

## **WSWG History**

Glasgow Humane Society since its inception in 1790 has highlighted water safety in and around Greater Glasgow

In 1815 the Glasgow Humane Society had rescue apparatus being kept at the Broomielaw in the house of Mr James Cooper, Vinter, at Meikle Govan, in the house of Mr John Shaw, Weaver, at Port Dundas, in the house of Mr Robert Orrick, Vinter and at Rutherglen Bridge in the house of Mr John Campbell, Chandler". —Note that a similar situation is occurring in this the 21<sup>st</sup> Century with premises near waterways being encouraged to keep rescue apparatus

1846 At the AGM the President announced that nine lifebuoys had been sited along the river by the Society at the following –above the suspension bridge, another at the south corner of Fleshers Haugh, one immediately opposite it on the south side at Little Govan (the name of an area now incorporated into Gorbals) two on the north side and one on the south side at the Dominies Hole near to and opposite the springboards, one each side of the river at the Physics Well above Rutherglen Bridge and one at the Reservoir of the old water Work Co.

Even in those days there was "reckless and inconsistent conduct of evilly disposed persons resulting in loss and damage to the buoys and attached lines".

1860 "The safety of the public would be promoted if a pailing were erected along the edge of this part of the canal" North British Daily Mail

1861 "The alarming frequency of such accidents and the fatal issue in which they so often result demand that the matter should receive the immediate attention of the authorities, the Directors of the Humane Society, or both so that parties may be warned against bathing in such dangerous quarters "Glasgow Herald –refers to sand holes in the vicinity of Richmond Park

1871 the Society persuaded the Town Council to erect a substantial iron railing along the previously unprotected south bank of the river from Wellington Street to the Suspension Bridge, which was "at once ornamental to the locality and a complete protection"

1890 complaints regarding the "broken state" of the fencing Adelphi Street at the foot of Waddell Street (not finally dealt with until the late 1990's after action by the WSWG)

1876 the Directors deplored the state of a footbridge over Jennies Burn (a small tributary near Rutherglen) when the steps leading to it at the east end were washed away leaving a deep hole.

Due to the third weir being removed in 1879 incoming tides carried harbour pollution up river. The erosion of the banks in the upper reaches increased dramatically the dredging costs lower downriver. The Humane Society House became endangered and had to be supported as had the Suspension Bridge. Glasgow Corporation had to obtain Parliamentary powers to expend £50,000

in repairing and strengthening the banks along the entire extent of the municipal boundaries.

1880 The banks of the river from Oatlands to Rutherglen Bridge referred to in last year's report as being in a dangerous state, are now decidedly worse, as, by the removal of the weir, the descent of the water is much more rapid, and is washing away the embankments. Efforts have repeatedly been made to induce the proprietors of these lands to put this part of the embankment in a proper and safe condition, but remonstrance is unavailing, and as it is beyond the bounds of the city, the Magistrates have no legal control.

Throughout the 20<sup>th</sup> Century the Glasgow Humane Society continued to give advice and to campaign for a safer approach to our City waterways and their banking

One of the first Chairs of the Glasgow Water Safety Working Group, George McCracken and George Parsonage first worked together on the water way aspects of safety when George Parsonage wrote (5<sup>th</sup> March 1993) to George McCracken regarding lifebelt vandalism and that the Society wished to try to encourage firms along the riverside to keep safety equipment on their premises

George McCracken was then the Central Area Manager Environmental Health Department Glasgow City Council.

Since then, the two Georges worked towards safety on and along the City waterways

In **1993** George Parsonage joined the West of Scotland Marine Safety Committee Strathclyde Sub Committee Coast and Islands Working Group with George McCracken joining him in 2002 when the group became the West of Scotland District Marine Safety Committee Upper Clyde Sub Group

**1994** Glasgow Humane Society complained regarding the state of banking and river edge at Carlton Place

It was to be a long slow haul

Letter from Glasgow Humane Society House  
Glasgow Green, Glasgow G40 1BA

November 14th **1995.**

Glasgow Development Agency

I would like to bring to your attention some misgivings I have regards the type of fencing being erected along lengths of the banks of the River Clyde.

Fences along Rivers should be of a vertical bar type and not of a horizontal bar which is just a ladder for children and others who would not normally climb fences.

Glasgow's walkways are particularly bad. Throughout Parks there are old horizontal bar fences which forby their easily being climbed; many are badly positioned and form no barrier to the Rivers edge. Carlton Place and the north bank at the Tidal Weir (now rectified) are perfect examples of there being no barrier.

When the fencing was erected along Clyde Street and downriver to the Exhibition Centre complaints were made regards the horizontal bar railing One of the problems is that this type of railing is listed in a R.O.S.P.A. handout as a perfect type of safe urban railing. This is incorrect. The off centre top bar is supposed to prevent persons standing on the bars or climbing over. All one has to do is duck under the top rail and then they can climb on the bars. This type of rail is being erected at Princes Dock, Govan waterfront and other areas. I beg you in the interests of safety to do everything in your power to have this matter rectified.

It should also be noted that when fences are erected along quay walls there should be no overhanging ledges or spaces left on the outside of the rail for persons to sit on or walk along.

I am at present working with the City Director of Planning and the Deputy Director of the Mackintosh School of Architecture with a view to producing a handbook on safety along waterways in urban areas-but this is perhaps far in the future and I worry about the accidents that will occur before things change.

