

The Court of Session  
Parliament House  
Edinburgh

PO Box 15175, Glasgow, G4 9LP

e-mail: [campaigning@gobike.org](mailto:campaigning@gobike.org)  
web: [www.gobike.org](http://www.gobike.org)

Ref: TF/CC/LV/GCC

E-mail to: [enquiries@scotcourts.gov.uk](mailto:enquiries@scotcourts.gov.uk)

18 February 2015

Dear Sir/Madam,

**Glasgow City Council (Yorkhill) - (Traffic Management and Parking Controls) Order 2015, Appeal Under Statute, Chapter 41**

I write to you on behalf of GoBike! The Strathclyde Cycle Campaign further to the rejection of an objection to Glasgow City Council's proposals lodged by one of our supporters.

I list our concerns under the format laid out in Clause 41.25:

- a) The appeal is brought against the decision of Glasgow City Council to proceed with the (Yorkhill) – (Traffic Management and Parking Controls) Order 2015, Traffic Regulation Order under the powers conferred by the Road Traffic Regulation Act 1984.
- b) The City Council made the decision to proceed with the order despite objection. This decision was imparted to our supporter by e-mail on 15 January 2015, reporting that the Order was made on 09 January 2015.
- c) We appeal against only part of the Council's proposals and that is the part to allow “Two way cycling in one way roads”.
- d) As in point c) we appeal against the proposal to allow “Two way cycling in one way roads” on the grounds that it is proposed to do this in an incompetent and unsafe manner. A copy of the Glasgow City Council rejection of our supporter's objection is appended at the end of this letter.
- e) The grounds of our appeal are:
  - 1) No list of streets where cyclists will be exempt from the one-way system has been supplied. This leads us to the view that all streets proposed to be one-way in the area will be included in the exemption.
  - 2) If this is the case then, if design guidance such as Cycling by Design is followed, parking should not be allowed on both sides of a street, but Glasgow City Council propose parking on both sides.
  - 3) This means that, in the case of, for example, Carfrae Street, there will be insufficient space for a driver to pass an oncoming cyclist.
  - 4) The drawings associated with the scheme fail to show how the two-way cycle streets will operate. There is no indication of markings for contra-flow cycle lanes as required by design guidance. There is no indication of necessary regulatory signage such as Diagram 960.1 (“Contraflow cycle lane”) and Diagram 616 (No entry for vehicular traffic) combined with Diagram 954.4 (“except cycles”).
  - 5) The proposals thus fail to comply with the Traffic Signs Regulations and General Directions.

The proposals, if implemented, thus pose a danger to all road users because of a lack of information as to the direction(s) of traffic and insufficient road space for safe parking, safe cycling and safe driving.


- f) The respondent in this appeal is GoBike! The Strathclyde Cycle Campaign, of which I, Patricia Fort, am the Convenor. Our postal address is PO Box 15175, Glasgow, G4 9LP.

It is our view that all users, whether pedestrian, cyclist or motorist, of the streets in Yorkhill have an interest in this appeal.

We are very concerned about these proposals from Glasgow City Council, particularly because, if implemented correctly, contraflow cycling greatly improves accessibility for cyclists and can lead to more people travelling by cycle, thus reducing congestion, reducing the need for on-street car parking and greatly improving their health and well-being.

I trust that this appeal is in order and look forward to hearing from you further.

Yours sincerely



Tricia Fort  
Convenor, GoBike!

Appendix 1: GCC's decision:

**From:** LES - Safer Parking <[LES-SaferParking@glasgow.gov.uk](mailto:LES-SaferParking@glasgow.gov.uk)>  
**Subject:** Glasgow City Council (Yorkhill) - (Traffic Management and Parking Controls) Order 2015  
**Date:** 15 January 2015 16:27:22 GMT  
**To:** Undisclosed recipients: ;

**Glasgow City Council (Yorkhill) - (Traffic Management and Parking Controls) Order 2015**

Dear Sir/Madam

I refer to your objection to the above named traffic regulation order and can advise that your objection was reported and considered. However, the Council have decided under delegated powers to proceed with the advertised proposal to implement the scheme.

The Order was made on 9 January 2015 and an advert was placed in the Evening Times on 15 January 2015 stating that the Traffic Regulation Order has been made. This advert advises that any person who wishes to question the validity of the Order or of any provision contained in it on the grounds that it is not within the powers conferred by the Road Traffic Regulation Act 1984, or on the grounds that any requirement of the Act, or of any instrument made under it, has not been complied with in relation to the Order may, within six weeks from 9 January 2015, apply to the Court of Session for this purpose.

I realise that this may not be the outcome you wished for.

The website will be updated shortly with this decision.

To summarise, the proposals are:-

- All the parking spaces will be shared use, permit holders can park in any available parking space

- The parking charges will apply Monday to Friday 8am to 6pm
- Resident parking permits £50 per annum or £15 quarterly
- Business parking permits £700 per annum
- Visitor vouchers £2 per set 6 hour time period
- Pay and display 20p for first 30mins then 20p for every 10mins
- Pay and display maximum stay 3 hours
- Two way cycling in one way roads
- Designated loading bays for use by all classes of vehicles
- Increased disabled parking provision for use by vehicles displaying a blue badge
- Introduction of Car Club parking spaces for use by car club vehicles only
- Motorcycle parking spaces for use by solo motorcycles only
- Restricted Parking Zone (RPZ)

A Restricted Parking Zone is less environmentally intrusive than a traditional parking control scheme as no yellow lines are required. Only the white bays are marked. Parking out-with these bays is not permitted at any time.

Works will not commence until 2 March 2015 or later. The implementation date is currently programmed for 1 June 2015.

There will be temporary signage put up in the local area advising when the changes will come into force.

We will also be removing or replacing existing signage in the area and refurbishing the lining as required.

If responding please do so directly to [saferparking@glasgow.gov.uk](mailto:saferparking@glasgow.gov.uk)

**Jamie Rodden**  
**Group Manager - Traffic and Road Safety**  
**Land and Environmental Services**