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Dear Sir/Madam,

**THE GLASGOW CITY COUNCIL (PARTICK) (MANDATORY 20mph SPEED LIMIT ZONE) ORDER 201\_**  
**Support with concern. Your e-mail of 26 July in response to GoBike letter.**

Many thanks for your e-mail of 26 July in response to the GoBike letter. I am responding to correct what appears to be your misunderstanding of our position and concern with some of your statements. I also wish to point out that since our initial comment on the TRO was published on the GoBike website, your response and this letter will also be published there; we owe this transparency to our members.

Your reply is disingenuous. We refer quite clearly in the first bullet point of our letter dated 10 July to "reducing the default speed limit across the city to 20mph". That has been the whole thrust of the GoBike argument from 12 May 2015 when we presented to the Petitions Committee on the Petition submitted earlier that year by GoBike member Bob Downie. Both Andy Waddell and Jamie Rodden were present at this meeting, so let me emphasise that GoBike is not asking "*to make the full City boundary a mandatory 20mph speed limit zone*". We have always argued for something akin to the Edinburgh model whereby major arterial routes remain at 30/40mph as appropriate, except where there are specific reasons to slow the speeds to 20mph, for example the presence of road-side shopping, especially if accident data show high levels of cycle and pedestrian accidents. The presumption is that all other streets would be 20mph.

**Traffic calming:** There is no absolute requirement for traffic calming and its associated expense, so we do not understand your ongoing reference to it. Indeed you have already created 20mph areas without it, for example the City Centre and Waverley Park in Shawlands. We understand that with no requirement for calming the major element of cost will be the speed limit signs and, of course, the larger the area, the fewer signs required. Your reference to calming on 40mph roads implies a lack of understanding of the guidance and of our position.

**Speed surveys:** Edinburgh only needed to undertake only limited surveys on selected roads. You appear to be taking the "Good Practice Guide on 20 mph Speed Restrictions" as mandatory when it is advisory only, in the same way that "Cycling by Design" is for guidance only. I doubt that many of Glasgow's cycle facilities pass muster on Cycling by Design and yet we have them.

**Liaison with others:** Reading your e-mail it is easy to gain the impression that there is little or no liaison with others before Traffic Regulation Orders are issued:

- **Police involvement in the road planning and monitoring process:** You state that you are unable to comment on the Police enforcement strategy of 20mph. However, the Council, paid for by the income and council tax payers of Glasgow, has gone to considerable expense, as you point out, to introduce the current 20mph zones. Why would you go to such expense when you have not discussed your policy with the Police and ensured that there will be enforcement? If you were to discuss both enforcement and the use of one way streets with the police prior to your implementation then we would not be left with one way streets lined with cars on both sides where the police feel justified in objecting to your policy of introducing contraflow cycling.
- **Council monitoring and enforcement of Council parking policy:** Again, it would seem that you are happy to spend public money to introduce parking restrictions without agreeing a monitoring and enforcement regime with your colleagues within the council. Thus money is wasted because of inequitable budget allocation with the council.
- **Liaison with other Local Authorities:** We are aware that City of Edinburgh Council has approached the introduction of a default 20mph limit in a very different way from Glasgow City Council and there may well be other examples from across the country. We would hope for the best available practice to be used in this, the country's biggest and in many ways, best, city.

While the above expresses our disappointment with the Council's current position we are grateful for some of your comments as to how the situation is to be improved:

- Your use of accident statistics in identifying 20mph areas.
- Your use of the new guidance to introduce larger areas with 20mph limits.
- Your intention to liaise with Police Scotland to enable contraflow cycling on one way streets.

We look forward to seeing these improvements soon, but we do hope that you will stop your piecemeal approach and introduce a consistent policy across the city.

Yours sincerely,



Convenor, GoBike!