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Ref: GCC/BD/TF

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31 October 2017

Dear Sir/Madam,

**THE GLASGOW CITY COUNCIL (KINGSLAND DRIVE AND THURSTON ROAD) TRAFFIC CALMING SCHEME 2017 Objection**

Thank you for your e-mail of 09 October and the opportunity to comment on this proposal.

GoBike! objects to this proposed Traffic Calming scheme on Kingsland Drive and Thurston Road. 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 similar proposals for traffic, ie motor traffic, calming without, apparently, consideration of other means of improving the environment, we would be pleased to meet with 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 cushions will likely achieve the desired reduction in traffic speed.
3. We also note that in your e-mail Kingsland Drive is incorrectly referred to as Kingston Drive.
4. GoBike also notes that the proposed Traffic Calming scheme is deficient as there is no discussion as to the reason for placing 7 sets of speed cushions on a seemingly arbitrary section of residential road. 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 cushions 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.

5. 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. GoBike notes that these roads are in an area where the City Council has brought in “quiet routes” to encourage cycling, and perhaps more should be done to get people on their bikes rather than putting speed cushions in their way. Whilst the unnumbered drawing attached to this proposal is marked as not-to-scale, it looks as if there will be a small gap to either side of each cushion. This suggests that cyclists will therefore be forced to cycle either in the gutter or in the centre of the road if they are to avoid cycling over a speed cushion. Our feedback is that cycling over speed cushions is uncomfortable and potentially hazardous and it must be remembered that cyclists are not at fault here. 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.
6. As a constructive alternative proposal, GoBike consider a far better way to reduce vehicle speeds, over a longer section 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.
7. Alternatively, or in addition, we suggest that analysis be carried out of the vehicles that are exceeding the speed limit. If this is through traffic using this route as a rat run then it should be blocked to through motor traffic. This would enhance the local environment encouraging more people to walk and cycle, particularly to the local school.

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!