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Ref: TF/AM

19 November 2019

Dear Sir/Madam,

**THE GLASGOW CITY COUNCIL, (NORTH KELVIN AND NORTH WOODSIDE)
(TRAFFIC MANAGEMENT AND PARKING CONTROLS) ORDER 20__**

Thank you for your email of 01 November and the opportunity to comment on the preliminary proposals for the introduction of the Residents' Parking Zone in this area.

GoBike is delighted that you propose to reduce and control commuter parking and manage indiscriminate and obstructive parking. However, while your proposals should improve the area and the commuters who currently drive into the area may well choose to commute by bike or public transport or even share a car with a colleague or neighbour, it is not clear how the proposals will alter the travel habits of the local residents.

For a very modest amount local residents will be able to park their car very conveniently on the public highway close to their home. Guaranteed a parking place, residents are more likely to use their car for the short journeys easily done by foot or bike. Other residents might even be tempted to buy a car.

We have three specific concerns about the proposals:

1. Contraflow Cycling

We note, with thanks to Gary Thyne for clarifying this, since it is not shown on your drawings, that once you have made more streets in the area one-way you intend to allow contraflow cycling on just one street, Jardine Street. Introducing so many new one-way streets in the area, without contraflow cycling, significantly cuts down access for people on bikes, making their journey just as long, but not as quick, as using a car. This is a residential area, close to bus routes and subway stations and not far from the city centre. The aim of the City Council should be to make cycling attractive, rather than extending people's journeys. One of our members, who lives in this area and cycles the streets here regularly has had no difficulty in negotiating the parked and moving vehicles in the area. It is known that one-way streets encourage motorists to speed. The maintenance of two-way cycling allows parking but does not inconvenience cyclists and has the added advantage of slowing motor traffic down. We suggest that you introduce a 12 month trial with 3-monthly reviews before imposing this restriction on cycling.

2. Cycle parking

There is a lack of cycle parking in this area, both for visitors and residents, and we suggest that residents' bike shelters, of the type recently promoted by the City Council, be erected where

there is evidence of significant parking on railings or in closes. Visitor parking stands should be erected near shops etc and also near residents' bike shelters; if residents cycle then it is quite likely their visitors will also cycle.

3. Parking square on or at an angle to the kerb

It is clear that you have tried to maximise parking for residents, and we are sure that the vociferous car-owning residents have made their views known to you, but we are concerned that not only is there to be parallel parking but also parking at right-angles to the kerb and at an angle to the kerb. It is the latter two arrangements that create a potential hazard for other road users. It appears, contrary to good practice and government guidance documents, that you are not discouraging "nose-in" parking and actively allowing for it. Thus a driver leaving their parking place is reversing into the flow of traffic, with no way of seeing pedestrians, cyclists or other motor vehicles proceeding along (or crossing) that street. This creates a significant hazard for all road users and we suggest that Glasgow City Council now takes moves to stop this dangerous practice across the city.

Yours sincerely

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

Tricia Fort
for Consultations, GoBike