



Dennistoun Community Council

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DENNISTOUN ROAD SAFETY, TRAFFIC MANAGEMENT, AND PARKING PROPOSALS CORRESPONDENCE SUMMARY AS OF 28 OCTOBER 2026

This document provides a summary of notable correspondence between GCC and DCC, subsequent to the December 2025 Glasgow City Council (GCC) proposal and the January 2026 Dennistoun Community Council (DCC) response.

Multiple chase-up emails sent by DCC and holding response emails from GCC in the intervening time periods between the correspondence noted below have been omitted.

GCC Proposal, 11 December 2025

DENNISTOUN TRAFFIC MANAGEMENT AND PARKING CONTROLS PROPOSALS

dennistouncc.org.uk/2025/12/17/dennistoun-traffic-management-and-parking-controls-proposals/

DCC Response, 12 January 2026

RESPONSE TO DENNISTOUN TRAFFIC MANAGEMENT AND PARKING PROPOSALS

dennistouncc.org.uk/2026/01/12/response-to-dennistoun-traffic-management-and-parking-proposals/

From GCC, 04 August 2026

DENNISTOUN TRAFFIC MANAGEMENT AND PARKING CONTROLS ORDER

I am writing to advise that the Council is intending to issue a response to those who submitted objections to the proposed Dennistoun Traffic Management and Parking Controls Order. A copy of the response is attached for your information. [See Appendix A]

The purpose of the letter is to update objectors on the outcome of the detailed review of consultation responses and to advise that a number of amendments have been made to the original proposals in view of the comments received.

The principal changes being proposed are:

1. Reduced operating hours

- The initial proposed pay and display operating hours were 8.00am to 10.00pm, seven days a week. It is now proposed that the scheme operating hours are 8.00am to 6.00pm, Monday to Saturday.
- This change reflects feedback received regarding the impact on residents, visitors, places of worship and community organisations, while still targeting the periods where parking demand is most evident.

2. Removal of parking controls north of Alexandra Parade

3. Removal of parking controls east of Alexandra Park Street

The proposed parking controls are intended to address longstanding parking pressures within Dennistoun, improve access for residents, businesses and visitors, and make more effective use of limited road space.

The response letter explains how consultation feedback has been assessed and includes a detailed appendix addressing the principal concerns raised by objectors. It also invites objectors to withdraw their objection should the proposed amendments address their concerns. Those who choose not to withdraw their objection will have their representations fully considered as part of the final decision-making process.

Should any member have any questions regarding the proposed amendments or the next stages of the Traffic Regulation Order process, please do not hesitate to contact me.

Yours sincerely

Kevin Argue
Head of Service - Sustainable Transport, Traffic and Road Safety
Neighbourhoods, Regeneration and Sustainability

From GCC, 6 August 2026

DENNISTOUN FOOTWAY IMPROVEMENTS

Glasgow City Council has appointed Cairn Construction to undertake footway improvement works within the Dennistoun Ward, commencing in the week beginning 10 August 2026 and lasting for approximately six weeks, weather permitting.

These works form part of the Council's ongoing investment in creating safer, more accessible and sustainable transport routes across the city. The programme includes the installation of dropped kerbs and the formalisation of a number of footway build-outs originally introduced through the Spaces for People programme.

- Armadale Street outside Alexandra Parade primary school
- Armadale Street at the junction of Duke Street
- Meadowpark Street outside Westercraigs nursery
- Meadowpark Street outside St Denis's primary school
- Whitehill Street at the dead-end, leading onto Alexandra Parade
- Whitehill Street at the junction of Duke Street
- Onslow Drive at junction of Craigpark
- Wood Street at junction of Ballindalloch Drive

During construction, traffic management measures and appropriate signage will be in place to ensure the safety of pedestrians, residents and road users, while minimising disruption as far as possible.

Should you require any further information or wish to discuss any aspect of the works, please do not hesitate to contact the Transport Projects team at transportprojects@glasgow.gov.uk.

Yours sincerely,

Steven Gray BEng (Hons), CEng, MICE
Group Manager (Transport Projects Delivery)
Sustainable Transport, Traffic & Parking Operations
Neighbourhoods, Regeneration & Sustainability

From GCC, 19 August 2026

Re: DENNISTOUN FOOTWAY IMPROVEMENTS

As works are now being carried out around Dennistoun we've visited the locations over the weekend. The following points and questions are noted as priority concerns (per points originally submitted by DCC to GCC and Cllrs in January, but which have not yet been responded to):

- Armadale Street outside Alexandra Parade primary school
 - No marking out apparent on the carriageway yet. The TRO drawing proposal appears to show an available carriageway running lane width far in excess of requirements: the current 4.8 m lane width between kerb and planters invites poor parking practices and overtaking pressures from drivers toward cyclists. The available lane width should be narrowed to the minimal permissible running lane width: e.g. per Cycling by Design (2026) Clause 3.8.2 - "Where streets are designed for cycle users to mix with motor traffic, traffic lane widths should be designed to be between 2.8 m and 3.2 m to allow cycle users to safely adopt the primary riding position."
- Armadale Street at the junction of Duke Street
 - Marked out on the carriageway, showing a build-out into Duke Street and into Armadale Street. No build-out on the east side of Armadale Street - why not? It's an invitation for poor parking to persist, and a missed opportunity to provide an even further improved pedestrian crossing experience.
- Whitehill Street at the junction of Duke Street
 - Marked out on the carriageway, showing a build-out into Duke Street but NOT into Whitehill Street. Why not? There's no need for this junction to retain two(!) lanes on the approach to the give way line. So why is the footway extension not extended into the carriageway from BOTH sides of Whitehill Street, extending up toward the parking bays, such that the carriageway is only one lane wide (narrowed to minimal permissible lane width)? With the addition of bollards, the result would be that vehicles are physically unable to park on either side of the carriageway just south of the Car Club bay. A key concern here is that by making the kerb (and double yellows) a straight line extension toward Duke Street from the Car Club bay, it becomes an invitation for the parking situation to be worse than it already is, with diminished visibility and safety for traffic exiting from that junction and for pedestrians trying to cross it.

