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Sent: 13 January 2021 15:29
To: [REDACTED]@glasgow.gov.uk>
Cc: [REDACTED]@glasgow.gov.uk>
Subject: Police Scotland Response - LTN Dennistoun [OFFICIAL]

OFFICIAL

Good morning [REDACTED]

I can confirm that Police Scotland have now had the opportunity to fully review the plans for the Dennistoun LTN and we would comment as follows:

POLICE SCOTLAND - NOTIFICATION OF PROPOSALS

Police Scotland received notification of these proposals on Friday 4 December 2020 with work scheduled to start on the implementation of these plans on Monday 7 December 2020. Police Scotland received no prior notification and only received drawings for these proposals late on Friday 4 December 2020. Our senior management team within Greater Glasgow Division were also unsighted on these plans and have raised their concerns with me on this subject. This decision will undoubtedly have led to the majority of this scheme being completed prior to Police Scotland having had suitable time to review and comment. For a proposal such as this it can take several weeks for our Traffic Management Department to review the proposals, visit the site and prepare our response. The speed at which these measures are being implemented is understandable given the circumstances however to have been given no prior notification is regrettable.

GENERAL OBSERVATIONS

1. Broompark Road near to Ark Lane

NO THROUGH ROAD SIGNAGE

We note that the position of the NO THROUGH ROAD sign on Broompark Drive is to the offside. The sign has been mounted on a lighting column on the north footway. This could be missed by drivers approaching who would normally expect such a sign to be located to their nearside on approach. If it was positioned to the nearside it would be clearly visible to drivers approaching as it could potentially be located on the grass verge.

The NO THROUGH ROAD sign to diagram 816 is applicable to all vehicular traffic, including pedal cycles, therefore a qualifying plate with the words "Except cycles" may be considered appropriate on Broompark Drive and Ark Lane.

2. Craigpark at Craigpark Drive / Craigpark at Onslow Drive / Whitehill Street at Onslow Drive

NO ENTRY SIGNAGE

According to the drawings each of the above junctions have NO ENTRY signs placed, one on the nearside footway and the other temporarily placed in the centre of the carriageway to prevent access to vehicles, except cycles. Each of the roads which the NO ENTRY sign prohibits access to remain two way roads. We have reviewed this and in the absence of further physical measures to discourage drivers from simply driving around the signs we believe that a large number of drivers will simply ignore the NO ENTRY signs thus we are concerned that these restrictions will create a significant enforcement burden for Police Scotland. We would also have a safety concern with offending vehicles driving onto the opposite side of the road potentially placing them in conflict with pedestrians and cyclists who may not be expecting a vehicle to be there.

3. Armadale Street at Alexandra Parade

CONTRA-FLOW CYCLING SIGNAGE

As per the drawings provided Armadale Street between Alexandra Parade and Craigpark Drive there is a proposal for contra-flow cycling however no contra-flow cycling signage is present on the drawings. Appropriate signage advises drivers that cyclists may be riding in the opposite direction. We note that this signage is present on other roads in the proposal and it may be that it has simply been missed from the drawings.

Furthermore, is there an intention to create and mark out accordingly, a cycle lane on Armadale Street between the junctions of Craigpark Drive and Golfhill Drive? The drawings would appear to suggest not, however the only vehicles which would be authorised to use this section of the road in a northerly direction would be cyclists therefore the current lining at this location is confusing.

CONTRA-FLOW CYCLING PROPOSALS

4. General Road Safety Concern - Contra-Flow Cycling in areas of Parallel Parking and Reduced Available Road Width

This safety concern is applicable to each of the contra-flow cycling proposals listed below.

It would be the opinion of Police Scotland that having reviewed these proposals we are concerned that there exists a road safety concern for cyclists riding in contra-flow. A danger can be presented to cyclists riding in contra-flow whilst passing parallel parked vehicles to their nearside. In this situation a driver exiting a parking bay will be on the far side of the vehicle, next to the kerb, with limited visibility of approaching cyclists as they start to pull out. Both the driver of a parked vehicle and an approaching cyclist have no opportunity to make eye contact with each other before the car would start to manoeuvre out of the parking bay and in cases of reduced available road width this danger is exacerbated further.

It is also a concern that larger vehicles (eg Cleansing Vehicles) require to use these roads on a regular basis and as such available road width (ie the width available between parallel parked vehicles) will be significantly reduced. There exists a risk of injury to a cyclist should both vehicles attempt to pass at the same time and should a cyclist be struck by a vehicle and fall to the ground there is an increased likelihood of serious injury.

5. Craigielea Street - Between Alexandra Parade and Craigpark Drive
Meadowpark Street - Between Alexandra Parade and Craigpark Drive
Marne Street - Between Alexandra Parade and Craigpark Drive

CONTRA-FLOW CYCLING

We note from the drawings that contra-flow cycling is proposed on each of the above one-way roads indeed the signage for same is already in place. We note the absence of any road markings to mark out a cycle lane on each of the roads and no change to any of the junction road markings. No additional waiting and loading

restrictions are proposed for the east and west footways adjacent to each of the roads and therefore vehicle parking adjacent to both footways will be permitted and given the location of each of these roads, this available parking will be frequently in use.

The following available road width measurements were taken during a site visit. These measurements are approximate and are measurements of the available road space between parallel parked vehicles:

Craigielea Street - 3m 70cm

Meadowpark Street - 3m 50cm

Marne Street - [Available Width unavailable due to parallel parked vehicles on both side of the road being parked half on the footway]

Total road width - 6m 10cm, assumed width of parallel parked vehicles is 1m 90cm each equate to available road width of approximately 2m 30cm.

