

**Minute**  
**Dumbreck Community Council Meeting**  
**Clubhouse, Haggs Castle Golf Club, 70 Dumbreck Road**  
**Thursday 9th July 2009**

**1. Seredunt**

Mrs Ruth Maltman (Chairman)  
Mrs Kathleen Lanigan (Vice Chairman)  
Mr Gerry McCudden (Treasurer)  
Mr James Armstrong  
Mr John Corbett  
Mr Jerzy Bienkowski  
Mr John Grant  
Mr Trevor Schuster-Davis  
Dr Jacqueline Geddes  
Prof Martin McIntyre  
Mr Donald MacInven (Glasgow City Council Roads Department)  
Cllr John Flanagan (Glasgow City Council)

**Apologies**

Ken Fee  
John Corbett  
Carol Jacobsen  
Cllr Stephen Dornan (Glasgow City Council)

**2. Impact of M8/M77/M74 especially re volume of traffic on Dumbreck Road - general issues**

Mrs Maltman introduced Mr MacInven, the Manager of Transport & Resources Services. Mr MacInven made it clear that plans for the reduction of traffic on Dumbreck Road could only be implemented after the opening of the M74 extension. The earliest date for the opening of the M74 extension was August 2011. Mr. MacInven also emphasised that any work on the reduction of traffic on Dumbreck Road depended on money being available. His Department's hands were totally tied by (1) the agreement with Transport Scotland and (2) the availability of funds. Any serious reduction in traffic on Dumbreck Road involved a lot of money, which would only be paid out to his Department after money had been given to more important undertakings such as education and health. He pointed out that he had no capital during this financial year 2009/2010.

Mr Armstrong asked if there is an assumption that the M74 extension will in itself reduce traffic on Dumbreck Road and what would happen if the completion is delayed, to which Mr MacInven replied that that assumption is correct and that any delay in M74 completion would delay the introduction of traffic calming measures on Dumbreck Road.

Mr Corbett accepted that Dumbreck Road formed part of the B768 South Glasgow Circular, but traffic was more than double Titwood Road, another part of the B768. Why, after 1½ years of discussion, had nothing been done about this? Mr MacInven replied that he would be happy to work together to come up with a solution after the completion of the M74. Mr Armstrong suggested that money may not be available for traffic calming post-M74 completion and Mrs Lanigan proposed that DCC start

canvassing support (including financial) from our local City Councillors. Mr MacInven suggested that DCC contact Transport Scotland for improved M8 to M77 signage as an interim measure.

Mrs Maltman asked if GCC carried out road traffic counts and released the information. Mr MacInven replied that they do and would normally charge for this service, but could release figures to DCC without charge.

It was agreed that the Dumbreck Road Sub-committee (Mr Corbett, Mr Bienkowski and Mrs Geddes) would meet with Mr MacInven after the summer to progress this discussion. Mr Schuster-Davis agreed to contribute regarding issues around Dumbreck Avenue. Mr MacInven suggested that evening meetings may be possible, but daytime meetings allow a fuller access to plans etc.

### **3. Impact of M8/M77/M74 especially re volume of traffic on Dumbreck Road - specific issues**

#### **3a. Dumbreck Avenue**

Several members explained the difficulty and danger of turning out and into Dumbreck Avenue, and asked if traffic signals could be installed. Mr MacInven explained that his department receive many requests from around the city for traffic signals and on each occasion a 12 hour (7am - 7pm) manual vehicle count is undertaken. The busiest 4 hours are then analysed for total traffic through the junction and traffic from the side road(s). The latter needs to be ~150 vehicles/hour and at the junction in question, the figure was only 41-45 vehicles/hour at most. In addition, there is low number of accidents at that junction compared with some other junctions in the city where have up to 30 accidents in the past 3 years. Mrs Maltman said that there were a number of 'near misses', but Mr MacInven explained that he must prioritise according to the above criteria.

Mr MacInven did concede that Dumbreck Road may be appropriate for a Safety Camera, about which he will liaise with the Safety Camera Partnership, and/or Interactive Signs, about which he will liaise with Community Planning. He felt that either or both of these measures would slow traffic on Dumbreck Road and reduce the possibility of accidents. He felt that Mrs Maltman's suggestion of a separate lane for turning right into Dumbreck Avenue may actually increase the risk of accidents.

Mr McCudden asked if HGVs could be excluded from Dumbreck Road. Mr MacInven explained that this would not be possible because it would be too difficult to enforce; would cause difficulties in delivering goods/removals in the area; would need to include a ban on buses and would be expensive to design and build.

#### **3b. Dumbreck Road Traffic Counter**

Mrs Maltman asked who at Land Services keeps data on traffic counting and Mr MacInven replied that this is dealt with by Transport Scotland. Mr Corbett agreed to liaise with Transport Scotland.

