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10 February 2015

Dear Sir/Madam,

**The Glasgow City Council (Maryhill Road/Napiersshall Street) (Junction Improvement) Order 201.**

Thank you for the opportunity to comment on these proposals. The author of this response has lived for many years in the area referred to in the order and is frequently at the specific locus.

**GoBike! strongly welcomes the proposals, but wishes to lodge an objection to one part.**

Since Maryhill Road had bus lanes installed, these have been a real boon for cyclists and public transport users and it is now a route of choice when going to and from the City Centre. It is safer, quicker and less polluted.

1. The closing of access to and from most side roads off Great Western Road and Maryhill Road, means that Napiersshall St is one of the few streets connecting the two. Consequently, it carries a fairly regular traffic which can be quite heavy during rush hours. It emerges on to Maryhill Road directly opposite the Community Central Halls. However, the southward direction bus lane towards the City Centre terminates just north of the CC Halls and resumes just south of them. Because the Halls have a number of facilities and events for disabled people (and young children) short stay parking is permitted. However, as a matter of practice, the vehicles for disabled people simply park for as long as their passengers are in the Hall, despite there being a car park at the side of the Hall. Effectively, this reduces the carriageway to a single lane, and, when vehicles travelling to the city centre wait to make a right turn into Napiersshall St, the other carriageway is blocked. The new TRO removes the right to park and, although the bus lane remains discontinuous (as is standard practice before traffic lights) it will be *de facto* continuous, for most of the time. So, flow will be uninterrupted. **We welcome this.**

2. For people who live in the North Kelvinside area, the only access to Maryhill Road for cyclists and drivers is via Raeberry St (wrongly called 'Raeburn St.' in your letter.). Almost all intend to turn right towards the centre and have to cross Maryhill Road. At busy periods because traffic issuing from Napiersshall St to Maryhill Road is almost continuous, for those at Raeberry St there are often unacceptably long waits to be able to emerge. By putting lights at Napiersshall St, the junction will be controlled and people from North Kelvinside will be able to have a rightful, regular opportunity to emerge. **We welcome this.**

3. On the west side of Maryhill Road some kerbside parking spaces will be removed just south of Napiersshall St to create two lanes just before the junction. The absence of a delivery lane at the rear of the shops in this section of Maryhill Road requires a delivery/drop off space, which the TRO creates. **We welcome this, provided no other parking is permitted in this space.**

4. As very few road users turn left into Napiersshall St from Maryhill Road, this new two-lane section of carriageway, in effect allows buses, cyclists and taxis to enter a *de facto* bus lane. The

'real one' actually starts north of Raeberry St. Currently, no parking is permitted on the section between Napiershall St and Raeberry St, which is excellent for cyclists, buses and drivers wanting to enter North Kelvinside, because they can separate themselves from the traffic going further north. This improves traffic flow. It gives road users and pedestrians crossing Raeberry St good lines of sight for each other. It allows cyclists turning left from Napiershall St to enter an empty lane. **We welcome this.**

5. However, the TRO now permits 'short stay parking' in the section between Napiershall St and Raeberry St, which, in effect, removes the benefits to which I referred in the previous paragraph. **So, we object to the permission to park here.**

6. The TRO removes four controlled parking spaces at the top of Napiershall St. **We welcome this**, because it gives cyclists a 'free' lane which provides a safer space. Large vehicles travelling south, turning from Maryhill Road have a difficult right-then-left manoeuvre which entails coming close or into the current single usable lane in the opposite direction. Cyclists and cars now have an additional lane which lessens the possibility of collision. It provides improved sight-lines: Napiershall St is uphill and bends here and sight-lines are currently not perfect.

7. From a pedestrian perspective the new lights provide an additional controlled crossing which is sorely needed as there is a long stretch between Wilton St and North Woodside Road without a crossing. Most pedestrians in this area are going to and from the CCH. **We welcome this.**

So, there are real gains for all road users and pedestrians from this order, but it is marred by the reintroduction of parking on the west side of Maryhill Road between Napiershall St and Raeberry St.

Objection:

GoBike! objects to the *"introduc(tion) of maximum stay 10 minute no return within 50 minutes, designated parking (Monday - Saturday, 9.30am - 4pm & Sunday, 7am - 6.30pm on the west side of Maryhill Road between Napiershall St and Rae(berry) Street)"*.

Our reasons are as follows:

- kerb-side parking has been removed from the east side of Maryhill Road and from the section south of Napiershall St on the west side and on the north side of Napiershall St close to its junction with Maryhill Road to permit better traffic flow, so the introduction of short stay parking, where this currently is not permitted, to the section named contradicts the principle implicit in the decisions listed;
- Permitting kerb-side parking will, in effect, reduce the amount of two lane traffic on the northbound section of carriageway, will hinder traffic flow and mean that cyclists, buses, taxis and vehicles wishing to enter North Kelvinside, have to delay detaching themselves from the traffic flow;
- Cyclists emerging from Napiershall St will have to re-merge with traffic from which they demerged on arrival at the top of Napiershall St;
- Lines of sight for cyclists and drivers and for pedestrians crossing Raeberry St will be curtailed.
- From North Woodside Road to beyond Queens Cross, Maryhill Road is uninterruptedly uphill, so, on average, cyclists will travel more slowly and, the additional muscular effort results in greater side-to-side shoulder movement. Consequently, traffic flow will be slowed and there will be an increased hazard to cyclists from vehicles seeking to overtake and from drivers of the parked cars opening their doors and increasing the hazard to cyclists.

We will be pleased to discuss this with you further.

Yours sincerely



Tricia Fort  
Convenor, GoBike