



**Item 10**

22nd April 2026

**WARD 23 – Partick East / Kelvindale Area Partnership**

**Report by**

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**THE GLASGOW CITY COUNCIL  
(KELVINSIDE AND KELVINDALE)  
(TRAFFIC MANAGEMENT AND PARKING CONTROLS) ORDER 202\_**

**Purpose of Report:**

**Provide an update on the proposed restricted parking zone.**

**Recommendations:**

The committee note the contents of the update.

## 1. Introduction

The Kelvinside and Kelvindale areas of the city have been identified as being adversely affected by commuter, indiscriminate and obstructive parking practices. The proposed scheme aims to prioritise and protect parking for residents, visitors, and businesses in the area by ensuring there is sufficient supply to meet residential demand.

Further, the introduction of parking controls reduces indiscriminate and obstructive parking practices which affects access by emergency services, delivery and refuse collection vehicles and creates a road safety issue for vulnerable road users including pedestrians.

The proposals support the priorities set out in the Glasgow City Council Strategic Plan 2024–27. This Plan outlines the priorities of Elected Members and establishes four Grand Challenges supported by a range of missions. One of these Grand Challenges is *‘Fight the Climate Emergency in a Just Transition to Net Zero’*, which includes the mission *‘Building on our Glasgow Transport Strategy policy framework, create a new Parking Plan to reduce car parking spaces and extend controlled parking zones’*.

Building upon this, the approved [Glasgow Transport Strategy](#) itself contains several specific policies of relevance:

Policy 82: Progressively extend controls on on-road parking throughout the city based on a strategic approach that focuses on the principle of controlling parking around trip attractors to prioritise resident parking and parking for those with mobility difficulties as well as shared vehicles such as car club vehicles, reduces the impacts of commuter parking, supports visitor and customer parking and business loading spaces where appropriate, and enables roadspace reallocation on key corridors to support the delivery of bus priority and cycleway commitments.

Policy 94: In tandem with policy 82, progressively reduce the level of on-street parking in the city to reduce impacts of vehicles, subject to further analysis of impacts to protect residents from vehicle displacement issues and to support businesses. Reallocate roadspace where possible to active and sustainable modes, for placemaking projects and ensure adequate parking provision for shared mobility such as car club vehicles.

The introduction of parking controls of this type has been introduced across the city and are an effective way of managing the demand for the finite road space available by preventing long term commuter parking in favour of prioritising residential parking along with improving the availability of parking for visitors to the area and customers to local businesses. These measures will also assist with improving the local environment for the community, enhance road safety and pedestrian safety and hopefully encourage commuters to seek more sustainable methods of transport.

Within the Glasgow Transport Strategy, there are four overarching outcomes which activities such as this contribute collectively towards the delivery of:

- Transport contributes to a successful and just transition to a net-zero carbon, clean and sustainable city.

- Transport has a positive role in tackling poverty, improving health and reducing inequalities.
- Transport contributes to continued and inclusive economic success and a dynamic, world class city.
- Places are created where we can all thrive, regardless of mobility or income, through livable neighborhoods and an inclusive City Centre.

The proposed Restricted Parking Zone (RPZ) would introduce the following measure in the area:

- Parking permits for residents, businesses and visitors.
- Pay and Display parking
- Car Club bays
- Motorcycle bays
- Waiting and Loading restrictions
- One-way operations
- Bus bays on Bellshaugh Road to support Kelvinside Academy school transport

## 2. Community Engagement

The Council undertook non-statutory engagement to seek the views of the community prior to commencing any statutory consultation. During this stage, Officers met with members of the Dowanhill, Hyndland and Kelvinside Community Council (DHKCC) and the Kelvindale Community Council (KCC) on the 4<sup>th</sup> of June 2025 where both community councils provided feedback on the proposed plans. DHKCC were supportive of the proposals whilst the KCC expressed concerns regarding the inclusion of the KCC area within the proposals, holding the view that there was no evidence to suggest a parking problem within their area.

All residents and businesses within the proposed boundary received a letter advising them of the proposed parking controls. The letter included a link to a dedicated webpage and community survey and advising that the proposal could be viewed at Hillhead Library. Paper copies of the survey and the plan were available in the library for a duration of 6 weeks between 30<sup>th</sup> June – 18<sup>th</sup> August 2025.

A public exhibition was held in Hillhead Library on the 6<sup>th</sup> of August 2025 between the hours of 2pm-7pm, Officers were in attendance to receive feedback and answer any queries on the plans showcased in the library, with over 100 people attending.