#### **3c. Dumbreck Road at Urrdale Road**

Mr Schuster-Davis explained that a significant number of vehicles do U-turns on Dumbreck road at Urrdale Road. Mr MacInven replied that this was not illegal and there did not seem to be a lot of consequent accidents. A round about has been considered at this junction, but may cause difficulties for pedestrians.

### **3d. Anti-skid surface on Dumbreck Road**

Mrs Maltman asked if there were plans to refurbish the anti-skid surface on Dumbreck Road. Mr MacInven explained that his department was responsible for the initial laying of anti-skid surface, but not maintenance and he would liaise with his colleagues in the maintenance department.

### **3e. Renew painting of yellow boxes on Dumbreck Road**

Mr MacInven explained that the yellow boxes on Dumbreck Road were scheduled to be repainted in August 2009, and that the yellow box at Dumbreck Avenue will be made bigger.

### **4. Impact of rat running arising from heavy traffic on Dumbreck Road**

#### **4a. Possibility of a left turn filter from Dumbreck Road into Nithsdale Road.**

Mr Bienkowski explained that the traffic calming cushions have slowed down and reduced overall traffic on Beech Avenue by 25%, but at peak times traffic is increased. He felt that this was due to traffic tailing back on Dumbreck Road from the traffic signals at Nithsdale Road to Urrdale Road, and he enquired about the possibility of a left turn filter from Dumbreck Road into Nithsdale to alleviate this problem. Mr MacInven replied that as most of the traffic is passing straight through the Nithsdale Road junction, reducing this to a single lane may actually increase rat running through Dumbreck. Mr Armstrong added that a constant flow of traffic along Nithsdale road would make it difficult for people turning on to Nithsdale Road, either from driveways or side streets.

#### **4b. Lack of clear no through road signage at Fleurs Avenue**

Mr Corbett described and showed photographs of the poor signage indicating that there is no through road from Fleurs Avenue on to Dumbreck Road. Mr MacInven explained that all of these signs are going to be replaced in the near future.

There was discussion about overgrowth of leaves from trees in private gardens in general, but specifically obscuring road signs. Cllr Flanagan suggested that the house owner should be informed of the problem and that if not dealt with, the City Council would cut the offending branches, at the house owner's expense. A notice will be placed in the next Newsletter to this effect.

### **5 Parking Issues (football & institutions)**

#### **5a/b/c. Yellow lines and cones**

Mrs Maltman explained the need for more yellow lines restricting parking on corners during Ibrox matches and around Al-Meezan House, with agreement from Al-Meezan House. It was felt by a number of members that coning was not fully effective. Specific issues raised were cones on both sides of the M77 bridge; left turn filter lane on Nithsdale Road, left turn lane on Mossspark Boulevard into Dumbreck Road.

Mr MacInven explained that his department put cones where the police tell him to put them. The M77 bridge is on that schedule and both sides will be coned in future. He explained the difficulty in obtaining a Traffic Regulation Order for parking restrictions on specific (small) areas. GCC are piloting a scheme around Hampden to more flexibly restrict parking without needing specific Traffic

Regulation Orders. If this scheme is successful, he would envisage it being rolled out to deal with Ibrox and Al-Meezan parking in Dumbreck.

Mrs Maltman read from the Neighbourhood Watch Minutes regarding parking restricting access to residents in Daisy Lane. Cllr Flanagan will follow this up and get back to us.

Mr Armstrong asked for the name and telephone number of the person responsible for coning the area and for the person responsible for policing the area during Ibrox match days, as both seem to have different responsibilities for different issues. Mr MacInven agreed to provide these names and numbers for inclusion in the Newsletter.

## **6. AOCB**

Mr Bienkowski asked about a 'Local Access Only' sign at the entrance to Urrdale Road. Mr MacInven explained that these signs were expensive to install and maintain and in practice served no useful purpose.

Mrs Maltman enquired about the rapid sequence change in the traffic signal on turning left from Dumbreck Road into Nithsdale Road, which Mr MacInven replied was necessary to allow all of the other sequences to progress.

Mrs Maltman explained that the street lighting columns were deteriorating. Mr MacInven explained that this was not his department, but he would bring it to the attention of the appropriate department.

Mr Bienkowski asked if Mr MacInven, in his experience with roads, had any suggestions to further alleviate rat running on Beech Avenue. Mr MacInven replied that a 25% reduction in overall traffic would be regarded a success and the only way to further reduce the problem, would be to close Beech avenue, which the Council had voted against in the past.

Mrs Maltman proposed that Council meets at 6.30pm for an hour to discuss business before the Public Meeting on the 12th of November 2009.

## **Date of Next Meeting**

The next meeting will take place on 3rd September 2009, in the Clubhouse, Hags Castle Golf Club. Mrs Maltman had invited a representative from GCC Events Department to attend to discuss local issues associated with road races and they have accepted. Please forward agenda items regarding this, or any other business to Mrs Maltman beforehand.