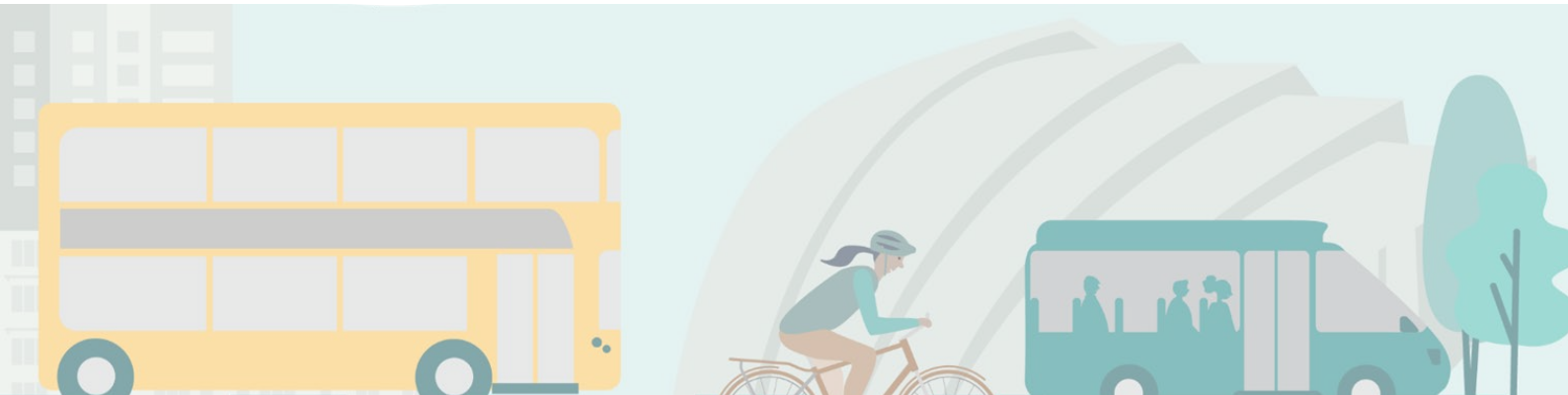
- **85% are residents of Battlefield**
- **87% are aged between 25 and 64**
- **53% identify as female, 45% as male**
- **96% identify as White**
- **16% have a long-term illness, health problem or disability**
- **73% travel by car/ van/ motorcycle as their main mode**
- **68% own 1 car, 22% own 2 cars**

Compared to the latest Census 2022 data for the area, survey respondents were found to be broadly representative of the local population in terms of age groups and most ethnicities, however participation from males and those who identify as Asian was found to be lower than expected. It should also be noted that a large proportion of respondents have access to a car or van, and/ or noted that car is their main mode of transport.

Responses were from across the area the highest number of survey responses was received from residents of Braemar Street, Carmichael Place, Gryffe Street, Arundel Drive, Battlefield Avenue, Battlefield Gardens and Cartside Street. 17 people indicated that they live in neighbouring communities.

Summary of Early Engagement Findings

A summary of the early engagement findings is presented below, organised around the seven themes identified during analysis. This includes survey responses and correspondence. The findings highlight a range of experiences and perspectives on how street space is currently used, and how it could be better managed to support local needs.



Battlefield Restricted Parking Zone (RPZ) Early Engagement

Summary of Early Engagement, August 2026

Theme 1: Current Experiences of Parking in the Area

Respondents described their current experiences with parking in the area and raised issues of indiscriminate/ obstructive parking and high demand for parking from a range of users, including non-residents.

Respondents described different experiences finding a parking space at different times of the day, with most respondents (42%) finding the most difficult time after 9pm until 6am the following day.

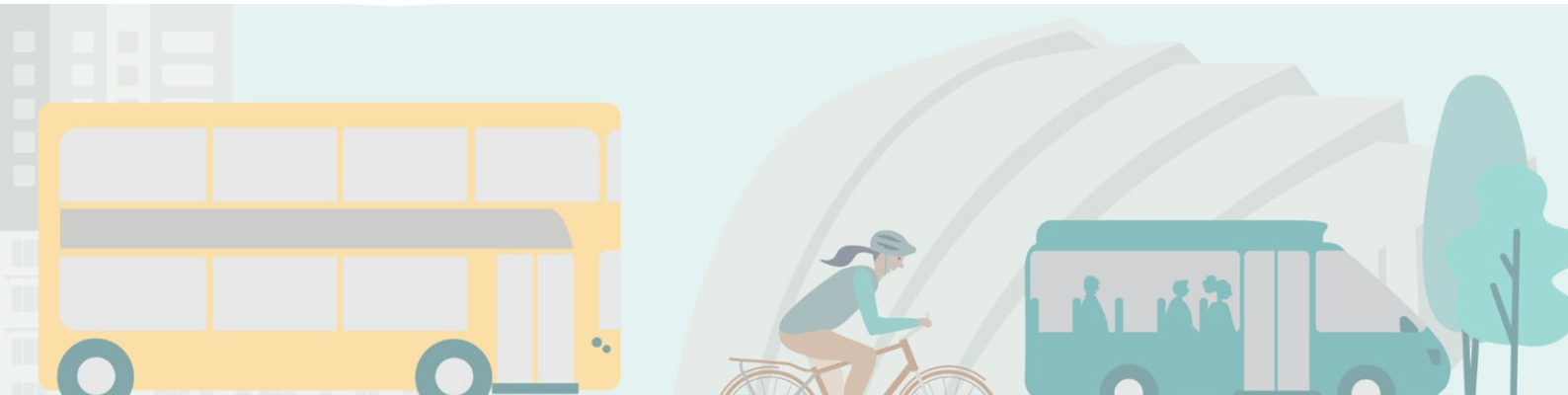
Many respondents described instances of commuter parking and event-day parking spillover placing pressure on available street space and affecting access for residents, visitors and local businesses.

> *"Parking here is used primarily by residents, as is evidenced by the fact that parking availability increases substantially during normal working hours (9 to 5 Monday to Friday)"*
>
> - Local Resident

The survey asked respondents to agree or disagree with the statement *'non-resident parking in the area in the morning makes it difficult to find a parking space'.* There was no majority with an identical split of sentiment in response; 41% agree (tend to and strongly) and 41% disagree (tend to and strongly). Of this, 24% strongly agree and 28% strongly disagree. Respondents mentioned specific instances of parking pressure, often related to events at Hampden and to access the stations, where they find **non-resident parking** to impact on their day-to-day access.

Widespread issues of **indiscriminate and obstructive parking** were reported across most streets within the proposed RPZ boundary. Respondents highlighted how this can affect accessibility, making it more difficult for people, and particularly pedestrians and cyclists, to move around safely. The most observed parking behaviour was parking at junctions; 60% of respondents highlighted this as an issue, closely followed by parking on pavements (51%) and on double-yellow lines (50%). A perceived lack of parking enforcement was also identified.

