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Ref: TF/IS

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Dear Sir/Madam,

**THE GLASGOW CITY COUNCIL, (CROFTPARK AVENUE)
TRAFFIC CALMING SCHEME 2018**

Thank you for your e-mail of 24 October, plus the further clarification of 26 October that these proposals do not form a Traffic Regulation Order, and the opportunity to comment on the proposals for traffic calming on Croftpark Avenue.

While we applaud the moves to improve the avenue for pedestrians, by reducing the width of road they have to cross at the buildouts, and we are delighted to see the introduction of sustainable drainage with the rain gardens, we do object to the proposals overall. We agree that speed tables will lead to a reduction of motor vehicle speeds but the buildouts will create pinchpoints for anyone cycling.

It is City Council policy, as stated in the Strategic Plan for Cycling 2016-2025, which starts with "Our vision for Glasgow is: To create a vibrant Cycling City where cycling is accessible, safe and attractive to all." to increase the number of people cycling.

Did this vision enter into the planning for these proposals?

It is very disappointing to see yet another measure to curb speeding where the only option considered appears to be speed tables, with the optional extra of buildouts. We would like to know whether, given that it is known that drivers are speeding on Croftpark Avenue, there has been a programme of apprehending them and imposing the relevant penalty? Have other methods, such as installing cycle lanes to narrow the width of road available to motor vehicles, or installing zebra crossings at crossing points, installing chicanes or differential paving been considered?

We have found it a little difficult to comment since the drawings are not to scale but we would very much like to meet to discuss the challenge of traffic calming in the city.

Cycling by Design has little to say about reducing traffic speeds but the Sustrans Design Manual, Handbook for Cycle-friendly Design, 2014 devotes Section 2 to "Speed reduction: street design" and the [London Cycling Design Standards](#) devote Chapter 3 to "Cycle-friendly Streets and Places". Section 3.5.7 on page 46 shows a footway buildout with a cycle lane clearly marked, albeit only by a paint line, outwith the buildout and this is more the type of feature we wish to see. With your current proposals those of us on bikes are squeezed out because the width between the buildouts is only sufficient for 2 vehicles to pass each other, with no provision for cycles.

Thus we object to these proposals because they are not in line with your policy of increasing active travel and they reduce, rather than enhance, road safety for people on cycles.

Yours sincerely



Tricia Fort
for Consultations, GoBike