



Project Management and Design
Land and Environmental Services
Glasgow City Council
Exchange House
231 George Street
Glasgow
G1 1RX

PO Box 15175, Glasgow, G4 9LP

e-mail: campaigning@gobike.org
web: www.gobike.org

Ref: GCC/BDPH

30 June 2015

E-mail to: les@glasgow.gov.uk

Dear Sir/Madam,

THE GLASGOW CITY COUNCIL (SHIELDHALL ROAD – 30mph SPEED LIMIT) ORDER 201_

Thank you for the opportunity to comment on this proposed TRO concerning the removal of the 40mph speed limit on Shieldhall Road (northwest of Fulbar Road to the roundabout at Shieldhall Road, Renfrew Road and Kings Inch Drive) and its replacement by a 30mph limit.

GoBike does not object to the lowering of the speed limits from 40mph to 30mph. However, the **Statement of Reasons** attached to this TRO explicitly states the proposed modification is to avoid *danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising*. We wholeheartedly agree with the Statement of Reasons but would like to point out that based on Stats 19 data, the section of road covered by the proposed TRO has historically had very few accidents, particularly with respect to cyclists and pedestrians.

Conversely, the roundabout immediately to the SE of the proposed TRO at the intersection of Shieldhall Road and Langlands Road and Meiklewood Road has been the site of numerous cycle and pedestrian accidents and yet the proposed TRO does nothing to remedy this. High accident rates are also associated with the roundabout at the NW end of the proposed TRO (Renfrew Road Junction).

GoBike therefore asks that the TRO be modified in a manner that addresses the high accident rates at these roundabouts. This is particularly urgent in the case of the roundabout at the intersection of Shieldhall Road and Langlands Road and Meiklewood Road as this must be crossed by cyclists intending to access the Southern General University Hospital from the south. Only by improving safety on the roundabout(s) will the Statement of Reasons achieve its desired goal.

We attach diagrams showing the accident high spots in this area to support the use of an evidence based approach to speed limits and traffic management.

To summarise, GoBike does not object to the TRO but asks that it be modified to reduce dangers to cyclists and pedestrians at the roundabouts immediately SE and NW of the proposed area.

Yours sincerely

Tricia Fort
Convenor, GoBike!