



# Dennistoun Community Council

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## Dennistoun Community Council 2025 Engagement with Glasgow City Council Regarding Proposals for Road Safety, Traffic and Parking Control Measures

Covering the period from March to December 2025

### March 2025

In March 2025, GCC followed up on it's 2024 Road Safety, Traffic and Parking questionnaire, giving DCC an opportunity comment to ahead of GCC proposals expected to be published later in 2025.

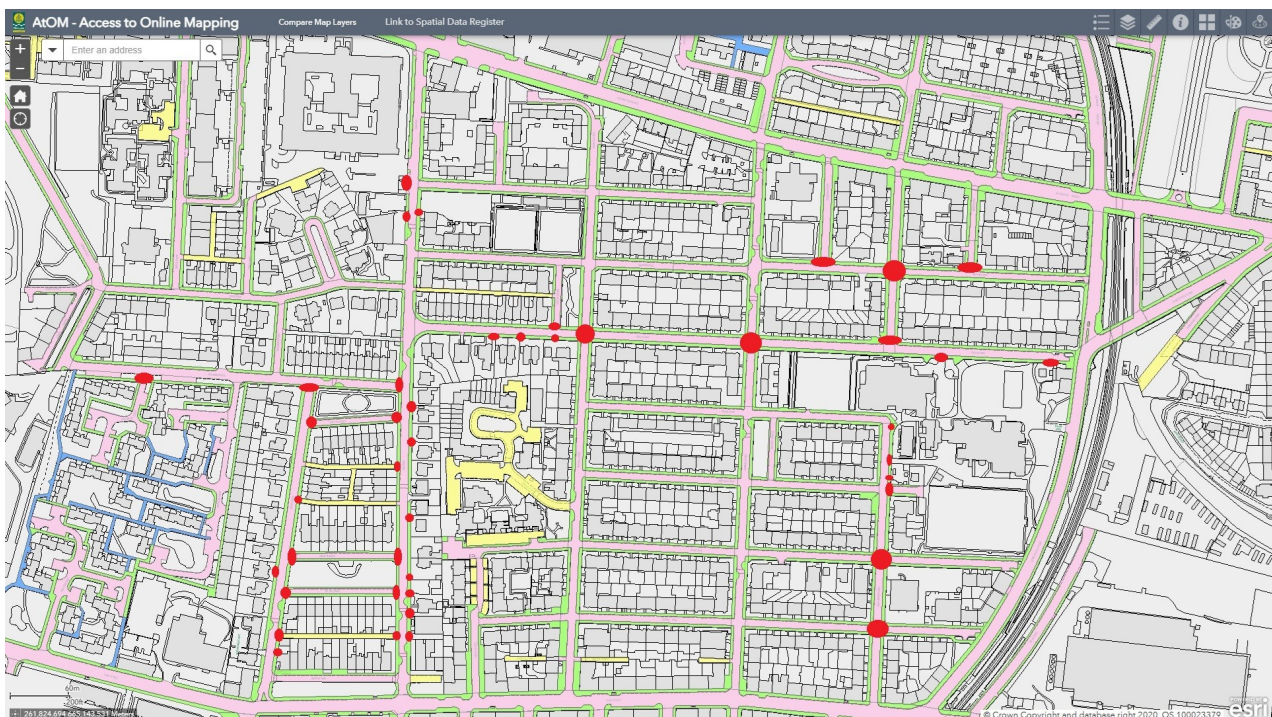
DCC highlighted the priorities and considerations identified in October 2024 as a response to that questionnaire.

DCC additionally highlighted the proposals for improvements to pedestrian infrastructure, as submitted to the Dennistoun Area Partnership in September 2023 for inclusion in the Neighbourhood Infrastructure Improvement Fund.

### May 2025

DCC were asked by GCC to identify locations where installing drop kerbs would be beneficial.

Without time available for a comprehensive survey, the below sketch was provided identifying some notable locations where the pavement is not properly accessible due to kerbed upstands. These are primarily locations where either continuous accessibility along key routes is problematic, and/or examples of worst cases.



It was acknowledged that the catchment of these locations is restricted to the Drives area. Which is likely to be the most trafficked, so perhaps not unreasonable to focus on initially, but with the inevitability that there'll be some notable locations in the Milnbank, Reidvale and Haghill areas which have not been included.

