



Dennistoun Community Council

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Proposals for Improvements to Pedestrian Infrastructure Provision in the Dennistoun Community Council Area

CONTEXT

Various national, regional and local policies, strategies and guidance documents recognise the importance of providing safe and accessible high-quality pedestrian infrastructure.

At a Glasgow City Council (GCC) level, this notably includes the:

- [Active Travel Strategy](#)
- [Liveable Neighbourhood Plan](#)
- ['Vision Zero' Road Safety Plan](#)
- [Public Realm Design and Maintenance Guide](#)

Various other policies support and complement their aims.

Dennistoun Community Council (DCC) supports the aim to provide better safer streets for all, as part of a thriving sustainable future for our diverse community. DCC has been consistent in actively promoting and engaging in multiple recent consultations on these issues.

The publication of the Dennistoun to Cranhill Liveable Neighbourhood Stage 2 Report and the [approval of the Inner East Strategic Development Framework](#) by the City Administration Committee earlier this month are key milestones underlining a phase where the basis for future progress in our area has been firmly established.

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RECENT, CURRENT AND FUTURE PROJECTS IN OUR AREA

The forthcoming [Duke Street and John Knox Street Avenue project](#) is an important step in connecting our area to the City Centre. DCC looks forward to constructive engagement with this project during the coming weeks and months.

But that scheme does not extend into the heart of our residential neighbourhood.

It is critical that much more is done *within* our area in terms of introducing infrastructure improvements that will enable the aim of better, safer streets to be realised.

Especially so after a series of significant announcements and consultations which have, to date, failed to deliver on their potential.

The 'Dennistoun Railway Bridges' project is not currently scheduled to progress beyond the visualisations, concept designs and costings published in the [Liveable Neighbourhood Stage 2 report](#). The Hogarth Park and Active Travel project selected from the [Liveable Neighbourhood Stage 1 Report longlist](#) for a Sustrans funding bid was unsuccessful.

GCC [advised in January of this year](#) that a Dennistoun 'Streets for People' project ("proposals for parking measures with complimentary Neighbourhood Filtered Permeability interventions") was expected to commence re-engagement with the local community in April 2023. DCC is unaware of any further progress on this project.

The Environment and Liveable Neighbourhoods City Policy Committee [confirmed in March 2023](#) that a 'Dennistoun and Royston Parking Zone' is due to commence Summer 2023. This is presumed to be a relaunch of the [proposed Restricted Parking Zone](#) (RPZ) on which progress was frozen in March 2020. It is further presumed that the Traffic Regulation Order (TRO) for the RPZ will incorporate changes made as part of the changes made outside schools and the one-way roads introduced as part of the significantly scaled-back [Spaces For People 'Low Traffic Neighbourhood'](#) that was introduced in December 2020 (but which, to the understanding of DCC, has not yet been formalised with a Permanent TRO since the Temporary TRO expired). It is not yet clear that the RPZ is intended to incorporate the mooted 'Dennistoun Streets for People' project.

The [£1 million per ward Neighbourhood infrastructure Improvement Fund](#) was announced at the 2022/23 GCC budget. It was intended to promote public participation in neighbourhood investment decisions, and that consideration of Glasgow's Liveable Neighbourhoods must be accounted for, but there is scant evidence that this has happened on any meaningful level. An initial list of proposals provided by GCC was dominated by various roads maintenance resurfacing and lighting replacement schemes. Nothing has been forthcoming since a commitment in [September 2022 at the Dennistoun Area Partnership meeting](#) to proper engagement, consultation, and provision of a written report with a detailed breakdown of costs.

