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Ref: TF/SI

Cc: Councillors Ballantyne, Cullen and Coleman  
Cc: Baillieston Community Council

18 January 2018

Dear Sir/Madam,

**THE GLASGOW CITY COUNCIL, (BREDISHOLM ROAD), TRAFFIC CALMING SCHEME 2017**

Thank you for the opportunity to comment on the proposals for traffic calming on Bredisholm Road and Church Street in the Baillieston area.

We do not like speed cushions because they encourage motorists to deviate in an attempt to minimise their effect, cyclists move to the kerb or the centre of the road to avoid them and this increases the potential for collision. Speed cushions are expensive to install, expensive to maintain and are not the most effective way to reduce traffic speed.

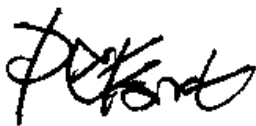
We are not, in this case, submitting a formal objection but we do want to express our concerns at yet more speed cushions being installed in the city.

Our concerns are:

- In 2015, under the previous administration, the Petitions Committee accepted a petition calling for the default speed limit in the city to be 20mph. This has since been diluted to a slow and piecemeal process.
- The current administration, in its 2017 manifesto, under Active Travel, states that "We will reduce the speed limit to 20mph on all roads except major through routes". If this policy were enacted, Bredisholm Road and Church Street would be covered by the 20mph speed limit.
- MSP Mark Ruskell's bill, which will be debated at Holyrood this year, repeats this call for the default speed limit in Scotland's towns and cities to be 20mph.
- Compliance with the current administration's policy would give a uniformity to the city, in that motorists would expect to drive at 20mph in a residential area and would thus be more easily enforceable than the current patchwork system, and speed cushions would not be required.
- In this residential area, where there are schools, shops and 2 railway stations within 1.5 miles, walking and cycling should be the norm, the predominant means of transport, yet there appears to have been no consideration of active travel when the Persimmon housing development, at the eastern end of Bredisholm Road was being planned.
- The removal of the footway on the northern side of Bredisholm Road, to allow access for construction traffic, deters local residents from walking or cycling to the James Lindsay Park or to the nearby supermarket. By the time it is replaced with a new 2m wide footway the damage to people's travel patterns may have been done.
- In all work done to the city's infrastructure there should be the aim to reduce reliance on the motor car and to promote a healthy lifestyle, ie we should be designing and adapting our streets to cater for active travel.

It is disappointing that there continues to be this disconnect between stated policy and action on the ground within the city. We enjoy cycling and would be delighted if more people in the city felt able to share this enjoyment.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Tricia Fort', written in a cursive style.

Tricia Fort  
for Consultations, GoBike!