While having pen to paper I would like to congratulate the Agencies attitude to clearance of the River banks which before clearance are unsafe and do not allow the public to walk along towpaths and view the River life.

Thank you for giving me the opportunity to present my views

Yours Sincerely George Parsonage, Officer

In **1996** consultation was made regarding the type of fencing and safety equipment required at Braehead Shopping Centre—Ref BDP S7164 11.10.96

On **Sunday 6<sup>th</sup> September 1998** an incident occurred that was to accelerate the aforementioned aims

### **September 7<sup>th</sup> 1998**

The EVENING TIMES, Monday, September 7, 1998 took up the story

#### **BOSSSES ACT AFTER TRAGEDY IN CLYDE BY** Clare Holland

#### **Worried restaurant owners on Glasgow's Clyde riverfront are to put up lifebelts after a quayside prank ended in tragedy.**

A 21 yr old youth died after climbing over a safety railing and falling 15 feet into the water near the Springfield Quay cinema and restaurant complex. Vandals had stolen the lifebelts which could have saved his life. His friend, could only watch as the young man fought for his life.

The distraught youth said his friend had frantically called for help before he lost his battle and sank.

### **PREVENT**

George Parsonage, of the Glasgow Humane Society, who recovered the body from the Clyde, blamed vandals for the tragedy after it emerged that the lifebelts had been stolen only hours after officials had replaced them.

Now restaurant owners at the complex are to get their own lifesaving equipment. And Mr Parsonage has already given security staff at the leisure complex lifebelts to keep safely in an office to hopefully prevent another tragedy.

Mr Parsonage said the tragedy may have been averted if the lifebelts had not been tampered with.

He said: "I have recovered up to 350 lifebelts from the Clyde this year.

"The council's roads department is making great efforts to replace them quickly. But the faster they're replaced the faster the vandals throw them in again. It's disgusting."

## **28<sup>th</sup> September 1998**

There then followed a report to South West area committee by Director of Development and Regeneration services contact officer June Bell

### **Background**

At the meeting of the South West Area Committee on 23<sup>rd</sup> September 1998, members considered the matter of public safety at Springfield Quay following a recent fatality that had occurred in the river at this location and instructed the Director of Physical and Economic Regeneration to investigate the possibility of safety equipment being located in a number of the premises on the site in addition to that which is on the walkway.

### **2 SPRINGFIELD QUAY**

The site at Springfield Quay is owned by Rank (Leisure) Ltd and their properties are managed by Colliers Erdman Lewis. There is 24 hour security at the site and the security office is located near to the Clyde river walkway. Following the instruction from the Committee, a meeting was arranged at the site to discuss the issue of safety and the provision of lifesaving equipment. George Parsonage of the Glasgow Humane Society was in attendance at the meeting together with Police Superintendent Donald Reid of "A" Division and Graeme Ewington the Manager of City Services (Scotland) Ltd, the Security firm which is employed to cover the site. All three individuals were present on the evening of the fatality referred to above and were involved in efforts to recover the body. On the night of this incident, the lifebelt was missing from its location on the railing at the Springfield Quay.

### **3. PROPOSALS**

One of the continuing problems is the removal of the lifebelts which are located at intervals along the river Clyde. Indeed on the night of the incident above, the lifebelt was missing from its bracket adjacent to the walkway at the Quay. It was recognised that there would be difficulties in preventing vandals removing easily accessible safety equipment and accordingly George Parsonage has arranged for additional lifebelts to be located within the premises of the security office and on a bracket on the wall outside the security office as well as within the restaurant 'Frankie and Bennies The Property agents for the site have also agreed to look into the possibility of

erecting additional signs on the quay fence to alert the public to the location of such equipment. In addition, it was agreed that it would be helpful to all users and visitors to the area if the Security Office could be clearly identified and we have asked Colliers Erdman and Lewis to look into this.

The matter of the ladders which are located in the river attached to the quay wall was also discussed and it was agreed that as a useful safety measure, the tops of these could be painted in florescent colours to enable these to be easily seen if someone falls into the river. The security firm employed on the site has agreed to do this.

#### 4. TRAINING

The matter of safety training for all the staff employed on the site was also discussed and George Parsonage has agreed to assist with this. To date all the security operatives at the site have received basic instruction in water safety and we have asked that the Property Managers for the site to consider implementing a training programme for all the staff employed there.

#### 5. QUAY RAILING

The current design of the railing at the walkway was criticised for having bars placed in a horizontal position making it possible for unsupervised young children and toddlers to squeeze through. Large numbers of children use the facilities at Springfield Quay indeed it is designed to appeal to families with children. The possibility of erecting a wire mesh fence in this area has been discussed with Colliers Erdman Lewis who are of the opinion that the existing railing is a sufficient deterrent and wire mesh would cause a long term maintenance problem. It is however felt that the addition of such fencing would considerably enhance the safety of the railing. The design of the quay railing clearly could be a potential safety issue and requires to be investigated on a city-wide basis.

#### 6. CONCLUSION

It is clear that in recent months a number of significant safety improvements have been implemented at Springfield Quay. Whilst it is impossible to ensure that tragic accidents in the river will not happen again, there are number of safety measures which can be put in place to ensure that there is a swift and comprehensive response in the event of such accidents happening.

The development at Springfield Quay has also highlighted the need to examine the safety aspects of leisure facilities close to or adjacent to the river. The proposed development of the Pacific Quay site, with the building of the Science Centre and other attractions will undoubtedly also raise such issues and it would be appropriate to begin discussions now with the GDA about safety measures at this area.

