Dennistoun Community Council

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Meeting with GCC to Discuss the Dennistoun Traffic Management and Parking Proposals

On 9th Nov 2026, following on from correspondence between DCC and GCC relating to the traffic management and parking proposals for Dennistoun (as recorded here) DCC, along with the three Dennistoun ward councillors, attended a meeting with GCC Neighbourhoods and Regeneration Services (represented by Kevin Argue [KA] - Head of Sustainable Transport, Traffic and Parking Operations; and Fiona Jenkins [FJ] - Group Manager, Strategic Transport Project Development).

The following is a summary of the points that were discussed:

Beginning with the biggest take home, there will be no implementation of parking charges until after a new council is elected in May 2027, as they may have different priorities. Under legislation the TRO has to be implemented within two years of public announcement, which would be October 2028, or the process will have to begin again.

It was acknowledged that communication regarding the TRO could have been better. When asked several times why a public meeting would not be held, the response given was that the communication that took place exceeded the statutory minimum and that, at the point DCC asked for a public meeting (after the response to objections was finally delivered), the statutory process had ended. DCC notes that while it's not possible legally to expand policies before implementation, it is possible to reduce them under the legislation, and it was later stated the implementation is currently paused for discussion and review.

KA said at the end that he'd welcome further meetings with Dennistoun Community Council, but DCC is interested in submitting a participation request under the terms of the 2015 Community Empowerment Act to ensure inclusion in the process and that our views be taken into consideration.

Cllr Casey noted there needs to be greater transparency and improved communication, and pointed out the 2019 consultation was for a far wider area, in effect questioning the validity, and that the population of Dennistoun had changed considerably in the meantime. The 2024 consultation in the Council's view was picking up a progression already started rather than initiating a new process.

Much information that should have been given to us earlier was supplied, and documentation showing how introducing charges to the West End has met key indicators will be supplied. An Equalities Impact Assessment screening exercise has also been carried out. It's a tricky balancing process of one set of needs against another, and is available here on the Equalities page of the GCC website.

Parking occupancy over 85% is a nationally accepted standard indicating the need for action. Apparently only 54% of Dennistoun residents own a car, and the assumption was that this weighted the case of much parking being people who don't live in the area. It was pointed out by DCC that parking was maximised at night, and it was conceded there's not enough parking outside blocks to accommodate a car per flat.

Within two years of a parking scheme being implemented there's a follow-up study to check the aims are being achieved, after which alterations can be made, including removing the scheme altogether, but that's never happened.

It won't be possible to work out the administration costs until the charges have been implemented, as they're on a sliding scale. A low emission car that's the only one in the household will have to pay £80. A second car, though, will have to pay considerably more, and so will vehicles not meeting Council emission targets. The Council doesn't hold DVLA data, so doesn't yet know what the application process will be. Cllr Casey suggested that any parking charges are reduced until any assessment has taken place, but this would be a matter for Councillors, as they're set by the Council, not the department.

Cllr McDougall pointed out that omitting Milnbank from the charges will instantly transfer the problem there. KA is aware of that, but the applicable legislation demands data-led evidence per current circumstances, it doesn't allow for anticipation of future problems. A survey in 2026 had Milnbank not meeting the 85% occupancy targets, so it was dropped from the scheme. Not being able to anticipate also accounts for no consideration being given to parking spaces being taken by planned bin hubs and cycle sheds.

GCC also only holds citywide parking data, not data for individual areas. Cllr Casey also asked about event parking, as the removal of Sundays from the order will adversely affect people due to game day parking. It's possible to extend parking to 11pm on European match days. It's also a balance as some local businesses fear outlawing match day parking will greatly affect their takings.

The issue of carers and teachers having to pay is a matter that will require Council legislation as matters currently stand. There wasn't enough time to discuss visitor parking generally, but DCC has other matters to be raised at future meetings.