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Dear Sir/Madam,

**THE GLASGOW CITY COUNCIL,
Gartochar Road, Prospecthill Circus, Ladyloan Avenue, Warriston Street and Greenfield
Road Traffic Calming Schemes, Objection**

Thank you for your 4 emails of 29 July and the subsequent email of 30 July and the opportunity to comment on the proposals for traffic calming by the installation of speed cushions at these 5 locations.

You will be aware that GoBike is generally opposed to the use of speed cushions and our view is unchanged. I list below our primary concerns and then some specifics to each of the 5 schemes.

1. The City Council's standard response to speeding motor traffic is to install speed cushions. We understand that residents who are concerned at high motor traffic speeds are offered no solution other than speed cushions to reduce these speeds.
2. Speed cushions were introduced in the UK in the 1990s and the UK Traffic Advisory Leaflet 1/98 published February 1998 and, at that time it was stated that to minimise discomfort to passengers in buses and particularly to people in ambulances, speed cushions should be 1.6-1.7m wide. The speed cushions proposed for installation at these 5 sites vary from 1.8-2.0m wide. While not all these locations are on bus routes, ambulances are likely to travel on them all. Why is such discomfort proposed for ambulance patients and anyone trying to treat them en route to hospital?
3. Over the last 20-25 years vehicles have increased in size with many private motor cars now having a body width (excluding mirrors) of 1.8, 1.9 or even 2.0m plus. It is said that people are buying these large cars to avoid the speed cushions that are already so prevalent on Glasgow's residential streets. As noted above, the choice of speed cushions to deter excessive speeds from private motors will disadvantage buses and ambulances. This suggests that other methods of traffic calming be considered.
4. We note from publicly available guidance that a minimum cushion to kerb dimension of 0.75 be used and we are aware that Glasgow City Council has chosen to use a dimension of 1.2m in the past. This is the part of the roadway where many people will choose to cycle, so we are extremely concerned that many of the cushions in these 5 schemes are to be placed only 0.5m from the kerb. Why are people travelling by bike being disadvantaged in this way? Why is travel being made so difficult for people who choose, or need, to use tricycles or adapted cycles of some sort? Is it not possible, if these schemes do go ahead, to use a half-cushion at each kerb to at least allow someone on a bicycle to keep to a straight trajectory?
5. Liveable Neighbourhoods Strategy; GoBike is pleased to see that on 18 June this year the City Council published a report, "FUNDING FOR GLASGOW'S TRANSPORT STRATEGIES, which at Section 3.8 outlines the forthcoming Liveable Neighbourhoods

Strategy,

<https://www.glasgow.gov.uk/councillorsandcommittees/viewSelectedDocument.asp?c=P62AFQDNDXT1NTDXDX> which will aim to make our streets quieter and safer with

such measures as filtered permeability to reduce through motor traffic.

Gartocher Road

This road is severely narrowed at the railway bridge resulting in one footway being completely removed from the cross-section, but maintains 2 road lanes and there are no cycle lanes. This reflects the very opposite of the transport hierarchy, where pedestrians should be considered first and private motor traffic last. We suggest two alternatives which, in contrast to the current layout, allow for social distancing and give improved active travel conditions:

1. A filter at the railway bridge that prevents through traffic by motor vehicles, but does provide access for cycles and pedestrians.
2. The west traffic lane, through the overall narrowed width to be reallocated for use by people walking or cycling. The remaining traffic lane over this length through the railway bridge to be controlled by traffic lights for alternate one-way working.

Prospecthill Circus

This whole development in Toryglen has only just been completed. Each house has a run-in space for a private motor car and there is no provision for safe cycling. In this day and age it is extremely disappointing that planning is so geared towards the use of the private motor to the exclusion of active travel and only a nod towards public transport. The organisation Urban Roots carried out consultation within the last 2 years in this area and there was a high emphasis on active travel and exploiting the local natural features of water and paths. It was hoped that cycle lanes could be provided right round the Circus. We suggest a mixture of solutions:

1. Segregated cycle lanes around the full circumference of Prospecthill Circus.
2. Rain gardens such as are found on Crossbank Crescent in the same development.
3. Consideration of one-way routing for motor traffic dependent on the use of the above two options.
4. Consideration of a modal filter to motor traffic at the north end of Prospecthill Circus to prevent the Circus being used by some drivers as a racing circuit.
5. Good cycle and pedestrian access to the large supermarket at the junction of Aikenhead Road and Prospecthill Road and also across Prospecthill Road to the schools and other amenities there to reduce the perceived need to use motor cars.

Ladyloan Avenue

We recognise that this is an extension of a scheme from under two years ago when speed cushions were installed at the eastern end of Ladyloan Avenue. It is unfortunate that there is still excessive speed on the road.

We suggest that features from the forthcoming Liveable Neighbourhoods Strategy are used and that planters are placed judiciously to determine whether one or more modal filters or simply narrowing of the roadway are sufficient to reduce motor speeds.

Warriston Street

This is a residential street running parallel to Edinburgh Road, with a regular bus service, which is apparently being used as a rat run. Fast-moving motor traffic should be on Edinburgh Road and not on a residential street. GoBike thus suggests that modal filters be introduced to Warriston Street to remove through traffic other than buses while encouraging cycling and making the street a far pleasanter place to live.

Greenfield Road

This road runs parallel to Springboig Road and the most sensible option in GoBike's view is to prevent through traffic by the use of one or more modal filters.

Overall, GoBike is very disappointed that, after all the success of increased space for cycling on Clyde Street, London Road, Great Western Road etc, the City Council is now reverting to type and making residential streets hostile places for cycling. We hope that these 5 proposals for the

installation of speed cushions will be put on hold pending the publication of the Liveable Neighbourhoods Strategy. In the meantime we suggest the temporary use of bollards and planters to form modal filters to prevent through motor traffic or chicanes and/or cycle lanes to reduce motor traffic speeds. This will surely be a cheaper, and quicker, solution than the disruption caused by the installation of speed cushions and it will also give the residents of these relatively deprived areas of the city a safer, calmer neighbourhood in which to live.

For the reasons listed above, we object to your proposals, which in our view are an ineffective and expensive solution to speeding motor traffic.

Yours sincerely

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

Tricia Fort
for Consultations, GoBike