> *"Illegal parking is rife in Battlefield. I leave home very early in the morning and every single day there are cars parked across junctions, across give way markings, across keep clear bays. This makes turning left or right extremely difficult. I can't imagine how difficult it would be for emergency vehicles to try and access some streets."*
>
> – Local Resident



Respondents identified streets they find to be impacted by non-resident parking; Braemar Street, Gryffe Street, Overdale Gardens, Grange Court and Sinclair Drive and Lochleven Road the most common streets selected. 'All streets' was the most common response for instances of indiscriminate/ obstructive parking.

The key issues raised in relation to the current experiences are as follows:

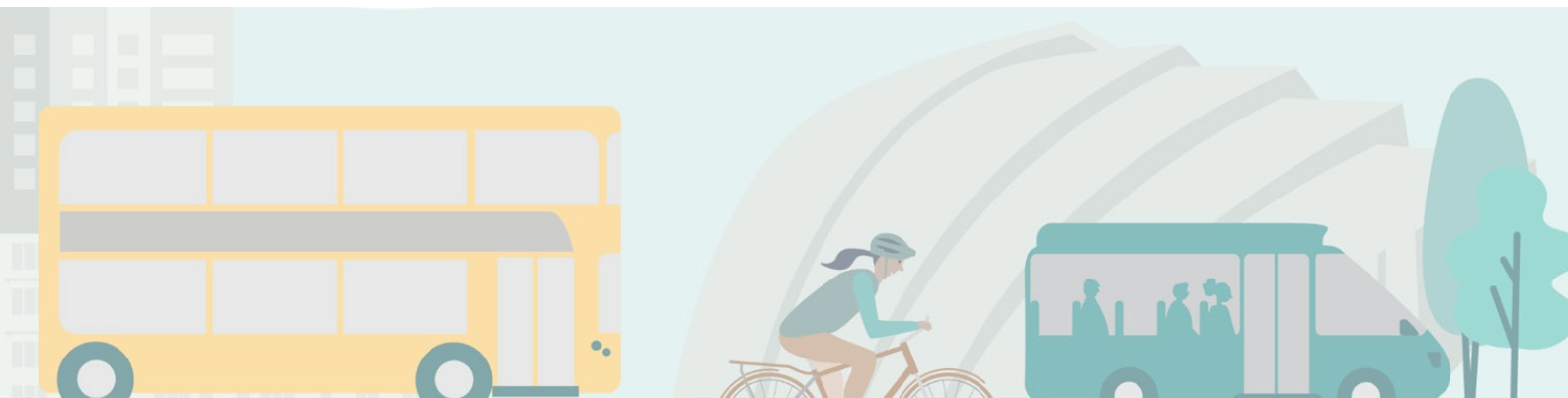
Summary of Theme 1: Current Experiences with Parking in the Area

Residents and respondents were found to experience significant pressure on parking across the area. This is due to a number of factors which include:

- Widespread issues of indiscriminate and obstructive parking highlighted across most streets within the proposed RPZ area boundary
- Safety issues with inappropriate parking including parking on junctions, on pavements, speeding and ignoring school street were highlighted.
- Concerns around a lack of parking enforcement in the area.
- Concerns that tenemental nature of the area and high population density leads to a lack of parking availability
- Feelings that parking pressures are exacerbated or caused by events at Hampden and new high density housing in the area.
- Concerns with non residents using the area for commuter parking.
- Concerns that parking controls will lead to overspill parking in nearby areas

Theme 2: Process and Justification for Parking Controls

Many written responses received questioned the Council's process for developing the proposals, including the evidence used to inform them. Some suggested there may be no justification for changes.



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While many respondents acknowledge existing parking issues in the area, some indicated a willingness to tolerate this as they believe the proposed measures could have negative impacts that may outweigh any potential benefits. Others suggested that alternative options should be explored first, including increased parking enforcement.

Some respondents also expressed negative feelings about the early engagement process and the information they received from the Council about the proposals. Some residents expressed scepticism that their responses would be considered as part of the process and requested further engagement with the Council.

A substantial number of comments said that the Council had not provided enough of an evidence base (for example data from parking surveys or traffic counts) to justify the proposals and they therefore perceived the project as being solely for revenue generation.

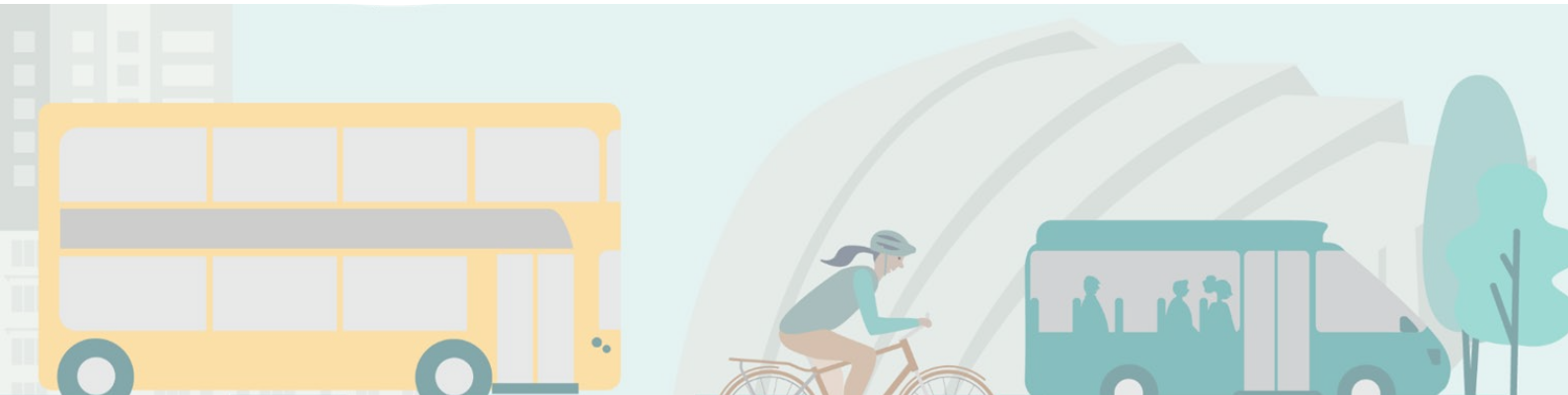
The key issues raised in relation to the current experiences are as follows:

> *"This is simply a money-making exercise by the council and will have a seriously detrimental effect on my life and that of my family. We have managed fine the way it is for over twenty years. Just leave us alone and stop making things worse."*
>
> – Local Resident

> *"No evidence based justification has been put forward by the Council to justify these proposals that are neither needed or wanted by local residents and businesses."*
>
> – Local Resident

Summary of Theme 2: Process and Justification for Parking Controls

- Perception there is insufficient data and evidence to justify the proposals or to demonstrate the changes will solve the parking issues currently experienced.
- Misconcpetion that the scheme was to raise funding for the Council.
- Calls for the publication of materials e.g. parking occupancy surveys, traffic data, impacts assessments and request for further engagement.
- Feedback from respondents detailed mixed views on the benefits of the scheme.
- Some concerns that the impact of the proposals will be to move parking problems to other areas.



