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Ref: TF/AWAM/GCC

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31 December 2014

Dear Sir/Madam,

**The Glasgow City Council (Dowanhill & Byres Road) (Traffic Management and Parking Controls) Order, Maintenance of Objection**

Thank you for the e-mail reply dated 17 December to our earlier letter of 18 September on the Dowanhill & Byres Road proposals. Your e-mail suggested a reply within 14 days but did not stipulate calendar days or working days but, given the holiday period and the democratic nature of Go Bike's operations, I trust you will accept this letter in the spirit in which it is intended, one of constructive objection to some aspects of your proposals.

We have strong support for the aims you set out in your e-mail, ie to reduce parking, to reduce commuting journeys by car, to charge appropriately for parking and to increase commuting journeys by bicycle and generally to improve the city environment. However, we have concerns about some of the content of your e-mail, which convince us to maintain our objection to all the points we raised apart from points 5 and 7.

Thank you for responding to our numbered points, to which we in turn respond as follows:

1. You state that there are no detailed plans for any adjacent areas: our understanding is that there are detailed plans for Dowanhill West which also include one-way streets. It is essential that there is a comprehensive plan that takes cognisance of other proposals and also does not simply push parking from one area to another.
2. Exemption to cyclists in one-way streets: can you confirm that this policy will be upheld? We are keen to see this policy, correctly signed and catered for, extended throughout the city.
3. Thank you for confirming that the width of parking bays will vary from 2.0 to 2.4m. However, you have not confirmed the width of the buffer zone to prevent cyclists being hit by car doors being opened in their path. This is a very real hazard for cyclists and is exacerbated by your plans for parking on both sides of the street. We look for a 1m buffer zone on all roadside car parking places in line with good design guidance.
4. We are astonished that, in a message coming from "safer parking" there is to be no construction of buildouts to prevent parking right up to road junctions. The "safer" aspect of your work should, in our view, extend to making the environment safer for pedestrians and cyclists as well as motorists who wish to leave their vehicle kerbside. Again, good design guidance provides for buildouts.
5. Thank you for the clarification of the road signage; we withdraw our objection on this point. However, we do wish to highlight our regret that a) these proposals have not been discussed

at the councillor-led Glasgow Cycling Forum and that b) there has been failure, to date, by councillors and staff, to explain the Council's consultation procedures at this Forum. We also wish to see the proposed signage included in a TRO.

6. You fail to explain how the Council's strategy, with which we have no argument, will be put into practice to support active travel to the local schools. If the strategy is to be realised, there must be a plan; your response implies there is none.
7. We very much regret your failure to improve the environment on Byres Road but we remove our objection.
8. Thank you for confirming that there will be no reduction in ASLs but we maintain our objection in that if they are not shown on a drawing they might not be reinstated when road markings are updated.

It is regrettable that such car-oriented policies are being introduced without full discussion, meaningful consultation and apparently with no real aim of implementing council strategies. We will be delighted to discuss our points of concern with you and your staff.

Yours sincerely



Tricia Fort  
Convenor, Go Bike