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01 September 2020

Dear Sir/Madam,

**THE GLASGOW CITY COUNCIL,  
Hermiston Road, Muirhead Road, Newlands Park Area, Auchinleck Avenue, Maxwell  
Drive and Maxwell Park Traffic Calming Schemes with speed cushions**

Thank you for your 6 emails of 11, 12, 20 and 25 August and the opportunity to comment on the proposals for traffic calming in these areas of the city. We object to the use of speed cushions in these schemes and suggest that the philosophy of the City Council's Liveable Neighbourhoods Plan be used instead.

GoBike has a proud record of supporting moves for lower traffic speeds and for 20mph speed limits in urban centres and residential areas. Many of us have experienced scares and injuries caused by motor vehicle drivers exceeding speed limits and otherwise driving without due care and attention towards other road users. Some of us, too, live in areas that are plagued by drivers using our streets as rat runs and making our localities hazardous for us all.

Speed cushions, though, are not the solution and we detail our general concerns about their use and the issue of excessive traffic speeds before giving some particular details for each of the 6 proposals.

The solution to excessive speed and rat running is not one that a single agency, such as the Neighbourhoods & Sustainability section of Glasgow City Council can solve. However, it is certainly within Glasgow City Council's powers to address:

- the physical layout of our streets
- limits on access to our streets for motor vehicles, particularly for through journeys
- modal filters that allow through access for people walking and cycling
- filters that allow through access for buses, refuse lorries and emergency vehicles as appropriate to the location

In addition a nation-wide approach is required and we hope that Glasgow City Council will work with other local authorities, Police Scotland and the Scottish Government, plus, if necessary the UK Government to address:

- detection and appraisal of motor drivers who exceed speed limits and/or who otherwise drive without due care and attention to traffic information and to other road users
- penalties for motor drivers that are appropriate to the offence committed
- retesting for any motor driver who loses their driving licence further to a road traffic offence

- a change in public attitudes towards poor driving behaviour such as the change in attitude towards smoking in public buildings that occurred further to legal changes in 2006

In the meantime, it is clear that speed cushions are not an effective measure:

- they either push bikes into the gutter or into the centre of the road rather than allowing riders to maintain a primary position on the road
- many current vehicles are so wide that, even as larger and larger speed cushions are used, they can straddle the cushions necessitating only a minimal reduction in speed, if any
- they do not prevent motor drivers using residential streets as rat runs
- they deteriorate, as we have heard recently from our members who cycle along both Jordanhill Drive and Terregles Avenue
- we are not aware of any evidence that speed cushions reduce maximum speeds or make roads safer for people to cross them – perhaps the City Council could provide this?

### Hermiston Road

Hermiston Road is in the same area as Gartocher Road and Greenfield Road, which were included in our letter to you of 18 August. It seems clear that the through route north to south here is Hallhill Road and Springboig Road and that Greenfield Road and Hermiston Road, in particular, are being used as rat runs. We suggest that the area from Hermiston Road in the west, Greenfield Road in the east, Greenfield Avenue in the north and Threestonehill Avenue in the south be treated as a Liveable Neighbourhood, as per the current proposals from the City Administration Committee, and filters are fitted to prevent through traffic.

### Muirhead Road

Muirhead Road, it would seem, is suffering from the effects of both the proliferation of new motorway construction and the abundance of new housing, all designed for car use, in the area. Given the amount of public money spent on new roads in the area we suggest that motor traffic be clearly directed towards them, rather than passively allowing the use of local roads. We thus suggest that Muirhead Road is closed to motor traffic in the vicinity of the railway bridge at Baillieston Railway Station. Motor traffic originating from north of the railway has easy access to Glasgow via Glasgow Road and Edinburgh Road and to the north, south and east via junction 8 on the M8 and junction 2 on the M73. Motor traffic originating south of the railway has easy access via Boghall Road to Hamilton/Glasgow Road to Glasgow and the south, plus via junction 3 on the M74 and to the east and north via junction 4 on the M74 / junction 1 on the M73.

These motorways have been constructed at significant public expense for the use of motor vehicles and we fail to see why a local road, such as Muirhead Road, should be damaged for the use of people cycling by the addition of speed cushions.

### Newlands Park Area

This is an affluent area in the south of the city where there will, no doubt, be significant use of “SUV” type vehicles that can readily glide over speed cushions with minimal speed reduction, particularly when taking a short cut between Kilmarnock Road and Merrylee Road. We note that the junction of Lubnaig Road with Merrylee Road has been changed to reduce the entry and exit speeds of motor traffic to the area and 20mph signs are evident in the area. We suggest that given ongoing excessive speeds the nearby park and its staff are employed to provide large planters forming modal filters on these roads to prevent through access by private motor vehicles.

### Auchinleck Avenue and Saughs Avenue

These 2 roads form a residential area to the north of the M80 and the major road construction between the motorway, the new shopping area at Robroyston and through to the new

Robroyston Railway Station. As with Muirhead Road we find it disgraceful that motor drivers are avoiding all the new roads in the area and rat running to escape the big new roundabout and the new roads that have been built for them at public expense. It would be far more sensible, in our view, to establish 2 modal filters on the Auchinleck Avenue loop, 1 on the north and 1 on the south side to prevent motors cutting through, but still leaving a way through for people walking or cycling.

#### Maxwell Drive

There are painted cycle lanes on Maxwell Drive and the question we have is why the City Council is not upgrading these and putting some separation in? That would prevent motor drivers leaving their vehicles on the footway, or at the kerb, and would give people walking some social distancing space and give people who are cycling some security. If parking were allowed on the remaining roadway the width for moving traffic would be reduced and with it traffic speed would also be reduced. The current proposal for speed cushions will push bikes into the gutter which, in this area are paved with setts and on a steep camber – not a good cycling surface.

In addition, this whole area should be treated as a Liveable Neighbourhood with modal filters to save each and every road being treated to speed cushions as drivers try to escape them. Modal filters will remove some traffic, including the boy racers who have plagued this area, and make it much pleasanter for the people who live there.

#### Maxwell Park area, ie Springkell Avenue, Fotheringay Road and Dolphin Road

This area was much quieter when Springkell Road was closed for the reconstruction of the railway bridge and when Dolphin Road was closed for the Shieldhall Tunnel works. One of our members who lives in the area suggests that replicating these 2 closures with modal filters and making the area a Liveable Neighbourhood would be preferable and far more effective in reducing traffic density and speed than speed cushions. He also points out that the speed cushions installed on nearby Terregles Avenue are deteriorating.

We confirm our objection to the use of speed cushions and while the implementation of the Liveable Neighbourhoods Plan will not address all our concerns listed at the start of this letter, it will make a significant start in improving motor driver behaviour and making our streets safer for all of us.

Yours sincerely



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