

**Councillor Susan Aitken**  
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Our Ref: SA/PS/0203/LOW

3 February 2026

Councillor Gordan Low  
Leader of the Council  
East Dunbartonshire Council  
**By email only: [gordan.low@eastdunbarton.gov.uk](mailto:gordan.low@eastdunbarton.gov.uk)**

Dear Gordan

Thank you for your email following the motion of East Dunbartonshire Council on 18th December. I would like to confirm that, to date, there are no specific proposals to introduce any road user charging or tolls in Glasgow.

However, I must make clear that elected members of Glasgow City Council have the right to explore policy options that have the potential to both raise revenue for the city and address long-standing challenges. Indeed, it would be fiscally irresponsible of us not to do so.

Glasgow is a city in which a little over half of households have access to private vehicle transport, yet it hosts many of the busiest roads in the country, meaning that a huge number of our citizens feel the burdens of those roads - spatial dislocation, pollution, congestion - without being able to access the benefits.

Glasgow receives 6% of the nationally distributed funding for roads despite having 11% of Scotland's population and around 15% of the country's road traffic on any given day. It is undeniable that Glasgow does not get its fair share of funding to deal with the amount of traffic on our roads.

Our evidenced assumption is that around 60% of the users of the Clyde Tunnel are non-Glasgow residents, and many use the tunnel to access M8/M74/M77 connections that do not even bring them into the city itself.

I note that you say that support was voiced by East Dunbartonshire Council for the transfer of responsibility for this nationally significant infrastructure to Transport Scotland. That has long been the position of Glasgow City Council and we have made repeated representations to the Scottish Government to that effect. We would be happy to have the support of East Dunbartonshire Council for our lobbying efforts around this.

Congestion charging is a recognised and proven policy mechanism - implemented successfully in London for many years, and more recently in New York – to not only reduce congestion and environmental pollution, but also to improve bus journey times, encourage modal shift and raise revenue for investment in public transport and the public realm. Again, it would be remiss of a metropolitan city of Glasgow's size and scale not to consider its potential role and impact in our context.

Yours sincerely

Councillor Susan Aitken  
Leader of the Council