



Neighbourhoods, Regeneration and Sustainability

Hillhead Area Partnership Briefing Note

5 September 24 Report by Brendan Frankgate

QUEEN MARGARET RD/KELVINSIDE TERRACE SOUTH SITE MEETING 4 SEPTEMBER 24
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Background

A site meeting was arranged by Councillor Wardrop to discuss the prohibition of driving on Queen Margaret Road/Kelvinside Terrace South (south section) between the Sixty Steps and Doune Quadrant with access for walking, wheeling and cycling. This solution was included in an earlier Elected Member Briefing.

The site meeting was attended by Councillors Wardrop, Andrew and Hoy along with North Kelvin Community Council, the rear lane committee, the garden committee, the Sixty Steps group, resident groups and individual residents. Officers from NRS Roads Maintenance, Traffic and Road Safety, Parking Services, Structures and Geotechnical were in attendance.

The consensus was that the prohibition of driving would risk an increase of traffic on Kelvinside Terrace West and Kelvinside Terrace South and the amenity area would risk an increase in anti-social behaviour. The Elected Members, the various groups and residents asked that consideration is given to a 12-month pilot to re-open Queen Margaret Rd/Kelvinside Terrace South (south section).

Re-opening Queen Margaret Rd/Kelvinside Terrace South (south section) Pilot

Prior to the North Kelvin RPZ and the closure of Queen Margaret Road/Kelvinside Terrace South (south section) there had been a row of parking bays on the south side between the turning head at Queen Margaret Rd/Kelvinside Terrace South (south section) and the bend at Kelvinside Terrace South. See image below.



The residents proposed that planters could be sited on the south side of Kelvinside Terrace South (south section). The residents suggested that planters could be maintained by their garden committee. The planter delineation would ensure that vehicular traffic as required would be kept away from the retaining wall and side slope area on a 3m carriageway width (sufficient for give and take traffic flow). Informal 'give and take' traffic flow was the situation several years ago when the row of parking bays were in place on the south side of Kelvinside Terrace South (south section). See proposal schematic below:



There is no record of any injury accidents in the vicinity, the proposal would not impact on the slope stability or retaining wall and no traffic order would be required.

Also, carriageway resurfacing of Kelvinside Terrace West/Kelvinside Terrace South and kerbing repairs were requested by the residents and our condition assessment supports this work. The named scheme is estimated at £32,250 and would require an amendment to the current named scheme programme 24/25. These costs could be mitigated if Scottish Water (SW) confirm their combined sewer replacement works on Kelvinside Terrace West/Kelvinside Terrace South. In recent weeks, NRS has been unable to get confirmation from SW that this work is committed/programmed.

The proposal to relocate 13no. parking bays on the north side of Kelvinside Terrace South to the south side was the consensus from residents and was previously agreed by NRS Parking Services. The relocation of these parking bays would assist emergency service access which was a residents' concern expressed at the site meeting.

The NIIF has set aside £22,000 for drainage/gully repairs on Kelvinside Terrace West/Kelvinside Terrace South which will address issues mentioned at the site meeting.

NRS could propose a 100m length of 50no. Zicla Zebra reflective rated planters, similar to those installed on Kelvin Way, for the carriageway delineation on Kelvinside Terrace South (south section) to the bend at Kelvinside Terrace South. NRS has a stock of 25no. Zicla Zebra planters in the Vermont St store available for use. The cost of the additional 25no. Zicla Zebra planters is estimated at £7,500 excluding installation which could be undertaken by NRS Blacksmiths. The residents' suggestion to use temporary Heras fencing is not supported by NRS. The residents mentioned antisocial behaviour and this risk could increase the need for NRS to maintain the Heras fencing and also Heras fencing is not vehicle rated. This proposal is less expensive than the £24,000 proposed prohibition of driving solution.



Pilot Assessment

Traffic counts would be taken before and after the installation of the planters and injury accidents would be monitored. Elected members, local groups and residents wanted to be consulted after the pilot before any decision was made to make permanent the re-opening of Queen Margaret Rd/Kelvinside Terrace South (south section).

Risks and Issues

- Increase in injury accidents - Queen Margaret Rd/Kelvinside Terrace South (south section) to the bend at Kelvinside Terrace South.
- SW combined sewer replacement does not go-ahead.
- Elected members, local groups and residents do not agree to the pilot becoming permanent.

Recommendation:

Agree to the proposed 12-month pilot to commence after the completion of the SW combined sewer replacement or sooner if SW confirm that the works are not to be done.

Arrange the traffic counts before the re-opening, monitor any increase in injury accidents and undertake a traffic count after 12 months.

Undertake the resurfacing/kerbing of Kelvinside Terrace West/Kelvinside Terrace South and drainage repairs after the required 3 month noticing period.

A Pilot Briefing Note to be issued after 12 months to elected members.