Theme 3: Attitudes Toward Proposed Changes

The need for parking management was a key consideration for respondents, and some highlighted how the proposed changes may impact on their day-to-day access to, and movement around, the neighbourhoods.

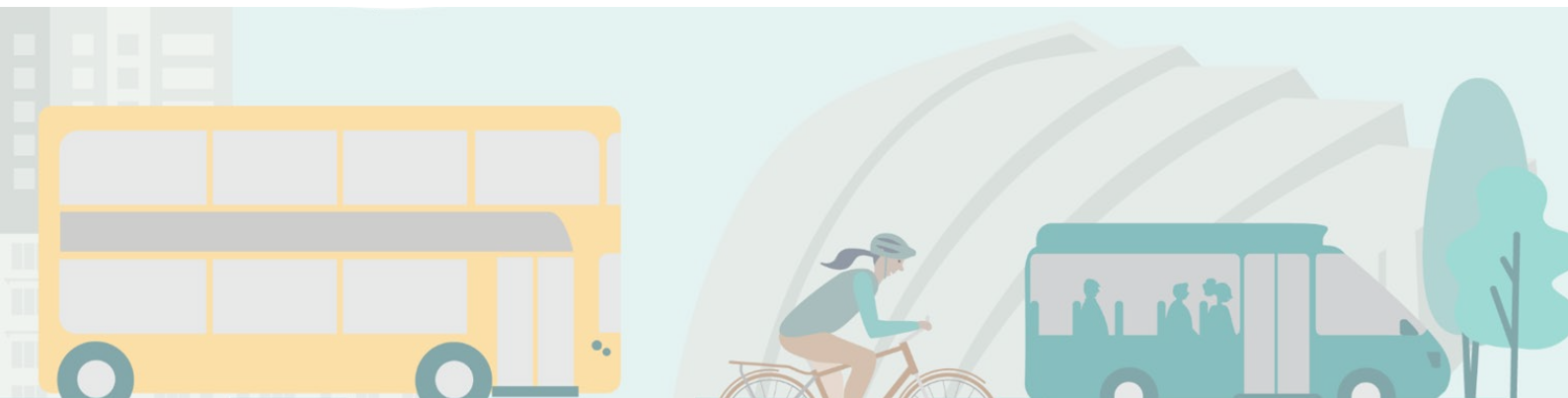
The survey found mixed views on the need for changes to parking management in the area. One quarter (25%) of respondents expressed support for introducing parking controls, indicating a clear recognition among a significant minority that intervention is required to address parking issues in the area. However, this view is not shared by the majority as 69% disagree with the proposals in their current form to manage and control parking in Battlefield. Respondents' primary reasons for disagreeing were about a potential reduction in parking spaces for residents and concerns about visitor access.

> *"I strongly reject the proposal to pay for the privilege of parking my own car outside my own house."*
>
> – Local Resident

The survey also found mixed attitudes towards specific aspects of the proposals such as parking bays, residential permits, visitor permits, chargeable times and one-way operations. Greater acceptability of the proposals was found where adjustments to the design and operation could be considered, including pavement parking exemptions for some streets.

> *"I'd welcome parking permits to try to reduce the number of cars parking in the area and also more enforcement of the parking rules."*
>
> – Local Resident

While the report details further feedback, the key issues raised in relation to the proposed changes are as follows:



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Summary of Theme 3: Attitudes Toward Proposed Changes

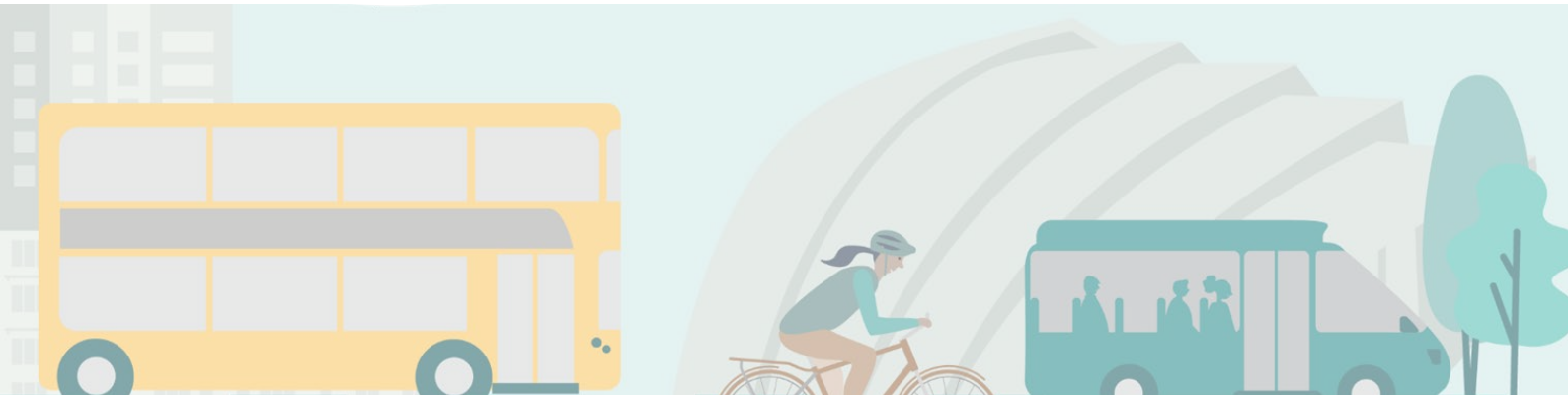
- The chargeable times (0800-2200hrs, seven days/week) are felt to be too extensive and unnecessary.
- Changes to the proposals suggested to increase parking capacity included pavement parking exemptions. Better enforcement of existing controls was also suggested.
- Concerns about reduced parking capacity compared to the current situation.
- Mixed attitudes towards specific aspect of proposals which received varying levels of opposition and support, including parking bays, residential permits, visitor permits and one-way operations.
- Higher levels of support for additional Disabled Bays and EV Charging Points.
- Some respondents perceived that there would be benefits associated with the proposals for road safety and accessibility.

