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Glasgow City Centre Transport Strategy 2014-2024

Consultative Draft April 2014

Introduction

GoBike Strathclyde Cycle Campaign are pleased have this opportunity to respond to the above Strategy. We have been involved in the consultations which have lead to the approach Glasgow City Council propose to adopt for city centre traffic management. So are delighted that the focus on walking, cycling, place making and bus issue management form the core of the Strategy, with reducing motor traffic used to achieve this.

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We are happy to endorse all nine of the *'Key aspects of the Transport Strategy'*, in so far as the document gives sufficient detail about implementation. We look forward to an opportunity to contribute to some of this future detail, and also suggest some further points for consideration here, and for future developments.

Districts

This *'fundamental aspect'* of the Strategy is one that has worked well elsewhere to produce modal shift from private car to active travel. It is a bold step to propose for Glasgow. It's success and acceptance by the public will depend largely on the detail of the scheme and the way it is introduced. GoBike has reservations about what is shown, with unclear definition of the diagram showing considerable overlaps between Districts and only indicative ways in and out and around the periphery of the city centre to enable motor traffic access.

Fastlink

The exclusive nature of bus rapid transport has raises concerns and objections from GoBike. The plans for its treatment through the city centre have not yet been seen. It is hoped that BRT will not conflict with cycling.

Strathclyde University

A suggestion for reducing the number of busses using Cathedral Street is to consider making a link from Hanover Street to St Mungo Avenue and divert busses via St James and Stirling Roads. Although St Mungo Avenue is residential it is mostly gable ends of flatted blocks which face the street.

Bus Hubs

We feel unqualified to comment in detail on bus route management. However we support the proposal for Bus Hubs to help reduce bus congestion hot spots. Again more detail will be welcome but a Bus Hub at Stockwell Street, linked to Bus Corridor Option 4, could offer, as indicated, many other operating options.

From here Miller Street would make an efficient bus, as well as cycle, route. In addition to allowing the Argyle Street pedestrianisation to be completed, it gives the option to make both Queen and Ingram Streets into bus free Avenues, by removing the current wasteful loop up and along them and back down Glassford Street.

Avenues

The long term ambition for the heart of Glasgow to be a place where people want to be and move around comfortably on foot or by bike is very appealing. The calming of traffic speeds, including cyclists, with the place making and greening offered by a network of Avenues should produce a new ambiance of composure and consideration. This in turn can lead to a reduction in differing activity delineation and controls with more shared space solutions, having everyone showing respect and taking responsibility for each other's safety.

Other candidates for Avenue treatment are Queen and Ingram Streets, as mentioned under Bus Hubs, with the proposed Candleriggs-King Street one extended along Bridgegate to the river. Clyde, Duke Streets should also be considered, possibly extending along the Broomielaw, to address the crossing issues there. The West Nile Street Avenue should continue to Argyle Street, resurfaced for smoother two way cycling.

Cycling

Importantly, city wide permeability should let cyclists make easy, direct journeys unobstructed and unthreatened by motor vehicles. This should include a presumption of contra-flow cycling on many one-way streets particularly in the grid pattern part of the city. Special infrastructure considerations for cycling should become less necessary the more the environment is designed following place making principles.

Meanwhile, to encourage more cycling a network of Cycle Routes is needed, as shown. These may often be simply and economically introduced by appropriate delineation. This could be a basic painted cycle lane or one on a slightly raise section of reallocated roadway, with a chamfered curb, through to varying degrees of segregation, by armadillos, planters to fully separate paths.

Segregated two way bike paths recently built make a strong statement for cycling. However upright curbs on the cyclist's side are too severe and a hazard. These cycle lanes should preferable be filled in to near level.

Complimentary Measures

City Bike Hire schemes have been instrumental in normalising and popularising cycling in other cities, such as Paris. If MACHS for Glasgow is encouraged and adequately accommodated it should the same for us.

The redevelopment of Queen Street Station offers an opportunity for a major city centre bike hub. As well as a focus for general cycling activity and promotion, this could also be a centre for MACHS operations.

Cycle logistics and Pedicabs both offer many advantages in keeping with the vision of an Active Travel city,

Implementation

GoBike trust that they will continue to play their part in the consideration of all the cycling options through participation in Glasgow Cycle Forum and involvement in the Strategic Plan for Cycle Transport Sub-group.

GoBike fully back *'The Council .. committed to promoting active and sustainable travel ... through greater use of walking, cycling and public transport.'* We look forward to the Strategy becoming actioned. We note however that to achieving the *Future Glasgow Vision* will depend largely on the determination and resources applied to creating alternative options to the current private car domination. These will have to be both easy, possible and attractive enough to make walking, cycling and public transport the natural everyday choice for getting around the city centre.

Peter Hayman 30 May 2014
on behalf of GoBike Strathclyde Cycle Campaign