

Consultation Digest Issue 11, Going squinty about the Squinty Bridge, Byres Road submission, 20mph, parking etc etc

by [Tricia Fort](#)



Here's the bridge with 3 names: Clyde Arc, Finnieston and Squinty and it's currently sending us a bit squinty. There have been several changes in the traffic regime over the bridge since it was built with a recent one being the inclusion of bikes on the Fastlink bus lanes on the west side, but now Glasgow City Council propose to also allow taxis. Oh dear. See our detailed response in item 1.8. We also have lots more for you in this digest, including the contrasting GoBike responses to Byres Road and South City Way, so do please read on.

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1. Current Consultations - in date order for responses

1.1 Yorkhill and Kelvingrove Community Council, Cycle Village Proposal, event 13 June

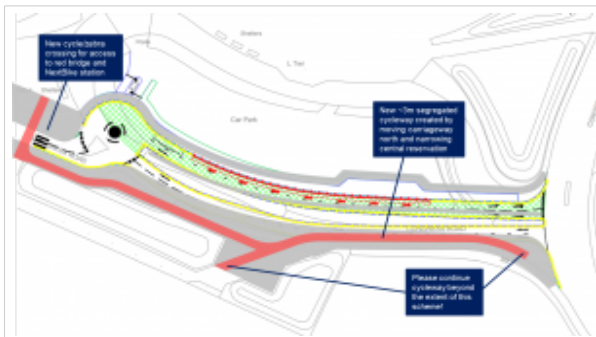


We have told you before of the events arranged by Yorkhill and Kelvingrove Community Council to publicise and consult on their Cycle Village Proposal, see: <https://yokecoco.wordpress.com/cycle-village-proposal/> Their first event was on Saturday and the second is tomorrow 13 June at Bike for Good, Haugh Road (just off Argyle Street at Radnor Street/Kelvin Way, from 3pm to 8pm. The Community Council is working with Sustrans and Glasgow City Council to make Yorkhill, Kelvingrove and Finnieston more active-travel-friendly. This is something all our Community Councils should be doing, so please get along, see how it's done, and complete their on-line survey.

1.2 Lenzie Traffic Management and Parking Restrictions, closes this Friday 15 June

We don't hear much from East Dunbartonshire but these proposals (see [Digest 10](#)) are aimed at reducing random parking around Lenzie Station. We support these proposals (see our response, [GoBike Lenzie Station parking Letter 120618](#)) but we hope that they will positively encourage active travel.

1.3 Scottish Exhibition Centre, Glasgow, TRO amendment, moving the Taxi Rank and altering the Road Layout, closes this Friday 15 June



We have objected to these proposals on the grounds that they do nothing for cycling - but we have sent in ideas for how they might be able to. Again, details were in [Digest 10](#) and our response, with our alternative drawing are here: [GoBike Finnieston Bridge Experiment TRO Objection 080618](#)

Do please submit your views - contact details are on our letter.

1.4 Woodside, Glasgow, 20mph zone, closes this Friday 15 July

Our response was in [Digest 10](#) (see [GoBike Woodside 20mph response 290518](#)) and we have had some feedback from the City Council, see section 3 below. Have a read of their views on ensuring that 20 means 20 and then please send in your response.

1.5 Calton Barras Meatmarket redevelopment, closes 15 June



This has been rumbling on for some time, with proposals to start developing the empty site running along Duke Street as far as Bellgrove Station; the details are here:

<https://publicaccess.glasgow.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=P87M4HEXHT500>

Following a public consultation event back in the winter a segregated cycle lane has been added running east to west through the site. Currently it doesn't link to anything but, to the east there is the intention to link it to the core path route and to the west, but sometime in the future, across the current Doig bus and coach depot to Collegelands. Glasgow Live have written

about it here: <https://www.glasgowlive.co.uk/news/glasgow-news/plans-lodged-transform-bellgrove-meat-14733896> We are waiting for confirmation of the width of the cycle lane (3.0m on the drawing but 2.7m in the Planning Statement 2) but will most probably write in this week with a mild welcome to the

plans. It's good that they are finally considering cycling but it might well mean that those of us who cycle on Duke Street will get nothing better than what's there now.

