



Kevin Hamilton
Head of Roads
Neighbourhoods and Sustainability
Glasgow City Council

PO Box 15175, Glasgow, G4 9LP

e-mail: consultations@gobike.org

web: www.gobike.org

Ref: TF/D52

By e-mail to: LandServices.Mailroom@glasgow.gov.uk

10 February 2020

Dear Sir/Madam,

**THE GLASGOW CITY COUNCIL,
Castlemilk Drive, Traffic Calming Scheme**

Thank you for your email of 21 January and the opportunity to comment on the proposals for reducing motor traffic speeds on Castlemilk Drive.

Glasgow City Council has a standard response to calls for a reduction in motor traffic speeds and that is to maintain the roadway as a zone for motor vehicles, but with the addition of speed cushions to slow those motor vehicles down.

GoBike, as we have said on multiple occasions, supports lower motor traffic speeds and has consistently campaigned for a 20mph default speed limit in Glasgow. However, we object to the repeated use of speed cushions. It is unfortunate that those responsible for promoting their use do not read the City Council and Scottish Government documentation that promotes active travel, promotes reduced use of motor vehicles and promotes reduced pollution of our environment. We understand that residents in areas affected by high traffic speeds are given no other options than speed cushions and this is very unfortunate. We object to this policy.

Documents, such as the current "Designing Streets" published 10 years ago by the Scottish Government, inform local government, planners and developers on how to make streets for people rather than cars and while transforming our streets might be more expensive in the short term, there will be benefits in the long term.

In the specific case of Castlemilk Drive, there appears to be no recognition that it is a major route running from the country park and area around the Cathkin Braes mountain bike centre in the south, through the residential area of Castlemilk to Croftfoot and King's Park railway stations and access to Aikenhead Road and on into Glasgow city centre in the north. It is a significant commuter and leisure route and should cater for active travel and public transport before considering private motor vehicles, particularly when so many drivers deliberately exceed speed limits. A more ambitious scheme to redevelop the route in line with the low car ownership levels in Castlemilk and current policy should be introduced. The current one size fits all policy is doing nothing to enhance our city or make it one fit to welcome COP26 in November

Yours sincerely

Tricia Fort
for Consultations, GoBike