



STRATHCLYDE
CYCLE
CAMPAIGN

- Feedback Form -

Keeping Glasgow Moving

Glasgow's Draft Local Transport Strategy 2007 – 2009
Phase 2 Consultation Draft

Chapter 1 – Introduction

How much will the Glasgow LTS be dependent on the SE NTS and SPT Rts?

Are **STAG criteria** subject to review, in the light of increasing climate change?

Chapter 2 – Keep Glasgow Moving – Progress

Points under '**Sustainable Transport**' are noted but are marginal activities. Bold application of the hierarchies listed (2001-2004) could have had a dramatic effect on the progress of cycling and walking in the city and restrained the growth of motor traffic.

The **bridge at Finnieston**, besides being a barrier to even medium sized vessels on the Clyde, has been built in a way which cuts future development of the Clydeside pathway. There are unnecessary turning restrictions, going on and off the bridge, for cyclists.

GoBike's objections to the **EERR** stand. It will be a divisive road locally without facility for cyclists and will create added traffic and global warming problems.

GoBike consider the findings of the PLI for the **M74 extension** should hold. Over-ruling the Reporter's conclusions will produce severe detrimental consequences for the locality, the city and the planet. <http://society.guardian.co.uk/societyguardian/story/0,,1935888,00.html> shows how a congested six lane motorway on stilts through the centre of Seoul South Korea has been removed and the Cheonggyscheon stream and a linear park re-instated, to everyone's benefit.

Road Maintenance remains a severe problem for cyclists in the city. Roads condition makes a poor impression on cycling tourists visiting and constrains others from coming.

Security through the **Clyde Tunnel** walk and cycleways causes some concern.

In the examples of plans and **targets not met**, under Assessment, city car club and park and ride in particular should be re-visited to help reduce city traffic levels.

Chapter 3 – Wider Context

Please refer to http://www.gobike.org/feat_ntsresponse.pdf GoBike's response to the **NTS consultation**. GoBike are concerned at the lack of input from the SE Sustainable Transport Team into the policy and implementation of strategic roads infrastructure.

Likewise GoBike believe it imperative that **GCC Sustainable Transport Unit** are represented on SPT (Regional Transport Partnership) as well as in city roads planning.

Local Cycling Campaign Groups should also be part of **LTA**s as well as being active in local Glasgow transport plans.

GoBike would like an opportunity to input to any revised '**Cycling by Design**' setting out standards for the cycling environment in Scotland. It would be unacceptable if this is being produced by Transport Scotland while denying any input from Cycling Scotland, who are funded by the SE to oversee cycling matters, or from any other stakeholders.

GoBike want Glasgow to adopt a **City Vision** based on some of the successful continental cities which use bicycles and public transport as their main mobility.

GoBike would like to see **Glasgow's Sustainable Agenda 21** policies applied more pro-actively to transport issues. While we applaud Glasgow signing the Aalborg Charter we believe that more robust actions are required to meet its aims for sustainable transport, which are at odds with Glasgow's major road building ambitions.

We would urge Glasgow to set targets for actual **Traffic Reduction** beyond reductions in the rate of growth. We appreciate that city centre traffic is constrained to some extent by road closures and direction and turning restrictions. However, by a major re-allocation of road space to cycling and other cycle friendly measures, a significant modal shift away from the motor car could be achieved.

The bicycle can also play a significant part in meeting statutory **Air Quality** targets.

Chapter 4 – Strategy Development

Glasgow's many functions including tourism, education, quality retail, the general local atmosphere and health would all benefit from traffic reduction and encouraging the bicycle to play a major part in mobility for a lively, thriving city. **LTS1**

Glasgow should capitalize on its **minority car ownership** to promote alternative inclusive travel modes. Even the half of workers who commute from outside the city could usually convert to cycling, public transport or at least Park and Ride. **LTS2**

The continued increase in traffic on **strategic roads** points to the need to curtail building of new major roads, if this is to be contained.

