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Ref: TF/SI

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Dear Sir/Madam,

**The Glasgow City Council
(Helensburgh Drive) 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 Helensburgh Drive, Jordanhill Drive, Ryvra Road and Seggielea Road.

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 the four streets in this proposal, we suggest two methods are used to both reduce through motor traffic and to reduce the speed of any remaining motor traffic. We consider that it would be possible to stop off Helensburgh Drive to motor traffic at a point between Wilmot Road and Seggielea Road and at a further point to the east of Chamberlain Road and to stop off Seggielea Road at a midpoint. Cycle access would be maintained at these points. The one remaining through route from Anniesland Road to Jordanhill Drive would then be via Ryvra Road and Wilmot Drive and we suggest that buildouts are constructed on these two streets as well as Jordanhill Drive to form chicanes. These buildouts would be on alternate sides of the street, would incorporate cycle bypasses and contain planters or trees to reduce sight lines.

We also suggest that the formation of chicanes will deter on-street parking. This is an area where the majority of properties have, or have the potential for, off-road storage of their vehicles

and it is generally laziness on the part of the resident to park on the street. Where streets are made cul-de-sacs for motor vehicles clear access must be maintained for cycles.

At this site we consider speed cushions to be inappropriate. With no mention of resurfacing all these streets have gutters formed of setts. With no more than 1m between a cushion and the kerb, people would be cycling on these setts and it is known that setts, particularly old setts, do not form a good cycling surface.

It is of concern to us that 47% of households in Glasgow do not own a car and yet this scheme has been designed with the minority of that 47% in mind, ie the drivers who persist in exceeding speed limits. 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 more than likely that some residents of Helensburgh Drive will take their children to nearby Jordanhill School by car. We hope that our alternative proposals will allow them to think that walking or cycling might be better for that short distance.

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