



Andy Waddell
Head of Infrastructure and Environment
Land and Environmental Services
Glasgow City Council.

PO Box 15175, Glasgow, G4 9LP

e-mail: consultations@gobike.org
web: www.gobike.org

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

Ref: TF/D10/AW/SI

Cc: Councillors for Ward 23

25 June 2018

Dear Sir/Madam,

**THE GLASGOW CITY COUNCIL, (HYNDLAND, HUGHENDEN AND DOWANHILL WEST)
(TRAFFIC MANAGEMENT AND PARKING CONTROLS) ORDER 201_**

Thank you for your e-mail of 23 May and the opportunity to comment on the proposals for parking and traffic management in this area of the west of Glasgow.

We understand that parking needs to be managed; we see uncontrolled parking throughout the city – on footways, on buildouts, on grass verges and just about anywhere that a driver thinks they can leave a vehicle. We are aware that there is displaced parking in this area and it is causing major concerns to the residents and so, to that extent, we are grateful that steps are now being taken to manage it.

However, we do not admire the way in which motor vehicles are catered for. It is Glasgow City Council policy to reduce motor traffic and to reduce the number of motor vehicles entering the city, yet we have, in your press advert the statement that “additional parking provision is required to cater for demand”. This refers to Clarence Drive, once the site of your much vaunted Colleges Cycle Route, and now just a painted line on a road.

Parking is to be provided where it should not be required, for example on Hughenden Lane at the north end. This is effectively a cul-de-sac, with only cycle and pedestrian access out to Great Western Road, and the houses all have an integral garage and hardstanding. Parking is to be allowed outside the relatively new blocks of flats further along Hughenden Lane; these flats all have parking spaces within the grounds.

Is the parking “required” for the hospital, for the rugby club, for people displaced from leaving their car elsewhere? Why should the residents of a residential area with no through traffic, where it should be safe for children to play out and residents to walk their dog have to cope with people driving in to leave their vehicle? That said, it is a benefit to the city that they will now have to pay for this privilege.

So, what about cycling? We refer above to the Colleges Cycle Route and we note that no improvement is planned, nor is there any recognition of its shortcomings. It will still cease to exist at the Clarence Drive / Hyndland Road and the Clarence Drive / Crow Road junctions, it will still be far too close to parked cars with no adequate buffer zone to prevent dooring incidents, it will still be a route unsuitable for children despite the number of schools in the area and we note that parking will be allowed on both sides of Hyndland Road, preventing for the short term at least, any extension of the route towards Great Western Road.

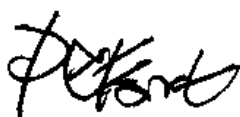
We also note that nothing is proposed within this Traffic Regulation Order to improve safety for all road users at the Hyndland Road / Great Western Road junction. Last autumn GoBike representatives visited this junction with 3 of the 4 councillors for the ward and on each

occasion, vehicles used the left turn only lane to go straight ahead if the other lane was being used by vehicles waiting to turn right. This poses a major hazard for everyone at the junction but particularly for the few brave souls who cycle and are waiting in the advance cycle box and correct lane to go straight on.

As stated above, we have noted your view that the demand for parking must be recognised, yet there is a demand for cycling in this area. Why is this being ignored? Why isn't active cycling being given the same amount of road space as is given to the storage of private motor vehicles? That said, we do note, with a modicum of gratitude that you propose contraflow cycling on some one-way streets. This is, of course, the default position in your design guide. We trust that you will now extend legal contraflow cycling to ensure that there is good permeability for cycling in this whole area, and throughout all of Glasgow. We fail to see why people who choose to take the active, non-polluting option of cycling should be penalised in favour of stationary vehicles.

Thus we recognise that through this Order you propose to manage parking and that you are making some concession towards cycling, but it is an opportunity lost to improve active travel in Hyndland, Hughenden and Dowanhill West.

Yours sincerely

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

Tricia Fort
for Consultations, GoBike