Health and sustainable transport promotion requires robust measures, especially to facilitate cycling and walking, to ensure it's full success. The introduction of a Core Path Network should greatly aid these policies. **LTS3**

Safety and security would result from traffic reduction and the adoption of sustainable transport alternatives. **LTS4**

Better travel information will be assisted by a new GoBike Glasgow Cycling Map under preparation, in consultation with GCC Sustainable Transport Unit. **LTS5**

Strategy Option 3 would be the preferred choice of GoBike. However it is recognised that elements of Option 4 could be desirable, particularly in assisting the free flow of Public Transport. However new development areas should not be introduced using new major access roads but by incorporating the principles of sustainable transport.

Chapter 5 – Vision

The **Vision Statement** looks appropriate. We agree with encouraging sustainable transport at the expense of car journeys, although it is unlikely that many car drivers would say that their journeys are ‘unnecessary’.

Parking availability is no doubt a powerful tool but ‘road space allocation and traffic control measures’ could make the really dramatic impact on how mobility in the city is perceived, and lead to meaningful modal shift.

Leisure walking and cycling is a key element in a civilized environment and life style.

The quality of cycling infrastructure is vital in encouraging its use.

Chapter 6 – Policies and Actions

6A – Improving Accessibility

Providing the majority in Glasgow, who do not have access to a car, with quality mobility would be a big step towards making sustainable transport options the preferred norm.

Easily accessible journey planning information and joined up ticketing and interchanges are important elements in reducing stress and making travel pleasant.

6B – Improving Travel Choices

As well as raising the accessibility and quality of **bus** services GCC should actively pursue the possibilities of carrying bicycles on buses for local journeys. This could open up a whole new range of potential sustainable trips as well as a ‘Ride and Ride’ option.

Cycling and **rail** normally sit well together and any improvement and extension to the rail network is welcome. The introduction of LRT into the system would also be of benefit as long as there was adequate provision for cyclists.

GoBike accept that the design of Glasgow’s **Subway** makes carrying of bikes a problem but adding secure bike parking at Subway stations could extend its usefulness.

Park and Ride facilities should also have a strong cycling element. Secure bike parking would give the option for the ‘Ride’ element to or from the ‘Park’ to be by bicycle.

Non-Motorised Transport (a less cumbersome title would help) should constitute the main plank of the LTS drive towards sustainable transport. The quantity and quality of the cycling infrastructure, on road and the Core Path Network will do much to determine the success of GCC’s policies.

Allowing cycling on ‘**footways beside roads**’ (pavements) would be a very productive step towards normalising cycling as a joint partner, along with walking, for N-MT. This would be a major step, in line with the new Scottish access legislation, which treats all paths as joint use, along with a strong code of conduct to govern behaviour. Making cyclists more specifically responsible for their actions on pavements would lead to some safety improvements and more considerate interaction all round. GoBike recognise that formalising this co-operation will take time and good PR to introduce.

Cyclists often walk as well, and tend to push their bikes in crowded areas.

Cycling in and around Glasgow is going to need a new, vigorous and all encompassing interpretations. These will be the measure of success of GCC LTS and any attempt to make a meaningful contribution to averting climate change disaster.

All the cycling Policies (CP1-4) and all the cycling Actions (CPA1-21) should be pursued, only to a greater degree and, in the timed ones, sooner.

Taxis can carry bicycles and this facility should be considered for **Private Hire Cars**. GoBike was generally against the use of bus lanes by PHCs but this is now in place.

GoBike are, like other cycling groups, against **Powered Two-Wheelers** using bus lanes.

Canal and Riverside paths are well used by cyclists and are a valuable resource. Some improvements and joining up in places are needed. It was noted that proposals for a fast ferry down the Clyde had significant cycle carriage designed in.

6C – Traffic Demand Management

Parking on cycle lanes constitutes a considerable hazard to cyclists and negates the positive contribution they should be making, for cyclists and towards the LTS. There should be active enforcement against any parking in them. Cycle lanes outside parking places should be suitably wide to allow cycling clear of the danger from opening doors.

Strategic Traffic Control may ease congestion in some instances but this will encourage drivers to continue using city-centre roads. Road design which restricts private car route choices (already partly in place) will lead to drivers taking alternatives or changing to more sustainable modes of travel.

