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Dear Sir/Madam,

**THE GLASGOW CITY COUNCIL, (MAXWELL DRIVE AND BRUCE ROAD)
TRAFFIC CALMING SCHEME 2018**

Thank you for your e-mail of 14 December and the opportunity to comment on the proposals for reducing the speed of motor vehicles on Maxwell Drive and Bruce Road by the use of speed tables.

GoBike is very keen to see traffic speeds in residential areas reduced and we are aware that speeds in this area are particularly high.

In addition to the speed tables GoBike would be keen to use this opportunity to also improve the cycling experience of the road, which is currently dangerously designed into the door zone by the existing painted lanes, and will be made more dangerous if the proposed drainage gaps are introduced with the speed tables. We have a simple suggestion for improvements on both these roads, which would make both more people-friendly and encourage active travel.

Currently on Maxwell Drive there is a cycle lane on each side of the road, but it is on the outside of the parked cars with no buffer zone and suffers from frequent encroachment by parked cars. We would like to see the cycle lanes a minimum of 2.0m wide, adjacent to the footway, with some form of segregation from both parked and moving cars, such as orcas. This provides a cycle lane of 1.5m (the absolute minimum as per Cycling by Design, clause 5.1.3 and a buffer zone of 0.5m plus the width of the orca or similar. Such an arrangement will improve both the walking and cycling environment.

The parked cars, on the outside rather than the inside of the cycle lanes, will thus be closer to the moving traffic and will give passing drivers the illusion of a narrower roadway, thus encouraging them to reduce their speed.

The paved channel on Bruce Road, which is demarcated for cycling on your drawing is inadequate as regards both width and surface treatment and we wish to see improvements to encourage active travel. We suggest that the road width is reduced to the minimum of 5.5m thus allowing each cycle lane to be increased to 1.75m, from the current paved channel width of 0.75m, which is unsuitable, particularly for a non-standard bike. With orca type separation encroaching into this there would generally be 1.5m available for cycling, which should all be coated rather than the current setts. Moving any parking off this paved channel and into the main carriageway will reduce the width available for motor traffic and encourage drivers to reduce their speed.

We trust that you will consider these amendments to your proposals, which will enhance the local environment and GoBike will be pleased to discuss them with you further.

Yours sincerely



Tricia Fort, for Consultations, GoBike