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20 December 2022

John Mackie
Parking Development Officer Development and
Regeneration Services East Dunbartonshire Council

GoBike notes your proposal to consider introducing four traffic regulation orders for Canniesburn Toll roundabout, circulated to us by email on 2022-10-13.

Thank you for your response and the 2 drawings which accompany it. We consider ourselves now better informed of your intentions to reduce overall roundabout radius, widen footways, slightly extend a 30 mph speed restriction, and to signalise the junction. As highlighted in our previous response, the (at present) dangerous nature of this junction and its associated severance effects mean that in our view these measures will be vital to improving its safety and accessibility.

For the purposes of this response, we number the orders you propose as:

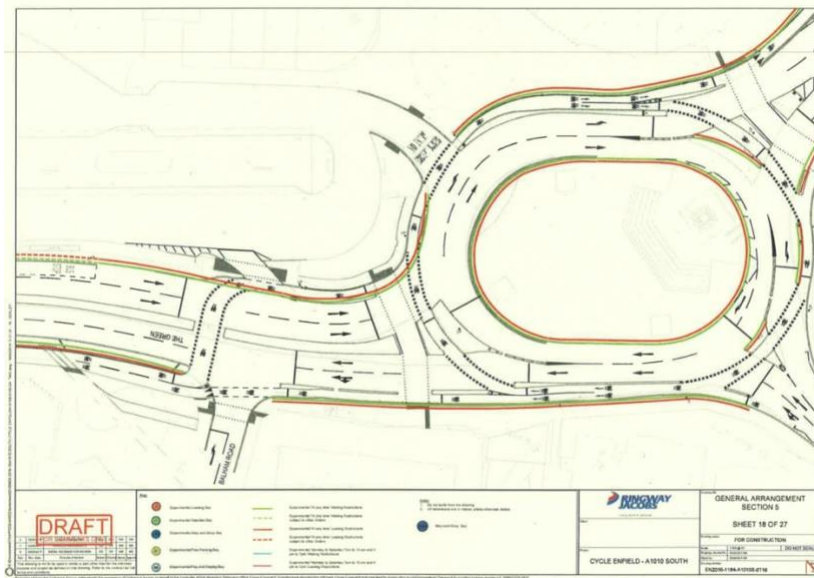
1. CANNIESBURN TOLL ROUNDABOUT, BEARSDEN, PROPOSED WAITING AND LOADING RESTRICTION
2. CANNIESBURN TOLL ROUNDABOUT, BEARSDEN, PROPOSED RAISED TABLE, BUSINESS ACCESS ROAD
3. CANNIESBURN TOLL ROUNDABOUT, BEARSDEN, SHARED SURFACE (FOOTWAY/CYCLEWAY).
4. A739 SWITCHBACK ROAD, BEARSDEN. PROPOSED RELOCATION OF 40MPH SPEED LIMIT

This letter is structured as follows:

- our request for *separation of modes* between road user traffic and why we believe this matters;
- prior commentary within this exchange, which we replicate here for ease of reference in this one document with *your* and **our** responses in-line;
- our position on the proposals and justifications presented so far.

Separation of Modes

As discussed in our previous response, we believe more ambitious proposals would be relevant to this junction. GoBike's preferred layout would be similar to the Edmonton Green roundabout in Enfield, London. It has segregated cycletracks around the edge of the roundabout. There are bike lights next to traffic lights and each has their own phase (to avoid 'left hook' risk at each arm).