## **June 2025**

GCC proposals for parking controls and road safety measures in Dennistoun were received by DCC on 9<sup>th</sup> June 2025, under an embargo, with an invitation to comment in advance of the statutory Traffic Regulation Order consultation, which was expected to commence in August 2025.

As part of the engagement process, DCC (represented by CCllr David McDonald) attended an in-person meeting with GCC at 10:00 on Wednesday 18<sup>th</sup> June at GCC Eastgate Building to discuss the proposals.

## **Top Priorities for the Community**

- A safer and more accessible neighbourhood for everyone, with due consideration given to the sustainable transport hierarchy.
- Minimising the disruption for residents caused by parking and associated issues on a day to day basis.
- Avoiding unnecessary extra costs and charges for residents during a time of extreme pressures on household budgets and finances

## **GCC Stated Aims**

- Protecting residents parking and reducing driver miles.
- Reducing driver miles relates to reducing journeys by car, not about getting people to get rid of their cars. Reduction of vehicle kms by 30% by 2030.

## **Positives in this Proposal noted by DCC**

- 20 mph speed limits on residential streets is a positive.
- Formalisation of disabled parking bays is a positive.
- The new Co-wheels car club bays are a positive.
- Improved access to pedestrian ramp at top of Whitehill Street is welcomed.
- Build-outs to tighten various corner kerb radii to provide safer pedestrian crossing points are welcomed.

## **DCC Additional Comments Following the Meeting with GCC and Additional Information Provided Including Traffic Survey and Resident Questionnaire**

- Based on the council's own parking survey figures from May 2025, which may be up for dispute, there is no evidence Dennistoun has a parking issue that requires parking measures introduced to control it.
- Responses from the 2024 community survey also show that, despite some of the poor phrasing of questions, the community is also clearly opposed to the introduction of any restricted parking measures and additional charges.
- The need for proper community engagement and communication by GCC on multiple levels is very clear and required urgently.
- Noted that the parking controls and pedestrian/traffic measures are separate proposals. Funding is not co-dependant. For example we could have 20 mph limits and one way streets without the restricted parking measures and vice versa. Awaiting decision on budget for the proposed traffic/pedestrian proposals.
- DCC requests confirmation/clarification from GCC on budgets and final proposals to avoid

any confusion for residents and the community.

- The pavement build-outs at schools and nurseries are welcomed. Will need to ensure that the Armadale Street carriageway at Alexandra Parade Primary is sufficiently narrowed so as to prevent pavement parking on the west side of road where there's no pedestrian barrier (bollards required?), and to discourage unsafe attempted overtakes of cycles along this section (as current geometry is poor and requires revision). To be considered by GCC in final proposal.

#### DCC Points of Concern, or Items Requiring Further Clarification in Final Proposal

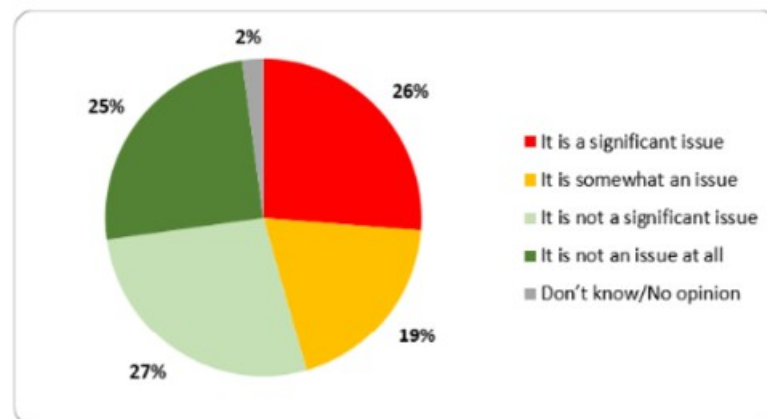
Disclaimer: Some responses from GCC referenced below are in part based on notes taken at the in-person meeting between DCC and GCC in June 2025. They are not necessarily verbatim quotes and should not be interpreted as such. Every attempt has been made to be as accurate and representative as possible.

