

Dennistoun Community Council response to Glasgow City Council reply dated 5th October 2021 regarding queries submitted to the Dennistoun Area Partnership.

Tuesday 2nd November 2021

Hillfoot Street (and additional street maintenance issues identified)

A document is attached detailing specific parking/loading signs and road markings referred to. Some other street maintenance issues requiring attention have also been noted.

DCC is aware of discussions about potentially establishing an Environmental Audit of the area. This is something that may indeed be useful for streamlining the future submission of similar streetscape maintenance issues and we would be keen to know more about how that might be implemented.

Cycle lockers

The additional information is appreciated. But ultimately, pedestrian space has been taken away rather than vehicular space so as *"not to exacerbate any existing parking issues"*.

Choosing to retain on-street car parking spaces in preference to retaining available pedestrian space is a retrograde step.

Contraflow cycling

DCC welcomes the intention to develop a robust solution as part of future permanent measures in this area.

In the meantime, the process of introduction and removal has been explained but not the nature of the additional risk introduced. It remains unexplained how well-marked and properly-signed one-way streets with contraflow cycling created a *"risk of collision in the narrow residential roads"* additional to that which is allowed to exist on numerous otherwise identical narrow residential roads where two-way traffic is permitted.

Restrictions on motor vehicle movement and choosing to retain on-street car parking spaces has resulted in a reduction in routes available to cycles. Another retrograde step.

EV chargers

DCC welcomes GCC's acknowledgement that the installation outside the library does not meet the *"generally accepted"* 1.5 minimum pedestrian clearance with the cycle stand in use, and we look forward to corrective works being carried out.

Beyond that instance, DCC also welcomes the stated aim of GCC to exceed standards set out by organisations such as Transport For All, Living Streets and others. With that noted, we wish to highlight the following passages from said guidance, which provide a fuller description of the pertinent issues than a focus on minimum allowable pedestrian clearance:

- Transport For All – [Equal Pavements Pledge](#):
Electric Vehicle charging points should only be situated on a pavement as a last resort if there are no other options.
- Living Streets – [Cut The Clutter: Tackling Poor Placement of Electric Vehicle Charging Points](#) (on page 2):
The rollout of these new EV charging points should not come at the expense of pedestrians. We have already seen numerous examples of the thoughtless placement of charging points on the pavement resulting in unnecessary obstructions. This easily avoidable pavement clutter is inconvenient for everyone and particularly

problematic for people with wheelchairs, buggies, or those living with sight loss. The reduction of pavement space also represents a major step backwards in how we prioritise the allocation of space in our cities and towns.

If EV charging points are to be installed they should be located off-street, for example in car parks at leisure centres, community facilities, shopping centres, train stations, or housing estates. If this is not possible, charging points should be located on the road in well-designed build-outs.

Pavements should be the last resort for EV charging points and should only be considered suitable if 1.5 metres of space is left for people to walk and pass each other safely and easily.

- Energy Saving Trust - [Positioning chargepoints and adapting parking policies for electric vehicles](#):
For a wheelchair user and a pedestrian to pass side-by-side, a clear footway width of 1.5m is required, although recommendations vary. Avoid installing chargepoints in locations where the available pavement space has already been restricted by other street furniture, such as road signs, feeder pillars, and bike racks.

DCC additionally notes that GCC's own [Public Realm and Maintenance Guide](#) provides the following guidance (on page 99):

Electric vehicles will bring some benefits to cities, but it should not come at the expense of people and city life. Above all, walking must be prioritised in cities to make cities and citizens the most healthy, happy, and prosperous they can be.

Freestanding electric vehicle charging points should where practicable be installed in the carriageway, in place of an existing parking space or zones of single / double yellow lining. They should be mounted on a kerbed and bollarded build out to protect them from moving vehicles, as demonstrated in the image to the right. Locations should not be isolated and should be protected by additional nibs / build outs at either end of the block.

It is of some concern that, as we see the first few EV chargers arrive in Dennistoun, basic minimum standards are not being met, let alone any evident attempt at best practice. Especially so in the Dennistoun Conservation Area. There are many opportunities to provide unobtrusive EV chargers in Dennistoun, so it is disappointing to see these precedents being set.

When an installation designed for use in footways is used in a carriageway situation and found to be easily damaged (as with the Victoria Road example), this should highlight the need to develop a design specifically suited to carriageways rather than 'reinforce an aim to minimise the number of chargers deployed in the carriageway'.