1.6 ** NEW ** UK Government -- Future of Mobility Ideas survey, Deadline: 21 June

Here's one that Transform Scotland informed us of - you might wish to respond. As part of their Industrial Strategy, the UK Government are seeking your ideas on the future of mobility in the UK. You can post your own ideas, and rate and comment on other ideas. To find out more, see [here](#).

1.7 Calton Barras, Glasgow, 20mph zone, closes 22 June

All the details were in [Digest 10](#) and we have now written in to welcome this extension of the City Centre 20mph, but we have expressed disappointment at the traffic calming (buildouts and speed cushions) proposed for Greendyke Street. Here's our letter: [GoBike Calton Barras 20mph Letter 080618](#) and, no sooner had we sent it in than another Traffic Regulation Order proposal arrived for, wait for it, Traffic Calming on Greendyke Street, see item 1.11 below.

1.8 ** NEW ** Finnieston Bridge Experimental TRO, closes 22 June



This came in on the 1st of June and it's got us slightly incensed. The whole Fastlink scheme has not been a success, and this experimental Traffic Regulation Order (for up to 18 months) is to see what effect allowing taxis (including private hires) in the bus and cycle lanes on the west side of the bridge will have on congestion at the north end of the bridge. The wording of the e-mail we received is as follows:

"THE GLASGOW CITY COUNCIL, (FINNIESTON BRIDGE), (EXPERIMENTAL TRAFFIC REGULATION) ORDER 2018

The Council propose to consider the introduction of the above named Experimental Traffic Regulation Order.

Please find enclosed a copy of the press notice of the proposed Order, relevant map, statement of reasons, and detailed report.

Details of the proposals will also be available on the Glasgow City Council website at www.glasgow.gov.uk/proposedtro .

*As stated in the attached documentation, any person wishing to object to the proposed Order should send details of the grounds for objection in writing to Projects Manager, Project Management and Design, Land & Environmental Services, 231 George Street, Glasgow G1 1RX or by e-mail to land@glasgow.gov.uk by **Friday 22nd June 2018**.*

Yours faithfully

Andy Waddell, Head of Infrastructure and Environment, Land and Environmental Services"

And the documents they sent are here: [Press Notice of Proposed Order](#) [Public Consultation](#) [Relevant Map](#) [Report](#) [Statement of Reasons](#)

We have replied in detail objecting to the proposals. We are of the view that so many piecemeal changes have been made to this scheme and, in particular, to the use of the bridge, that now is the time for a fundamental review of the operation of the whole Fastlink route, see: [GoBike Finnieston Bridge Experiment TRO Objection 080618](#)

1.9 Hyndland, Hughenden and Dowanhill West parking closes 25 June

This closes 25 June, the day before our next digest is due out but it does look like car city in this area, with parking proposed for both sides of Hyndland Road between Clarence Drive and Great Western Road. This is one place we took all four local councillors last autumn on our tours yet it doesn't look like

there is any chance of cycle lanes here. Clarence Drive, likewise, will not be for the faint-hearted on a bike even though it forms part of the Colleges Cycle Route. One of our vocal members lives in this area and will be getting views to us this week for our response, but if you don't like what you see then do please let the council, and the councillors in this ward (23, Kelvindale and Partick East) know. The documents issued are repeated here (they were in Digest 10) to assist: [TRO_2015_004-003 Hyndland, Hughenden & Downhill West \(Publication\) 2 of... 11.01 - Publication of Proposals - Press Notice - FINAL \(ADVERTISED 24.0... 09.02 - Frequently Asked Questions 09.01 - Draft Report 08 - Statement of Reason](#)



You might remember that Highburgh Road, Hyndland Road and Clarence Drive form part of the at one time much vaunted Colleges Cycle Route and, if the council had an overall cycling strategy this would by now have been strengthened and extended out to Great Western Road and up to Kelvindale. Oh, sorry, did we forget the City Council's love of cars! And the e-mail address for your response is safeparking@glasgow.gov.uk An oxymoron?