Theme 4: Effects of Parking Controls on Residents and Inequalities

Many respondents provided insight into the potential impact of the scheme on residents, including differential impacts on specific population groups and those with protected characteristics. This included issues of perceived unfairness in terms of impacts on specific population groups, highlighting the importance of ensuring that changes to streets are fair for all road users.

> *"I do have concerns around access for my parents and other childcarers if visitors permits or parking charges are implemented as the prices proposed for these are also very steep and seem unnecessarily high."*
>
> – Local Resident

Affordability was mentioned by several respondents who explained financial pressures due to increases in the cost-of-living, including rent/mortgage rises and wages that are not in line with inflation, meaning the cost of a resident permit or visitor pass may become a potential additional financial pressure for some households. Differential impacts were mentioned for groups including disabled people, elderly people, people with caring responsibilities, low-income households and young people.



Limitations on social interaction with friends and family who may live outside of the area, and attendance at local support organisations including community groups was raised as a potential consequence.

Many respondents highlighted the potential impact on **elderly and disabled relatives, friends and neighbours**. The key concerns were social isolation and constraints on the provision of **formal and informal care** due to the cost and availability of parking, both for residents and visitors.

> *"I have an elderly mother, I feel she will be more isolated if parking restrictions are brought into force"*
>
> – Local Resident

Reliance on a car was highlighted by several respondents, particularly those with children and/ or childcare responsibilities. It was noted that residents are often reliant on family and friends to provide informal childcare in order to access employment. Access to employment was also highlighted by those who need to travel long distances, to multiple addresses, outside of regular working hours or at short notice.

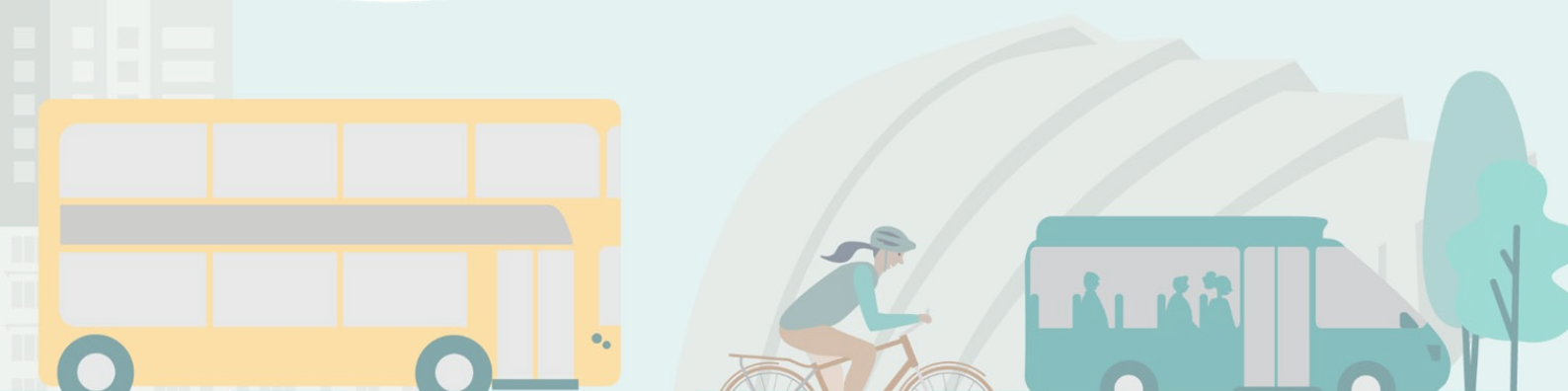
Safety and accessibility were highlighted as a concern for some respondents, should the proposals increase the distance the can park from their home or other destination.

A number of potential **positive impacts** were raised under this theme, including improved accessibility for emergency vehicles and improvements to pedestrian mobility for older and disabled people and those with young children. These benefits are anticipated as the proposals may reduce congestion, free up crossing points and protect dropped kerbs, with restrictions intended to reduce instances of inconsiderate parking on pedestrian crossing points and increase visibility at junctions, helping to create safer and more accessible streets.

The key issues raised in relation to effects on residents and inequalities are as follows:

Summary of Theme 4: Effects of Parking Controls on Residents and Inequalities

- Concerns raised about impacts on formal and informal caring arrangements e.g. family or others providing childcare.
- Similar concerns about potential social isolation and access complications for the elderly and disabled i.e. added bureaucracy for visitors to access.
- Misunderstandings regarding affordability for lower income car users and of quarterly payment options.



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Theme 5: Concerns about Road Safety and Maintenance

Respondents raised concerns about road safety issues for drivers, cyclists and pedestrians alike, and ongoing maintenance issues in relation to the condition of local roads and footways.

Concerns regarding **pedestrian and cyclist safety** were frequently mentioned in relation to **parked vehicles blocking access and visibility**, making crossing roads less safe and often difficult. This was highlighted as a particular concern for parents with prams, wheelchair users, visually impaired and elderly people with inconsiderate and obstructive parking forcing people to walk on the road.

Other issues highlighted include **inconsiderate and obstructive parking** at junctions, on corners, double-yellow lines and give ways points which was described by respondents to cause safety issues for cyclists and drivers, with near misses and congestion common. Impaired access for emergency and service vehicles was also raised as a consequence.

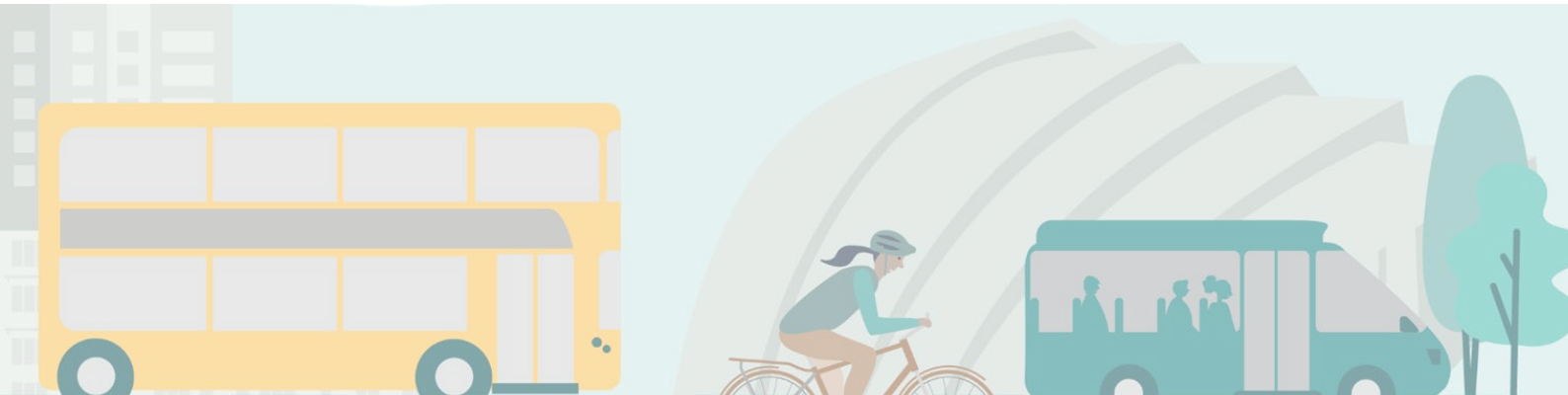
Uneven road and pavement surfaces were seen by respondents to further impact road safety and to reduce ease of mobility in the area. This is often compounded by overgrown hedges which can narrow pavements and obstruct access for pedestrians.

