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Dear Sir/Madam,

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

Thank you for your e-mail of 08 June and the opportunity to comment on the proposals for traffic calming and car parking on Greendyke Street, as part of the proposals for Greendyke Street to be part of the Calton 20mph zone.

We fully support the implementation of a 20mph speed limit in Greendyke Street and the surrounding area and we fully recognise that reducing the speed of motor vehicles reduces the extent of injury to vulnerable road users in the case of any collision.

However, we cannot agree with the mode of traffic calming that you propose as we are of the view that the measures involved will increase the potential for injury to people walking or cycling on Greendyke Street.

For people walking, for children, for disabled people, we recognise that the buildouts will reduce the width of road to be crossed, but the speed cushions at the same location, with the changing surface level, will cause difficulty for people in wheelchairs, for people pushing buggies, for children or for people with walking difficulties or poor eyesight.

For people cycling, the buildouts themselves pose a major hazard. People tend to cycle towards the edge of the road, but at each buildout will have to move out into the centre of the road, ie into the path of motor vehicles. Your drawing shows a width of apparently no more than 3m between the buildout and the centre line of Greendyke Street, of which 2m is the speed cushion. This 3m width is not sufficient to allow a motor vehicle to pass a cycle, particularly when the attention of both the motorist and cyclist will be distracted by the speed cushion. There appears to be only about 0.5m between the buildout and the speed cushion effectively forcing someone cycling to go onto the speed cushion. Normally, however, someone cycling would try to avoid going over the speed cushion; other Glasgow City Council schemes leave a distance of 1.2m from the kerb to the cushion, allowing bikes a level surface. It is unlikely that cycles will be exceeding 20mph on this street, so there is no reason for traffic calming along their path.

While parking is currently permitted on both sides of the street, and you apparently plan no change in this, with more and more people cycling in the city, it looks as if, particularly when there is no parking charge, bikes will be squashed between stationary and moving vehicles. Should any vehicle doors be opened as people are cycling past, there is little room for the cyclist to take evasive action and an accident could occur.

This scheme appears to have been planned with no recognition of the City Council's policies to:

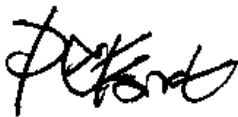
- encourage people to walk in the city,
- encourage people to cycle in the city,
- reduce the number of motor vehicles entering the city,
- reduce pollution in the city,
- provide an active travel link from the Cathedral area at the top of the High Street to the river,
- provide a network of cycling routes in the city.

We thus object to these proposals and propose the following to reduce traffic speeds on Greendyke Street and to encourage people to walk and cycle to Glasgow Green:

- the provision of zebra crossings where Turnbull Street, Lanark Street and Charlotte Street each meet Greendyke Street; zebra crossings provide a very visible sign to people walking that there is a relatively safe place to cross and to people driving to expect people to be walking across the road. The proposed buildouts will not be visible to people wanting to cross the street and thus some will risk trying to cross between parked vehicles. A zebra crossing will also provide a level path for people with walking difficulties.
- one bi-directional or two single direction kerb-segregated cycle lanes along Greendyke Street to connect with any future cycle route from the Cathedral area, to the cycle route currently on London Road at the north end of Greendyke Street, and then south to connect across the river to the northern section of the South City Way.
- reduced parking provision from the current situation with clear separation from the locations of the zebra crossings and to be located on the outside of the cycle lane/s with a 1m door opening buffer zone.

We wish to see Glasgow become a healthy and active city. Your current proposals do nothing to realise the stated aims of the City Council; our proposals will take the city forward in accordance with the Council's policies.

Yours sincerely



Tricia Fort
for Consultations, GoBike