1.10 Byres Road, Glasgow, closes 27 June



Yes, folks, still time to get your views in and all the details are here:

<https://www.glasgowconsult.co.uk/KMS/dmart.aspx?strTab=PublicDMartCurrent&NoIP=1>

The GoBike response is here: [GoBike Byres Road 0618](#) and do please use any of this in your response.

1.11 ****NEW**** - Greendyke Street, traffic calming, closes 29 June



Yes, as in 1.7 above, we had just sent in our views, repeated here: [GoBike Calton Barras 20mph Letter 080618](#) generally welcoming the 20mph speed limit proposed for this area near the Barras and Glasgow Green, when this message arrived from the City Council:

"MESSAGE SENT ON BEHALF OF ANDY WADDELL, HEAD OF INFRASTRUCTURE AND ENVIRONMENT, LAND AND ENVIRONMENTAL SERVICES

Dear Sir / Madam

THE GLASGOW CITY COUNCIL, (GREENDYKE STREET), TRAFFIC CALMING SCHEME 201_

The Council propose to consider the introduction of the above named Traffic Calming Scheme and I wish to establish the views of your organisation.

Background to the proposed Scheme

Glasgow City Council are currently in the process of implementing Mandatory 20mph Speed Limit Zones throughout the City.

The purpose of the Mandatory 20mph Speed Limit Zone is to ensure that vehicle users reduce their speeds to 20mph or less, and therefore improve road safety for pedestrians, cyclists and all other vehicle users. By turn, it is anticipated that this will encourage more people to walk and cycle, which would have associated health benefits.

Furthermore, a report by Department for Transport (DfT), titled, 'Relationship between Speed and Risk of Fatal Injury: Pedestrians and Car Occupants', notes the following benefits:

- If someone is hit by a car at 40 mph they are 30% likely to be killed.
- If someone is hit by a car at 30 mph they are 7% likely to be killed.
- If someone is hit by a car at 20 mph they are 1% likely to be killed.

In order to encourage low vehicle speeds, the council propose to install five sets of Buildouts and speed cushions between No.33 Greendyke Street to 10m South of the Glasgow Green council depot access.

Roads affected by the proposed Scheme

The list of roads affected by these proposals are:-

- GREENDYKE STREET

Details of the proposed Scheme

The proposed Scheme (as depicted on the attached plans) will comprise of:-

1. The installation of 2 Buildouts (Approx. 7.4m long 2.5m wide) and 2 speed cushions (Approx. 3m long 2m wide and 75mm high) at a point approximately 54 metres east of the extended east kerbline of Turnbull Street.
2. The installation of 2 Buildouts (Approx. 7.4m long 2.5m wide) and 2 speed cushions (Approx. 3m long 2m wide and 75mm high) at a point approximately 55 metres West of the extended West kerbline of Lanark Street.
3. The installation of 2 Buildouts (Approx. 7.4m long 2.5m wide) and 2 speed cushions (Approx. 3m long 2m wide and 75mm high) at a point approximately 12 metres east of the extended east kerbline of Lanark Street.
4. The installation of 2 Buildouts (Approx. 7.4m long 2.5m wide) and 2 speed cushions (Approx. 3m long 2m wide and 75mm high) at a point approximately 12 metres east of the extended east kerbline of Charlotte Street.
5. The installation of 2 Buildouts (Approx. 7.4m long 2.5m wide) and 2 speed cushions (Approx. 3m long 2m wide and 75mm high) at a point approximately 10 metres south of the extended south kerbline of Glasgow Green council depot access..

Please provide any comments you wish to make on these proposals within **21 days** (reply by 29 June 2018).

In the meantime, should you require any further information or clarification on any points arising from the proposals, do not hesitate to contact my officer Martin Sherriff on 0141 287 9579.

Should the Council proceed with these proposals; I will write to you again and confirm this.