We are concerned that given the available road width on each of the roads above, a cyclist would require to ride very close to moving vehicles travelling in the opposite direction as well as parked vehicles and the inherent risk of car doors being opened unexpectedly into the path of a cyclist. A wider vehicle such as a 4x4 vehicle or a van would reduce the width to such an extent that it would not be physically possible for a cyclist to pass in contra-flow. We have noted that Marne Street near to its junction with Alexandra Parade is particularly narrow with vehicles only able to pass so long as parked vehicles adjacent to the west footway are parked with offside wheels on the footway. Based on the drawings and the assumption that vehicles will be parked adjacent to both footways it would appear that there is insufficient available road width on Craigielea Street, Meadowpark Street and Marne Street for cyclists to safely pass moving vehicles whilst riding in the opposite direction. Should a cyclist be struck by a moving vehicle and fall to the ground there is an increased risk of serious injury to the cyclist. It would be our opinion that a road safety concern is present here.

Police Scotland cannot support the proposals for contra flow cycling on these roads due to the concerns raised above.

Should the proposals for these roads proceed then it would be our opinion that changes to the junction road markings at Alexandra Parade and Craigpark Drive for each of the above roads should be considered to segregate contra-flow cyclists from other traffic leaving and entering the roads respectively.

6. Ingleby Drive & Meadowpark Street - Between Whitehill Gardens and Garthland Drive CONTRA-FLOW CYCLING

We note the intention to create a one way road on Meadowpark Street and Ingleby Drive and to formalise contra-flow cycling. Again it has been noted that there is the absence of any road markings to mark out a cycle lane on each of the roads and no change to any of the junction road markings. Also, the current parallel parking arrangements appears to be unaltered in the plans. Currently, it is noted that all vehicles parked adjacent to the north footway on Ingleby Drive park with one side of the vehicle parked on the footway in order to provide adequate room for a single vehicle to pass. A 90 degree corner with limited views links Meadowpark Street and Ingleby Drive.

Parallel parking on Ingleby Drive (whilst not using the footway) allows approximately 3m 20cm of available road width and outside 91 Meadowpark Street immediately prior to the left hand turn, parallel parking allows approximately 4m 10cm of available road width. Based on the drawings and the assumption that vehicles will be parked adjacent to both footways it would appear that there is insufficient available road width on Ingleby Drive for cyclists to safely pass moving vehicles whilst riding in the opposite direction. Should a cyclist be struck by a moving vehicle and fall to the ground there is an increased risk of serious injury to the cyclist. It would be our opinion that a road safety concern is present here.

Furthermore, the left hand turn from Meadowpark Street into Ingleby Drive has limited views. We have a concern that both a cyclist and a driver travelling in opposite directions would be unsighted to each other

until both vehicles were at the point of negotiating the turn. This could lead to a collision and possible injury to the cyclist. We would note this to be a road safety concern.

Police Scotland cannot support the proposals for contra flow cycling on these roads due to the concerns raised above.

Should the proposals for these roads proceed then it would be our opinion that changes to the junction road markings at Whitehill Gardens and Garthland Drive for each of the above roads should be considered to segregate contra-flow cyclists from other traffic leaving and entering the roads respectively.

7. Whitehill Street - Between Roselea Drive and Duke Street
Meadowpark Street - Between Roselea Drive and Duke Street
Armadale Street - Between Duke Street and Roselea Drive
CONTRA-FLOW CYCLING

We note from the drawings that contra-flow cycling is proposed on the one-way roads of Whitehill Street and Meadowpark Street and on the proposed one-way road of Armadale Street. We note the absence of any road markings to mark out a cycle lane on each of the roads and no change to any of the junction road markings. No additional waiting and loading restrictions are proposed and parallel parking is permitted on each of the above mentioned roads.

The following available road width measurements were taken:

Whitehill Street - 4m 5cm

Meadowpark Street - 4m 25cm

Armadale Street - 4m 30cm

We note that the available road widths above are greater than others listed previously and as such we would not raise concerns over available road width however our general concerns raised at point 4 above remain.

Should the proposals for these roads proceed then it would be our opinion that changes to the junction road markings at Duke Street and Roselea Drive for each of the above roads should be considered to segregate contra-flow cyclists from other traffic leaving and entering the roads respectively.

8. Meadowpark Street - Between Finlay Drive and Roselea Drive
CONTRA-FLOW CYCLING

We note from the drawings that contra-flow cycling is planned on the proposed one-way road of Meadowpark Street between Finlay Drive and Roselea Drive. We note the absence of any road markings to mark out a cycle lane and no change to any of the junction road markings. Additional waiting and loading restrictions are proposed adjacent to the east footway with parking being permitted adjacent to the west footway. We also note the enhanced footway space adjacent to St. Denis's Primary School.

An accurate available road width measurement was not possible at our site visit as the enhanced footway space was not implemented at the time of our site visit. The enhanced footway space proposed will reduce the overall road width and with parking adjacent to the west footway it is not clear how much available road width would be available although it is estimated to be around 4m. Our overall cyclist safety concern at point 4 above remains.

Should the proposals for these roads proceed then it would be our opinion that changes to the junction road markings at Finlay Drive and Roselea Drive for the above road should be considered to segregate contra-flow cyclists from other traffic leaving and entering the road respectively.

I would be grateful if you could send me a copy of the TTRO for the above scheme when it is available. Also, can you advise if there is to be a Road Safety Audit carried out on the scheme once substantially completed?

I look forward to receiving your response in due course.

Kind regards,



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