1. **DCC comment: Removing vehicular through-route and short-cut routes along residential streets, between main roads such as Duke Street and Alexandra Parade, would calm traffic. But there are no proposals for preventing these vehicular movements. The selection of one way streets being proposed will not prevent through-traffic. Indeed, it will still be possible to drive in a direct straight line along Armadale Street, from Duke Street to Alexandra Parade. One-way streets, alone, cannot be expected to adequately control through-traffic, and will largely just end up diverting vehicles along different streets. Physical restrictions and/or modal filters are required. Sword Street/Reidvale Street is an illustration of how this type of restriction has been implemented locally.**
  - *GCC response: Difficult to find a solution for everyone in this instance. Previous proposals to prevent short cuts have been objected to by residents of the streets in question as this impacts their journeys too. Could potentially look at additional traffic calming like more speed bumps. Reluctant to block access due the impact this has on residents but can consider it if we want to push for it. However should be noted that generally people always find alternatives or will simply push more traffic through narrower streets. Additional consultation required if this is to be pursued.*
- DCC requests GCC consider for this for the final proposal.
2. **DCC comment: It looks as if proposed parking bays encroach into the extent of existing double yellows in a number of locations. If that is the case, this is concerning in terms of visibility splays for pedestrians, etc. Request GCC Clarify in final proposal.**
  - DCC question: Can you confirm the proposed lengths for standard and disabled parking bays?
    - *GCC response: Standard size is 5.5m. Ends are 5m as you can drive in or out. Standard disabled 6.6m but can be shortened, for example an existing standard bay can be marked as a disabled space if needed.*
  - DCC question: Can you provide details of the surveys completed to establish the numbers of parking spaces?
    - *GCC response: Yes, previous survey completed 2024. Shows overnight just over 3000 vehicles parked within the boundary areas at 2am and just over 690 vehicles*

at 2pm. Indicates that commuter parking is not an issue within the RPZ area. Survey's to be shared including one completed in May/June 2025. Survey to be shared by the end of June / July. Will also share a summary of the 2024 resident's questionnaire. High level this showed that approximately 60% respondents against with 40% for.

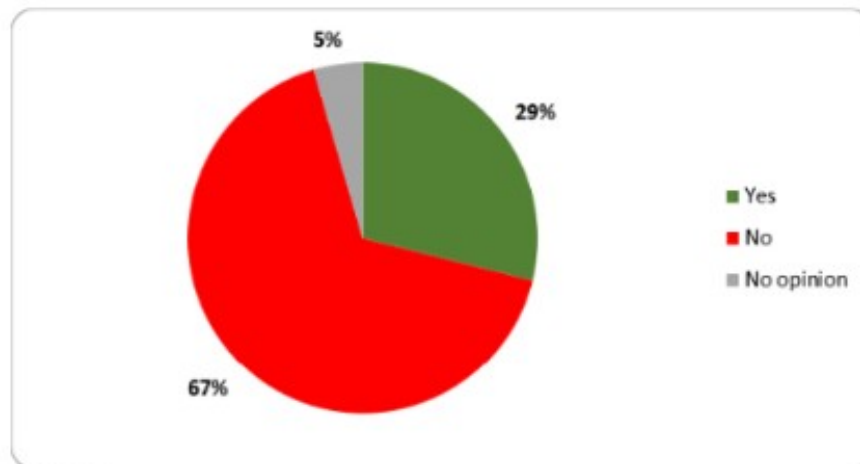
- Additional information shared by GCC following initial meeting:
  - The 2024 community survey received 1520 responses.

Please indicate whether you think there is a parking issue in Dennistoun or not?



n = 1,520

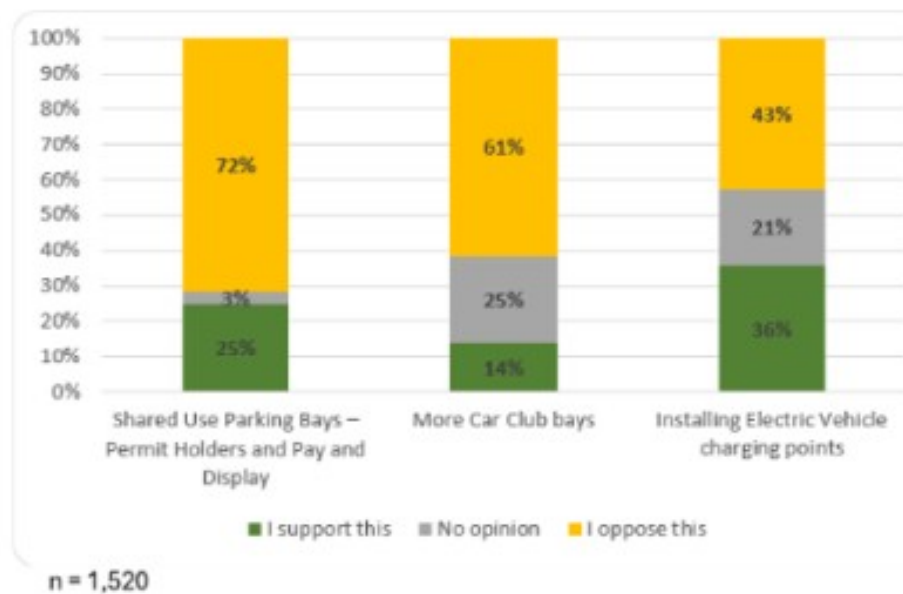
Do you think parking needs to be managed and controlled in the Dennistoun area, for example introducing parking bays?



