



Andy Waddell
Head of Infrastructure and Environment
Neighbourhoods and Sustainability
Glasgow City Council.

PO Box 15175, Glasgow, G4 9LP

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

By e-mail to: land@glasgow.gov.uk

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Dear Sir/Madam,

**THE GLASGOW CITY COUNCIL,
MOUNT FLORIDA) (TRAFFIC REGULATION) ORDER 201_**

Thank you for your email of 12 July and the opportunity to comment on the proposals for changes in the waiting and loading regime in Mount Florida.

GoBike objects to the general principle underlying these proposals, that is the assumption that motor traffic has priority over all other traffic. In doing so the City Council is severely disadvantaging cycle and, to a lesser extent, pedestrian traffic.

It is proposed that Florida Street, Bolton Drive (part) and Clincart Road will become one-way. As you will, no doubt, be aware, by allowing motor traffic to have no opposing traffic, speeds will increase and this will impact on people cycling and walking in the area.

We trust that you are also aware that your default policy, as per Section 5.1.5 of Cycling by Design, is that one-way streets for motor traffic should permit two-way cycle traffic. Will that be the case in Mount Florida?

We are aware that Glasgow has some cycle contraflows, that cycle contraflows work well in many British towns and cities and we reference [here](#), the experience of a local authority in London, Kensington and Chelsea, that has introduced contraflow very successfully. We suggest that Glasgow extends its cycle contraflows to improve the travel experience for people who wish to cycle.

We understand that the local Community Council has concerns for car-owning residents who are unable to park outside their tenement building and, while we have sympathy for this position, the payment of Vehicle Excise Duty or Council Tax does not entitle residents to park on the public street.

We are also concerned that you are "Proposing to extend buildouts which will increase parking capacity."

Buildouts are a hazard for people cycling; when cycling people will normally cycle about 1m from the kerb and will generally do this if there is no parking. When approaching a buildout people must manoeuvre towards the centre of the road, ie into the main traffic stream.

Parked cars also present a hazard for people cycling; many of us have been endangered, some of us injured, by drivers, or their passengers, opening a door into the path of a bike. There is rarely room in residential streets for people to cycle at the 1m clearance required from a motor vehicle.

The buildout at Bolton Drive, however, appears to be a sensible move, should not affect cycling and will assist pedestrians to cross the road.

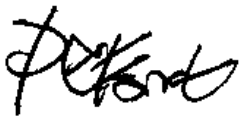
We are concerned that parking and parking/loading restrictions are proposed, particularly at junctions and this is despite Rule 243 of the Highway Code stating as one of its bullet points: "**DO NOT** stop or park opposite or within 10 metres (32 feet) of a junction, except in an

authorised parking space" See: <https://www.gov.uk/guidance/the-highway-code/waiting-and-parking-238-to-252>. Surely this rule could be used by parking wardens and it would remove the requirement for signage and road markings?

Glasgow City Council's website informs visitors that there are, with respect to Hampden, event day parking restrictions in Mount Florida. GoBike suggests that the area should also be made a Residents' Parking Zone, as is happening in many other parts of the city. This would bring the area into line with other residential areas and ensure that visitors were not disadvantaging residents.

Overall, by encouraging motor traffic to move at higher speeds, by facilitating parking and reducing permeability for cycling you are setting back active travel in Mount Florida. The City Council's policies revolve around encouraging active travel, yet its actions, as in this case, encourage motor travel at the expense of cycling and walking

Yours sincerely

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

Tricia Fort
for Consultations, GoBike