



Kevin Hamilton

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Ref: TF/RM/D43

17 September 2019

Dear Sir/Madam,

**The Glasgow City Council  
(Glencairn Drive) Traffic Calming Scheme 20\_\_**

Thank you for your email of 03 September and the opportunity to comment on the proposals for traffic calming on Glencairn Avenue.

GoBike fully supports your wish to ensure that motor vehicles travel within the speed limit and we are appalled at the number of incidents caused by people driving at high speed. However, while we acknowledge that speed cushions generally reduce vehicle speeds we object to your suggestion that be used at this location and our objection is for the following reasons.

- Speed cushions are not conducive to encouraging cycling, since they encourage people to deviate from a straight route either into the gutter or towards the centre of the road, ie towards motor traffic. The City Council states that it is keen to reduce car use and increase cycling (and walking).
- Glencairn Drive is in a residential area and all modes of transport should be catered for.
- The minimum gap proposed to be left between the kerb and the adjacent speed cushion is 0.55m. This is lower than the minimum recommended and certainly would not allow a large cycle, say an adult tricycle, to pass safely.
- The gutter on Glencairn Drive is surfaced with old, uneven setts and anyone trying to cycle and avoid both the centre of the road and the speed cushion, only 0.55m from the kerb, would be cycling in this rough gutter.

We suggest that a solution more in line with the City Council's active travel plans be used, perhaps incorporating one or more of the following:

- The installation of speed cameras. These would target the people who are exceeding the speed limit rather than acting to the detriment of all road users. Current technology allows for vehicles to be identified and thus the owner may be fined for the infringement. This would allow the City Council to recoup the cost of their installation and possibly support road improvements; it would certainly act as a deterrent to motorists who selfishly choose to speed.
- Glencairn Drive is a long, straight road and the sighting distances available to drivers encourage them to use the accelerator and increase their speed. Thus the sighting distances should be reduced and the installation of chicanes, on alternate sides of the road, incorporating planters and also cycle bypasses is a way of effecting this.

- Is it necessary to maintain Glencairn Drive as a through road? Could it be stopped off at some point along its length, denying through access to all vehicles except cycles and emergency vehicles?
- Glencairn Drive provides a link between Shields Road and Maxwell Park. Shields Road links in to the South West City Way and installing a cycle lane either side of Glencairn Drive would allow people to cycle between the park and the city centre in relative safety. The added benefit of reducing the width of the road from approximately 12m to around 8m would be psychological; the driver would tend to drive slower given the narrower carriageway. Pedestrians would be further from the moving vehicles with no concern about vehicles mounting the footway and cycling would be encouraged.

We hope that you will be able to consider one or more of these options, rather than continuing the indiscriminate use of speed cushions. We wish to see a holistic solution that does not act against the interests of active travel and we confirm our objection to your current proposal.

Yours sincerely



Tricia Fort  
for Consultations, GoBike