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Ref: TF/SI

22 February 2021

Dear Sir/Madam,

**THE GLASGOW CITY COUNCIL
(MARYHILL ROAD/ NORTH WOODSIDE ROAD/ HOPEHILL ROAD) (TRAFFIC
REGULATION) ORDER 202_ Stage One**

Thank you for your email of 05 February and the opportunity to comment on the preliminary proposals for this junction on Maryhill Road.

GoBike is pleased to see that more cycling facilities are proposed for this area but we are somewhat bemused by the proposed arrangement. We did request a key to the plan, which might have clarified some concerns, but none has, sadly, been received. It is clear that there needs to be a robust solution to crossing Maryhill Road, although we are not convinced that this is it. We have the following questions as to the rationale behind this scheme:

1. Why is there a "Proposed prohibition of cycles right and left turn within cycle crossing"?
2. How will this be managed?
3. Why should someone cycling towards Maryhill Road from the east not simply turn left into the bus/cycle/taxi lane on Maryhill Road to take them towards St George's Cross, etc? We are concerned at this regimentation of cycling, when the danger for active travel comes from motor vehicles.
4. Was a Dutch-style junction considered for this location? If not, why not?
5. Was this design carried out in line with the forthcoming version of [Cycling by Design](#)? One point that we note from the document is: "*Cycle routes should be **intuitive for all who use them** or interact with them. It should be clear which space is allocated to different users and how interactions are managed.*" This does not seem to be the case with this proposal.
6. Are there similar arrangements to this elsewhere? The small group of us who have looked at these proposals is not aware of any similar designs, but we will be reassured if this model works well elsewhere.
7. What proposals are there to reduce motor traffic on Maryhill Road, so as to improve the environment for people walking, wheeling or cycling?
8. Has a bus gate arrangement been considered for the section of Maryhill Road from the junction with Garscube Road at the Mackintosh Church down to St George's Cross? Even if this were only introduced for southbound vehicles it would reduce conflict at the Garscube Road junction with all non-bus traffic keeping to the left and reduce by 50% the number of cars and vans at this junction.

We in GoBike will be very pleased to discuss this with your design team/lead designer but as we point out above we are confused with the design. Significantly we believe that this proposal lacks future proofing, proper connection for cycles from all routes, and does not meet the ambitious plans set out by the council in other projects. Our view is that if the City Council is aiming towards there being mass cycling in the city, the vast space of this junction should be used to create a protected junction for all routes, or a [cyclops-type junction \(seen in Manchester\)](#) to reduce the use of shared spaces between pedestrians and cycles, and most importantly make the junction safe for all those cycling.

We want cycling schemes in the city to be a success, which is why they need to be of the highest quality. We have just seen an attempt at what was clearly not a Low Traffic Neighbourhood in Dennistoun being reduced to maintain private motor car parking. A robust scheme would have improved the area for all allowing active travel to grow. If schemes are not high quality the motor vehicle lobby will destroy them.

Yours sincerely

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

Tricia Fort
for Consultations, GoBike