n = 1,520



## Do you support or oppose the introduction of the following parking measures in the Dennistoun area?



- Parking survey data from 08<sup>th</sup> May 2025; provided by GCC:

SURVEY PERIOD	02:00 - 04:00			14:00 - 16:00		
	PARKING CAPACITY	TOTAL VEHICLES PARKED	% OCCUPANCY	PARKING CAPACITY	TOTAL VEHICLES PARKED	% OCCUPANCY
TOTAL	3600	2622	72.8%	3378	2681	79.4%

- DCC question: Are any proposed parking bays located in areas where existing double yellow lines are currently in place and if so where and why is this?
  - GCC response: *The ends of the existing double yellows will be used as the markers for the start of any marked parking bays. In general where RPZs are created there is also no need for double yellow markers and consideration for crossings and visibility is taken into account. Mixture of double yellows and no yellows where the RPZ is in place and also depends on the street itself. For example a one way might be 5m from the end of the road to the start of the first parking bay before, a two way could be up to 10m it also depends on the existing markings.*
- 3. **DCC comment: No measures are shown that would provide step-free access along key through-routes of pedestrian travel which currently have very poor levels of provision in that regard, such as Onslow Drive, Craigpark and Eastercraigs. Would make the area much more navigable for people in a wheelchair, or with a buggy/pushchair. Request GCC clarify in final proposal.**
- DCC question: Can you confirm and share details of the Equalities Impact Assessment that has been completed for the proposed changes for all aspects; both pedestrians and resident vehicle users?
  - GCC response: *Dropped kerbs and tactiles will be part of the build outs, e.g. Onslow Drive and around the schools. Would need a different plan for additional dropped kerbs if these are to be requested. The plan will be updated to show the dropped kerbs and tactiles. Regarding impact assessments they are not aware of one for the liveable*

*neighbourhood plans and proposals. There is an impact assessment to be completed for the proposed RPZ. This will be starting soon and completed and reported on by August ready for the official consultation publication. DCC requests GCC include this in the final proposal.*

- DCC comment: No new formal pedestrian crossing points are proposed.
  - GCC response: *Correct, these are not covered in the proposals and would require a new separate TRO proposal.*
  
- 4. **DCC comment: One way streets without contraflow cycling create unnecessarily extended and diversionary routes for cycle users. Most residential roads within the area are currently in operation as two-way streets, but in reality only have sufficient width available for one vehicle at a time in either direction. But it's nonetheless acceptable for them to operate with vehicles and cycles able to travel in opposite directions. If converted to properly signed 20 mph one-way streets for vehicles with contraflow cycling permitted, these same residential streets would retain the same geometry and same levels of safety. This contraflow arrangement was proposed and installed on various streets as part of the 2020 'Spaces for People' measures. The cycling contraflows were then subsequently removed without any clear justification being provided.**
  - GCC response: *Police asked to remove the cycle contraflow on safety grounds and risks involved. This would need further assessment and need to be raised with road safety and police if we wanted to pursue this. Removal of one ways would further reduce spaces to create a passing place for example.*
  