- Meadowpark Street outside Westercraigs nursery
 - Possibly marked out? But the markings seem to differ significantly from (i.e. be a notably scaled-back version of) what was shown on the TRO drawing. Or maybe the marking-out is incomplete? Has the design at this location changed from that which is shown on the TRO drawing?
- Meadowpark Street outside St Denis's primary school
 - Marked out on the carriageway, with the welcome addition of a build-out not shown on the TRO drawing (at the corner of Meadowpark Street and Finlay Drive).
- Whitehill Street at the dead-end, leading onto Alexandra Parade
 - Work has been undertaken to provide continuity of the pedestrian route from the ramp to the existing pavement. But only 10 metres south of this work there is an entrance with a significantly stepped kerb on either side which has not been touched. Are there any plans in place to make this step-free? If not, why not? The dropped kerb crossing to the pavement on the west side of the street is not the answer to this problem - it is a diversion which ought to be avoidable, and is of no use to northbound wheelchair or pram users approaching the ramp from the south, on the east side of the road. This upgrade should not be considered complete until the straight-line route from Alexandra Parade to Golfhill Drive is made step-free.
- Onslow Drive at junction of Craigpark
 - Work underway. However, the corner radii still seem far in excess of similar nearby junctions, and pedestrian routing is still seemingly deferential to vehicular movements rather than maintaining the desire line. The proposed kerb alignment on the south side also appears to have been changed, such that the pedestrian crossing point will end up wider than was shown on the TRO drawing. Has the design changed? If numerous other nearby junctions can function perfectly well with tight corner radii of circa 1 metre, why can't this one? Large radii corners like this are not in keeping with the driver behaviours and pedestrian provision expected in a 20 mph limit (as is seemingly planned for this area).
- Wood Street at junction of Ballindalloch Drive
 - No marking out on the carriageway.

Again, it was not only surprising to see construction of these footway improvements announced at this time, while the TRO (under which they were introduced) is still in the consultation phase. It was concerning that these works were instructed without any real opportunity for the public to properly review them beyond small indicative areas shown on a large TRO drawing.

Could you please provide answers to the above questions and clarity on the points noted?

From DCC, 25 August 2026

Re: DENNISTOUN TRAFFIC MANAGEMENT AND PARKING CONTROLS ORDER

As I have made clear on behalf of Dennistoun Community Council over the past few months, the perceived workrate of Council officials in assessing the objections received to the proposed TRO for Dennistoun is astonishingly slow. Given the time taken, we're therefore surprised that you've seemingly supplied the

same response to everyone who submitted objections, ignoring many points raised by both the Community Council and individual residents.

We're aware that under defined procedure Glasgow Council isn't obliged to address objection, but having committed to doing so, we feel the response is woefully inadequate. To be told after six months, SIX MONTHS!, in several places in the response that you're either still considering matters, exploring options or carrying out monitoring is beyond belief. We'd also like to point out that contrary to your current assertion, the deadline for responses was circulated in notices and papers taped to area lampposts as January 23rd not February 5th, making for a standard six week consultation, not the eight weeks claimed.

That you consider a consultation carried out in 2019 as relevant in 2026 is jaw-dropping. Children who were leaving primary school in 2019 are now at university, covid has come and gone, and we've cycled through five UK Prime Ministers. We responded to the 2024 survey, and were told a notification letter would be sent "to all residential and commercial properties" in the area. This didn't happen, and when we pointed out it hadn't happened no action was taken. On this basis we don't consider either the 2019 survey, nor the 2024 survey valid justifications for the current TRO and attendant parking charges. Can you please explain how one out of date consultation and one inadequately circulated survey are justification for the TRO in its current form.

Part of the response notes data showing parking occupancy to be 85% averaged out across all areas. If this is the case why will parking controls will no longer apply to the Milnbank area? I know from experience that if anything parking is more difficult here than in the drives where parking charges are still intended. Furthermore we'd dispute the 85% figure. Via freedom of Information a Community Councillor requested the data about the parking survey carried out justifying the parking charges. What he was supplied with indicated far less than 85% capacity now being claimed. We'd like the information on which this claim is based to compare it to what was received under FOI.

Multiple points from our original objection letter have either been ignored in your response or not properly addressed.

1. It's stated that *"The proposed controls are intended to reduce obstructive parking by making clear where vehicles can and cannot park safely."* Double yellows are perfectly clear. So the question as to why double yellows aren't/can't be enforced remains unanswered. "Regular parking enforcement patrols" is a meaningless term. Once every ten years is regular.
2. Points about carers have been ignored. Those not eligible for a medical parking permit have been ignored. Were the same carers visiting my now dead father as per their 2019 rota there's nothing in the responses addressing the point that at £5 per session either he'd be paying £140 a week £7280 annually, or the carers would be paying it cumulatively. Nor is there anything addressing school teachers from outwith the area facing charges of £200 per month. What are your plans in both cases?
3. There is no explanation of the process for addition or removal of disabled bays in the future. Will a TRO be required to achieve this in each instance?
4. There's no attempt to address points about Car Club exemption and level of provision.
5. We pointed out EV bay location errors on the plans and installed EV charger locations leaving insufficient minimum footway clearance.
6. There is no justification for through traffic still being allowed, leaving direct access along local residential streets as open routes between main distributor roads.

7. There is no acknowledgement of the Contraflow cycling issue, and therefore no explanations either.
8. Our question about the 20 mph limit is not answered, so there's no definitive confirmation it's part of this TRO proposal.
9. The footway improvements (8x purple areas) shown on the RPZ drawing did not provide sufficient detail for a proper assessment to be made of their merits. Despite that, various fundamental issues seemed evident at some locations (e.g. carriageway width, corner radii, bollards, removal of redundant pedestrian barrier removal). The recent announcement gives no detail or suggestion as to whether any of these issues have been resolved or even acknowledged in the first place.
10. The limited footway improvements don't mention numerous other notable locations, requested by GCC and provided by DCC in May 2025 where the pavement is not properly accessible due to kerbed upstands, in locations where continuous accessibility along key routes is problematic.