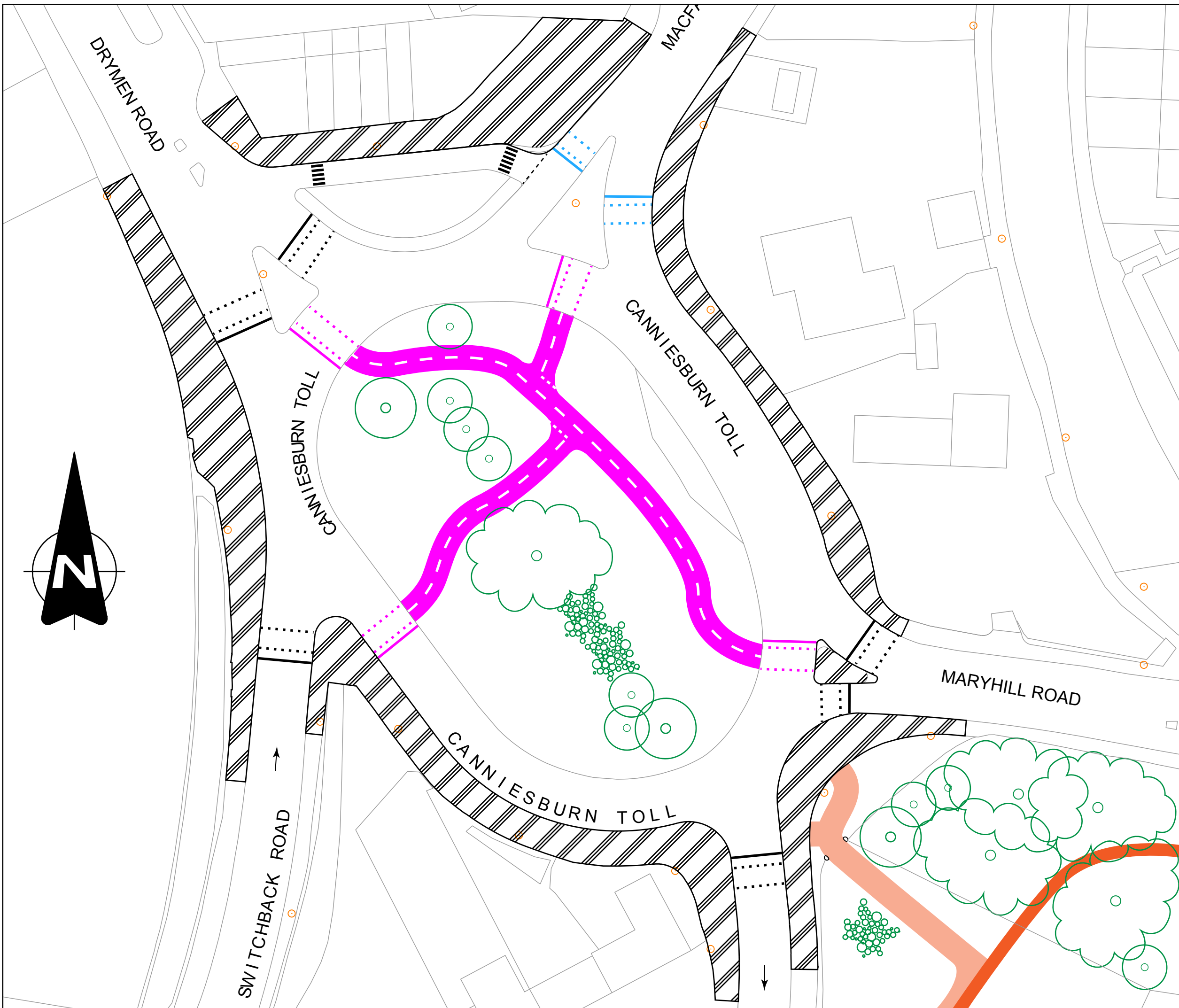










If the above is not possible, we would like to ask if cycle routes could be created through the centre of the toll to reduce interaction between people walking and cycling on shared-use spaces (and improve the experience for both). The following figure (p3) uses pink to illustrate the form that a separated route might take, where connection to an existing path (in orange) could be made via an opening in an existing wall to the south-east. This proposal has advantages in 1. activating dead space in the centre of the junction, 2. making use of sequenced phases in the signals which we believe are being proposed anyway, 3. improving *filtered permeability*, with 4. an option to extend access to Cluny Park/Bearsway and to the Garscube sports complex and Kelvin Walkway. It could further reduce severance effects and increase active travel access to the toll. It would also, to some extent, compensate for a lack of on-road cycling infrastructure nearby.

There is a partial precedent in Scotland of bike lanes in a roundabout island at Cameron Toll roundabout, Edinburgh. It connects between Lady Road and Old Dalkeith Road/A7 soft segregated cycle route.



A junction redesign would demonstrate an approach complimentary to those offered in the existing guidance [1] which you refer to, while better aligning with its 12 key messages. Improvements to active-travel provision could bring access to further funding, preferably if this can be done within the proposed project but even as a subsequent intervention. Active travel connections can facilitate traffic evaporation [2], improve a road safety case and long-term health.



- Shared surface 
- Bi-directional cycle path 
- New/widened shared path 
- Existing path 
- New opening in wall 
- Crossing location (EDC plan) 
- Relocated crossing 
- New toucan crossing 

Prior Commentary (in grey) & Further Responses (in bold)

1. Parking

- No public parking is currently in place here, and we don't believe EDC should be encouraging car use through the addition of new parking

While there is currently no dedicated parking provision outside the businesses, there is frequently parked vehicles on the footway in this location. There is also at present a TRO in place from 1975, which permits waiting across the north of the roundabout up to 20 minutes in any hour between 8am and 6pm Monday to Saturday. Therefore, providing dedicated and regulated parking and deterring footway parking in the area will remove obstacles for active travel.

- Private parking for these shops is already available to the side of the shops on Macfarlane Rd, and on the rear lane

On MacFarlane Road, there is a small section of private parking for one business only. The lane at the rear of the shops is not wide enough to safely accommodate traffic and there is also no through road so reversing out of this lane could present a hazard.