The Victoria Road and Torrisdale Street examples are indeed in parking bays rather than the 'carriageway proper'. But so are the locations on Alexandra Park Street at Craigpark Drive, and yet these chargers were still placed in the pavement.

It's acknowledged that "sometimes we have to make concessions and compromises otherwise we'll never find any locations that are 100% suitable". But, again, it seems to be pedestrians who are expected to compromise in deference to the provision of vehicular infrastructure.

DENNISTOUN COMMUNITY COUNCIL
Observations along Hillfoot Street/Roslea Drive One-way section
+ additional references to other locations requiring maintenance

Monday 11th October 2021

1) Hillfoot Street





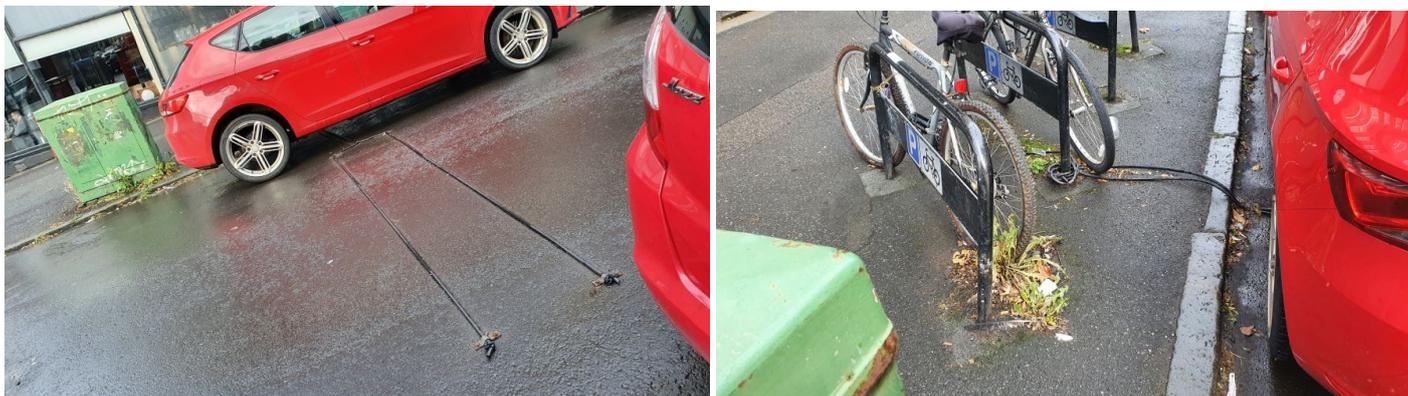
- a) Apparent inconsistencies and/or contradictions (with StreetView image included for comparison):
 - i. Double yellows now terminate asymmetrically at gullies on each side, rather than what was apparently a measured and equal length previously;
 - ii. No single yellow lining present now, compared to previously;
 - iii. No kerb markings present now, compared to previously;
 - iv. Signs for time-restricted parking and loading are still in place, as previously.
- b) Parking plate on bent pole.
- c) Parking information signs having to fight for attention with GCC 'Monitored site' dumping sign, GCC dog fouling sticker, remnants of an old GCC notification left behind after roadworks, minicab taxi sticker, estate agent sign, and multiple zip ties, all on the same rusting lighting column.
- d) Sign pole located absolutely central to desire line of pedestrian travel.
- e) Abandoned cones (three within view in these images, multiple others in very near vicinity).

2) Hillfoot Street (+ other locations for blocked gullies, as listed)



- a) Blocked gully on east side of Hillfoot Street at Duke Street.
- b) Examples of long-term blocked gullies are also present nearby:
 - i. to east of Whitehill Street at Roslea Drive;
 - ii. outside Liquor City on Duke Street (No. 360, G31 1RE);
 - iii. on Armadale Street on NW corner of junction with Finlay Drive;
 - iv. in footway outside Mesa on Duke Street (No. 567, G31 1PY) at Armadale Street.

3) Hillfoot Street



a) Abandoned(?) traffic count cables.

4) Hillfoot Street (+ other locations for significant vegetation, as listed)



- a) Fly tipping of glass shower panel/door, right next to fly-tipping sign overshadowed by estate agent sign on rusting lighting column.
- b) Overgrown vegetation significantly encroaching into footway space(see dry patch under overhang).
- c) Other significant examples of long-term overhanging vegetation nearby:
 - i. at corner of Whitehill Street and Ingleby Drive;
 - ii. at corner of Craigpark and Onslow Drive;
 - iii. at corner of Roslea Drive and Armadale Street;
 - iv. along north side of Duke Street between Tennent's and Lidl, and the path leading toward Ark Lane past the play park (requires substantial cutback and clearance of soil overflowing onto pavement).