Speeding vehicles were described as common on several streets with particular concern voiced around Battlefield Primary where safety for children and families is a key issue. This led **some respondents to suggest that further road safety measures would be needed,** in addition to the one-way operations proposed to help manage vehicle speeds and improve overall safety. Suggestions from respondents include physical interventions such as road humps, additional crossing points, and greater enforcement.

The key issues raised in relation to road safety and maintenance are as follows:

> *"Spean Street is a nightmare as a cyclist. Cars are regularly parked on the (shared use) pavement"*
>
> – Local Resident

> *"Cars drive too fast along Cathkin Road past a Primary School. Speed bumps are required to slow traffic for child safety."*
>
> – Local Resident



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Summary of Theme 5: Concerns about Road Safety and Maintenance

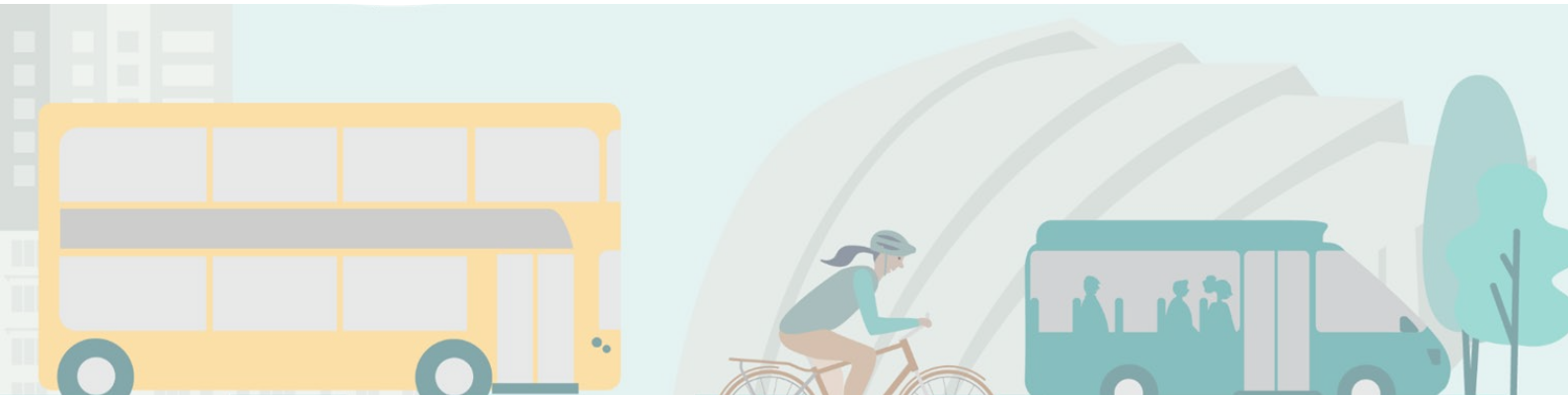
- Safety and accessibility issues are caused by indiscriminate and obstructive parking.
- Concerns about some drivers ignoring School Street restrictions.
- Speeding observed throughout the area, noted as most dangerous around school.
- Suggestions made for the implementation of additional road safety measures such as speed limits and road humps, one-way operations on additional streets, and new pedestrian crossings.

Theme 6: Effects of Parking Controls on the Local Economy and Environment

Many respondents anticipate the proposals to have a negative **effect on the local economy**. Respondents note existing Pay & Display parking on Battlefield Road, Sinclair Drive and Holmlea Road, but many expressed concerns about introducing this and permit parking on other streets in the area. Perceived risks for business footfall and passing trade were noted in relation to the proposed changes, in that parking charges could deter short-stay parking - which many see as important for supporting local shops and services - and risk shifting shopping trips by both residents and visitors away from local high streets. Some respondents, however, suggested parking controls would improve the area and make it more attractive to visitors.

From the business perspective, some raised concerns about negative impacts on staff retention, particularly for shift workers who may not be supported by suitable public transport and active travel options. Potential restrictions on business operations and the cost of business permits were also highlighted by local business owners. A request for more loading bays was received from several businesses.

> *"I'm concerned on how as a business this will affect myself and my clients. If they can't park or have to pay for parking meters this will have a disastrous effect on my business!"*
>
> - Local Business Owner



Some conditional support for parking controls was identified under this theme if changes could be tailored to support local needs.

The aim of proposals to make a positive contribution towards the Council's commitment to net-zero carbon emissions by 2030 was acknowledged by many respondents. Some respondents welcomed the anticipated improvements to **air quality and the environment**, while others expressed concern about unintended negative consequences of the proposed changes such as longer vehicle circulation and the potential loss of green spaces and verges.

> *"This will impact my business and as an employer of 5 staff it will definitely have an impact the number of staff members we employ."*
>
> – Local Business Owner

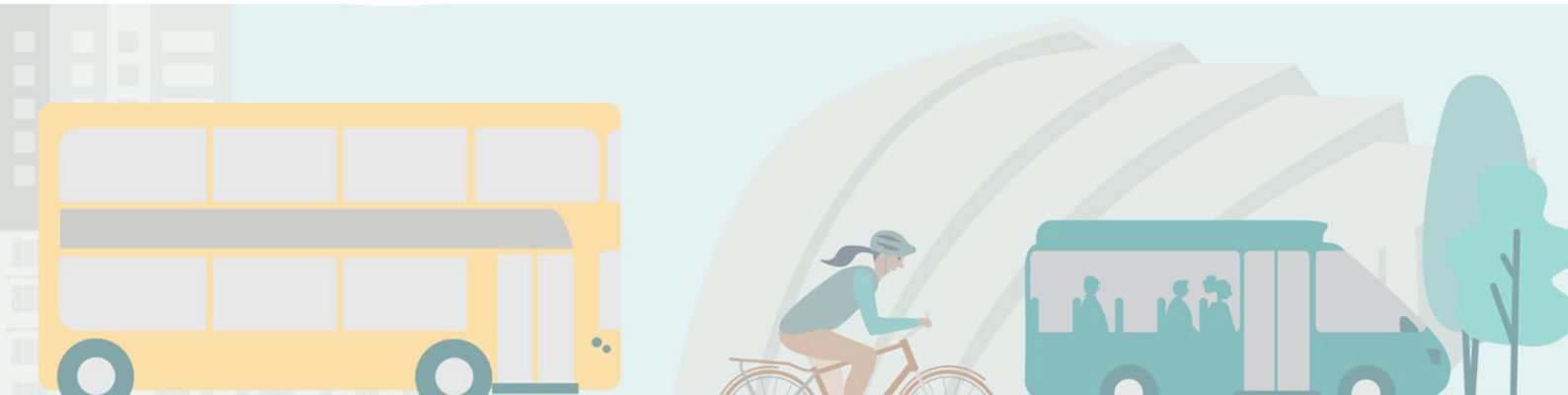
The key issues raised in relation to the local economy and environment are as follows:

Summary of Theme 6: Effects of Parking Controls on the Local Economy and Environment

- Some respondents from businesses raised a concern about staff retention in relation to staff potentially having to pay to park in the future.
- Concerns and misconceptions about the cost of business permits, payment options and potential impacts from pay and display prices for customers/service users who drive.
- Concerns about the impact of parking charges shifting shopping trips by both residents and visitors away from local high streets.
- Calls from businesses for more loading bays.

Theme 7: Sustainable Transport Alternatives

Sustainable transport options, including active travel, public and shared transport, were referenced in relation to the proposals as alternatives to owning and using a private vehicle.



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Many respondents were supportive of the principle of increasing use of sustainable transport and say they already walk, cycle, or use public transport where they can. Several respondents also expressed a long-term desire to reduce their reliance on a private vehicle.

There were mixed views about **local public transport provision** and while some respondents acknowledged certain connections were reasonable (particular trains via the Cathcart Circle and Neilston/Newton line), it was felt by others to be often unaffordable, infrequent, inaccessible and overall not attractive enough to help people reduce their reliance on private vehicles over time.

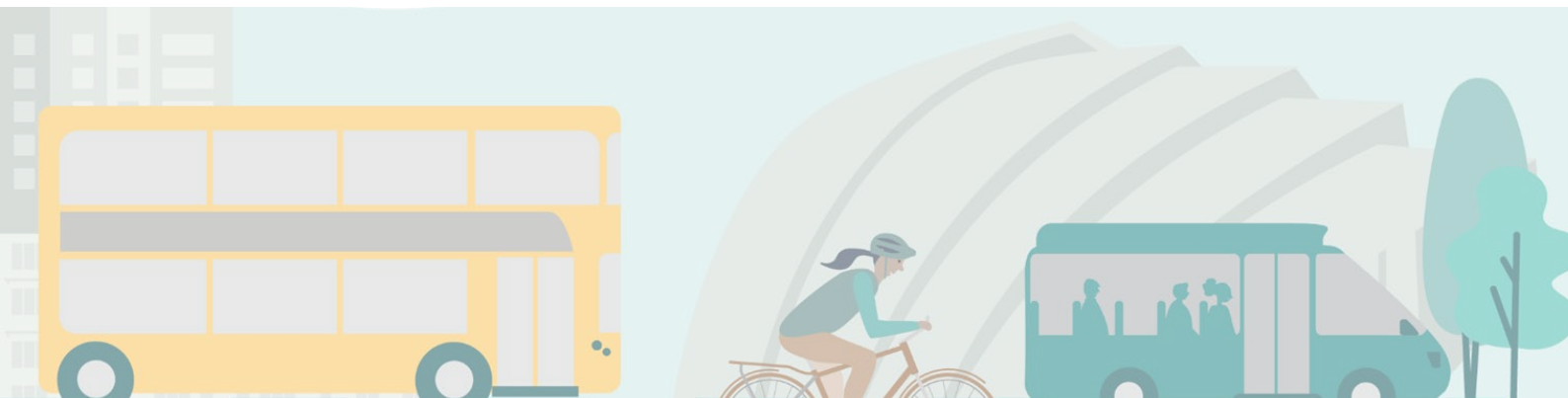
It was felt that improvements should be made to public transport before or alongside the implementation of the proposals. Long journey times on buses compared to car journeys, reduced service provision of both bus and trains in the evening and weekends and the lack of an affordable integrated public transport ticket were also cited as disincentives to using public transport.

Alongside these improvements, better walking and cycling infrastructure and greater availability of shared transport, were described as necessary to help people use their cars less. With some respondents wanting accelerated delivery of active travel infrastructure and further expansion of storage facilities.

The key issues raised in relation to sustainable transport alternatives are as follows:

> *"I think you should be focusing on reducing car use, not car ownership. So rather than making it harder to own and park a car - vastly improve public transport: making it reliable, good value and a pleasant experience."*
>
> – Local Resident

> *"The cycle lane into town is great, and is well-used, but unfortunately the unreliability and lack of capacity on both the bus and train services means that a lot of people have to drive to work."*
>
> *– Local Resident*



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Summary of Theme 7: Sustainable Transport Alternatives

- Public transport network is overall viewed as insufficient and lacking in seamless ticketing, meaning residents have to rely on a car.
- Some respondents are particularly critical of current bus services, which are perceived to be expensive and unreliable, especially at night.
- Comments were also received on the limitations of bus routes i.e. limited East-West options.
- Railway is perceived more positively but also received critiques on limited Sunday services and needing to travel via Glasgow Central.
- Active travel also fared better, but residents want more secure storage options and infrastructure projects such as Connecting Battlefield (plus more routes) to be delivered more quickly.
- Some desire from respondents for more Car Club options and EV charging points.