- Plus, removal of parking from design will increase shared space in front of shops and allow pedestrian crossing on Macfarlane Rd to be moved onto desire line closer to roundabout

- Bollards should be used throughout the area to avoid pavement parking

Bollards have been used on the southern section of the dedicated parking area. Bollards were considered on the shared footway directly north of the parking bays to deter footway parking but instead the design team has opted for other items such as planters, benches, and cycle stands. These items will have the same aim as bollards but add to the overall place making of the project and contribute to the local area in ways which bollards cannot.

- We believe rule 243 of the highway code is currently in place here and that the provision of marked parking bays could legitimise parking at an already dangerous location

As noted above, there is an existing TRO that permits parking in the area in front of the shops, therefore rule 243 is not currently applicable. The design has been subject to an independent Stage 1 and Stage 2 Road Safety Audit. Findings from these have informed the final outcome ensuring safety of all users is at the forefront of the project.

- We believe the threat of parking at the proposed location poses a material risk to sightlines at this junction, and therefore also risks road users' safety and equality of access.

Designing dedicated parking provision takes away the unpredictability of parking in this location, allowing the design team to take sight lines into consideration with parked vehicles within the regulated bays. This is in comparison to the frequent informal parking which is currently observed in the area. In addition, the roundabout is being transformed in to a signal controlled junction, therefore vehicles will be entering the junction in a more controlled manner. As noted above, the design has been subject to an independent Stage 1 and Stage 2 Road Safety Audit. Findings from these have informed the final outcome ensuring safety of all users is at the forefront of the project.

If parking space is to be created, then we propose that the 1975 TRO allowance for parking of 20 minutes in any hour between 8am and 6pm

be continued for the marked bays, and enforced by camera “to create turnover”. While we admire the intention to position planters, benches, and cycle stands as means to deter pavement parking, and naturally welcome such features, your safety audits might highlight that these items of street furniture offer negligible protection to people or property in the event of a collision. By improving safety in addition to placemaking, bollards are effective for both outcomes and ought to be considered more thoroughly for this heavily trafficked location.

2. Raised table

- This would not be required in front of shops if parking removed, but should instead be implemented across access road to Gray Drive and lane at rear of shops.

As noted in the above response, the Council’s design team considers the parking provision is justified. Therefore, the raised table is also required to improve safety in this area.

- GoBike believes this further threatens sightlines where parked vehicles could be at a height relative to those on or attempting to join the roundabout, and consequently cannot support this measure due to our primary responsibility to speak to the interests of road user safety, particularly vulnerable ones.

As noted above, the design has been subject to an independent Stage 1 and Stage 2 Road Safety Audit. Findings from these have informed the final outcome ensuring safety of all users is at the forefront of the project.

We expect the access road will be used as a shortcut from Drymen to Macfarlane Rd, and think the traffic light stop line is best positioned before the turn and enforced by camera.

3. Shared Surface

- Some of the shared surfaces are too narrow, and need widened to allow bikes and pedestrians to pass each other
 - In front of shops, Macfarlane to Maryhill, Maryhill to Switchback, Switchback to Drymen

Cycling by Design (2021) Table 3.7 denotes the minimum width for a shared use path for two-way flow with less than 300 cycles being between 4.0m (desirable minimum) and 2.5m (absolute minimum). Due to the constrained nature of the site, we are unable to provide beyond the desirable minimum for much of the site, but the majority of the links are between 3.5m and 4.0m in width. Sections that are below 3.5m are generally to allow tapers to Toucan crossing points or at tie-ins to existing footway that are at the boundary of the study area.

- Area in front of shops is too cluttered with planters and street furniture to function as shared space it would need parking to be removed or the space to be widened or decluttered

As you note above, bollards could have been used to deter footway parking. Instead, the design team has opted for other items such as planters, benches, and cycle stands. These items will have the same aim as bollards but add to the overall place making of the project and contribute to the local area in ways which bollards cannot. These items are all therefore placed at the side of the footway closest to the carriageway to reduce the likelihood of footway parking, therefore leaving space behind them for passage on foot and by pedal cycle.

- The justification provided for this aspect of the proposals is vague, and we remain unconvinced that *material* improvements would follow the introduction of this proposed designation as shared space. Go- Bike would of course consider

further justification, but the current form of this proposal as presented offers little to no tangible benefit, merely an official one. Since cycling infrastructure is so critical to levels of physical activity, traffic evaporation, the safety case, social justice, and community effects, we consequently oppose it as stated.

- More to the point, shared space fails to cater to the substantially different needs of both identified road user groups (pedestrians and people cycling): people using bikes have every right to use the main carriageways and provision of shared space at this location only risks conflict between the most vulnerable groups of road users.