If you're not minded to answer the points made and the questions asked in this letter voluntarily, please consider them a Freedom of Information request. We would also expect this letter to be passed on in its entirety along with any report made by Council officials as the procedure reaches the next stage.

Furthermore, considering the lack of clarity and explanations in the response letter, it's our expectation that NRS holds a proper, transparent information session before proceeding any further, perhaps in the form of a drop-in session. Given the poor quality and redundancy of previous consultations and that so many points raised both since and in objections have been ignored, one might imagine at the very least you'd want to do this should your plans prompt legal action, never mind from a duty to local residents.

Just to be clear, this letter is not withdrawing any of our objections.

From GCC, 26 August 2026

Re: DENNISTOUN FOOTWAY IMPROVEMENTS

Thank you for taking the time to review the sites and for providing such detailed feedback. The works currently underway are being delivered to support the implementation of the parking and road safety measures associated with the Dennistoun scheme. While I appreciate that some of the layouts on site may raise queries at this stage, a number of locations are still under construction and final kerb alignments, road markings, signing and associated features have not yet been completed.

Please note that the footway measures shown on the TRO drawings were only indicative at the consultation stage, with detailed construction design subsequently developed to address operational, engineering and site-specific requirements.

In relation to the specific locations identified:

- Armadale Street outside Alexandra Parade Primary School – the final carriageway width and road marking arrangement will be assessed once construction is complete. The design has been developed taking account of the operational requirements of the street, road safety considerations and relevant design guidance. The width enables the introduction of a contraflow cycle lane

- Armadale Street / Duke Street junction – the proposed layout seeks to balance pedestrian benefits, vehicle tracking requirements, drainage constraints and the existing street environment. Eastern side had already been address as part to the previous bus corridor works and unchanged taking into consideration the aforementioned. Note as part of the CPZ there will be additional parking enforcement in the area.
- Whitehill Street / Duke Street junction – the layout has been developed following consideration of traffic movements, servicing requirements and available carriageway width. Note as part of the CPZ there will be additional parking enforcement in the area.
- Meadowpark Street outside Westercraigs Nursery –The only small design change is at the vehicle entrance to school, measures amended to give pedestrians priority rather than vehicles.
- Meadowpark Street / Finlay Drive (St Denis's Primary School) – thank you for noting the additional build-out. The detailed design process identified opportunities at certain locations to further improve pedestrian crossing conditions while maintaining the overall objectives of the scheme.
- Whitehill Street pedestrian route to Alexandra Parade – the current works are focused on locations identified within the approved scheme. We will raise the issue of the remaining stepped access with our accessibility and design teams to determine whether any further intervention is proposed or can be considered as part of future programmes.
- Onslow Drive / Craigpark junction – construction works are ongoing and some elements may differ from temporary setting-out markings currently visible on site. The final design layout seeks to balance pedestrian benefits, vehicle tracking requirements, drainage constraints and the existing street environment.
- Wood Street / Ballindalloch Drive junction – this location remains within the programme of works and road markings may not yet have been set out on site.

With regard to the wider point about the timing of the works, it may be helpful to clarify that the physical measures currently being implemented relate primarily to footway improvements, pedestrian safety enhancements and parking management measures that can be delivered under existing powers. The associated TRO process remains subject to the statutory procedures, including consideration of any representations received before any final determination is made.

Steven Gray BEng (Hons), CEng, MICE
 Group Manager (Transport Projects Delivery)
 Sustainable Transport, Traffic & Parking Operations
 Neighbourhoods, Regeneration & Sustainability

From GCC, 24 September 2026

Re: DENNISTOUN TRAFFIC MANAGEMENT AND PARKING CONTROLS ORDER

Thank you for your emails. I would first like to apologise for not acknowledging your email on 25 August 2026, received in response to the Council's response to objectors regarding the proposed Dennistoun Traffic Management and Parking Controls Order.

I can confirm that your email was reviewed at the time and that the Community Council's position, including its decision not to withdraw its objection, was noted as part of the statutory process. While we recognise that the Community Council continues to have significant concerns regarding both the proposals and aspects of the consultation process, we appreciate the time and effort that has gone into providing detailed feedback throughout the development of the scheme.

The Council has undertaken an extensive programme of engagement and statutory consultation, providing residents, businesses, the Community Council and other stakeholders with opportunities to comment on and object to the proposals. The feedback received has been carefully considered alongside the available parking and traffic evidence and has directly informed changes to the scheme, including reduced operating hours and the removal of areas north of Alexandra Parade and around Kennyhill Square from the proposed controlled zone.

I appreciate that your correspondence also raised a number of detailed questions and that you will be disappointed not to have received a response to these to date. To ensure these matters are captured appropriately, I have requested that your questions be logged as an FOI enquiry. However, I believe it would be more helpful to provide a direct response to the points you have raised, and I would therefore like to take some additional time to work with colleagues to gather the relevant information and explanations. I will prioritise this work next week and will aim to provide a full response to you by 9th October.

We are keen to move forwards with constructive dialogue with the Community Council and, as referenced in our responses to your emails to Councillors McDougall and Carroll yesterday, we would be pleased to welcome you to the City Chambers later in October for a discussion. This would provide an opportunity to explore the issues you have raised in more detail, discuss the evidence and statutory process that underpin the proposals, and address any outstanding questions directly. We recognise the Community Council's longstanding interest in transport and parking matters within Dennistoun and would welcome the opportunity to continue that conversation in person.

Kind regards,

Fiona Jenkins
Group Manager – Strategic Transport Project Development
Neighbourhoods, Regeneration and Sustainability

From DCC, 28 September 2026

Re: DENNISTOUN TRAFFIC MANAGEMENT AND PARKING CONTROLS ORDER

Thank you for your response. The apology would transmit with greater sincerity were it not par for the course that communications with your department from Dennistoun and other Community Councils are routinely ignored, and were the substance of the e-mail not delaying a substantive response by a further two weeks.