Active Travel Strategy and Liveable Neighbourhood Plan

- “Glasgow has an ambitious target to make walking and cycling considered as first choice modes of travel.”
- “We need to address how barriers to everyday active travel will be tackled through traffic reduction, reallocation of road space, more safe crossing points, and better neighbourhood environments.”
- “We will work with communities as part of the Liveable Neighbourhoods Plan process, to improve active permeability within and between neighbourhoods.”
- “During City Network and Liveable Neighbourhoods delivery, we will identify locations where pedestrian crossings will enhance permeability and comfort across distributor roads, taking into account desire lines where people naturally want to walk.”
- “By improving the conditions for walking and cycling within neighbourhoods there is a significant opportunity to reduce carbon emissions and improve health outcomes.”
- “Neighbourhoods should perform in such a way that maximises the social, economic and environmental benefits of the area through interventions that improve localities and place and help to reduce the city’s dependency on cars by making walking, cycling and public transport first choice.”

Inner East Strategic Development Framework

- “The Inner East will become a city district made up of distinct, vibrant, well connected and climate resilient neighbourhoods. This will be achieved through community engagement to ensure an inclusive, community-led design that represents local needs.”
- “Reduce traffic dominance and create pedestrian and cycle friendly neighbourhoods, with improved public transport, that is healthier and cleaner.”
- “Enable residents to meet their needs within a short walk or cycle from their home.”
- “A transformation of Glasgow’s Inner East that focuses on people, place and planet to ensure its future resilience and sustainability.”
- “Bold interventions are required to radically adapt the East End’s urban environment.”

‘Vision Zero’ Road Safety Plan

- “We need to encourage safe sustainable active travel such as walking...”
- “...an increase in people walking and cycling creates a ‘safety in numbers’ scenario, where drivers become more aware, and are less likely to be involved in a collision with a vulnerable road user.”
- “We will promote and support safe active travel measures within the community.”
- “We will deliver small to medium engineering interventions to address locally identified road safety issues.”
- “We will protect pedestrians by reducing car use, particularly at peak times, introduce segregation where possible, create safe junctions and crossing places and reduce vehicle speed to an appropriate level.”
- “New people friendly spaces and neighbourhoods will reduce traffic volume and speed and thereby improve the environment for active and sustainable travel.”

Neighbourhood Infrastructure Improvement Fund

- “The Neighbourhood Infrastructure Improvement Fund will see £1m allocated for improvements in each of the city’s 23 council wards with community representatives having a direct say on how the money will be spent.”
- “It is intended that this £1m of investment is considered, consulted and informed by local communities and stakeholders into how it should be spent.”
- “The investment will support key themes set out in the Council’s Strategic Plan, Active Travel Strategies and Traffic and Road Safety Plans.”
- “Consideration of Glasgow’s Liveable Neighbourhoods must be accounted for and this will enable areas to be accessible and healthy places that allow people, of all ages and abilities, out to play and socialise in their local area.”
- “This is a capital fund and the intention is that it is spent on physical improvements in communities. This could include, but is not limited to, roads, footways, lighting, trees, street furniture, CCTV or park equipment.”

OVERVIEW OF DENNISTOUN COMMUNITY COUNCIL PROPOSALS

All of the identified locations are currently without proper measures in place for pedestrians taking routes across busy roads. There are, in some instances, yellow road markings and/or dropped kerbs as a nod toward traffic control or pedestrian accessibility. But those measures alone provide much less than the bare minimum of acceptable modern provision that should be available for pedestrians at these locations.

DCC believes these proposals are fully in alignment with, and would progress the aims of, the GCC Active Travel Strategy, Liveable Neighbourhood Plan, 'Vision Zero' Road Safety Plan, and other associated policies.

There would be a dual benefit of introducing these pedestrian improvements. Firstly, the direct provision of the actual in situ controlled crossings. Secondly in terms of changing the balance of priority given to road users in the area. The improved pedestrian provision would have the knock-on effect of calming traffic in general, making it safer for all forms of active travel: for pedestrians crossing roads at uncontrolled/informal locations, and for cyclists sharing the carriageway with vehicles.

None of the measures would remove or impede vehicular access, but all of them would improve safety and accessibility for all road users: drivers also being pedestrians for at least part of their journey.

DCC looks forward to the introduction of significantly improved pedestrian provision in our neighbourhood, as a matter of priority, as part of the Neighbourhood Infrastructure Improvement Fund, the Avenues projects, RPZ/LTN/20mph Zone, or any other appropriate project or scheme.