- 5. **DCC comment: Effective round-the-clock enforcement of existing double yellow markings, pavement parking restrictions, and severely overgrown vegetation would go a long way toward making the area more accessible for pedestrians. But if GCC has determined that a controlled/restricted parking zone is the only way to ensure safe parking, the rationale for that, and the proposed parking fees and their structure requires to be clearly explained.**
  - DCC question: How will the new parking restrictions be enforced and by whom?
    - GCC response: *Enforced by City Council, in the process of recruiting additional 100 Parking Attendants.*
  - DCC question: What involvement does the RingGo Company have?
    - GCC response: *RingGo provides the management system. Processes are in place to make improvements, e.g. if a permit holder is required to use a hire or replacement car following an accident for example. Usually you can use a temporary vehicle on a residents permit for 28 days, after this you would need to make a more formal arrangement. The operator is trying to streamline these processes.*
  - DCC question: How will parking permits be managed and by whom?
    - GCC response: *By the City Council. Standard permit is between £80 and £280 depending on the vehicle. Permits are can only be purchased for the vehicle registered at an address within the RPZ. Visitor permits are available, these cover a 6 hour period and one use only and not transferable. If you use one for 5 minutes then go away and come back you need a new permit. Residents can purchase packs of 40, for £5 each, an upfront payment of £240 in total. Business permits also available but these are more expensive. Businesses will form part of the formal consultation and can make objections in the same way as residents.*

- DCC question: What provisions are in place to support people with no on-line access?
  - *GCC response: Not covered at meeting but can be covered in impact assessment.*
- DCC requests GCC clarify in final proposal.
- DCC question: Are permits only provided for the same number of available spaces, or can all residents apply?
  - *GCC response: All eligible residents can apply for and purchase permits. There can be more permits purchased than spaces available. A permit does not guarantee a space. Spaces are first come, first served.*
- DCC requests GCC clarify this in final proposal.
- DCC question: What data is available from other city areas with similar restrictions on the number of people with permits being fined for parking illegally due to lack of available parking spaces?
  - *GCC response: Data exists and will need to be requested in an FOI request.*
- DCC submitted an FOI request for this data. No response from GCC as of 24<sup>th</sup> July 2025.
- DCC question: What provisions are in place to support elderly and/or vulnerable people who require frequent carer visits both paid and unpaid carers? How do residents manage this if they have multiple visits per day or within a week? Visitors permits.
  - *GCC response: Visitor permits would be used for this. This is the same in all RPZ areas. See response above about costs and use of visitor permits, multiple carer visits in one day would require multiple visitor permits or pay and display on the day.*
- DCC requests GCC clarify this in the final proposal.
- DCC question: What impact assessments have been carried out?
  - *GCC response: See response above to questions regarding impact assessments.*
- DCC requests GCC clarify this in the final proposal.
- 6. DCC comment: The proposed changes could have a dramatic impact on local businesses and visitors to the area.**
- DCC question: What engagement has there been with local business owners to review the potential impacts on their businesses?
  - *GCC response: Businesses covered within official consultation process.*
- DCC requests GCC clarify this in the final proposal.
- 7. DCC comment: The area covered by the proposal includes three primary schools, nursery schools and one secondary school. Many of the teaching, support workers and other essential staff do not live in the area and are classed as key workers, some on minimum salaries. These schools do not have any onsite parking provisions.**
- DCC question: What engagement has taken place with the schools or the GCC education department in terms of consultation and the potential impacts the RPZ changes will have to staff recruitment, retention and accessibility to their workplaces?
  - *GCC response: Schools are not covered as part of the consultation process and are not considered businesses or residents. Staff therefore are not eligible for any type of permit and will be required to pay for parking through a parking meter.*
- DCC requests GCC clarify this in the final proposal and state their commitments to engage with local schools in the area.