Representatives of Dennistoun Community Council would be happy to have a meeting with officials, but I want to make it very clear that we would consider this no substitute for a proper an open public session explaining and answering questions. As you need an extra two weeks to answer questions your department should already know the answers to, we would expect the response on October 9th to include a time and a place for such public engagement to take place.

From GCC, 5 October 2026

Re: DENNISTOUN TRAFFIC MANAGEMENT AND PARKING CONTROLS ORDER

I'm sorry to read that that you remain dissatisfied with communications from the project. As previously noted, Glasgow City Council has undertaken a comprehensive engagement and consultation process in full accordance with the statutory process for proposals of this type. We have noted the issues raised through engagement with residents and businesses and through the statutory consultation process and we have made several substantive changes to the original proposals as a result, as noted in my previous email. As noted in both the Council's Strategic Plan and Transport Strategy, the Council has a responsibility to respond to identified parking pressures and manage parking in a way that supports safe, fair and effective use of the limited road space available.

As you will be aware, the Council has now concluded the statutory Traffic Regulation Order consultation process and extended an invitation to the Community Council to discuss further. Please let me know if you would still wish to meet with us later in October and we will firm up some dates.

The responses to your 10 questions raised previously are as follows. I have included text from your consultation response where relevant in purple text for context and to support interpretation:

1. *[DCC comment:] It's stated that "The proposed controls are intended to reduce obstructive parking by making clear where vehicles can and cannot park safely." Double yellows are perfectly clear. So the question as to why double yellows aren't/can't be enforced remains unanswered. "Regular parking enforcement patrols" is a meaningless term. Once every ten years is regular.*

The proposed controls are intended to respond to high parking demand and make better use of limited street space. Double yellow lines show where parking is not permitted for safety reasons but do not help to manage high parking demand. There is a particular problem in Dennistoun with long-stay commuter parking, which double yellow lines on their own would not tackle. The proposed controls aim to discourage long-stay commuter parking in a residential area.

2. *[DCC comment:] Points about carers have been ignored. Those not eligible for a medical parking permit have been ignored. Were the same carers visiting my now dead father as per their 2019 rota there's nothing in the responses addressing the point that at £5 per session either he'd be paying £140 a week £7280 annually, or the carers would be paying it cumulatively. Nor is there anything addressing school teachers from outwith the area facing charges of £200 per month. What are your plans in both cases?*

We recognise that some residents rely on regular visits from carers, support workers, healthcare staff and/or family members and there are a range of options available to them. Professional care organisations purchase parking permits for their staff to allow staff members to park in the parking zones currently in operation in Glasgow or pay for Pay & Display parking. Residents may choose to use visitor permits for some visits. We are currently considering feedback on access for care, medical and essential support visits and looking into formalising an arrangement made in a small number of cases to allow unpaid carers who live outside of the zone to apply for a resident parking permit.

The Council provides a range of parking options to support staff travel needs. Consistent with arrangements for other Council employees, teachers are not guaranteed free parking. Where schools do not have dedicated parking facilities, staff may use on-street parking in restricted areas or public car parks, subject to the applicable charges. Schools can also purchase business parking permits on behalf of staff where required, allowing them to park on-street for the duration of the school day.

3. *[DCC comment:] There is no explanation of the process for addition or removal of disabled bays in the future. Will a TRO be required to achieve this in each instance?*

The addition of disabled bays in the future will require an application through the formal disabled bay application process as set out on our webpage: Apply for a Disabled Parking Bay - Glasgow City Council. If a new bay is approved, it would be installed as an 'advisory only' disabled bay until such time as the legal TRO is amended, which would then make the bay enforceable. To remove existing disabled bays that are no longer required, a request should be submitted and will be investigated by Parking Services. If the bay is concluded to be no longer in use/required, it could be converted to a shared use parking bay and the legal TRO would be amended to reflect this.

4. *[DCC comment:] There's no attempt to address points about Car Club exemption and level of provision. "Only one new bay/vehicle is proposed. The GCC report says "Statistics show that every Car Club car replaces up to 12 privately owned cars." So why aren't additional bays/vehicles proposed?*

The Council's current car club operator, Co-Wheels, is consulted on the level of provision required for car club bays. Co-Wheels meets the costs of providing and maintaining the vehicles. As a result, the level of provision is influenced by customer demand and the financial viability of each location. Requests or proposals for additional bays/vehicles are considered carefully to ensure they can be supported by sufficient demand.

5. *[DCC comment:] We pointed out EV bay location errors on the plans and installed EV charger locations leaving insufficient minimum footway clearance.*

"No new bays proposed. The proposal shows two EV spaces opposite 187 Reidvale Street, at the junction with Garfield Street. This represents a reduction from the existing four spaces served by two chargers at that location, leaving a 'stranded' charger serving a single general shared use bay (or removal of an existing charger). This requires to be clarified or corrected.

An expansion of the provision of EV charging points has recently been announced. It is noted that multiple EV charging points have been installed on public roads in Dennistoun without applying best practice standards: i.e. footway/pavement space taken unnecessarily, and insufficient minimum clearance left. This is the case at the Reidvale Street location mentioned above but also, notably, on Craigpark outside Dennistoun Library where a new EV charger was installed adjacent to existing cycle stands, with the cycle stands then removed due to insufficient clearance for pedestrians (but the cycle stands were not relocated to anywhere in the near vicinity)."

These issues are noted, however, it should be clarified that the purpose of the consultation was to seek views on the proposed parking and traffic management measures contained within the Order. Matters relating to the provision, location, design and future expansion of EV charging infrastructure did not form part of the proposals being consulted upon through this TRO process and were therefore outside the scope of this consultation. Any future proposals relating specifically to EV charging infrastructure would be considered through the appropriate Council processes.

