



Andy Waddell
Director of Operations
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: LandServices.Mailroom@glasgow.gov.uk

Ref: TF/D28

26 February 2019

Dear Sir/Madam,

**THE GLASGOW CITY COUNCIL,
(HEATHCOT AVENUE) (TRAFFIC REGULATION) ORDER 201_ GoBike Objection**

Thank you for your e-mail of 08 February and the opportunity to comment on the proposals for controlling parking and introducing a one-way system on Heathcot Avenue in Drumchapel.

GoBike is disappointed with the naivete of this proposal. We very much applaud the move to prevent parking at the road junctions, an activity we understand to be against the Highway Code, but we are concerned about several factors. A significant number of the pedestrians who are attempting to cross the road will, no doubt, be going to their motor vehicle illegally parked on the opposite verge from the flats. We fail to see how double yellow lines along this side of the road will prevent people from parking their vehicles on the grass verge?

The City Council has a stated policy of encouraging active travel, ie walking and cycling, yet Drumchapel presents a very hostile environment to anyone who wishes to cycle there. This was very clearly demonstrated in the Councillor tour that GoBike organised for 12 October 2017. There are no cycle lanes in Drumchapel, there is heavy motor traffic and most of the tour was on footways; the Councillor present was not a regular bike user and was not comfortable on a bike in traffic.

It is known that introducing one-way traffic systems encourages drivers to increase their speed, since they have no traffic in the opposing direction to contend with; thus pedestrians attempting to cross Heathcot Avenue will experience a marginal, at best, improvement in their safety, by only having to look in one direction for motor traffic.

However, a major disincentive to active travel is introduced if the default policy in your Design Guide, Cycling by Design, clause 5.1.5, of maintaining two-way cycling is not included in this Traffic Regulation Order.

With only 38.6% of households in Drumchapel having one or more cars or vans, there is a disproportionate amount of space given to them in the current road layout

GoBike suggests that active travel should be a priority in residential schemes such as this, and thus, since this TRO does not present a holistic solution to the concerns in Heathcot Avenue we submit our Objection to it.

Yours sincerely

Tricia Fort
for Consultations, GoBike