Yours faithfully

Andy Waddell, Head of Infrastructure and Environment, Land and Environmental Services"

So, while I think most of us will agree that the 20mph speed limit will "improve road safety for pedestrians, cyclists and all other vehicle users", would any of us think that buildouts and speed cushions are the way to achieve that? You can also see from the photo/map we have added that good cycle facilities along Greendyke Street would form a useful link from London Road and the Gallowgate towards the South City Way. We'll be drawing our response up soon.

1.12 **NEW - Glasgow Woodside Parking Controls, closes 13 July**

Parking restrictions are proposed for Woodside, including a welcome "prohibition of driving (except Pedal Cycles) at North Woodside Road". Here's the e-mail we got on 31 May:

"MESSAGE SENT ON BEHALF OF ANDY WADDELL, HEAD OF INFRASTRUCTURE AND ENVIRONMENT, LAND AND ENVIRONMENTAL SERVICES

Dear Sir / Madam

The Glasgow City Council (Woodside) (Traffic Regulation and Parking Controls) Order 201_

The Council propose to consider the introduction of the above named Traffic Regulation Order.

Please find enclosed a copy of the press notice of the proposed Order, relevant map, statement of reasons and detailed report.

Details of the proposals will also be available on the Glasgow City Council website at www.glasgow.gov.uk/proposedtro.

As stated in the attached documentation, any person wishing to object to the proposed Order should send details of the ground for their objection in writing to Andy Waddell, Head of Infrastructure and Environment, Land and Environmental Services, Exchange House, 231 George Street, Glasgow, G1 1RX or by email to land@glasgow.gov.uk by Friday 13 July 2018.

Yours faithfully

Andy Waddell, Head of Infrastructure and Environment, Land and Environmental Services"

The documents referred to are here: [Advert Woodside parking and cycle access Draft Report Plan 1-1 Statement of Reasons](#)

We are minded to support this. The area is changing, with the North Woodside Health Centre soon to be replaced, the large car showroom on Maryhill Road about to close and people now parking in the area because of parking restrictions elsewhere.

2. Forthcoming Consultations and Policy Documents

2.1 Glasgow City Council Strategic Plan 2017 - 2022

We were told about this document, see: <https://www.glasgow.gov.uk/index.aspx?articleid=17528> through our membership of the City Council's Active Travel Forum. and one of its priorities, at the top of page 19, is to "Prioritise sustainable transport across the city". Aye right, so not just on the South City Way, then?

2.2 Scottish Government's Active Travel Task Force findings

It's good to see that these findings are out. You can see them at: <https://www.transport.gov.scot/media/42284/active-travel-task-force-june-2018.pdf>

3. Consultation Feedback

3.1 Dangerous junctions in East Renfrewshire

We have had a note to say "*Thanks, response duly noted and considered during review.*" We hope, of course that this means our proposals for Dutch-style roundabouts for Spiersbridge and Eastwood Toll will be considered during the review that started last week.

3.2 Glasgow Woodside proposal for 20mph

We have had an "interesting" reply from Glasgow City Council to our response, [GoBike Woodside 20mph response 290518](#) to this Traffic Regulation Order; this is the e-mail we got on 05 June:

"The Glasgow City Council (Woodside) (20mph Speed Limit Zone) Order 201_

Thank you for your correspondence regarding the above named Traffic Regulation Order.

In response to your point raised with enforcement of the 20mph zones, I can confirm the Police are included in the consultation process when a 20mph zone is being introduced. Indeed, during discussions with Police Scotland Officers, they have indicated that they support the Council's traffic calming policy. The Council has no input into where and when the Police carry out enforcement.

Your support will be considered and included within the final report which will inform the decision. Once a decision has been taken in regards to these proposals I shall write to you again and advise of the outcome.

Yours sincerely

Andy Waddell, Head of Infrastructure and Environment, Land and Environmental Services"

So there we appear to have it - the police are consulted on 20mph limits, but the council have no say in any enforcement.

