

Andy Waddell
Head of Infrastructure and Environment Services
Land and Environmental Services
Glasgow City Council

PO Box 15175, Glasgow, G4 9LP

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

By e-mail to: LandServices.Mailroom@glasgow.gov.uk

Ref: TF/SI

Cc by e-mail to: Councillors Ballantyne, Charles and
Coleman for Ward 20, Baillieston

13 December 2017

Dear Sir/Madam,

**THE GLASGOW CITY COUNCIL (SWINTON AVENUE) TRAFFIC CALMING SCHEME 2017,
GoBike Objection**

Thank you for your e-mail of 23 November and the opportunity to comment on your proposal to install speed cushions to reduce motor traffic speeds and rat-running.

While we are very clear that the speed of motor traffic generally needs to be reduced, to reduce pollution and to reduce road traffic accidents, we object to this proposal on the following grounds:

1. We are in full support of Mark Ruskell, MSP's proposal to introduce a default urban speed limit of 20mph. Swinton Avenue will be one of the many residential roads in Glasgow to be covered by this bill. The widespread introduction of 20mph will make traffic speeds much easier to enforce, both by driver self-regulation (as is currently favoured) and by the authorities.
2. Speed cushions of the type you propose lead to degradation of the surrounding road surface. While this will further encourage vehicle drivers to slow down, it will have a damaging effect for other road users, such as people on bicycles or in mobility scooters.
3. No consideration has been given in these proposals for active travel. Glasgow City Council aims to get 10% of all journeys in the city to be by bike by 2020, ie in 2 years' time. In other parts of the city cycle-friendly measures are being introduced. Why aren't they here? While the houses on Swinton Avenue have driveways this is not a particularly affluent area of the city and measures should be taken here to encourage walking, cycling and bus travel.
4. The arrangement of the speed cushions acts against the interests of people cycling. Elsewhere in the city a minimum distance of 1.2m between the kerb and cushion, a dimension recommended by Sustrans, is being used. This means that bikes are not pushed right into the gutter, as they will be in this case, or into the centre of the road, to avoid the cushion.
5. There is room in the overall width of Swinton Avenue, 5.5m according to your drawing, to introduce horizontal chicanes of, say, 3.5m with a 1.5m bypass for cycles and a 0.5m barrier, with, of course, motor traffic passing one way at a time, which will reduce speed and encourage people to cycle.
6. Alternatively, the road could be stopped up in the middle, forming 2 cul-de-sacs for motor vehicles, while allowing cycles through the barrier.

We hope that you will reconsider your proposal and work towards making Swinton Road a more people-friendly area.

Yours sincerely



Tricia Fort for Consultations, GoBike!