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Ref: GCC/BD/TF

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31 October 2017

Dear Sir/Madam,

**THE GLASGOW CITY COUNCIL (KEMPSTHORN ROAD) TRAFFIC CALMING SCHEME ORDER 201\_  
Objection**

Thank you for your e-mail of 11 October and the opportunity to comment on this proposal.

GoBike! objects to this proposed Traffic Calming scheme on Kempsthorn Road, Beltrees Road and Beltrees Crescent. We are, as you know, fully supportive of 20mph speed limits in residential, shopping and education areas, but we cannot support the current approach. Given the current number of proposals for traffic, ie motor traffic, calming by the installation of speed cushions or humps without, apparently, consideration of other means of improving the environment we would be pleased to meet you to discuss your policy.

We object to this order on the following grounds:

1. As currently specified neither the written description nor the plan drawing indicate the limits of the proposed 20mph zone. The Council must make clear and publicise the extent of the proposed 20mph zone and until this is done GoBike will maintain its objection. To be clear, where will the 20mph signs be located?
2. Without a clear definition of the extent of the proposed 20mph Traffic Calming Scheme it is impossible to comment as to whether the proposed installation of speed humps will likely achieve the desired reduction in traffic speed.
3. GoBike also notes that the proposed Traffic Calming scheme is deficient as there is no discussion as to the reason for placing 8 speed humps on a seemingly arbitrary section of 3 residential roads. It begs the question, is this truly the full extent of road section where there is a speeding issue? This is exceptionally unlikely and GoBike take the view that the budget to be spent on installing speed humps over a very small area would be far better spent on creating a much larger 20mph zone through the installation of signage only. In this event we would ask the Council to simultaneously liaise with the Police to educate drivers that 20mph zones are created for a very good reason, ie to prevent injury and death as your proposal indicates.
4. As far as can be determined from the very limited data in the proposed Traffic Calming scheme, no allowance has been made for cycle traffic. It is highly likely that people living on these roads cycle and many more might cycle if the environment encouraged them.

Whilst the drawing TO/AIP/KEMP/001 is marked as not-to-scale, it looks as if the humps extend from footway to footway; if this is the case then cyclists will have no option but to ride over them. The feedback that GoBike receives on installations such as this is that it is uncomfortable and potentially hazardous to cycle over speed bumps. Bicycles are as much traffic as are motor vehicles and GoBike considers the proposed scheme deficient on the grounds that no allowance has been made for cycles.

5. Has there been analysis done of the vehicles that are travelling at speeds over the speed limit here? Is the area being used as a rat run? If so, perhaps this area should be blocked to through motor traffic, leaving through traffic to use the nearby arterial routes and encouraging more local residents to walk and cycle.
6. Is there concern over the number of motor cars being driven to take children to the nearby school? If so, then we suggest that work is done with the school and with the parents to encourage them to walk or cycle to the school and to highlight the illegality of driving at speeds over the speed limit.

As a final statement, GoBike consider that the money allocated to this scheme, one of many in the city, would be better spent on a city wide scheme. In our view, and as was agreed by the City Council's Petitions Committee in spring 2015, a city-wide default speed limit of 20mph should be introduced, with exemptions then being made for the main arterial routes into the city. The current piecemeal system is expensive and very confusing for the road user. The national climate and indeed, the Glasgow climate, as we heard at the Cycling Scotland conference today, is towards the spirit of Mark Ruskell, MSP's bill to the Scottish Parliament, with an urban default speed limit of 20mph, and Glasgow should be leading the way in this.

Yours sincerely,



Convenor, GoBike!