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Ref: TF/Comm/D43

19 September 2019

Dear Sir/Madam,

### **The Glasgow City Council (Polnoon Avenue) Traffic calming scheme 20\_\_**

Thank you for your email of 09 September and the opportunity to comment on the proposals for reducing traffic speeds on Polnoon Avenue.

GoBike is very keen to see the speed of motor traffic reduced across the city and we are particularly concerned that some drivers insist on exceeding the speed limit and putting themselves and others at risk of injury or death.

There are various ways in which traffic speeds may be reduced, speed cushions being one of them but we specifically object to the way you propose to use them in this locations. Our reasons for objection are:

- We refer you to Section 4.3 of your design guide, Cycling by Design. This section is titled "Traffic Calming" and gives clear guidance on designing roads for the traffic, both motor and cycle, to be expected.
- Section 4.3 states that "Where there is a choice, Cycling by Design recommends the use of horizontal traffic calming measures. This is because of the discomfort of successive and opposite vertical forces on some disabled people ..." There is no reason why horizontal traffic calming measures should not be introduced at this location. Indeed horizontal measures will reduce the sighting distances available to drivers and hence cause them to reduce their speed.
- This same section of Cycling by Design also warns against the introduction of pinch points, such as your proposal for traffic islands to be constructed adjacent to the speed cushions. Drivers tend to speed up prior to a pinch point to try and overtake slower traffic, such as cycles, or try to pass at the pinch point or even move to the other side of the road to overtake slower traffic. All these manoeuvres are potentially very dangerous and road infrastructure should not introduce the possibility of them.
- We also note that your drawings do not give any overall dimension of Polnoon Avenue or the distance of the proposed cushions from the kerb, or the central islands. We are thus unable to assess the protection, or lack of it, proposed to be given to cycle traffic at these locations.
- While we quote "Cycling by Design", because we understand that it is the guide used by Glasgow City Council, we are aware that newer guides, such as "Designing for Cycle Traffic, International Principles and Practice" by John Parkin, available from ICE Publishing and the "London Cycling Design Standards", available on-line, warn against the dangers of pinch points for cycle traffic and, by extension, for other road users.

We would suggest that you consider an alternative to the current proposal. We have never seen a layout of the type proposed, nor can we find it in any of the guidance that we are aware of. Perhaps you could forward details of another installation of this type and information as to whether it has been successful in improving overall road safety?

We suspect that local residents might have requested traffic islands because of their fear in crossing the road caused by the excessive speed of motor traffic and we have every sympathy with them, but we suggest that you consider one or more of the following solutions:

- The installation of speed cameras. These will target the drivers who are exceeding the speed limit, rather than affecting us all. Fines imposed on the vehicle owners will encourage others to observe the legal speed limit and also reimburse the City Council and tax payers for the cost of installation.
- Providing zebra crossings at the locations where people wish to cross Polnoon Avenue. Zebra crossings reduce traffic speed and give priority to pedestrians, complying with the transport hierarchy. They are relatively cheap to install and easy to maintain.
- Chicanes with cycle bypasses on alternate sides of the road. These, as stated above, particularly if they incorporate planters, reduce the sighting distance available to the driver and cause them to slow down.
- Does Polnoon Avenue need to remain as a through road? Could it be stopped of at some point allowing through access for bikes and emergency vehicles only?

We also note that vehicles are sometimes parked on the footway on Polnoon Avenue, and this causes a hazard for people cycling on the roadway and for people trying to negotiate the footway. There is room for owners to store their vehicles off road and a solution incorporating this should be sought. However, if that is not possible and it is necessary for a limited number to be left on the road, it might be that, if limited parking is allowed on alternate sides of the road, that this, provided robust arrangements are included to protect people cycling, could effectively constitute a chicane arrangement.

We trust that you will be able to provide a solution that meets the requirements of all traffic, pedestrian, cycle and motor, on Polnoon Avenue. We cannot accept the proposal as it stands on basic safety grounds and thus please consider this letter as our objection.

Yours sincerely



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for Consultations, GoBike