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Dear Sir/Madam,

**THE GLASGOW CITY COUNCIL, (Sunnybank Street)
Traffic Calming Scheme 20__**

Thank you for your email of 31 May and the opportunity to comment on the proposals for the installation of speed cushions on Sunnybank Street.

GoBike has some concerns about the proposals, as follows:

We question the way in which you are addressing previous omissions. The Athletes Village, as per its name, is one part of the city that should have been built with athletes in mind, ie for people who might readily take to active travel and enjoy walking and cycling around their accommodation. Why are there no cycle lanes within the village? Why has so much public space been allocated to the motor vehicle?

GoBike has recently responded to support the proposal to exclude motor traffic from the environs of 6 primary schools elsewhere in the city, albeit only at the start and end of the school day. Why isn't this being done from the outset for this brand new school?

Glasgow City Council has taken pride in the number of school children who have learnt to cycle through City Council initiatives and yet there is an ongoing failure to provide safe routes for children to cycle to their schools. Why is there no proposal to construct cycle lanes on the approaches to this new school so that children may cycle, or scoot, to it from Day One?

GoBike has noted many of the City Council statements in public documents that exhort us all to be more active, to walk and cycle more and to leave the car at home. One document that sets this out is the Supplementary Guidance to section SG11: Sustainable Transport of the City Development Plan dated March 2017, which, in Section 2, Location of New Development on page 7, clause 2.3 f) states:

"pre-12 school proposals are sited so as to maximise accessibility by cycling and walking from their catchments and provide for safe routes to school by foot and bicycle (including by scooter).
Is there any reason why this hasn't been done in this case?

GoBike has previously stated its concern about the expense, the durability and the maintenance of speed cushions. We have been given no evidence to change that view. They encourage people who are cycling to deviate from their position on the road towards either the gutter or the centre to avoid them and this puts people in danger from motor vehicles. They certainly don't make Sunnybank Street a location where primary age children could be encouraged to cycle.

The only point in favour of speed cushions is that, unlike a bus/taxi/cycle gate or signs pointing to a speed restriction they are very difficult, if not impossible, for motor vehicles to avoid.

GoBike's view is that cycle lanes should be constructed to separate children and their carers who are cycling or scooting to the school from people who are in motor vehicles and from people who are walking.

We also suggest that the bus/taxi/cycle gate be enacted and enforced to protect the school, its staff, its pupils and its visitors.

Once these steps have been taken and should it prove necessary then the installation of speed cushions could be considered.

GoBike is also concerned about this proposal on several, more procedural, grounds:

- The indistinct timescale for responses. Is the 21 days to be taken as calendar days, traditional Monday to Friday working days or one of these with or without public holidays?
- The omission of an email address for responses.
- The failure to respond to our email of 13 June requesting clarification of the status of the bus/taxi/cycle section of Sunnybank Street directly outside the new school.

As things currently stand and for the reasons stated above, GoBike objects to the installation of these speed cushions.

Yours sincerely

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

Tricia Fort
for Consultations, GoBike