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Ref: TF/TP

09 January 2020

Dear Sir/Madam,

**THE GLASGOW CITY COUNCIL
(GARNETHILL) (TRAFFIC MANAGEMENT AND PARKING CONTROLS) ORDER 20__
Stage One Response**

Thank you for your email of 03 December and the opportunity to comment on the preliminary proposals for changes in the motor vehicle parking regime in Garnethill, a residential area in the city centre.

Overall GoBike is opposed to these changes and I list below our response to the points made in your email:

- *To reduce the price of a resident parking permit from £135 annually to £85 annually.*
We oppose this move; the price of storing a vehicle on the public street should be increased, not reduced. There is very little requirement to have a vehicle in this area so close to the city centre, close to Cowcaddens Subway Station, close to Charing Cross and Queen Street Railway Stations and close to Buchanan Bus Station. It also lies between the multi-storey car parks on Cambridge Street and Elmbank Crescent.
- *To replace the existing voucher system with a mobile phone payment system.*
We support this move.
- *To introduce business parking permits, at an annual cost of £650, for local businesses in the area that require a vehicle for essential business use.*
We are concerned at this proposal, given that there are two multi-storey car parks close by. Could you please provide details as to how businesses prove that they “**require** a vehicle for **essential business** use?”
- *To implement a Restricted Parking Zone (RPZ) covering the lanes which would make them enforceable without the need for yellow lining.*
We support this move.
- *To increase the number of parking spaces where appropriate.*
We object to this proposal, given the presence of local multi-storey car parks and local public transport links.
- *To increase the number of disabled parking spaces where necessary.*
We support this proposal.

In addition we are very concerned at what these proposals mean for active travel in Garnethill. The clue is in the name of the area; there are some significant gradients in Garnethill and, while people are able to walk in each direction on all the streets, you have ignored good practice and including cycling in the universal one-way system. This makes it very difficult for people who live, work or visit here to cycle legally. The steep hills and the long detours imposed by the current one-way system do not encourage people to cycle.

The footways in the area are narrow and are reduced by the presence of motor vehicles right next to them on an almost permanent basis and people passing these vehicles either by foot or cycle are in constant danger of a car door being opened in their path.

The proposals take no account of the number of academic institutions in Garnethill: the primary schools and nursery, the secondary school, the School of Art and the Dental Hospital. Many school pupils and students walk or cycle and many more would do so if the environment were improved.

We are also aware that, under the Avenues project, cycle lanes are proposed for Renfrew Street to the east of Garnethill. It would make absolute sense for these cycle lanes to continue along Renfrew Street to the bridge over the M8 at Charing Cross, giving a cycle alternative to the new Sauchiehall Street cycle lanes, but importantly, also giving a good connection over Charing Cross, a current danger area for all road users.

Thus, while we support some of the content of this proposal, we object overall. The proposed Order flies in the face of the Climate Emergency, the City Centre Low Emission Zone and all the City Council's policies of reducing motor vehicle use in the city centre, promoting active travel and promoting good health. It is sacrificing active travel and good health to the wishes of the car-using minority. We trust that you will reconsider the content of the Order.

Yours sincerely

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

Tricia Fort
for Consultations, GoBike