#### 7. RECOMMENDATIONS

The Committee is requested to;

- (i) note the progress that has been made in relation to the security measures at Springfield Quay;
- (ii) note that a further meeting has been arranged with all interested parties, including a representative from Legal and Enforcement Services, to progress the discussions relating to safety at Springfield Quay;
- (iv) request that the appropriate officers from Development and Regeneration Services (Planning Section) and Land Services discuss the issue of public safety at the Pacific Quay site with the GDA;
- (v) Refer this report to the Environmental Services Committee.

**Extracts below from the Minutes of the Glasgow Humane Society for the year 1998**

## **Monday 2<sup>nd</sup> November 1998.**

George Parsonage then received a call from a June Bell 287 0325 Area Coordinator for the south east area, Glasgow City Council Chief Executive Dept. Informing him of a meeting tomorrow at Springfield Quay regarding safety. He pointed out that it was Glasgow Humane Society that had donated the lifebelts to the Quay

Attending are Kenny Aitken Roads Area Engineer South West  
George McCracken Environmental Services and Colin Steel representative of Colliers Erdman and Lewis

Informed Paul Reid Land Services of conversation and meeting---Paul spoke with Kenny Aitken regards the safety situation.

George Parsonage also contacted the Duty Superintendent, Mr Reid who was on duty the evening of the drowning at Springfield and he will attend the meeting with me.

Also informed June Bell of many parts of the Quay wall where safety was not at it's best.

## **18<sup>th</sup> December 1998**

Quay Complex to arrange safety briefing for local managers and assistant managers.

June Bell provides safety report to South West Area Committee regards Springfield Quay

Springfield Quay Complex became a fine example of safety with the following  
Yellow Lifebelt poles at top of ladders

Spare lifebelts kept in security Office with public notice to that effect.

Other safety equipment e.g., throw ropes yellow lamps to be clipped onto each ladder when required

Certificated training for staff from Glasgow Humane Society in the use of throw ropes and lifebelts

Top of ladders and railings painted yellow.

Notices erected warning of "Danger" and "Deep Water"

CCTV placed on walkway

Railing meshed to prevent easy climbing



## **Tuesday 3<sup>rd</sup> November 1998**

Attended meeting at Quay and discussed safety. Present; June Bell, Kenny Aitken, Donald Reid, Security personnel at Quay

Contact was made with Jim Fleming LES recommending a sloping embankment on the north bank beside the new bridge to be built at Finnieston Street

Advice given against the infilling of Docks and the narrowing of the river and recommending the sloping of banking

After the report by the South West Area Committee in June 1998 Councillor W O'Rourke wrote to Land Services and Glasgow Community Initiative regarding their role in water safety

"P Walker explained that he had been asked by Councillor O'Rourke and George Parsonage of the Glasgow Humane Society (Lifeboat) to establish a Glasgow City Council working group to look at safety issues on the River Clyde"

**30<sup>th</sup> June 1999** George Parsonage, June Bell South West Area Coordinator, Marco Bardelli LES and Jim Blair Protective services advised Govan Housing Association regarding Lifesaving Equipment

**July 1999** Glasgow Humane Society advised Crudens Estates and GCC Protective Services on safety features at development at site at McNeil St/Ballater St

**August 1999** Glasgow Humane Society advised as requested DPS landscape Initiatives regarding a fence for the south banking between the Albert Bridge and Richmond Park. Note that 14years later half of this length of River edge has no appropriate railing. This is at present being looked at.

**16<sup>th</sup> August 1999** 209 years after the Glasgow Humane Society first met, George Parsonage was invited by Don Bennet DRS to attend the inaugural meeting of the River Clyde Working Group meeting on August 24<sup>th</sup>. At this meeting George Parsonage was given the position of adviser to the Group Present—Hillary Howett PTE, Helen Ford GDA, Stephen Morris CP, George Parsonage GHS, Ian Bruce, Don Bennet, Alistair Hendry, Blair Greenock, Frank Sheridan all DRS

**10<sup>th</sup> September 1999** George Parsonage entered into a series of correspondence and meeting with the Science Centre regarding safety

**Evening Times Monday January 4<sup>th</sup> 1999** Clyde Safety Move after Tragic Death. Extra lifebelts and signs for city quayside

**29<sup>th</sup> October 1999**

Community Safety Conference Nye Bevan House India Street  
Speakers; Gordon Jackson MSP, Mohammed Sarwar MP (Safety in the constituency), Chief Superintendent Ricky Gray, Dr Stone (Yorkhill Hospital), George Parsonage (River Safety), Phil Walker (The community's contribution to safety)

After an agreement between Glasgow Humane Society's George Parsonage and Land Services Marco Bardelli lifebelt positions on the Albert George 5<sup>th</sup> and Victoria Bridges were move to central locations

### **29<sup>th</sup> November 1999**

George Parsonage and others received from Phil Walker Glasgow City Council CSI; Glasgow City Council has set up a working group to consider safety issues around the River Clyde and other waterways

I would be delighted if you could participate in this working group, the group will meet on Wednesday 8<sup>th</sup> December at 1000 am in room 126 City Chambers

During **1999** George Parsonage spoke several times with Don Bennett DRS regards River development.

Mr Bennett suggested that the River Rules and Guidelines should be included in with Council leases.