## 8. Other DCC comments

- DCC comment: Existing bike hangars not shown: on Garthland Drive near Armadale Street, and on Whitehill Street (pavement) near Whitehill Place. Existing cycle storage on Whitehill Street (nos 14 to 18) is on the wrong side and two disabled spaces are also missing from the plan.
  - *GCC response: Updates will be made to the final plan for consultation. No TROs required for future bike hubs. These are dropped into an existing parking bay, losing a space.*
- DCC requests GCC clarify this in the final proposal.
- DCC comment: Proposed new one way street on Finlay drive (nos 4 to 14) accessed via Hillfoot Street will require residents to make a lengthy diversion route onto Duke Street to access Finlay Drive and the residents parking opposite no 10. This is likely to encourage drivers (residential and delivery) to ignore the one way and endanger residents. DCC requests GCC clarify this in the final proposal.
- DCC comment: Single side parking only on e.g. Finlay Drive and Golfhill Drive is shown when adjacent sections of the same street with apparently the same geometry have parking on both sides.
  - *GCC response: This is due to the width of the road and to ensure access for bin lorries and emergency vehicles.*
- DCC requests GCC clarify this in the final proposal.
- DCC comment: The proposed parking capacity at Finlay Drive (nos 4 to 14) is now 4 marked bays. Currently 20 vehicles are parked here on a nightly basis. This is an 80% reduction in spaces, why?
  - *GCC response: This is to allow for proper access and space for Bin Lorries, emergency services etc.*
- DCC requests GCC clarify this in the final proposal.
- DCC comment: Other areas will also see reductions in parking capacity, what is anticipated overall reduction in parking capacity based on the proposed changes?
  - *GCC response: Surveys show peak parking needed is around 3000 based on the surveys completed. The proposed RPZ has capacity for just under 3000 vehicles so there is a reduction but it is a small one.*
- DCC requests GCC clarify this in the final proposal and also provide full details of the survey to the community as part of the final proposal.
- DCC comment: The introduction of on street bin hubs will further reduce the overall parking capacity, how many spaces will be lost and when will the proposed plans be updated to include these?
  - *GCC response: Department responsible for bin hubs has been asked for their plans for the area in terms of number and placement. Due to roll out in other areas the information is not yet available. Follow ups will happen but it is possible the RPZ could be rolled out before the full plans for bin hubs are published. It is likely that any roll out*



*of bin hubs will require a consultation under TRO as there will be changes to the parking bays and new yellow lines added to prevent residents blocking bin hub sites.*

- DCC requests GCC clarify this in the final proposal.
- DCC comment: Can you confirm the situation regards newer built properties in the area; e.g. at 100 Finlay Drive and access to parking permits. We have been advised previously residents of these developments would be excluded from applying for permits as per planning agreements. Is this still the case?
  - *GCC response: Not sure about the legal status of this. Understanding based on previous RPZ roll outs is that only new builds after the implementation can be excluded. This would need further investigations and clarifications by residents; e.g. title deeds.*
- DCC requests GCC clarify this in the final proposal.
- DCC comment: Wood Street parking might be more logically placed on the opposite side of the road, considering the existing kerb arrangement.
  - *GCC response: This was reviewed and due to the layout putting bays on the opposite side of the road would result in the loss of a space.*
- DCC comment: Coventry Drive, Sannox Gardens (etc) area not included in the proposal. Similarly the area between the railway and Gallowgate was in the 2019 proposal. Is there a reason for this?
  - *GCC response: No distinct reason. The proposed boundary was inherited from a team previously working on it and understanding is the boundary was changed due to objections from the previous consultations.*
- DCC requests GCC clarify this in final proposal.
- DCC comment: Multiple private parking areas not shown on proposal: off Onslow Drive (between Armadale Street and red pitch), and off Marne Street, at Lidl and Papa John's and former Duke St Hospital flats, at Salvation Army hall (off Meadowpark St), Doctors Surgery, St Annes RC church and Reidvale Neighborhood Centre off Whitevale Street, new flats at 100 Finlay Drive, the Christadelphian Hall on Finlay Drive, Whitehill Swimming Pool, Whitehill Secondary School, Our Lady of Good Counsel RC church off Craigpark, City Park, residences to west of Annbank Street, Milnbank HA offices and La Cala off Ballindalloch Drive, the Co-op and Iceland. DCC requests GCC include these within the final proposal.
- DCC comment: High quantity of signage. A sign every 20 metres or so (one for every ~4 bays), it seems. Even on a continuous run of bays. Lighting columns (and in some cases, walls or fences) are presumably to be used where possible, but there are definitely more signs on this drawing than there are lighting columns on the streets here (and seemingly a higher density of signs than at e.g. Woodlands or Partick schemes) - something like 2x or 3x more proposed signs than existing lighting columns within this Dennistoun scheme.
  - *GCC response: GCC to confirm / clarify for final proposal: Conservation area status will be taken into consideration similar to other areas with similar zones already in place. There are minimum requirements that need to be adhered to. Meters and some signs need to be every 50 m. Disabled spaces require their own specific sign. Will use existing street / pavement furniture to minimise the impacts on the conservation and other areas.*

- DCC comment: 2019 proposal drawings had white line markings shown. Would've been nice to have had this on the 2025 drawing, for clarity.
  - *GCC response: This can be switched on for the plans but were left off to avoid confusion. White markings would be refurbished as part of any roll out.*
- DCC requests GCC confirm this in the final proposal.

