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Dear Sir/Madam,

THE GLASGOW CITY COUNCIL, (STATION ROAD)
(TRAFFIC REGULATION) ORDER 201_

Thank you for your e-mail of 10 October and the opportunity to comment on the proposals to prohibit parking on the west side and part of the east side of Station Road plus adjacent streets in Millerston.

We are delighted to see the plans for Robroyston Station and the moves to encourage sustainable and active travel to the station and we support the City Council's proposals to prohibit parking and loading on and around Station Road.

However, Station Road is a wide, 4-lane road and it is our view that, unless additional measures are taken, it will become hazardous for local residents as drivers rush to catch their trains.

It is clear, from the current signage, that the intention is for motor vehicles to be driven at no more than 20mph on Station Road, yet the wide road will encourage drivers to exceed this limit. We are also concerned that usage of the station will, as has happened at other new railway stations, exceed expectations and the proposed car parks will be deemed inadequate for the number of motor vehicles being driven there.

It is thus critical that active travel is encouraged and the width of Station Road available to motor vehicles is reduced.

We propose that this is effected by the provision of a unidirectional minimum 2.5m wide cycle lane on each side of the road, separated from the main carriageway by a mix of orca-type separators and bollards, as in the trials on Aikenhead Road. This width, taken from table 5.1.3 in Cycling by Design, will allow the more athletic commuter to overtake slower cyclists and will encourage more motorists to change their travel mode from car to bike.

There is currently some residential parking on Station Road and, if this is to continue, by putting parking spaces outside the cycle lane, the width available to motor vehicles will be further reduced.

As we know, the narrower the road, the lower the speed. There is also evidence to suggest that speed is further reduced if there is no marked centre line and, since the main flow of traffic will be towards the railway station in the morning and towards Cumbernauld Road in the evening, you may wish to consider this.

In addition to the publicity surrounding the new station highlighting the active travel element, we are pleased to see the publicity around the Seven Lochs Wetland Park, which starts at Hogganfield Park, just across Cumbernauld Road from Station Road. Currently the active travel guidance gives walking and cycling times from Stepps Railway Station. Unfortunately, cycling along Cumbernauld Road is not for the faint-hearted; the cycle lanes are advisory, with no

segregation and are frequently used for parking. A good quality link to the Park and the Trail is feasible from the new Robroyston Station, as we outline above, and adjustments to the crossroads where Station Road and Cumbernauld meet will facilitate active travel access to Hogganfield Park and onwards to the Seven Lochs.
We will fully support such moves to reinforce the current proposals for Station Road.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Tricia Fort', written in a cursive style.

Tricia Fort
for Consultations, GoBike