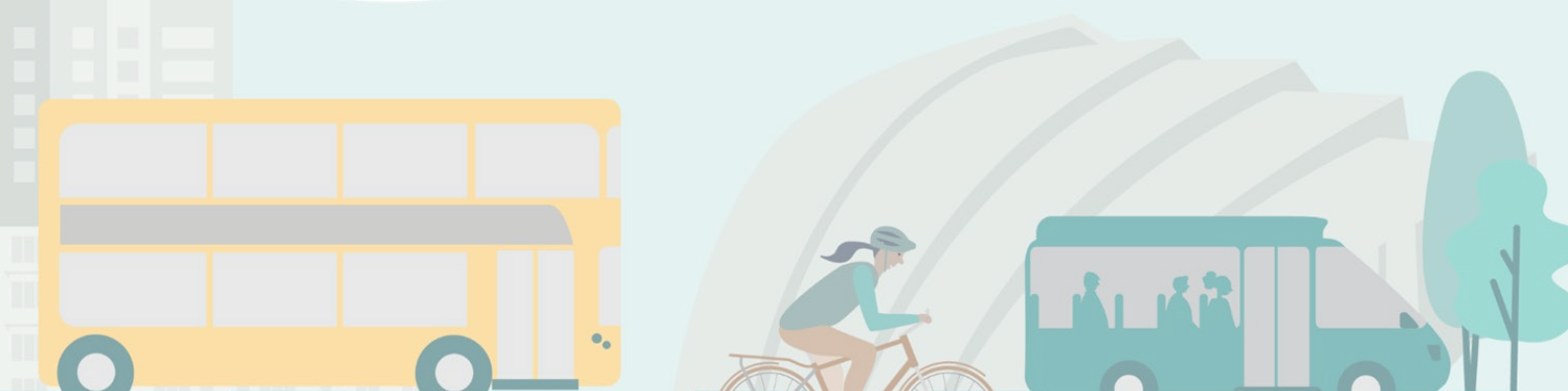
Early Engagement Outcomes

The Council has prepared a full **Report of Engagement** to publish the feedback from the community and stakeholders alike, and to ensure transparency in the early engagement process.

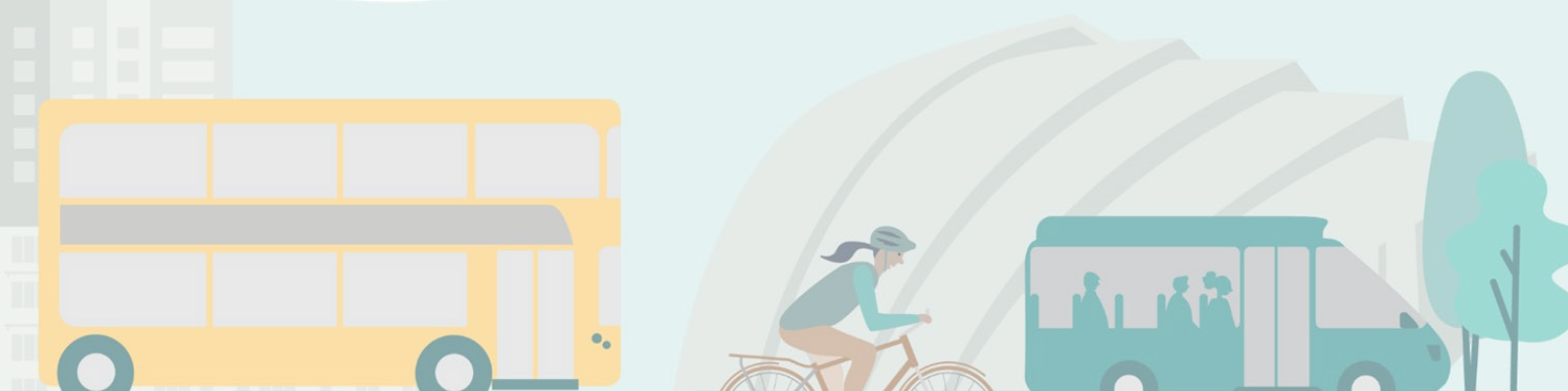
The Report of Engagement also includes several outcomes and actions that the Council commits to take forward to address the key concerns raised, and to ensure the feedback received helps shape key decisions in relation to the proposals. **Table 1** below presents the outcomes in relation to each of the themes raised during the early engagement period.

Table 1 - Early Engagement Outcomes

Key Issues		Outcome Reference	Outcome
Overarching	• Parking Capacity • Economic Impacts • Safety	SS-1-01	The Council will commission independent external transport consultants to undertake a comprehensive review of the work



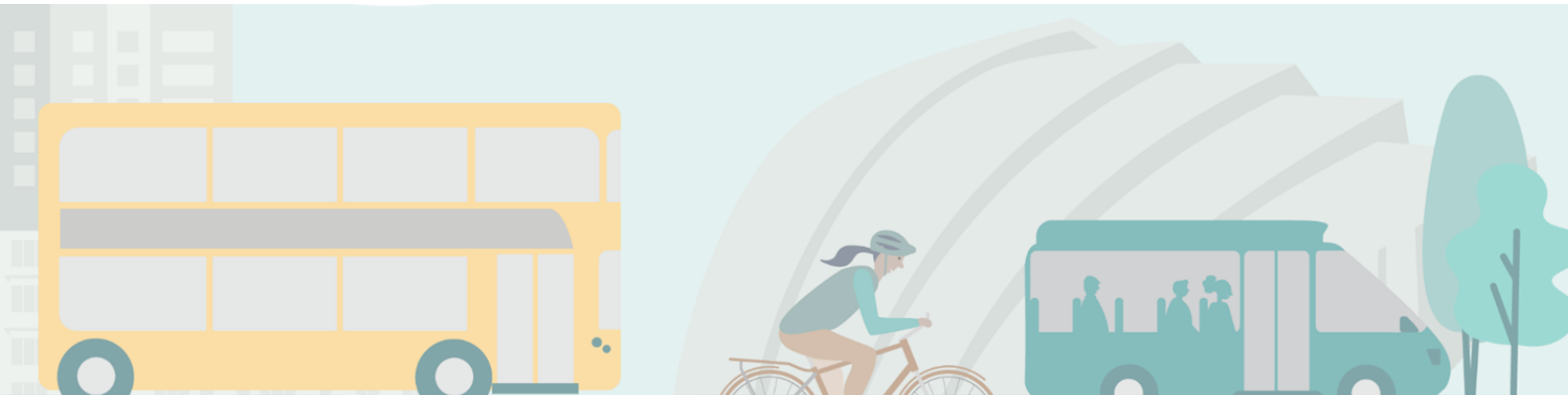
Key Issues		Outcome Reference	Outcome
			undertaken to date, engage with local stakeholders, and prepare evidence-based recommendations to inform the Council's consideration of future parking proposals.
Theme 1: Current Experiences with Parking in the Area	Acute parking pressure in the evenings on some streets, around Battlefield Primary School and during Hampden events resulting in indiscriminate and obstructive parking	RPZ-1-01	The Council will review hotspots and specific areas of concern raised during the early engagement period and mitigate, where appropriate, in any updated proposals.
Theme 1: Current Experiences with Parking in the Area	Lack of parking enforcement	RPZ-1-02	The Council will review the parking enforcement strategy for the proposed RPZ and surrounding areas, including during events at Hampden Park.
Theme 2: Process and Justification for Parking Controls	Lack of data demonstrating the specific parking issues in the area	RPZ-2-01	The Council has commissioned new independent parking surveys and will review and validate the data before using it to help inform future considerations.
Theme 2: Process and Justification for Parking Controls	Lack of clarity about the process and justification for intervention in specific areas	RPZ-2-02	The Council will publish a transparent methodology which details the process by which parking controls are triggered, developed and implemented. This will importantly consider factors including current parking demand, public transport availability, levels of deprivation and wider economic impacts.
Theme 2: Process and Justification for	Calls for the publication of further materials that demonstrate how the	RPZ-2-03	The Council will update and publish the EqIA (incorporating the Fairer Scotland Duty requirements) with information