Rules etc. should cover the entire river within the City Boundaries and the South Lanarkshire area. (I.e., the bank opposite Glasgow)

Subsequently I produced a booklet entitled "Glasgow Humane Society Water Edge Safety Handbook for Architects Planners and designers" which is still in use and is upgraded every year

### **8<sup>th</sup> December 1999** inaugural meeting of Glasgow Community Safety Initiative Water Safety Working Group

Present—David Spinks, Phil Walker (chair) CSI, Ann Fehilly CSC, Marco Bardelli LS, George Parsonage GHS, and George McCracken Protective Services

Although the original group set up by George Parsonage at the Quay Complex in 1998 contained members of the Council, Strathclyde Police, members of the local community and local developers, the first meeting of the WSWG in the City Chambers were attended by Glasgow Humane Society and Glasgow City Council representatives.

**Feb 2000** Clydeport joined group

**March 2000** a Strathclyde Police Liaison Officer was appointed to the group

**May 2000** G McCracken (now chairing group) and G Parsonage met with BDP re Glasgow Science Centre Riverside Safety GW07195

**8<sup>th</sup> June 2000** it was reported to the meeting that as requested 80% hogweed between Carmyle and Tidal Weir had been treated and that Japanese Knockweed was being looked at.

Identification of Land ownership along the river is being collated  
P walker contacted SEPA regarding sewage entering the river



Safety features for new Finnieston Bridge discussed after presentation by I Davidson of DRS  
Infilling of Docks and potential flooding was discussed.  
River Use Guidelines discussed.

**June 14<sup>th</sup> 2000**

New plans for development at Custom House Quay were presented.

**July 2000** WSWG made contact with SEPA

Water Safety Draft Action Plan drawn up  
Advice given as to locations for water-based activities.  
Report that new vertical bar fence of varied heights, as requested had been erected throughout Glasgow Green  
Discussion on how to receive information on river accident statistics  
David Horner of Development and Regeneration Services reported to the Policy and Resources (Regeneration Strategy) Sub-Committee regarding Clyde Riverside Developments and subsequently the report was sent to the WSWG

**August 2000** SEPA attended meeting

Mr Phil Walker WSWG made contact with Chief Solicitor for Council regarding responsibilities for the Clyde.

Strathclyde Police sent representative to the WSWG

Discussion regarding new quay wall ladders, costs and who would pay, took place. It was agreed that quay wall ladder and lifebelt sites be integrated  
The group discussed how safety measures could be included with future building works.

The Group became members of The Royal Society for the Prevention of Accidents

Police spoke on the lack of slipways to the river required for having a fast emergency rescue service

G Parsonage contacted Procurator Fiscal Office as requested for advice regarding persons entering the City Rivers

**3<sup>rd</sup> October 2000** Special meeting to discuss lack of slipways

**24<sup>th</sup> October 2000** Wise Group attended meeting of WSWG

Harbourmaster R Bailey reported that Clydeport are re examining their by laws some of which are more than 70yrs old

**23<sup>rd</sup> November 2000**

Noted that consent had been given for a new bridge at the Science centre  
Group discussed types of safety fencing for the river  
J Bell advised that £6000 had been awarded by the Councils South West and Central Area Committees for water safety ladders  
All Bridges on the Clyde to be given individual names in order to ensure that rescue personnel go to the right place.

## **December 30<sup>th</sup> 2000**

Deputy Director of Development and Regeneration Services Mr Steve Inch gave an interview to the Scotsman newspaper "Steve Inch argues that the Clyde is at the centre of development on its banks"

## **14<sup>th</sup> February 2001**

British Waterways and Strathclyde Fire Brigade joined WSWG City Inn agreed to install ladders at their site—unfortunately they were not to be recessed.

Sub Group set up to look into a code of practice aimed at individual users i.e. boat users, anglers, rowers etc.

During the refurbishment of Glasgow Green both the Glasgow Humane society and the water Safety working Group were consulted frequently on safety matters

Fencing along the river edge was realigned as best it could be from a structural point of view, to encompass safety

## **20<sup>th</sup> February 2001**

Group discussed usage of Hogganfield Loch and noted there were few restrictions except when blue green alga was present.

It was noted that large scale maps of the river were now ready and it was hoped to set up WSWG displays at 229 George St (unfortunately displays never took place). Clydeport agreed to look out old maps to supplement the displays

## **23<sup>rd</sup> February 2001**

Letter to G Parsonage Glasgow Humane Society

Dear Sir

Clyde Water Safety Group

Glasgow Green Renewal – Riverside Fence

I am writing in reply to your enquiry regarding the above raised at the Clyde Water Safety Group at its meeting on 20<sup>th</sup> February 2001

Please find attached

- a) Plan showing the proposed relocated fence alongside the river
- b) Fence details

I am delighted to be able to confirm that we have been aware of river safety concerns and as a result have applied fence detail design adopted by the Council through the river safety guidelines prepared by the Humane Society. We have also walked the route with George Parsonage and have adjusted the proposals in certain areas. It was an extremely worthwhile series of consultations

If you require additional information, please do not hesitate to contact me

Yours faithfully  
Signed Peter Downing  
Principal Landscape Officer

Examples of different types of fences were erected and type of fencing subsequently chosen for best safety appropriate to locus

**23<sup>rd</sup> February 2001** A Briefing Report came from Development and Regeneration Services on “Investigation of Navigational Issues on the River Clyde”

Emergency gates to riverbanks were painted yellow



Sections of fencing for lifebelt positions were painted yellow

**20<sup>th</sup> April 2001**

Noted fencing along north bank Glasgow Green now completed to satisfaction of Group

Contact made with Chief Solicitor regarding Glasgow City Council statutory responsibilities for the River Clyde

Input into Council City Plan

Members noted that a report on flooding being prepared

Discussion on draft water safety guide

**21<sup>st</sup> June 2001** Comments made on dangers of private developers raising towpath levels without raising fence height

Padlocks for gates were agreed to be purchased—One key for All gates if possible. If more than one key/lock—keys/locks to be colour coded.

