

**HEAD OF INFRASTRUCTURE SERVICES**

**LAND AND ENVIRONMENTAL SERVICES**

Dear Ms Fort

I refer to your undernoted email and thank you for your comments.

**Partick**

I can advise that the parking controls being proposed around the Partick area are designed to dissuade commuter parking within the area and increase availability of parking spaces for residents, visitors and customers to local businesses. This is in-line with Council policy and is the main focus of this exercise.

One-way roads are required in this area to maximise parking, which is in high demand by residents in the evenings. If these roads were to remain in two-way operation then passing places would be provided which ultimately reduces the parking capacity of the road.

I can confirm that it was proposed to allow two-way cycling on one-way roads as part of these proposals, however feedback from Police Scotland during the initial consultation highlighted concerns with this. Following my officers meeting with Police Scotland it was agreed to continue the statutory process for these proposed parking controls by removing two-way cycling on one-way roads and look to reach an agreement as to where they can be introduced in the future and hopefully re-introduce this proposal as part of a proposed mandatory 20mph zone following the completion of this current statutory process. It was also agreed to carry out speed surveys following the decision being taken on implementing parking controls as their introduction could have an effect on vehicle speeds, either positive or negative, and could require physical measures to reduce vehicle speed. You may be interested to know that Glasgow City Council raised the issue of two way cycling on one way roads at a recent meeting of the Cycling Action Plan for Scotland Forum hosted by the Scottish Government, since evidence from the UK and abroad suggests that, as a general practice, there are no safety concerns with introducing this type of scheme. A dialogue with Police Scotland will continue, with the aim of overcoming any specific concerns by reviewing schemes that have been introduced elsewhere and considering their safety performance.

It does mean unfortunately that if the one-way roads were to be introduced in this area then cyclists would be required to obey this regulation until any alternative decision is taken.

**Dowanhill**

I can advise that Police Scotland raised no concerns with the proposal for two-way cycling on one-way roads during the consultation for parking controls in the Dowanhill area. A decision has yet to be made whether the proposed parking controls and one-way roads will be approved and implemented.

I can confirm that if this scheme is approved and implemented then all signage being installed to indicate two-way cycling on one-way roads will be in-line with current guidance and regulations.

I trust the aforementioned is of further assistance.

**Andy Waddell**

**Head of Infrastructure Services**

**Land and Environmental Services**

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**From:** GoBike! (Convenor) [<mailto:convenor@gobike.org>]

**Sent:** Tuesday, March 01, 2016 07:53 PM GMT Standard Time

**To:** Rodden, Jamie (LES); Brown, Andrew (LES)

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**Cc:** [andrew.waddell@glasgow.gov.uk](mailto:andrew.waddell@glasgow.gov.uk) <[andrew.waddell@glasgow.gov.uk](mailto:andrew.waddell@glasgow.gov.uk)>; McElroy, Martin (Councillor)

**Subject:** THE GLASGOW CITY COUNCIL,(PARTICK),(TRAFFIC MANAGEMENT AND PARKING CONTROLS)  
ORDER 201

Dear Jamie and Andrew,

I am writing to you to ask if we can get some clarification and agreement on the proposals for Partick before the TRO consultation closes on 09 March. However, I am copying in Andy Waddell and Councillor McElroy because the issues are of concern and go beyond this one Traffic Regulation Order.

Several of us in GoBike have considered the current TRO, which I understand has been issued by Jamie's section, rather than Andrew's, and we have also looked at policy documents issued by Glasgow City Council before raising our concerns.

#### GCC Sustainability and the Environment Policy Development Committee Agenda - 03 February 2016

Glasgow's Strategic Plan for Cycling was discussed at this meeting last month and is fully expected to be fully approved when it is discussed on Thursday 03 March by the Executive Committee (it is item 9 on the agenda). The paper for the Executive Committee meeting includes the statement: "*the Council seeks with the Scottish Government to transform Glasgow into the most cycle friendly city in Scotland*"

#### Glasgow's Strategic Plan for Cycling:

Page 28: "*Cycling by Design will be used as a minimum standard*"

Page 30: TROs would seek to "*exempt cyclists from any road closures, one way streets or banned turns where appropriate to improve accessibility for cyclists.*"

#### Cycling by Design

As per above this is the design standard that the Council uses as the base for its designs. It is a conservative document but it does state at 5.1.5, Contra-flow Cycle Lanes: "*The default position should be to permit two-way cycling on one-way streets*".