3.3 Scotstoun/Jordanhill parking restrictions

Back in early April we submitted this letter: [GoBike Scotstoun Jordanhill Parking letter 030418](#) about proposed parking restrictions in Scotstoun and Jordanhill, primarily at junctions where, according to the Highway Code, no-one should park anyway. We got this response from Glasgow City Council on 01 June:

"THE GLASGOW CITY COUNCIL, SCOTSTOUN/JORDANHILL, TRAFFIC REGULATION ORDER 201_

Thank you for your correspondence regarding the above named Traffic Regulation Order.

The dimensions on the majority of the roads are mostly 5metres, round the corners, this will allow better visibility when entering and exiting the junctions.

Just like any other new parking scheme the restrictions will be added to the Parking Enforcement schedule and patrolled accordingly.

Your support will be considered and included within the final report which inform the decision. Once a decision has been taken in regards to these proposals I shall write to you again and advise of the outcome.

Yours sincerely

Andy Waddell, Head of Infrastructure & Environment, Land and Environmental Services"

The 5m dimension might be the distance back from the corner where the proposed double yellow lines will extend and the City Council's Parking Enforcement Officers have a growing list of sites to check; let's hope the frequency doesn't suffer.

3.4 YOKER TO KNIGHTSWOOD CYCLE ROUTE

You might remember that at the end of 2017 GoBike objected to the shared footway section of this route, currently being constructed to ease access to the new BMX circuit in Knightswood Park, which all has to be ready for the European Championships to be held in Glasgow from 01 - 12 August? We then came under some pressure to remove our objection and on 10 January we went in to meet City Council staff, following it up with this letter: [GoBike Yoker to Knightwood Redetermination Withdraw objection 110118](#)

On Sunday 03 June the GoBike monthly ride included a visit to see all the works that are being constructed and here's the resulting e-mail we have now sent in to GCC:

"To: land@glasgow.gov.uk, Brown, Andrew (LES) <Andrew.Brown@glasgow.gov.uk>

Andrew, hello,

You will remember that at the end of last year GoBike was under some pressure to remove our objection to the proposals for the Yoker to Knightswood cycle route? Further to our meeting with you on 10 January this year, we withdrew that objection, with some reservations outlined in the letter we submitted, copy attached for reference.

Last Sunday, 03 June, the monthly GoBike ride included a view of the works to date, cycling up Dyke Road, along Alderman Road, Lincoln Avenue and finally Archerhill Road before continuing on our route north.

It was clear that there is a lot of work to be done before August when the Games take place, but we note 2 points of concern, both on Archerhill Road:

- 1. Access from the segregated cycle lanes to the footway at the bus stop where the route becomes a shared footway: the "dropped" kerb is of uneven height and needs to be flush with the road surface; one of our group came off their bike here - fortunately with only minor injuries, but we do not wish this to happen again.*
- 2. Footway parking on the shared footway section; this was a concern when we met you and, unfortunately our fears were well-founded. From the bus stop going west there was continuous parking part on the footway, with drivers apparently assuming that the white line denoting the 0.5m buffer strip was the edge of the parking area! 0.5m, the Absolute Minimum according to Cycling by Design, has never been a realistic dimension and it is only those of us who are aware of your Design Guide who would recognise it as such. Could you now arrange for planters, or some other suitable barrier, to be placed in this buffer zone, to ensure that no-one cycling along this shared footway is hit by a car door being opened in their path?*

With best wishes,

Tricia Fort for Consultations, GoBike, Strathclyde Cycle Campaign, www.gobike.org "

So, lots for you to ponder over and get those fingers typing and yes, if you are wondering, we are getting, and responding to, far more consultations than previously. We are including the initial consultations rather than just the Traffic Regulation Orders and also extending out of Glasgow a little and this means that now, in June, we have responded to as many in 2018 as we did in all of 2017.

[Tricia Fort](#) | June 12, 2018 at 6:00 pm | Tags: [20mph](#), [byres](#), [car parking](#), [consultation](#), [East Dunbartonshire](#), [East Renfrewshire](#), [infrastructure](#), [Scottish Government](#), [Sustrans](#), [UK government](#) | Categories: [Consultation](#) | URL: <https://wp.me/p4y2kb-1nK>