It was agreed that G Parsonage invite RNLI to visit at Glasgow Green to see the work of the GHS

**2<sup>nd</sup> August 2001** noted as requested some new quay wall ladders in place. Use of grab chains discussed

**6<sup>th</sup> September 2001** WSWG visited HMS Exeter at King George 5<sup>th</sup> Dock

### **13<sup>th</sup> September 2001**

Agreed to compile action plan on the following-Legislation, Environmental enhancement, Access and egress, Rescue, Education and Training

It was agreed to look at the improvement of Quay wall ladders "LS have produced a map showing the preferred locations for quay wall ladders and a specification for their upgrading which includes protection from damage, appropriate brightly coloured/fluorescent paint on ladders and some form of illumination at the uppermost points of the ladder"

It was agreed that resources should be allocated in order that these improvements can be carried out

It was agreed unanimously that the present launch point for rescue south of the weir was inappropriate, and it was agreed that significant upgrading was required to improve safety when a rescue boat is launched. The details and photographs of the proposed locus would be forwarded to the sub committee for consideration

Noted Lifebelts placed on all gates and yellow fencing sections.

Requested the improvement of the following

System of removing dumped vehicles from River

System of removal of graffiti from bridges and emergency noticeboards

Emergency lighting repairs

Cleaning of rubbish from Riverbanks and pruning of bushes/trees

System of checking on river edge gates and inspection and maintenance of padlocks

Requested no flow of water over top of weir gates at Glasgow Green

Request to remove dangerous pile near to Glasgow Bridge

Noted there were still no lifebelts at Govan

No Rules regulations by laws to enforce safe behaviour on those not able to impose self discipline

Council personnel working near water had not been trained in "dealing with a waterway accident without placing themselves in danger"

### **13<sup>th</sup> December 2001**

Noted money ring fenced to keep river clean

P Walkers meeting with RNLI did not take place. However the group agreed as highlighted by G Parsonage that if this body has available finance we should pursue their support

Yellow keep clear boxes were painted on the roadway in front of the yellow gates



GPS signage (wording and numbers arranged between Glasgow Humane Society and Strathclyde Police Storm Control) was placed on gates for public reference in emergency



“Safe Glasgow “was put on lifebelts (ceased in 2003 due to expense and change of supplier)

George McCracken and George Parsonage arranged for an extra bar to be placed in the riverside rail around Science Centre—this was a compromise as the existing railing could not be replaced because of financial restrictions

Throw ropes purchased by Glasgow Community Initiative were placed by Glasgow Humane Society in various establishments) with agreement of the owners of said establishments) along the River Clyde

Repairs carried out on riverside fences at various locations

CCTV Cameras were placed at strategic sites.

CCTV mobile vehicles for use in ensuring permanent CCTV poles are put in the correct places.

Gates at various locations locked with emergency pass keys

All other users at gates (rowing clubs, canoeists, fishermen, etc) were required to add their own padlock to the required gate in a daisy chain

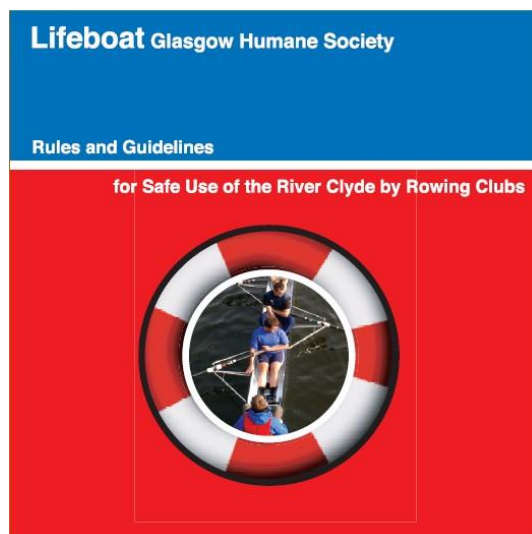
fashion; I order to ascertain who the culprit was in the event of a gate having been left unlocked/open.

Note that previously there had been heated arguments between river users with each denying having left a gate open or unlocked. The clever “daisy chain” situation removed any dubiety.

Extra bikes were supplied for Police patrols along walkways—money made available by Community Safety Initiative



Booklet— “Rules and Guidelines for safe use of the river Clyde”—produced by Glasgow Humane Society endorsed and published by the Glasgow City Council Water Safety Working Group



Booklet “Glasgow Humane Society Water Edge Safety handbook For Architects Planners and designers--produced and published by Glasgow Humane Society endorsed by the Glasgow City Council Water safety Working Group and Direct Architecture and Related Services

*Lifebelt box example*

*If a lifebelt is placed in a box, one cannot see in an emergency (without actually going up and opening the box) whether or not there is a lifebelt in the box (or whether it has been removed or vandalised.)*

*For example;*

*A man is standing 50 metres away from one box and 200 metres away from another. He sees someone in the water so he runs to the closest box. There is no lifebelt in the box. There is a lifebelt in the box 200 metres away but by the time he runs 250 meters and back the person in the river has disappeared. And of course, there may not have been a lifebelt in the second box.*

*There are many areas in Great Britain and abroad where the practice of using boxes for lifebelts is prevalent.*

*A lifebelt box costs as much and sometimes more than a lifebelt, so this can be an immense saving.*



Much of the above was achieved with money from the Lottery or Community Safety

Dead slow—you are responsible for your speed—signs were produced after co operation between Glasgow Humane Society and Land Services



Two Danger Water Kills signs were designed by Glasgow Humane Society, made by Land Services and erected at the St Andrews Bridge and High Court entrances to Glasgow Green on a trial basis.