#### DCC comments on statements provided by GCC following the above meeting

- *GCC statement: Awaiting decision on budget for the proposed traffic / pedestrian proposals*
  - DCC comment: When will the budget be approved, so we know what's actually being proposed for construction, rather than a selection of 'maybe' suggestions?
- *GCC statement: Previous proposals to prevent short cuts have been objected to by residents of the streets in question as this impacts their journeys too. & Reluctant to block access due the impact this has on residents[...]*
  - DCC comments: There have been no previous attempts to remove through routes. The 2020/21 'Spaces for People' proposals (originally promoted as a Low Traffic Neighbourhood, but which were nothing of the sort) were criticised by DCC and others for failing to eliminate through-route short-cuts, and for having various entirely substandard no-entry points as a half-measure. A number of these were poorly designed, poorly implemented, and swiftly removed with no attempt to make them workable.
  - As DCC noted to GCC in December 2020, the scheme was 'not truly a comprehensive LTN, and fails to solve some key issues, potentially even creating some new ones'.
  - In March 2021 DCC summarised to GCC the public input at our meetings, and correspondence received as follows: 'It is felt that the new no entries and one ways have rerouted traffic, for reasons that have not been clearly explained, to minimal or no obvious benefit at best, or to a clear detriment at worst'.
  - In May 2021 there was further dialogue between DCC and GCC.
  - In June 2021 DCC effectively gave up trying to get satisfactory answers from GCC, opting to focus on other (then) upcoming projects such as the Liveable Neighbourhood and RPZ "expected to be complete by 2023'.
  - Refs:
    - <https://dennistouncc.org.uk/2020/12/06/statement-on-traffic-and-streetscape/>
    - <https://dennistouncc.org.uk/2021/03/15/spaces-for-people-low-traffic-neighbourhood-scheme-in-dennistoun/>
    - <https://dennistouncc.org.uk/2021/05/11/update-on-spaces-for-people-low-traffic-neighbourhood-scheme-in-dennistoun/>
    - <https://dennistouncc.org.uk/2021/06/11/follow-up-on-spaces-for-people-low-traffic-neighbourhood-scheme-in-dennistoun/>
- *GCC statement: People always find alternatives or will simply push more traffic through narrower streets.*
  - DCC comments: As has already been noted by DCC on many occasions, no-entries

and one-ways will obviously re-route traffic. That's the reason behind the call for preventing through traffic that has no justification for being on residential streets in the first place. And, to quote back the stated aims of this scheme: 'Reducing driver miles relates to reducing journeys by car, not about getting people to get rid of their cars. Reduction of vehicle kms by 30% by 2030. So let's not treat existing levels of local resident-originated traffic as some fixed unchangeable, either. The whole point of traffic controls and traffic calming measures is that we can chose where traffic can go and how much there is.

- *GCC statement: High level this showed that approximately 60% respondents against with 40% for.*
  - DCC comments: Full outputs from the resident questionnaire should be shared as part of the consultation along with all other relevant surveys. Consultation should be better and more extensive than late 2024's basic/flawed survey. For example: the promised 'letter to every household' definitely didn't materialise comprehensively. In June 2021, GCC stated: 'Mindful of the lack of consultation in the TTRO process, we feel it is therefore better to look at a future, more permanent set of measures, in collaboration with the local community where a full consultation is able to be conducted'. The current dialogue between GCC and DCC is welcomed, but it is not a full consultation with the local community. And it's no good to simply point to the Liveable Neighbourhood (LN) reports as fulfilling the remit for consultation. The LN outcome proposals were much wider in scope than is being proposed here. A full and open consultation for a scheme like this is required.
- *GCC statement: Would need a different plan for additional dropped kerbs if these are to be requested. The plan will be updated to show the dropped kerbs and tactiles.*
  - These have been requested by DCC previously.
  - Refs:
    - <https://dennistouncc.org.uk/2023/09/08/proposals-for-improvements-to-pedestrian-infrastructure-provision/>
    - <https://dennistouncc.org.uk/2023/09/18/neighbourhood-infrastructure-improvement-fund-recommendations-to-dennistoun-area-partnership/>
- *GCC statement: Police asked to remove the cycle contraflow on safety grounds and risks involved. This would need further assessment and need to be raised with road safety and police if we wanted to pursue this. Removal of one ways would further reduce spaces to create a passing place for example.*
  - DCC comments: "Safety grounds and risks involved" does not provide sufficient detail. We already have de facto one-way contraflow operation on de jure two-way streets (where two-way vehicular movements are impossible due to parked vehicles, and without formalised passing places). This is the current practice. It has not been explained how one-ways with proper signage would create a new or additional hazard. Request evidence to back up GCC claims and concerns from the Police for not implementing measures that enable active travel (and opting instead for the introduction of one-ways that create diversionary routes for cycle users).
- *GCC statement: Schools are not covered as part of the consultation process"*
  - DCC comments: Not a credible approach. Again, we're back to the issue of the conflation of 'formal consultation' for the TRO (which is rigidly adhered to) and the missing elements of consultation for the broader proposals which do not fall under the remit of the TRO.

