

Go Bike!
c/o: D/12, 160 Bothwell Street
Glasgow
G2 7EL

Traffic and Road Safety Manager,
Land & Environment Services
Glasgow City Council
Exchange House
231 George Street
Glasgow
G1 1RX

08 March 2014

Dear Sir/Madam,

TRAFFIC MANAGEMENT AND PARKING CONTROLS, HILLHEAD AREA: LACK OF INFORMATION ABOUT CYCLING CHANGES AND SAFETY IMPLICATIONS

I refer to the proposed changes to parking controls in the Hillhead area that are shown on the City Council website and are the subject of a current consultation exercise.

Go Bike is delighted to see that the proposals introduce two-way, ie contraflow cycling, on “some” of the one-way streets in this busy area; this will be a great boon to the cyclists who travel in and through the area and will hopefully encourage others to take up cycling.

It is unfortunate, therefore, that we feel we need to object to the overall proposals and this objection is based on the following:

- The lack of information about the proposed changes to the cycling regime in this area; the council website page makes no reference to them, the 10th of 10 bullets on the Advert refers to cycling changes, the Notice of Proposals refers to “one way operation with an exemption for cyclists” but the FAQs, while referring only to signage and road markings connected to parking, limit this to “two-way cycling on *some* of the two-way streets” (my italics).
- No indication is given of the streets where contraflow cycling will be allowed.
- Inquiries have been made as to the extent of contraflow cycling, some of which have been answered, but there is still uncertainty about some points, eg just where are the limits of two-way cycling on Gibson Street and how will they be indicated to drivers, cyclists and pedestrians?
- There is no indication as to the signage and road marking that will be used to denote contraflow cycling; the only signage and road marking shown on the plan relates to parking. This is a very busy, congested area and it is critical that there is clear signage and road marking to denote to all road users that cyclists may approach from the opposite direction to motor vehicles. When pedestrians have to walk between parked cars to cross the road and when car and van drivers are trying to find somewhere to park there is a very real danger that they will not expect cyclists approaching from both directions.
- We understand that Bank Street is already used by cyclists in both directions (albeit illegally); there is no indication as to whether part of this street will be available for (legal) contraflow cycling.
- No reason is given in the proposals or in the answer to a query as to why streets, or parts

of streets, with signalised junctions are excluded from the introduction of contraflow cycling. Is this for cost, safety or design reasons? We have this type of arrangement elsewhere in the city and it would be a sensible, coherent solution to introduce it here.

- Parking appears to be increased with these proposals but there is a danger that parking on both sides of Otago Street, near its junction with Gibson Street, will present a danger to cyclists entering Otago Street when other cyclists and motor vehicles are exiting. Has consideration yet been given to reducing, or eliminating parking on both sides of Otago Street to improve safety here?

In the absence of clarity around these proposals we regretfully find it necessary to object but we will have no hesitation in withdrawing our objection if the above concerns can be resolved and we will be happy to discuss them with you. We want to extend the contraflow cycling provision in the city but we do not want it to be done at the expense of safety; not only safety for cyclists, but for pedestrians and motor vehicle drivers.

Yours faithfully

Tricia Fort
Convenor, Go Bike! Strathclyde Cycle Campaign