METHODOLOGY

The proposals in this document work to a consistent methodology based on GCC road hierarchy and measured distances between existing pedestrian infrastructure provision.

They can be categorised into three main categories:

Proposed new Puffin crossings

Identified where the pedestrian desire line route is across a busy 'Main Distributor' or 'Secondary Distributor' road but there is a notable lack of provision within a reasonably close vicinity. In all these instances, the distance between the nearest existing controlled crossings is approaching 400 metres. Whereas elsewhere throughout the area, the typical distance between existing crossings along these types of road is less than 200 metres, and in multiple instances is less than 150 metres.

Proposed new Zebra crossings

Located on routes across 'Link' or 'Secondary Distributor' roads which provide a direct connecting route between busy 'Main Distributor' or 'Secondary Distributor' roads. Crossing these roads is often a frustrating experience. It is almost universally the case that drivers do not respect the hierarchy of road users as identified in the recent Highway Code update. The prevailing street design influences this behaviour. It is the norm for pedestrians to not only have to wait for a gap in vehicular traffic, but for that vehicular traffic to be also waiting (for a gap in vehicular traffic on the main road). A formalised controlled crossing point, located a sufficient distance (i.e. approximately 5 metres) away from the main road where necessary, is therefore proposed at these locations.

Proposed additional neighbourhood accessibility improvements

Largely focussed on providing continuous kerb-free access where the current provision has significant accessibility deficiencies.

PROPOSAL DETAILS

Ref	Road	Location	Description	Proposal
PROPOSED PUFFIN CROSSINGS				
1	Alexandra Parade	Co-Op / Iceland / Grosik ↔ Whitehill Street desire line.	Pedestrian route across 'Main Distributor' road. 355 metre distance between nearest existing controlled crossing points.	New puffin crossing.
2	Bellgrove Street	Bellgrove railway station ↔ Meat Market desire line.	Pedestrian route across a 'Secondary Distributor' road. 325 metre distance between nearest existing controlled crossing points.	New puffin crossing.
3	Cumbernauld Road	Duke Street railway station ↔ Finlay Drive desire line.	Pedestrian route across a 'Secondary Distributor' road. 385 metre distance between nearest existing controlled crossing points.	New puffin crossing.
4	Duke Street	Duke Street Playground / Lidl / Papa Johns ↔ Meat Market desire line.	Pedestrian route across a 'Secondary Distributor' road. 360 metre distance between nearest existing controlled crossing points.	New puffin crossing.
5	John Knox Street	Cathedral Square / Drygate residential area ↔ Necropolis / Drygate venue desire line.	Pedestrian route across a 'Secondary Distributor' road. 385 metre distance between nearest existing controlled crossing points.	New Puffin crossing.
PROPOSED ZEBRA CROSSINGS				
6	Craigpark	At Duke Street, to south of Annfield Place.	Pedestrian route across a two-way 'Link' through-road connecting 'Main Distributor' and 'Secondary Distributor' roads. Busy junction with large corner radii.	New zebra crossing on raised table. Reduced corner radii.
7	Craigpark	At Onslow Drive.	Junction of 'Link' and 'Local Access' roads. Junction has huge corner radii.	New zebra crossing on raised table. Tightened corner radii. Parklets in reallocated space.
8	Craigpark	At Alexandra Parade.	Pedestrian route across a two-way 'Link' through-road connecting 'Main Distributor' and 'Secondary Distributor' roads. Busy junction with large corner radius on one side.	New zebra crossing on raised table. Tightened corner radius.
9	Armadale Street	At Duke Street.	Pedestrian route across a 'Link' through-road connecting 'Main Distributor' and 'Secondary Distributor' roads. Busy junction with large corner radii.	New zebra crossing on raised table. Tightened corner radii.
10	Armadale Street	At mid-point / school crossing patrol location.	Pedestrian route across a two-way 'Link' through-road connecting 'Main Distributor' and 'Secondary Distributor' roads.	New zebra crossing on raised table.
11	Armadale Street	At Alexandra Parade.	Pedestrian route across a 'Link' through-road connecting 'Main Distributor' and 'Secondary Distributor' roads. Busy junction with large corner radii.	New zebra crossing on raised table.
12	Milnbank Street	At Alexandra Parade.	Pedestrian route across a 'Link' road connecting to a 'Main Distributor' road.	New zebra crossing on raised table.
13	Todd Street	At Duke Street.	Pedestrian route across 'Secondary Distributor' road between 'Main Distributor' and 'Secondary Distributor' roads.	New zebra crossing on raised table.