The shared-use footway around the perimeter of the roundabout will allow cyclists who wish to stay off-road whilst navigating the roundabout the opportunity to do so. Advanced stop lines will be available to assist those who wish to cycle on-road. It should also be noted that the majority of footways in the immediate vicinity of the roundabout have been widened.

An information exchange, internal workshops and technical considerations have all fed into developing a design option for the roundabout which will seek to deliver improvements for all users. Again, the design has been subject to an independent Stage 1 and Stage 2 Road Safety Audit. Findings from these have informed the final outcome ensuring safety and needs of all users is at the forefront of the project.

If parking must be provided for motor vehicles, we would like at least as many Sheffield stands as parking spaces to be positioned in front of the shops. While you quote minima for shared space being breached, even in the design, “due to the constrained nature of the site”, we trust you will understand that the only constraints are a design intention: as we suggested in our previous response, a reduction in carriageway width or in overall roundabout radius would provide the necessary geometries to meet these minimum dimensions. We trust that dropped-kerbs will be provided to facilitate access for people cycling from the carriageway to enter the proposed shared-use spaces.

4. Speed Limit

- GoBike support the 30 mph limit and would like to see a similar TRO proposed to introduce this limit along the full extent of the Switchback Road and to the Glasgow boundary

Extending the 30mph limit along Switchback Road is beyond the scope of the Canniesburn Project but will be forwarded to the Roads and Environment service for consideration.

- We would furthermore like to see a 30 mph limit to cover the traffic lights at Canniesburn Drive, Braemar Crescent and also the pedestrian gate to the Beatson Institute at Garscube, and

As above.

- A reduction in the number of lanes merging with and exiting the junction would facilitate a calmer junction and provide space for more ambitious and creative proposals.

The project originated from a planning condition associated with the Kilmardinny Masterplan. The condition was for the replacement of the roundabout with a traffic signal control junction to ensure the junction remains capable of coping with the traffic growth from that development, while also aiming to improve the roundabout for all road users. The information exchange, internal workshops and technical considerations all fed into developing this design option.

While we support the extension of the 30 mph limit, as well as the intention to improve and signalise the overall junction, it is notable that this is borne out of an expectation of increased *motor* traffic resulting from a new development. Provision of active travel facilities to future developments could mitigate this need and we look forward to the inclusion of similar proposals in the future sustainability and environmental statements (SES) for new developments as outlined in EDC’s recent LDP newsletter (issue 69).

Our Position on the Proposals

GoBike conditionally supports proposals 1 and 2, and unconditionally supports proposals 3 and 4. This position is on the basis of the following comments, numbered to align with your proposals and list of justifications. On balance, we are generally supportive of intentions to reduce the roundabout radius and signalise the junction, in addition to updating the TROs and offering some pedestrian and shared-use facility.

1. You propose “time restricted parking in the newly created bays”, “to create turnover”. Yet it sounds like the 20 minute waiting period in the 1975 TRO you mention would also allow this, if enforced. On an understanding that proposal 1 would override the 1975 TRO, we support this as a first step to better regulate parking at this junction, but see this as conditional on there being some means of enforcement, whether through installing and maintaining the placemaking items you mentioned to tactfully prevent illegal parking, the use of bollards to also, vitally, offer collision protection, or camera-based enforcement of waiting times.
2. You mention that stage 1 and stage 2 road safety audits have been completed, but you will appreciate that we do not presently have access to outcomes of these documents or the rationales provided. In our view we believe that the increasing size of vehicles and their height relative to an adjacent carriageway when parked on a raised table *will* threaten sightlines, particularly in the vicinity of junctions, and that legitimising the placement of large vehicles at junction peripheries can be a material consideration when safety is considered. Assuming traffic will adhere to signals still carries risk when emerging to join the roundabout. We would like bollards to be of a safety-grade in order to protect the shops and pedestrians from the risk of collisions, but our support for this proposal is conditional on there being at least as many Sheffield stands as newly-created parking bays for inclusive access to the shops. In certain contexts, the same area of road space generates 5 times as much retail spend when allocated to cycle parking than car parking [3].
3. We support the reallocation of space to walking, wheeling, and cycling so we support proposal 3 based on the drawing to show where these shared- use pavements will be slightly widened within this design.
4. We support the extended speed limit and are grateful to you for passing on our request for nearby roads to also benefit from speed limit reductions.

Yours sincerely,

Calum, Derek and Ross (for GoBike)

[1] Transport Scotland, “Cycling by Design”, September 2021, [Online.]

[2] S. Nello-Deakin, “Exploring traffic evaporation: Findings from tactical urbanism interventions in Barcelona”, Case Studies on Transport Policy, Vol. 1-, No. 4, 2022.

[3] UK Gov., Department for Transport, “The value of cycling: rapid evidence review of the economic benefits of cycling”, [Online] 2016