6. *[DCC comment:] There is no justification for through traffic still being allowed, leaving direct access along local residential streets as open routes between main distributor roads.*

We have noted your opposition to this and will continue to monitor this post project implementation.

7. *[DCC comment:] There is no acknowledgement of the Contraflow cycling issue, and therefore no explanations either.*

We recognise that views differ on contraflow cycling. However, the introduction of contraflow cycling was not proposed as part of this scheme and has therefore not been included within the measures taken forward. In developing traffic management proposals such as these, the Council works closely with key stakeholders, including Police Scotland, and seeks to ensure that any measures introduced are supported from a road safety and operational perspective. At present, contraflow cycling facilities are not being progressed as part of these proposals.

8. *[DCC comment:] Our question about the 20 mph limit is not answered, so there's no definitive confirmation it's part of this TRO proposal.*

"A 20 mph proposal is indicated on the RPZ signage on the drawings. This is welcomed. But it should be extended to include all roads within the extent of proposals, i.e. Duke Street, Alexandra Parade, Cumbernauld Road, Alexandra Park Street, Bellgrove Street, etc.

It is a concern that the introduction of this measure is not mentioned at all in the GCC report or the press notice, potentially suggesting that the 20 mph limit signage shown on the drawings may not be a formal part of this proposal, and is instead an element of a previous draft carried through unintentionally. This requires to be clarified."

We can confirm that the shift to 20mph is not part of this TRO proposal for the parking zone; the shift to 20mph is being delivered on its own as part of a Temporary Traffic Regulation Order (TTRO). Streets in Dennistoun that meet the criteria for speed limit reduction will have the speed limit reduced to 20mph as part of Phase 4 of the citywide rollout. Phase 4 is currently programmed to be on site before the end of the year. Further information about the citywide rollout of 20mph limits is available here:

<https://www.glasgow.gov.uk/article/8943/Citywide-20mph-Speed-Limits>

9. *[DCC comment:] The footway improvements (8x purple areas) shown on the RPZ drawing did not provide sufficient detail for a proper assessment to be made of their merits. Despite that, various fundamental issues seemed evident at some locations (e.g. carriageway width, corner radii, bollards, removal of redundant pedestrian barrier removal). The recent announcement gives no detail or suggestion as to whether any of these issues have been resolved or even acknowledged in the first place.*

The plans were intended to illustrate the location and general nature of the proposed interventions, with detailed design work to be developed following consultation. Comments received, including those relating to carriageway widths, corner radii, street furniture and pedestrian infrastructure, have been considered as part of the scheme development process. Measures taken forward are subject to detailed design assessment to ensure they are appropriate, safe and deliverable. We are satisfied that sufficient information was provided to enable consultees to understand and comment on the proposed improvements, within the context of this Traffic Regulation Order.

10. *[DCC comment:] The limited footway improvements don't mention numerous other notable locations, requested by GCC and provided by DCC in May 2025 where the pavement is not properly accessible due to kerbed upstands, in locations where continuous accessibility along key routes is problematic.*

The footway improvements included within the current scheme have been developed within the scope and funding available for the project and are focused on addressing priority locations. We recognise that there are other locations within Dennistoun where improvements would be beneficial and would welcome continued engagement with the Community Council to help identify and inform future improvement opportunities as funding becomes available.

Kind regards,

Fiona Jenkins
Group Manager, Strategic Transport Project Development
Neighbourhoods, Regeneration and Sustainability

From DCC, 5 October 2026

Re: DENNISTOUN TRAFFIC MANAGEMENT AND PARKING CONTROLS ORDER

Thanks for the eventual response. DCC will discuss and get back to you.

In my e-mail of September 28th I said we would have an expectation that your department conducts a session open to the public so that all queries can be honestly and transparently answered. Meeting the minimum statutory requirements, which I don't believe you have done, is completely different from discussing matters openly and honestly with the public on whom you're imposing your scheme. If you're not prepared to hold such a public meeting, I would suggest your proposed meeting with Dennistoun Community Council takes place on Tuesday November 10th at the St Andrews East Church Hall from 7pm on Tuesday November 10th.

From GCC, 7 October 2026

Re: DENNISTOUN TRAFFIC MANAGEMENT AND PARKING CONTROLS ORDER

Our offer is to meet with us at the City Chambers later this month. While we acknowledge that you remain concerned about the consultation process, we do not agree with the suggestion that the Council has failed to undertake a comprehensive process or fulfil our statutory duties associated with the development of and consultation on the proposed scheme.

As noted previously, we've invited you to meet with us at the City Chambers later this month to discuss any remaining matters in more detail. That offer remains open.

Kind regards,

Fiona Jenkins
Group Manager, Strategic Transport Project Development
Neighbourhoods, Regeneration and Sustainability

13 October 2026

A meeting was confirmed as scheduled for Monday 2 November 2026, from 2pm, at City Chambers, for attendance by GCC representatives, DCC, and Bailie Anthony Carroll.

From GCC, 23 October 2026

DENNISTOUN TRAFFIC MANAGEMENT AND PARKING CONTROLS ORDER 2026

I am writing to notify you that the above named Traffic Regulation Order was made on 14th October 2026 and aims to prioritise and protect parking for residents, visitors, and businesses in the area.

The proposals also 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'.

The Order, which comes into operation on 7th December 2026, was advertised in the Glasgow Times 12th December 2025 and the effect of the Order is as stated in said notice with the exception of the following :-

1. Reduction of operational hours from Monday – Sunday, 8am – 10pm to Monday – Saturday, 8am – 6pm.
2. Removal of the north side of Alexandra Parade from the RPZ boundary, reflecting its function as a strategic route with distinct parking characteristics and concerns raised regarding business and visitor impacts.
3. Removal of the Kennyhill Square area from the RPZ boundary, reflecting the review of parking stress, consultation feedback and the desire to proceed with a simpler and more proportionate scheme.
4. Confirmation that no pavement parking exemptions will apply within the remaining RPZ area, providing clarity, consistency and improved enforceability while supporting accessibility for pedestrians, wheelchair users and people with prams.