- GCC: Including [private parking] more like the part of the road network and excluding ones that are not accessible e.g. behind a gate etc.
- DCC comments: Many of the private parking areas suggested are fully accessible and not behind gates. Including them all is helpful in properly highlighting how much private parking is in the area.

## **August 2025**

Email received from GCC Transport Project Delivery Project Manager to CCllr David McDonald and Dennistoun CC Chair Thursday 21<sup>st</sup> August 2025.

*The comments have been noted and will be reviewed by Officers as part of the Traffic Regulation Order (TRO) Technical Feasibility evaluation process going forward, however on a few subjects I would comment as follows:*

### **1. Removing through traffic**

*As discussed, removing through traffic in an area such as Dennistoun is difficult without the introduction of a physical closures and generally receives mixed support from the residents. Experience shows that in similar areas localised closures result in traffic utilising narrower streets to circumnavigate the closure point which generally results in complaints from residents because of the increased traffic flows. The introduction of one- way streets can be seen as a deterrent for through traffic whilst also allowing the community to function with minimal impact.*

### **2. One-way streets without contraflow cycling**

*I can confirm that Police Scotland have previously objected to proposal permitting cyclist to travel against the one-way flow of traffic in residential areas, similar to Dennistoun, on road safety ground and the potential increase in road traffic accidents. Reasons suggested for this by Police Scotland include: narrow road widths resulting in close passing between motor vehicles and contraflow pedal cycles; reduced eye contact between motor vehicle drivers and contraflow cyclists, particularly when motor vehicles are exiting parking spaces or where the direction of the one-way street changes; and omission of specific infrastructure such as painted cycle lanes or junction changes. As you are aware the one-way street recently installed in Dennistoun had the cyclist exemption removed following concerns from Police Scotland.*

### **3. Scheme Parameters**

*For clarification, the purposed of the proposed Traffic Regulation Order (TRO) is primarily the introduction of the parking controls and supporting measures. The Liveable Neighbourhood (LN) report and measures such as additional dropped kerbs are not dependant on the proposed TRO and sit separately. My understanding is that Officers have previous responded to the Community Councils proposed improvements to pedestrian infrastructure document, referenced in your response.*

### **4. Consultation**

*Officer will commence the TRO consultation in the coming weeks by issuing the Technical Feasibility to all internal and external consultees (including the CC and Elected members). Following the 21-day consultation period all the response including what you have submitted will be reviewed and plans amended before commencing the public consultation, again which include the CC and open to the members of the public who can comment and object to.*

*I trust this is of assistance, however if you have any queries, please let me know.*

On the 25<sup>th</sup> August 2025, GCC notified DCC and other key stakeholders to commence the statutory process for consulting on the proposed Traffic Regulation Order for introducing parking controls to Dennistoun. These proposals were largely unchanged from the proposals provided by GCC in June 2025. As such, with DCC having commented extensively on various aspects of the initial plans, with little tangible change arising, no further comment was submitted to GCC by DCC at this stage.

### **December 2025**

On the 12<sup>th</sup> December 2025, GCC made the proposals for traffic management, parking controls and supplementary infrastructure improvements available to all members of the public, for review/comment/objection, with a deadline of 23<sup>rd</sup> January 2026.