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Dear Sir/Madam,

**THE GLASGOW CITY COUNCIL, (CALTON BARRAS)
(20mph ZONE) ORDER 201_**

Thank you for your e-mail of 22 May and the opportunity to comment on the proposals to extend the city centre 20mph zone out to cover the Calton Barras area.

We support the implementation of the 20mph zone and we are pleased that it is contiguous with the city centre 20mph zone. We understand that you will also consult with Police Scotland, but it is very disconcerting that, over 2 years on from the introduction of the city centre zone there has not been sufficient monitoring and enforcement to reduce traffic speeds to a maximum of 20mph. We hope that this extension will allow more rigorous enforcement.

We have some concerns about your proposals for Greendyke Street and we hope that they may be amended in line with the recently published Glasgow City Council Strategic Plan 2017 – 2022 to “prioritise sustainable transport” and to “build high quality, inclusive active travel infrastructure:

- We consider that, to aid people walking to events on Glasgow Green, zebra crossings should be installed opposite the 3 gates into the Green, ie at Turnbull Street, to the west of Lanark Street and at Charlotte Street. This would remove the need for most, if not all, of the traffic calming that you propose.
- We are disappointed that you propose the construction of buildouts along Greendyke Street; these will encourage parking along Greendyke Street thus acting against sustainable transport.
- A segregated cycle lane should be constructed along Greendyke Street from the Saltmarket to connect to the cycle way on London Road and then to the Barras. This would tie in with the report on the Saltmarket High Street which looks at creating a link between the Cathedral Quarter and Glasgow Green. This segregated cycle lane, along with the zebra crossings, will provide more effective and more active travel friendly traffic calming than the buildouts and any speed humps could achieve.

Yours sincerely



Tricia Fort
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