5) Hilfoot Street at Roslea Drive



- a) Fly tipping sign less than 30m away from above equivalent, now completely faded blank (old StreetView image included for reference), sitting alongside two estate agent signs on lighting columns.

6) Roslea Drive at Hillfoot Street



- a) GCC 'Safe in Dennistoun' signs on Roslea Drive. Very little of the information on this sign seems to be current or active.
- b) GCC dog fouling sticker, again. Duplication of information on one pole– to what effect?

7) Roslea Drive/Hillfoot Street



- a) Parking signage in poor condition and obscured by vegetation, at corner of Hillfoot Street/Roslea Drive.

8) Roslea Drive



- a) GCC notifications not removed (for street lighting work on Roslea Drive, for dates now in the past).

9) Hillfoot Street/Roslea Drive



a) Abandoned and empty timber 'cabinet' at corner of Hillfoot Street/Roslea Drive.

10) Roslea Drive



- a) One-way signage obscured by vegetation.
- b) Poor condition of road surface in multiple locations.

11) Roslea Drive at Whitehill Street



- a) Poor condition of road surface in multiple locations, at Whitehill Street/Roslea Drive junction.
- b) Poor condition of footway surface in multiple locations.
- c) Poor condition of kerbs at crossing points.
- d) Poor condition of road markings.
- e) Blocked gully as mentioned above.
- f) Note use of kerb and footway as a loading bay by multiple large goods vehicles servicing the shop on a daily basis.

12) Alexandra Parade



- a) Cycle stands failed/degraded on Alexandra Parade outside Hardware Hut (No. 660).

13) Duke Street

- a) Cycle stand damaged by collision on Duke Street outside Mary's Meals (No. 358).
- b) Pedestrian barrier uprooted by collision on Duke Street outside Markey Gallery (No. 334).
- c) Multiple rocking/protruding/unstable tactile paving slabs on north side of street at pedestrian crossing between Craigpark and Thomson Street. Has steadily deteriorated since poor initial installation at time of 2017/18(?) pavement resurfacing work.
- d) Bus lane sign missing at start of westbound lane just east of Tennent's. The pole was damaged, removed, and a new pole installed in nearby location but the sign was never added.

14) Various Locations

Royal Mail have removed three old grey storage boxes where poles have collapsed under them, but pole stumps remain in the pavement, with cones 'temporarily' placed over them until they are removed:

- a) on Alexandra Parade at Meadowpark Street;
- b) on Armadale Street at Ingleby Drive;
- c) on Whitehill Street at Finlay Drive.

ELECTRIC VEHICLE CHARGING POINTS

GENERAL PRINCIPLES

Electric vehicles will bring some benefits to cities, but it should not come at the expense of people and city life. Above all, walking must be prioritised in cities to make cities and citizens the most healthy, happy, and prosperous they can be.

REQUIREMENT

Charging points for electric vehicles should be rolled out within the city centre, to prioritise the use of less polluting vehicles over more highly polluting vehicles, such as petrol and diesel vehicles.

PLACEMENT + ORIENTATION

Detailed consideration should be given to the placement and location of electric charging points.

At present retrofitting of EV charging equipment onto existing lighting columns is impracticable and requires the complete replacement of lighting equipment including the column and cabling. However as of January 2020 a trial is in progress at Collins Street to develop a retrofitting EV / lighting design. This is a complete redesign of the existing infrastructure with single cable connection from the control pillar, which will then be split in the column to EV and lighting, which is a new concept. Designers should seek guidance from the Council's Head of Roads for the most up to date information on this trial.

Freestanding electric vehicle charging points should where practicable be installed in the carriageway, in place of an existing parking space or zones of single / double yellow lining. They should be mounted on a kerbed and bollarded build out to protect them from moving vehicles, as demonstrated in the image to the right. Locations should not be isolated and should be protected by additional nibs / build outs at either end of the block.

Where carriageway placement is not practicable EV charging points may be placed in the existing footway. However they should not be placed in locations where they are likely to impact negatively on the pedestrian environment. A minimum clearance of 2m should be provided.



1 - an example of acceptable EV charging point placement within the public realm.

2 - an example of unacceptable EV charging point placement within the public realm.

