

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

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

Ref: TF/DY

10 January 2020

Dear Sir/Madam,

**THE GLASGOW CITY COUNCIL (DENNISTOUN AND ROYSTON) (TRAFFIC
MANAGEMENT AND PARKING CONTROLS) ORDER 201_**

Thank you for your email of 03 December and the opportunity to comment on the proposals for the introduction of a Residents' Parking Zone in Dennistoun and Royston.

GoBike fully supports Residents' Parking Zones and your aim to reduce the area being used as a commuter car park but we object to the way in which you have chosen to introduce it. As we have stated before we object to your policy of maximising parking places by allowing cars to be stored on either side of a street but making the streets one-way to all traffic. Your policy document Cycling by Design advises that the default position should be for cycling traffic to be two-way on streets that are one-way to motor traffic.

One of our members who lives in Dennistoun has demonstrated the difference that your



proposal will make to the first part of his morning commute, by bike, to Bridgeton Station. It will take him off Armadale Street, on to Roselea Drive, Meadowpark Street and then on to Duke Street before returning to Whitevale Street. His current route, remaining on Armadale Street and crossing Duke Street directly to Whitevale Street, is relatively quiet and avoids the busy Cumbernauld Road and Millerston Street, but your proposals will push him on to the busy Duke Street, with all its potential hazards. Many of our members would not choose to cycle on

Duke Street. It is thus very doubtful whether all the people the City Council wish to start cycling would choose such a route either.

Thus we maintain our demand for contraflow cycling as the default position on one-way streets.

However, given that residents in this area wish to eliminate through traffic then we also suggest that you introduce a series of filters, such as this current one at Sword Street / Reidvale Street:



The introduction of more of these filters will allow cycle traffic to move through the area but will reduce rat runs by inhibiting through motor traffic, thus supporting City Council policy on active travel and reducing dependency on cars.

GoBike is also concerned at the very low charge proposed for the privilege of car storage on these public streets. At £85 per year, or under £2 per week, this is a very low rental charge and we trust that once the scheme is introduced a more realistic fee is brought in. We are disappointed that secure cycle parking has not been included in this plan; it is essential that a global approach is taken and active travel is incorporated into all street schemes.

We trust that you will consider our concerns, which we will be pleased to discuss with you further, and we look forward to this area becoming one where residents are able to enjoy cycling and walking.

Yours sincerely

Tricia Fort
for Consultations, GoBike