Danger Weir signs were designed by consultation between Glasgow Humane Society and Land Services and were erected by LS at each gate of the Tidal weir and by GHS at an appropriate position downstream of the weir on the north bank and at two appropriate positions again on the north bank upstream of the weir.



When money was available, new ladders were placed throughout the harbour area. These ladders replaced old Port Authority Ladders which were no longer suitable for their purpose and often did not reach below/or to the water level at low tide. At some locus this entailed the cutting of a semi circle into the coping stone of the quay wall and the recessing of ladders.



Two lifebelts were placed at the Model Boat Club building in Richmond Park by Glasgow Humane Society as requested

Ongoing work—



Glasgow Green has for the most part been made an example of water safety unrivalled throughout Europe thanks to the Water safety Working Group. There are still over 70 parks with water in the Glasgow area and work is ongoing to bring them to a similar standard regarding safety.

The Water Safety Group stated that they would wish the following.

Lifelbelts at least on bridges across the rivers Kelvin and Cart.

The Glasgow Humane Society Architectural handbook to be incorporated in planning consents (as agreed but not yet put into practice). With Water Safety Working Group advice given on new build safety features at the earliest stage possible

Lifelbelt and throw rope coverage throughout City parks

GPS signage throughout the City, not just the river Clyde. Throughout the City, correct safety features, type of railing, safety equipment available and adequate signage. All waterways, lochs, ponds, quarries etc in the Glasgow area given correct safety treatment.

## **2002**

Among items dealt with were the following

Agreed with safety caveats on pontoon designs for river Clyde.

Discussed legal situation regarding safe use of waterways.

Agreed that railing at, and top of ladders at City Inn be painted yellow.

Proposal that all lifelbelts should have name on them for return purposes.

Advised that there should be lifelbelts at Science Centre. Subsequently GHS donated lifelbelts and trained Security Guards and Health and Safety personnel.

Discussed and advised re proposed Clydefast

Group highlighted and it was agreed, that removal of items that would attract children to the water should be a priority in British Waterways Action Plan for the Canal

Advice given on waterside developments

Advised regarding Millennium Footbridge

Advised re unsafe type of fencing along river Kelvin including beside Kelvin Hall

SEPA attended and addressed problems of pollution and reporting

Report received and advice given re clean up of river Kelvin

Advised that Hogganfield Loch is a safe venue for Dragon Boat racing

Agreed that for safety reasons a name should be given to the lower suspension bridge

Glasgow Humane Society submitted a paper on the Cleaning up of and Improvement of the riverbanks from Tidal weir upstream.

Advice given re proposed infilling of tidal basin disused dock land at Govan

Advice given on development at Meadowside Quay

Contact made with South Lanarkshire re safety on the Clyde and its banks

Through the Group Glasgow Humane Society advised on safety at Ross Hall Academy beside the River White Cart

Agreed and arranged removal of floating/anchored timber just upstream of Jamaica Bridge which has proved a hazard for many years.  
As requested by Group, Glasgow Humane Society removed debris from river Clyde bridges  
Advised on report "River Clyde-making safe/cleaning river embankments  
Community Safety Partnership through the auspices of the WSWG produced a draft document "Safety on the Clyde"  
Presentation given on proposed Access strategy  
Production of WSWG Action Plan  
Discussion and advice regarding the proposed Finnieston Bridge  
Input into Firth of Clyde Forum  
Rubber duck race discussed and advice given  
Safe fencing erected south bank of Clyde between Ferry Brae and Moffat Street.  
Some more quay wall ladders extended to reach below water level at low tide.  
New quay wall ladders erected where necessary.

### **2003**

Among items dealt with were the following  
CCTV for Glasgow Green discussed  
Discussed removal of overhanging ledge at Custom House Quay  
Glasgow Green safe railings completed  
The idea of a River Clyde Newsletter was discussed.  
Advised given on railings at Harbour complex  
Fly tipping and litter cleared from banking  
Selected tree removal and pruning along with crown lifting  
Selected removal of shrubs and pruning to improve vision lines  
Removal and installation of new perimeter fencing  
Herbicide treatment to invasive weeds  
Broomielaw bandstand removed  
Sheriff Court frontage removal of shrubbery, area put to grass.  
Provision of more lifebelts along Clyde Walkway  
Waterwitch craft purchased—plan to have name chosen by schoolchildren  
Advised regarding railings and lifebelt provision for Finnieston Bridge  
Discussed lifebelt provision upstream to Carmyle and at Govan  
Proposed and discussed improvements for Kelvin Walkway  
Abandoned vehicles report discussed along with prevention methods  
Lighting of bridges discussed and advised on.