An advert will be placed in the Glasgow Times on 23rd October 2026 stating that the Traffic Regulation Order has been made. The advert advises that any person who wishes to question the validity of the Order or of any provision contained in it on the grounds that it is not within the powers conferred by the Road Traffic Regulation Act 1984, as amended, or on the grounds that any requirement of the Act, or of any instrument made under it, has not been complied with in relation to the Order may, within six weeks from 14th October 2026, apply to the Court of Session for this purpose.

All those who objected to or supported the proposals will now be written to and advised of the decision.

Please find attached a copy of the plans for your information. [See Appendix B]

I trust this is of assistance.

Yours faithfully

Kevin Argue

Head of Service – Sustainable Transport, Traffic & Parking Operations
Neighbourhoods, Regeneration and Sustainability

From DCC, 27 October 2026

Re: DENNISTOUN TRAFFIC MANAGEMENT AND PARKING CONTROLS ORDER 2026

Validating this the week before you're due to have a meeting on the matter with a Councillor and the Chair of the Community Council continues the furtive manner with which the entire process has been undertaken and the lack of respect shown the residents of Dennistoun.

APPENDIX A

RESPONSE LETTER TO THOSE WHO SUBMITTED OBJECTIONS TO THE PROPOSED DENNISTOUN TRAFFIC MANAGEMENT AND PARKING CONTROLS ORDER, WITH AN ATTACHED LIST OF RESPONSES TO ISSUES RAISED.



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**Neighbourhoods, Regeneration
and Sustainability**
Glasgow City Council
Eastgate
727 London Road
Glasgow, G40 3AQ
www.glasgow.gov.uk

Executive Director
George Gillespie
BEng (Hons) CEng MICE

Dear Sir/Madam

**THE GLASGOW CITY COUNCIL
(DENNISTOUN)
(TRAFFIC MANAGEMENT AND PARKING CONTROLS) ORDER 20__**

Thank you for your correspondence regarding the above-named Traffic Regulation Order.

The proposed parking controls for the area are intended to respond to high parking demand and make better use of limited street space. In parts of Dennistoun, long-stay commuter parking and obstructive parking can make it harder for residents, visitors, businesses and local services to park nearby or get around safely. The proposals are intended to manage parking more fairly, improve access and support safer, more accessible streets for everyone.

The proposals were informed by earlier community engagement, including consultation in 2019 and a further survey in 2024. Updated proposals were then taken forward to statutory consultation at the end of 2025.

Council Officers understand and appreciate that parking matters to many people, and we recognise that these proposals have raised important questions for residents, businesses, visitors and community organisations.

Therefore, it is correct that each piece of correspondence received and considered in detail. Reflecting this, several changes to the original proposals are now recommended:

Shorter operating hours

The original proposed pay and display operating hours were 8.00am – 10.00pm, Monday to Sunday. It is now proposed that the scheme operational hours are to 8.00am – 6.00pm, Monday to Saturday.

Removing parking controls north of Alexandra Parade

Following review and further data analysis, proposals for shared-use parking bays and permit parking controls will be removed from Milnbank Street, Townmill Road, Armadale Street, Armadale Place, Armadale Court, Meadowpark Street, Roebank Street, Harcourt Drive, Alexandra Court, Eastercraigs, Kennyhill Square, Birkenshaw Street and Bannatyne Avenue. In short, this means no introduction of new parking controls in these areas.

Glasgow - Supporting the Gaelic language Glaschu - a' toirt taic dhan Ghàidhlig
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Removing parking controls east of Alexandra Park Street

Following review and further data analysis, proposals for shared-use parking bays and permit parking controls will be removed from Eastercraigs, Kennyhill Square, Birkenshaw Street, Bannatyne Avenue and the section of Cumbernauld Road located east of the railway line. In short, this means no introduction of new parking controls in these areas.

Appendix 1 (below) provides more detail on the main issues raised during consultation and explains the council's response to each.

The consultation has been carried out in line with the statutory process set out in The Local Authorities' Traffic Orders (Procedures)(Scotland) Regulations 1999. This process includes:

- 21-day consultation with professional road users (emergency service / public transport operators) and local councillors/community councils
- 28-day consultation when the proposals are publicly advertised in the press, notices erected on streets impacted and, in this case, a dedicated webpage established

What happens next?

If the information provided in this letter addresses your concerns and you now wish to withdraw your objection, please let us know by **28 August 2026**.

You can do this by emailing TransportProjects@glasgow.gov.uk or by writing to:

Transport Projects Delivery
Sustainable Transport, Traffic & Parking Operations
Neighbourhoods, Regeneration & Sustainability
Glasgow City Council
Exchange House, 231 George Street
Glasgow, G1 1RX

If you do not wish to withdraw your objection, no further action is required. Your objection will be considered and included within the final report used to inform the decision on the proposals in line with Council procedures and the Scheme of Delegation.

Once a decision has been made, we will write to you again to confirm the outcome.

Yours sincerely,



Kevin Argue
Head of Service - Sustainable Transport, Traffic and Road Safety
Neighbourhoods, Regeneration and Sustainability

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Appendix 1 – Issues raised about the Dennistoun parking proposals

This appendix summarises the main issues raised during consultation and explains the Council's response to each.

Concern about the need for parking controls

The proposed parking controls for the area are intended to respond to high parking demand and make better use of limited street space. In parts of Dennistoun, long-stay commuter parking and obstructive parking can make it harder for residents, visitors, businesses and local services to park nearby or get around safely. The proposals are intended to manage parking more fairly, improve access and support safer, more accessible streets for everyone.

Concern that there is insufficient evidence to justify parking controls

The Council commissioned an independent parking survey to understand parking demand in the proposed control area. The survey compared the number of vehicles parked, with the available parking capacity at both 2pm and 2am to understand daytime and overnight parking pressures.

