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Ref: TF/SI

02 September 2019

Dear Sir/Madam,

**The Glasgow City Council
(Cleeves Quadrant) Traffic Calming Scheme 20__**

Thank you for your email of 20 August and the opportunity to comment on the proposals for traffic calming to reduce the speed of motor traffic on Cleeves Quadrant.

GoBike is fully supportive of reducing the speed of motor traffic and has supported all proposals for the introduction of 20mph speed limits in the city, although we would prefer a city-wide default speed limit of 20mph.

However, we are concerned that where speeds consistently above the speed limit are observed just one method of traffic calming is proposed, irrespective of location, road width, gradient or alignment or the density and demographic of the local population.

We recognise that speed cushions are effective at reducing the speed of motor vehicles and we support the use of raised tables at junctions to give pedestrians priority but these measures are reactive. They are slowing traffic down but they are not proactively encouraging active travel, ie walking and cycling. If measures are introduced that support active travel then motor drivers, rather than complaining about the damage speed cushions inflict on their cars might just get their bike out of the shed or walk to the local shops.

Measures supportive of active travel are being introduced in the Avenues Projects in the city centre and the current Development Regeneration Framework documents are highlighting the need, for the sake of the city's health, to reduce the number of motor vehicles, introduce more green space and get people using public transport or a bike or their feet to get around.

In the case of Cleeves Quadrant, this road presents an invitation to speed; it is relatively straight and uncluttered by facilities for buses, bikes or people walking. Is it used as a rat-run to get to the schools or the nearby railway stations, would it be better if it were stopped off to motor traffic at a midpoint, forming two cul-de-sacs, to encourage people to walk and cycle?

Why isn't there a footway? How do people walk out of this development? We suggest that these points are considered before installing speed cushions.

We note that the design for the speed cushions, which are not generally conducive to cycling, are spaced at intervals along the road that might well encourage drivers to accelerate and then decelerate between them, thus creating additional noise and pollution. We also note that the minimum distance of the cushions from the kerb is only 0.5m. This is below the minimum quoted in the DfT Local Transport Note 2/08, Cycle Infrastructure Design, which, in Clause 5.6.2 states that a gap of between 0.75 and 1.0m allows a bike to get through. We had understood that the

City Council was using a gap of 1.2m as standard and it's regrettable that this is not the case as it would allow tricycles and cargo bikes to get through.

It is of concern to us that 47% of households in Glasgow do not own a car and that it is recognised that people in the poorer areas of the city are feeling compelled to buy a car because public transport is inadequate and expensive. While, as stated above, we are fully supportive of the need to reduce the speed of motor vehicles, we must do this by designing our streets for people. We must provide for people to walk and cycle in comfort, we must emulate the proposals of the Avenues projects and we must cut sight lines by installing chicanes or planters.

It is our view that if local residents are involved in the process of redesigning the race track that is currently Cleeves Quadrant it could become a much pleasanter route.

In summary, we are disappointed that the option of installing speed cushions for the minority of the population who drive, and who drive at speeds over the speed limit is your first resort in this residential area. We object to the proposal in its current form.

Yours sincerely

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

Tricia Fort
for Consultations, GoBike