### **2004**

British Waterways gave presentations to Group  
River Festival discussed and advised on  
Second boat for cleansing  
River Kelvin survey to be followed by bank maintenance project  
Access issues including abandoned trailers  
Oil Pollution from Jennies Burn  
Removal of fallen trees at Jennies Burn  
Lifebelt coverage at Science Centre  
CCTV issues including positioning of cameras  
Prevention of parking at Waterbus Pontoon

Adelphi Street fencing  
New berth for Waverly  
Advisory/planning developments  
Loch Lomond seaplane  
Handrails and Signage for Tidal Weir  
Lifebelt coverage upstream of Rutherglen Bridge  
Park Event safety  
By Laws for all waterways  
Gaps filled in below safety fences  
Central phone number for reporting of found/missing lifebelts, e.g., RALPH  
Riverbank littering and dumping of rubbish  
Quay wall ladder issues  
Agreement on final design for fence at Glasgow Harbour Project  
Forth and Clyde Canal project  
River Festival  
Trees breaking up river banking  
Sample of safety fence erected  
Painting of Boggleshole Bridge  
Chains welded to Riverbank gates at Glasgow Green and Adelphi Street.  
Gates to riverbanks painted yellow.  
Lifebelt posts on Bridges painted yellow.  
Lifebelts with "Safe Glasgow" have arrived.  
3 cars removed from river at Belvidere.  
Gate at Clyde Place closed and locked.  
Discussed were the problems of safe fishing  
There is a gate at the southwest corner of the Glasgow Bridge, which is welded shut. This area has recently been the scene of much emergency service activity and there is a need for the gate to be put into use again with a chain and padlock.  
There are persons sleeping rough in this area under the Railway Bridge.  
A recent visit to Richmond Park with a walk across one of the burn's bridges gave a view of islands of sanitary waste.

### **2005/6/7/8/9/10**

Tunnelmaster attended meetings  
Notice to be given to developers of the recommended design of riverside fence  
Safety of fishermen using river bank to be looked into  
Carlton place safety to be looked into  
Safety barriers at Shore St and Carstairs St to be dealt with  
Post at Dalmarnock Bridge to be replaced with gate/barrier.  
CCTV ordered for Waterwitch  
Kiosk at waterbus pontoon discussed  
Advice given on re-siting of "Renfrew" Ferry  
All proposed developments along water edge to be presented to the Group  
Request that Council literature talking about the waterways should be presented to the Group before being issued.  
Upgrading of water edge Adelphi St recommended. Overhanging trees have still to be removed

Finnieston bollards to be replaced  
Boom gate placed at Dalmarnock Bridge  
West Group plans for walkway to be shown to Group for advice  
Govan lifebelt situation discussed  
Millennium Bridge safety.  
Egress/access problems at Finnieston and G 5th Br dealt with  
Group has not yet received proposals re fencing at R Kelvin.  
CCTV for Glasgow Green is in hand  
Gate at south west corner of Glasgow Bridge to be looked at re safety  
Boom has been repaired at Jennies Burn (re pollution)  
Plans for Richmond Park are still not available--discussed safety  
Plans for new Rowing Clubs are still being progressed  
Plans for new weir at Kelvin are not being progressed  
Sewage outflow near Kings Bridge discussed and advised on.  
Warning notice re flooding to be placed on north walkway at G5th Bridge  
Bio diversity group to present to Water safety Group  
Police informed and reported on attacks on water craft at Govan.  
Generic Risk Assessment Document produced.  
Clyde Gateway plans discussed and advised on.  
East End Regeneration Route discussed.  
Plans for New Transport Museum discussed.  
Plans for Pacific Quay and Glasgow Harbour developments discussed.  
River Users Group and River Festival discussed.  
Notified of Clyde Flood Management Strategy Workshop  
Possibility of submarine for Princess Dock discussed

The work of the Group continued during the years 2006 to 2010 (details are available)

## **2011**

Input into railing development at Govan-extra top rail included in retained vertical bar fencing and new lifebelt posts arranged—temporary lifebelt holder made and erected by Glasgow Humane Society  
Note, Glasgow Humane Society has now removed unnecessary lifebelt hooks along the quay frontage of the exhibition centre/Crown Plaza Hotel  
Locks that had “rusted up” along the south carriageway at Glasgow Green have been cut away (a continuous job if there is no regular maintenance system)  
Unwanted poles along walkway have been cut away, stored and are available for use as lifebelt poles.

EMERGENCY / SAFETY EQUIPMENT (extract taken from the attached Appendix A Spec)

1.9. Number of Lifebuoys stations to be agreed. Ladders shall extend 1.5 metres below the surface of the water and manufactured in galvanised steel. The top 200mm of the ladders shall be painted with ‘Day-Glo’ yellow fluorescent paint, which shall be finished in a lacquered coating to prevent flaking. Number of ladders to be agreed with Client--A safety ‘grab’ rope shall be attached along the entire length of the pontoon, to assist in the event of a

person(s) falling in the water.

Input into Sustrans development of cycle path upstream of Glasgow Green north bank and assistance with tree removal by Glasgow Humane Society

## **2012**

Boom Gates repaired at Custom House Quay, Carmyle, Boggleshole and Cotton Street

Powder coated yellow ladders placed on new pontoons

Powder coated yellow gate erected at Adelphi St

New GPS lifebelt positions along Adelphi St

New lifebelt positions for Auchenshuggle Bridge

Lifebelt positions identified, given GPS number and marked along towpath around Commonwealth Games Village.