The Council received a significant level of feedback during the consultation, with 766 responses submitted via the online survey and a further 80 written submissions received directly by the project team. The key themes from the community engagement on the initial proposals were as follows:

- **Timing of restrictions:**  
Many respondents expressed concern about the proposed operating hours (Monday–Sunday, 8am–10pm). A large proportion felt that parking issues do not occur during evenings or weekends and therefore preferred that restrictions should not apply during these times.

- **Boundary concerns – Kelvindale area:**  
Members of the Kelvindale Community Council (KCC) and local residents raised concerns over the inclusion of Kelvindale streets within the proposed zone. All feedback from this area opposed their inclusion, consistent with earlier concerns expressed by KCC.
- **Impact on St John’s Renfield Church users:**  
Significant concerns were raised by users of St John’s Renfield Church on Beaconsfield Road. Respondents highlighted that the proposed evening and Sunday restrictions would negatively affect the wide range of activities held at the church, including regular Sunday services.
- **Bellshaugh Lane and Cleveden Crescent Lane:**  
Respondents opposed applying restrictions to these lanes outside of refuse collection periods, stating there is no demonstrated need for controls at other times.
- **Perception of revenue generation:**  
Some respondents erroneously believed the proposals represented a money-generating exercise rather than a measure to address local parking pressures.

### 3. Statutory Consultation

The statutory consultation associated with the Traffic Regulation Order (TRO) commenced in September 2025.

Following a review of the feedback during the Technical Feasibility stage and community feedback, the following changes were adopted prior to publication of the proposals:

- Reduced the hours of operations from Monday-Sunday, 0800 to 2200hrs to Monday – Saturday, 0800 – 1800hrs

The statutory publication of proposals was carried out between 6<sup>th</sup> November 2025 and 4<sup>th</sup> December 2025.

- An advert was placed in the Glasgow Times on 6<sup>th</sup> November 2025.
- 286 on-street notices were placed throughout the affected area; all roads affected by these proposals were included. These notices were regularly maintained throughout.
- Dedicated webpage detailing:
  - TRO Report
  - TRO Statement of Reasons
  - Draft TRO (Schedules and Articles)

- Draft TRO plan(s)
- Press Notice

The above documents were also available to view in person at Exchange House, 231 George Street.

The proposals received 239 public objections including the Kelvinside Community Council and 14 letters of support.

All objectors received an initial acknowledgment email and have now received a consider detailed response to their objection and given a period to withdraw their objections.

The objections have been reviewed and considered in line with the statutory procedures and the proposed amendments will be reported to the Executive Director of NRS and Convener for Climate, Transport and City Centre Recover for consideration and approval in April 2026.

Proposed amendments which make the Order less stringent to be considered for approval:

1. Removal of the shared-use parking bays and parking permits in the following streets:
  - a. Balcarres Ave
  - b. Bradfield Rd
  - c. Hopefield Av
  - d. Thornbridge Ave
  - e. Bellshaugh Gardens
  - f. Redlands Terrace Lane

Please note that the 'No Waiting at Any time' restriction will still be implemented at junctions/corners in the above-named streets to improve road safety.

2. An additional two shared-use parking bays will be introduced in Bellshaugh Lane near the junction with Bellshaugh Place.
3. Following the approval of a recent Disabled Bay application, one proposed shared-use bay outside 13 Kirklee Road will be replaced by one Disabled Bay.
4. A reduced Pay and Display pricing structure proposed in the area west of Clevedon Road - details as follows:
  - Original pricing structure was £1.20 for every 15 minutes for the first 3 hours, then £1.20 for every 5 minutes thereafter.

- Revised pricing structure is £1.20 for every 15 minutes (no maximum stay).
5. Reduced operational times of the bus parking bay on Bellshaugh Road from Mon – Fri, 8am – 6pm to Mon – Fri, 8am – 5pm. Shared-use parking will be available Mon – Fri, 5-6pm

All objectors to the proposals will be advised in writing if the TRO has been approved and any amendments to what was published. They will then have a 6-week period to apply to Court of Session to halt the process on procedural grounds prior to implementation commencing in the area.

Timelines (March – August 2026)

Objection withdrawal period	Ends 31 March
Confirmation of TRO outcome	Mid-April
If approved TRO advertised	Late April
Implementations of scheme	June to July
Court of Session period (6wks)	Late April to June
Expected effective date	31 July

**4. Recommendations**

The committee note the contents of the update.