This data demonstrated that parking levels exceeded 85% across all areas proposed for controls in Dennistoun during both periods. When parking pressure exceed 85% drivers are more likely to experience difficulty finding a space close to where they need to be. This can lead to vehicles circling in search of parking, pressure being displaced into nearby streets, and potential creating safety or access issues.

Concerns that changes are not required as issues are limited to match-days/during events at Celtic Park

The proposed parking controls are intended to address wider parking pressures in Dennistoun and are not specifically a response to match-day or event parking. The council recognises concerns about match-day parking and is considering those issues separately.

Concern that the proposed chargeable hours are excessive

Following concerns regarding the original operating hours a further review of parking-use data for the area was undertaken the proposed operating hours have been reduced from 8.00am–10.00pm, Monday to Sunday to 8.00am–6.00pm, Monday to Saturday.

This means the controls would focus on the times when parking pressures are most clearly evidenced, while reducing the impact on evening and Sunday visitors, places of worship, community groups and local residents. The Council will continue to monitor parking conditions if the scheme is introduced.

Concern about the cost/affordability of resident and visitor parking permits

The cost of a resident parking permit depends on the carbon emissions of the vehicle and the number of permits already issued to the household.

Residents can pay for a permit quarterly rather than annually, with no additional cost for choosing that payment option. Vehicles displaying a valid disabled badge do not need a resident parking permit.

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Residents who need parking for visitors, including family members, carers or tradespeople, can buy residents' visitor parking permits. These can be bought in advance in books of five for £25.

Each permit covers a fixed six-hour period and is currently issued as a scratchcard, so residents do not need to know the exact time of the visit in advance. Multiple permits can be used if a visitor needs to stay for longer than six hours.

Further to this, the Council is exploring further options to provide residents greater flexibility via a range of permit and tariff options.

Concern about students who use a parents' car

Resident parking permits are linked to eligibility criteria, including who keeps or uses the vehicle.

Where someone uses a vehicle owned by a person and the vehicle is not registered to that address, a resident permit would not normally be available for that vehicle. In these circumstances, residents' visitor parking permits or pay and display parking could be used during chargeable hours.

Concern about staff from local businesses being able to park

Business parking permits will be available for eligible organisations in the affected area. These permits can be used for work-related vehicles that need to park on-street during chargeable hours, or for staff who need to drive to work and park on-street during those hours.

Business permits are transferable between vehicles, provided only one vehicle uses the permit at any one time. This gives businesses flexibility where different staff or vehicles need parking on different days. Business permits are priced to support local businesses that rely on vehicles, while offering a substantial discount compared with daily parking charges.

Further to this, the Council is exploring further options to provide businesses greater flexibility via a range of permit and tariff options.

Concern that footfall will reduce

The scheme is intended to support local access by reducing long-stay commuter parking and encouraging turnover of spaces. This should help make more parking available during the day for customers, visitors and people accessing local services. Experience from similar schemes in Glasgow does not indicate that proportionate parking controls have a negative impact on footfall. In some areas, better parking management can also improve the appearance and overall quality of the street environment.

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Concern that public transport is not a viable alternative to driving

The Council recognises that public transport will not meet every journey need for every person. Glasgow's Transport Strategy is focused on improving sustainable travel options, including more reliable bus services and safer cycling routes to promote alternatives to private car use.

The Council is the lead authority for the Glasgow City Region Bus Partnership, which is focused on delivering better and more reliable bus services across the region, including bus priority measures on key routes. We are committed to collaborating with SPT and bus operators to improve bus service provision across the region.

The Council is also continuing to expand our walking, wheeling and cycling routes through our Connecting Glasgow programme. Parking controls are one element of this wider approach. They are intended to manage limited street space more fairly, reduce long-stay commuter parking and improve local access.

Concern about the consultation process and its timing

The statutory consultation process associated with these proposals is being carried out in accordance with The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999 (www.legislation.gov.uk/ukSI/1999/614/contents). In addition to this, to ensure that everyone who wished to respond had sufficient opportunity to do so, the consultation period was extended to account for the Christmas and New Year holiday period.

Instead of the Council's standard six-week consultation period, the Dennistoun consultation ran for eight weeks, from 12 December 2025 to 6 February 2026.

Concern that one-way streets will be inconvenient

Within the scheme, some one-way streets are proposed. This has been done to help make better use of limited road space and retain as much parking as possible. If some streets remained two-way, space would be needed for vehicles travelling in opposite directions to pass safely. This would reduce the amount of parking that could be provided. One-way arrangements can also help simplify traffic movements, reduce potential traffic conflict points and improve safety at junctions. These changes are intended to balance the need for local access with the need to manage parking demand and support safer streets.

Concern that parking controls will not be enforced sufficiently

Should the proposals be approved, Dennistoun would be included in regular parking enforcement patrols, just as existing Restricted Parking Zones are. The Council would also monitor the area after implementation and respond to reported issues where further enforcement action is needed.

Concern that better enforcement of existing controls is needed

The proposed controls are intended to reduce obstructive parking by making clear where vehicles can and cannot park safely. This should help improve access for pedestrians, wheelchair users, people with prams, emergency vehicles, residents, businesses and visitors.

Concern that issues such as road maintenance should be tackled before introducing parking controls

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The council recognises that road maintenance is an important issue for communities across Glasgow. For clarity, parking income can only be reinvested in the maintenance and improvement of the road asset, including parking (including administration, enforcement and maintenance) . Any surplus would be reinvested in roads and transport projects, in line with the Council's legal obligations.

Concern about access to places of worship and local community groups

The scheme is designed to enable local community groups, such as religious organisations and clubs, to continue operating as normal. These groups will be able to purchase residents' visitor parking permits.