**2013** CD advised that a resolution had been passed to allow the Council to remove trolleys from the Brock Burn and bill the owners.

Noted Quay wall collapsed at low tide on 28th February 2013

1. Hogweed – I've asked S Egan to arrange a meeting with you in an attempt to prioritise our works.

I should state at this point, our gratitude to Fire and Rescue for supplying the money to the Water Safety Group, which paid for the GPS signage ---which we have just taken delivery of---which we will put up on lifebelt posts between Rutherglen and Dalmarnock Bridges.

signage installed in a number of areas throughout Perth and Kinross  
Water Edge Safety Handbook for Architects Planners and designers

- River Rules and Guidelines for safe use of River Clyde upstream of Tidal Weir

- Various designs of Quay wall railings given safety approval
- Agreed Lifebelt signage with GPS positioning arranged
- Various designs of bridge parapet given safety approval
- Quay wall ladders upgraded or renewed
- Stonecutting for recession of ladders carried out
- Safe design of pontoons approved
- Cleaning of embankments
- Encouragement of property owners near waterways to keep

emergency equipment

- Agreed safety features for Suds Ponds

Received from North Ayrshire- Dear Mr. Parsonage, Further to our telephone conversation earlier today I would like to express our interest to join the Water Safety Group Meeting on the 5th September to learn about your best practices and issues you deal with. Donald Wilson (NAC Senior Street scene Officer) and I would like to take part of the meeting. I look forward to hearing from you. Kind Regards Patricia Rowley, CEng MICE

Input into Games Village riverside

Safety alterations made at Hogganfield.

2014 Park management rules.

Calendar of Events and the Identification of Conflicts

There is potential for conflict between planned events by Cryptic,

Discussion on Bridge parapets.  
Sam stickers for lifebelts  
Boom gates erected at agreed locations.  
Fencing for Smart Bridge.  
Lifebelt cover with GIS signage at Harland's Way Govan.  
Through the Water Safety Group, Glasgow Humane Society has advised Loch Watch Loch Awe, Ayrshire Council, Safe Tay, Scottish Fire and Rescue, Police Scotland, the River Clyde Users Group, Strathclyde University Department of Architecture, Event Engineering NSW Australia (re "No Man's landing" event for 2015) and others.  
2014 Cunningar Bridge etc. Polmadie footbridge.  
Extra bars to fence at Govan and lifebelt provision with GIS signage.  
Extra bars to fence Prince's dock and Lifebelt coverage with GIS signage.  
Removal of 50 vehicles that had been dumped into the river  
Replacement of original and placement of new quay wall ladders, properly recessed and reaching to the necessary depth  
Implementation of Safe Architecture handbook, produced by GHS and giving advice on what is accepted water edge practice.  
Advising and supervising the realignment of safety railings  
Advising on and production of new designs for safety railings  
Development of "Daisy Chain" system for towpath, quay wall and pontoon gates  
Introduction of GPS system in conjunction with GHS  
Over 300 new lifebelt positions with new poles and signage, gates where necessary/keep clear boxes/GPS located, all painted yellow  
Acquisition of Waterwitch craft for Harbour area to remove debris  
Signage warning of weir  
Input into designs for parapets of new Bridges  
Advice on proposed events for waterways  
Production of Glasgow Weir Bypass Scheme – guidance for paddlers  
Advice given on positioning of CCTV cameras  
Through the Group Glasgow Humane Society advised on safety at Ross Hall Academy beside the River White Cart  
Agreed and arranged removal of floating/anchored timber just upstream of Jamaica Bridge which has proved a hazard for many years  
Production of regulations for workboats operating upstream of the Tidal Weir and Pipe bridge at Glasgow Green in conjunction with GHS  
Input into new planning developments near waterways  
Upgrading of riverside railings  
Fencing of Suds Ponds  
Advice given on naming of places for emergency locating  
Safety measures for pontoons  
Input into development of and safety on cycle paths alongside waterways  
Arranging removal of fly tipping and erection of boom gates to prevent further tipping  
Review of safety equipment along waterways removal of excess lifebelt hooks and redeployment where required  
Generic Risk Assessment Document produced.  
Input into new bridge at Jennies Burn  
Production of map of river upstream of Tidal Weir and Pipe Bridge

Removal of trees

Access issues at boom gates/gates/entrance routes including removal of abandoned vehicles and rubbish

Advice given on Bridge lighting

Custom House Quay bandstand removed

Sheriff Court frontage removal of shrubbery, area put to grass.

Input into developments at Clyde Gateway including Smart Bridge

2015 arranged poles for signs and belts at Games village.

2015 new river map with regulations produced by Graphics

2020 Covis restrictions put a halt to meetings of the Water Safety Group. The Group will continue with zoom meetings in the meantime without George Parsonage who will only be available for consultation if required.

Lifebelt coverage at Hogganfield Loch. Use of boxes to be brought up at next meeting as they were not recommended.

Waterwitch "St Mungo used for removing fallen trees upstream of weir in conjunction with W Graham GHS.

Investigation to be undertaken by Clyde Gateway re removal of piles south bank between Rutherglen and smart Bridges.

New booms required for Ferry Nightclub and Broomielaw Pontoon.

Clyde Gateway to be asked re erection of fencing along riverbank at new housing scheme north bank between Dalmarnock Railway and Dalmarnock Road Bridge.

William Graham Officer will now take the Glasgow Humane Society place on the Water Safety Group.