GoBike are in general agreement with GCC Road Pricing approach but think that there should be an Action to promote inter-urban charges. **RP2**

Development Management criteria for new builds, as outlined, should help lead to suitable travel modes and reduce the needs for bureaucratic **travel plan** procedures. GCC should take measures to constrain existing work places, obliging them to adopt the good practices in travel plans.

Providing residential developments with off road **Parking Provision** should be mirrored by a reduction in the suburban road space, which has been released. Public spaces should be given a Home Zone treatment with attractive N-MT paths and alternatives.

Car parks could be encourage the use of small cars (usually more efficient) by the supply of some under standard size parking bays, near destinations.

Cycle parking should also be close to the destination and have a clear and natural access to them. **DMA1**

A widespread **Car Club** system would encourage many to do without car ownership. Ideally there would be secure cycle parking by the club car locations to allow collection and drop off by bike. **DMA8, DMA13**

GoBike are in favour of Urban Speed Reduction. **DMA9**

Emergency Planning should bear in mind that using a bicycle may well be the quickest mode of transport to reach an incident, especially if there are major road blocks. Paramedics and even Doctors as well as Police on bikes often arrive ahead of motorised emergency vehicles and can offer vital first aid.

Travel Awareness – Journey to School/work is most important in engaging youngsters who will have to overcome the difficult problems inherited from past errors in judgement. A lot of effort will also be required to educate adults in the workplace about the value of sustainable travel plans. **TAA3**

6D Improving Travel Safety

The success of the LTS objective in promoting N-MT will be reflected in a reduction in accidents. This is witnessed in cities with a high percentage of journeys by bike having very low accident levels.

Driver awareness could be greatly improved if their training included cycling proficiency.

6D Improving the Economy

This section seems at odds with and counter productive to the philosophy, objectives and proposals in the rest of the LTS. There is no indication as to how the economy would benefit from building an out of date inner ring motorway, and pseudo motorway system or adding old fashioned peripheral road links. If the city is to reap the real economic benefit inherent in a sustainable transport policy then unsubstantiated assumptions linking roads building to economic growth will have to be re-thought.

The impact on N-MT of any upgrade in the M8 needs closer examination, as well as its environmental impacts. **RIA6**

The 2014 Commonwealth games especially need sympathetic mass transit provision and N-MT facilities. Any new intrusive and divisive roads would inhibit mobility generally and as well as encouraging more motorised traffic would becoming gridlocked whenever there was a big event taking place. **RIA9**

6F Maintaining the Network

Cyclists usually ride close to the left hand side and the gutter of roads were rubble tends to accumulate and road surface faults appear. Off road facilities also attract debris and a regime of sweeping for cyclists is important and appreciated. **MNA1, MNA4**

Potholes, especially those caused by heavy bus traffic, are a real cycling hazard. **MNA2**

Maintenance of Structures is important to N-MT in enabling appropriate safe links across the bridges and tunnel. **MSA6**

Road Works Co-ordination should take advantage of the flexibility of walking and cycling to allow N-MT passage.

Winter Maintenance is important for safe riding on off road cycleways. **MWA3**

Street Lighting on cycleways should ensure that lamp standards are not an obstruction.

Design/constructing the network Cycling benefits hugely from a smooth, even surface.

6G Improving the Environment

N-Mt has many contributions to make to **Air quality**, Noise Pollution, Visual amenity and Biodiversity.

6H City Centre Strategy

GoBike would wish to have a cycling involvement in any review considering traffic management and access issues in the city centre. **CCA1, CCA4**

GoBike Conclusions

The Glasgow LTS is welcomed in its general tenet, concentrating on sustainable transport and N-MT. However the inclusion of major road building ambitions will negate much of any advantages gained.

The Strategy seems to recognise the urgency of the accumulated threat to our planet, environment and personal health and well being, from the excessive use of oil burning vehicles. The big question is whether as individuals and as a community we can act sufficiently quickly and positively to make the necessary difference.

Under normal circumstances, introducing major changes is a slow, considered process depending on well established procedures. However the situation now would appear to be reaching crisis. The measures needed to rectify this are going to have to be bold, innovative and activated in an assertive manner. This may be counter to a lifetime of practice by the elected representatives and officer charged with the task but we no longer have an option of prevarication if future generations are to survive and prosper.

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