



Andy Waddell, Head of Infrastructure Services  
Glasgow City Council  
Land and Environmental Services  
231 George Street  
Glasgow  
G1 1RX

PO Box 15175, Glasgow, G4 9LP

e-mail: [campaigning@gobike.org](mailto:campaigning@gobike.org)  
web: [www.gobike.org](http://www.gobike.org)

Ref: GCC/BD/TF

By e-mail to: [LandServices.Mailroom@glasgow.gov.uk](mailto:LandServices.Mailroom@glasgow.gov.uk)

31 October 2017

Dear Sir/Madam,

**THE GLASGOW CITY COUNCIL (CITYWIDE 6A) TRAFFIC CALMING SCHEME 201\_ Objection**

Thank you for your e-mail of 13 October and the opportunity to comment on this proposal.

GoBike is delighted that you are now considering a much larger area for the introduction of a 20mph mandatory speed limit. However, while we are fully supportive of 20mph speed limits in residential, shopping and education areas, we cannot support the current approach. Given that this is the third scheme on which we are responding this week, we would be very pleased to have the opportunity to discuss with you your policy of installing speed cushions/humps rather than considering other methods of improving the environment.

We object to this order on the following grounds:

1. GoBike notes that the proposed Traffic Calming scheme is deficient as there is no discussion as to the reason for placing 237 speed cushions at 68 individual locations on 14 streets in this area of Ward 5, Govan. While we applaud the move to a larger implementation area than previously considered we take the view that the budget to be spent on installing speed cushions over this 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.
2. As far as can be determined from the very limited data in the proposed Traffic Calming scheme, no allowance has been made within it for cycle traffic. We have already commented on the current work to redetermine some footways in this area thus attempting to move cyclists from the roadway to a shared footway, see our letter to George Gillespie dated 25 October headed "Fastlink Core Routes – Cycle Upgrades". The positioning of all these speed cushions across the carriageway suggests that cyclists will therefore be forced to cycle in the gutter, or into the centre of the roadway, if they are to avoid cycling over a speed cushion. Feedback from our members and supporters is that speed cushions are uncomfortable and hazardous when on a bike. 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. If motor

vehicles are the concern then your action should be to prevent them exceeding the speed limit rather than punitive measures against those people who are supporting Council policy by engaging in active travel.

3. As a constructive alternative proposal, GoBike consider a far better way to reduce vehicle speeds, over these longer sections of road, would be to narrow the road by installing a cycle lane on each side using one of the methods, such as armadillos, as installed in the City Council's trial area on Aikenhead Road. Armadillos, and similar, are cheaper and less invasive to install and far cheaper to maintain than speed bumps or cushions. Reducing the width available to motor vehicles would naturally reduce their speed and such a scheme would have the added benefit of encouraging active travel.

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, while we acknowledge this proposal is an improvement on previous, is expensive and very confusing for the road user. The national climate, and indeed the Glasgow climate as we heard today at the Cycling Scotland conference, 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!