#### GCC Sustainability and the Environment Policy Development Committee Agenda - 03 February 2016

The committee also discussed the implementation of 20mph across the city and the minutes state:

*"After consideration, the committee noted the report and that the Council was now implementing mandatory 20mph zones in accordance with new guidance issued by the Scottish Government."*

Thus, having considered these policy documents and statements from the City Council, we have the following comments to make about the Partick proposals:

#### Car Parking

We understand that this is the main thrust of your proposals for the area and we applaud your moves to reduce commuter parking in this area and your intention to reduce or remove parking at street corners/junctions.

#### Cycling and Walking

There is no mention at all of cycling in the proposals, nor of any improvements for people walking along these streets.

#### Design Standards?

I visited, albeit briefly, the Consultation Session on these Parking Proposals at Partick Library last Friday afternoon. I spoke to two members of GCC staff who seemed to be completely unaware of Cycling by

Design. Their understanding appeared to be that once the scheme was progressing the "Cycle Unit" would then be involved. (See Contraflow Cycling and Consistency below).

### 20mph?

The area is currently under a 30mph speed limit and apparently no speed surveys have been carried out. We suggest that it is very likely that should a survey be done, the speeds recorded would permit the introduction of a 20mph limit without traffic calming as per current GCC policy. It was thus disappointing to hear at the Consultation Session that the plan currently is to introduce the one-way system and then carry out a survey of traffic speeds.

This is unfortunate, not only because the residents are concerned now about the speed limit but because it is the case that speeds will most likely increase once the streets are one-way. Thus additional and significant expenditure might then be incurred to construct the traffic calming required or desired.

### Contraflow Cycling and Consistency

In late 2014, you consulted on a one-way system for the Dowanhill and Byres Road area, very close to this Partick area, where contraflow cycling was to be introduced with no traffic calming, no significant road markings and only signage to indicate the contraflow. Again, the main thrust of this proposal was to manage parking, rather than implement policies to improve active travel.

The view then was significantly at odds with the view I acquired from the Consultation Session last Friday. For this current Partick scheme, I understand, the one-way system will be introduced, with parallel parking on both sides of some streets, before the Cycle Unit becomes involved to consider contraflow cycling. In 2014, as our letter of 18 September 2014 demonstrates, we had concerns that although it is in Cycling by Design, it was a new venture for Glasgow to introduce contraflow cycling with very little signage or widespread publicity. You replied to our letter on 18 December and our second letter to you was on 31 December 2014, in which we stated that we are keen to see the policy of exemption for cyclists from one-way streets extended across the city.

We have heard nothing more of that scheme, and I assumed that it had gone ahead. I was thus surprised when I visited the area today to see that there are no signs in place to indicate that contraflow is permitted, although I did see one cyclist travelling in a contra direction. Has contraflow cycling been legally introduced in that area, or not?

Thus the situation is confusing, to say the least.

If contraflow cycling is not introduced then people who choose to cycle are being disadvantaged, albeit by the laudable aim of managing parking, but nevertheless cycling is seen as secondary to the car. This is very much at odds with the Council's stated aim of increasing journeys by cycle.

We are very aware of the, at times, chaotic parking that takes place in busy areas such as Dowanhill and Partick, and we certainly agree that this needs to be addressed, but we do not see why this should be at the expense of the active traveller.

We are also concerned that some schemes are discussed at the Glasgow Cycling Forum, but the principles behind the moves to manage parking, which have such an effect on cycling, are not.

We are very keen to understand the Council's view of such schemes and, hopefully, we can then respond to the TRO to ensure that there is a good start made on managing parking in this area. We look forward to hearing from you.

With best wishes,

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Tricia Fort

Convenor, GoBike! Strathclyde Cycle Campaign, [www.gobike.org](http://www.gobike.org)