Battlefield Restricted Parking Zone (RPZ) Early Engagement

Summary of Early Engagement, August 2026

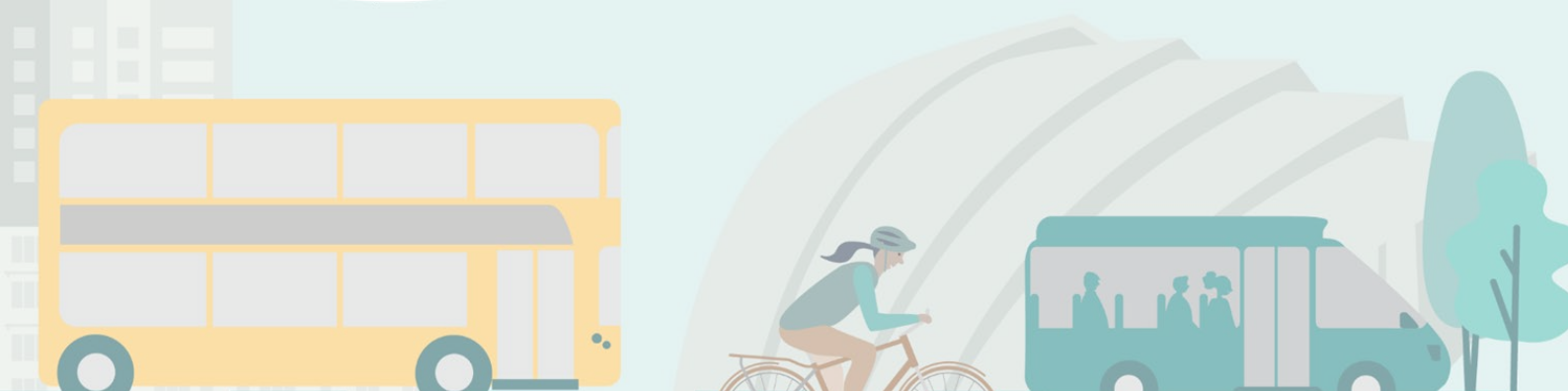
Key Issues		Outcome Reference	Outcome
Parking Controls	proposals respond to parking issues in the area		from the early engagement, additional surveys and further targeted engagement activities including evidence on protected characteristics and socio-economic disadvantage.
Theme 3: Attitudes Toward Proposed Changes	Alignment of the RPZ boundary with existing parking practices and concern around overspill parking in other areas	BF-3-01	The Council will review the geography of the RPZ and its boundaries with proposed Strathbungo and Battlefield RPZs and action, where appropriate, in any updated proposals.
Theme 3: Attitudes Toward Proposed Changes	Extensive chargeable times (0800–2200, seven days/week)	RPZ-3-01	The Council will review the proposed chargeable times in line with its approved standardisation options (Option A: 8am – 10pm Monday – Sunday, or Option B: 8am – 6pm Monday – Saturday).
Theme 3: Attitudes Toward Proposed Changes	Concern about narrow road widths on some streets and alignment of proposals with one-way streets and pavement parking exemptions	RPZ-3-02	The Council will conduct further assessments in relation to Pavement Parking Prohibitions to determine the exemption status of streets in Battlefield, and will action, where appropriate, in any updated proposals.
		RPZ-3-03	The Council will review the proposals for one-way streets in conjunction with pavement parking and other design considerations, actioning where appropriate in any updated proposals.
Theme 3: Attitudes Toward Proposed Changes	Reduced parking capacity and opposition to some proposed measures	SS-1-01	See Outcome Reference SS-1-01.
Theme 3: Attitudes Toward	Request for exclusion of private areas in the proposal	SS-1-01	See Outcome Reference SS-1-01.



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Proposed Changes			
Theme 4: Effects of Parking Controls on Residents and Inequalities	Access complications for residents' visitors, particularly for provision of formal and informal care	RPZ-4-01	The Council will review groups currently eligible for Parking Zone Permits and the restrictions associated with Residents Visitor Permits and where appropriate, consider additional categories. The Council will also monitor the uptake of each permit type.
		RPZ-3-01	See Outcome Reference RPZ-3-01.
Theme 4: Effects of Parking Controls on Residents and Inequalities	Concerns about affordability and accessability for residents reliant on a car related to cost and allocation of permits	RPZ-4-01	See Outcome Reference RPZ-4-01.
		RPZ-3-01	See Outcome Reference RPZ-3-01.
Theme 4: Effects of Parking Controls on Residents and Inequalities	Concern about how permits will operate between RPZs	BF-3-01	See Outcome Reference BF-3-01.
		RPZ-4-02	The Council will confirm how the permit scheme operates.
Theme 5: Concerns about Road Safety and Maintenance	Safety issues arising from obstructive parking and issues of speeding	SS-1-01	See Outcome Reference SS-1-01.
Theme 6: Effects of Parking on the Local Economy and Environment	Concerns around parking charges dissuading customers who drive from using local businesses and services	SS-1-01	See Outcome Reference SS-1-01.
		RPZ-6-01	The Council will commission independent pedestrian intercept/ shopper surveys in the area.



Key Issues		Outcome Reference	Outcome
		RPZ-6-02	The Council will commission an independent report on the local economic impact of comparable schemes based on published evidence and research.
Theme 6: Effects of Parking on the Local Economy and Environment	Concerns about new / future developments in the area	RPZ-6-03	The Council will continue to work with local businesses and organisations to consider parking issues in local development planning in accordance with the City Development Plan 2 and the Glasgow Transport Strategy.
Theme 7: Sustainable Transport Alternatives	Calls for improvements to public transport and cycling infrastructure	RPZ-7-01	The Council will review the area's public transport accessibility and upcoming transport proposals[1].

Next Steps

Following the early engagement, and the publication of full Report of Engagement, the Council will focus on communicating the results, and the outcomes developed in response to feedback, with the local Community Councils.

The Council will then progress the outcomes, as presented in **Table 1**, to address the key concerns raised and add to the evidence base, to enhance decision-making and inform any updated design for the RPZ.

It is noted that if any proposals proceed, the Council will conduct a statutory consultation for a final scheme as per the Traffic Regulation Order process.

[END]

[1] It is noted that the Council do not hold responsibility for public transport services in the city, but does work in partnership with operators to improve the public transport offer