Concern that proposed controls will not improve pollution levels or reduce traffic

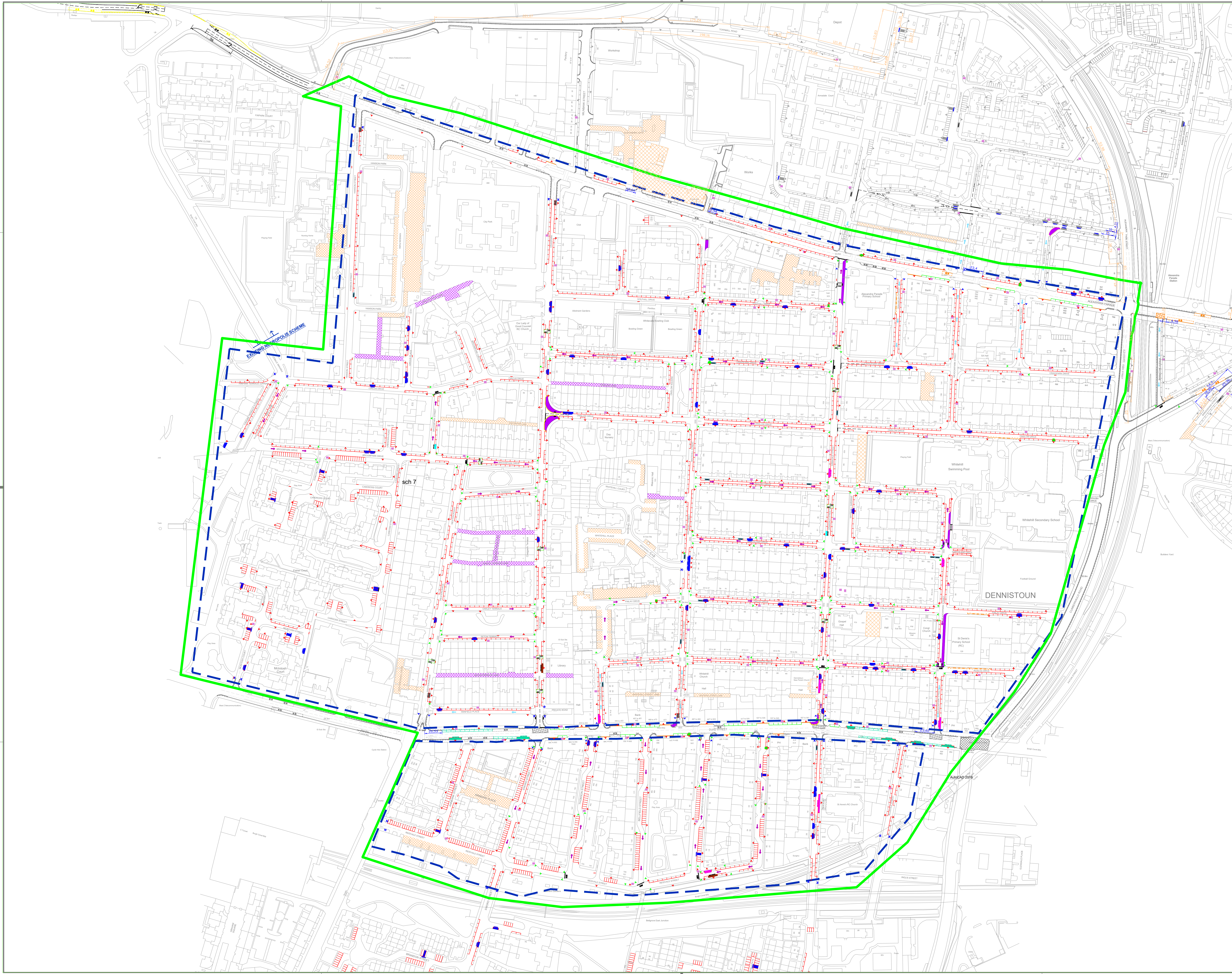
The proposed controls are intended to manage parking demand more effectively, reduce long-stay commuter parking and improve local access. By making parking clearer and better managed, the scheme will help reduce the need for drivers to circle the area looking for spaces. The scheme also supports the Council's wider aim of encouraging more sustainable travel and creating safer, more accessible neighbourhoods.

Concern that the proposed controls are a money-making scheme

The purpose of the proposed parking controls is to manage limited road space more effectively and improve access for residents, businesses and visitors. Any income generated would be used to cover the costs of operating the scheme, including administration, enforcement and maintenance. Any surplus would be reinvested in roads and transport projects, in line with the Council's legal obligations.

APPENDIX B

PLAN DRAWING OF DENNISTOUN TRAFFIC MANAGEMENT AND PARKING CONTROLS ORDER 2026.



NOTES:

1. All dimensions are in millimetres and all levels are metres above Ordnance Datum unless noted otherwise.

KEY:

- Extent of parking
- Restricted Parking Zone (park only in designated bays)
- Shared use bays Monday - Saturday 8am-6pm
- Pay and display parking bay Monday-Saturday 8am-6pm
- Car Club bays
- Existing Car Club bays
- Existing disabled bays
- motorcycle bays
- Existing No Waiting / No Loading At Any Time
- No Waiting At Any Time
- No Waiting / No Loading At Any Time
- No Waiting / No Loading At Any Time Monday-Saturday except goods vehicles 8am-6pm
- one way operation
- Existing one way operation
- No Waiting At Any Time
- Private parking area
- Loading only bay Monday - Saturday 8am-6pm
- Parking bays Monday-Saturday 9.30am-4pm
- No Waiting/No Loading Monday-Saturday except goods vehicles 9.30am-4pm
- Existing Electric Parking bays
- Existing Cycle Storage Units
- Existing Bin Storage Units
- number of RPZ/Shared use bays
- extended footway builds
- raised table
- on street sign locations
- RPZ entry/exit sign locations

NB - After passing the RPZ Entry signs waiting is permitted ONLY within signed bays

20

Restricted parking ZONE

30

Zone ENDS

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Date	Revisions	Checked by	Approved by

Glasgow City Council

Prepared by	GT	Date	May 2025
Checked by	DF	Scale	NTS
Approved by	SG	Signature	

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Glasgow City Council
(Dennistoun) (Traffic Management & Parking Controls) Order 2026

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CITY COUNCIL

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