14	Todd Street	At mid-point, serving Haghill ↔ Hogarth Park / Medical Centre / Nursery School desire line near Ledaig Street.	Pedestrian route across a 'Secondary Distributor' road between 'Main Distributor' and 'Secondary Distributor' roads.	New zebra crossing on raised table.
15	Todd Street	At Cumbernauld Road.	Pedestrian route across a 'Secondary Distributor' road between 'Main Distributor' and 'Secondary Distributor' roads.	New zebra crossing on raised table.
16	Wishart Street	At John Knox Street.	'Link' road between 'Main Distributor' and 'Secondary Distributor' roads. 615 metre length of road with only 1 controlled crossing point, at junction with Alexandra Parade.	New zebra crossing.
17	Wishart Street	At mid-point, serving Glasgow Royal Infirmary and Maternity Unit.	'Link' road between 'Main Distributor' and 'Secondary Distributor' roads. 615 metre length of road with only 1 controlled crossing point, at junction with Alexandra Parade.	New zebra crossing.
18	Whitehill Street	Pedestrian route across a 'Local Access' road connecting to a 'Secondary Distributor' road.	Busy junction with large corner radii and consistent parking issues.	New zebra crossing on raised table. Tightened corner radii.
PROPOSED CROSSINGS OUTWITH THE DCC AREA, BUT ON ROUTES THAT CONNECT TO /FROM IT				
19	Gallowgate	Dennistoun / Reidvale / Gallowgate TRA ↔ Crownpoint Complex / St Mungos Academy desire line.	Pedestrian route across a 'Secondary Distributor' road. 390 metre distance between nearest existing controlled crossing points.	New puffin crossing.
20	Millerston Street	Dennistoun / Reidvale / Gallowgate TRA ↔ Forge via Beardmore Way desire line.	Pedestrian route across a 'Strategic' road. 390 metre distance between nearest existing controlled crossing points.	New puffin crossing.
ADDITIONAL NEIGHBOURHOOD PEDESTRIAN ACCESSIBILITY IMPROVEMENTS				
n/a	Multiple Locations	All other uncontrolled side road crossing routes.	At remaining junctions where 'Local Access' roads or 'Link' Roads with 'Main Distributor' and 'Secondary Distributor' roads.	Provide tactile paving. Add raised tables.
CC	Craigpark	All private driveway/access crossovers along full length.	'Link' road with multiple locations where kerbs create stepped access when travelling along the footway.	Provide accessible level footways by removing kerbs.
CO	Onslow Drive	All private driveway/access crossovers along full length of road.	'Local Access' road with multiple locations where kerbs create stepped access when travelling along the footway.	Provide accessible level footways by removing kerbs.
AL	Ark Lane	Duke Street / Playground ↔ Broompark desire line.	Stepped public footpath connecting various 'Local Access' routes with park space, playground and 'Main Distributor' road.	Provide step-free access.

INDICATIVE LOCATIONS IN THE CONTEXT OF EXISTING CROSSINGS AND THE ROAD HIERARCHY

Black circles containing numbers/letters correspond with proposals in the table above.

Existing pedestrian crossings are shown as follows [from GCC online mapping]:

●/● = Pelican Crossing. ● = Puffin Crossing. ● = Toucan Crossing. ●/● = Signalised Crossing at road junction.

Road Hierarchy is as follows [from GCC online mapping]:

/// = Local Access Road. /// = Link Road. /// = Secondary Distributor. /// = Main Distributor. /// = Strategic.

