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Dear Sir/Madam,

Queen Street Station, Glasgow, redevelopment: incorporation of Cycle Facilities

Dear Sir/Madam,

I write to you on behalf of Go Bike, the Strathclyde Cycle Campaign, in response to the second stage of your consultation on the redevelopment of Queen Street Railway Station in Glasgow City Centre.

Queen Street Station is a busy station serving commuters, visitors, shoppers and residents; it is the gateway to the east, north and west of Scotland. It thus deserves to be the very best that we can offer. It should espouse active travel and fully support the Scottish Government's and Glasgow City Council's stated aim and aspiration to increase the number of journeys made by cycle to at least 10% by 2020. Glasgow has raised its profile significantly during 2014, hosting the Commonwealth Games, supporting the Ryder Cup and very recently hosting the BBC Sports Personality of the Year Awards. We are now attracting visitors not just from other parts of the British Isles but from Europe and around the world. We need to exploit the legacy of the Games and offer these visitors world-class facilities. Other European cities have excellent facilities for cyclists and bicycles, and Glasgow should aim to do even better.

Rail is the ideal partner for cycling, allowing, as it does, cyclists to choose between cycling to and from the station or taking their cycle with them. Car parks at stations are becoming overcrowded as soon as they are constructed; the transfer of some of these motorists to their bicycles would have benefits for all. Cycle parking is also far more economical than car parking. It is surprising that your publicity does not show any cycles or cyclists in the station, nor does it portray any of the many tourists with their rucksacks and cases who use the station. Many of the trains leaving Queen Street are packed with walkers, tourists, rucksacks, pushchairs, suitcases, cycles, as well as shoppers, business people and commuters. All these people are choosing to use a sustainable form of travel and to protect our environment and we hope to be able to work with you to improve the sustainability of travel in Scotland.

Within Go Bike, the Strathclyde Cycle Campaign, we see the redevelopment as having the potential to help:

- Meet the aspirations of the Scottish Government to increase the modal share for active travel, particularly cycling.
- Meet the aspirations of Transport Scotland and the ambitious targets set for the new ScotRail franchise to increase the support given to cyclists both on the train and at railway stations.
- Meet the aspirations of Glasgow City Council to become a cycle-friendly city and to increase the modal share of cycling in Glasgow.
- Support and integrate with the Nextbike cycle hire scheme introduced by Glasgow City Council and with any future system that Abellio, the new Train Operating Company, might introduce.

- Increase the number of tourists who choose to travel by train and cycle in Scotland, thus reducing road traffic and pollution.
- Increase the number of residents in the Central Belt and beyond who choose to travel by train and cycle for their commuting, business, family or leisure journey, thus reducing the pressure on station car parks and reducing road traffic and pollution.
- Facilitate the journey that cyclists currently have at Queen Street Station by improving flow through the station.
- Improve the overall health of the population by supporting active travel in line with the current aspirations of national and local government and the National Health Service.

We understand that cycle parking and storage may be provided within the extended Buchanan Galleries in the north-eastern part of the station complex. This is not in the most convenient area for the majority of cyclists and train passengers arriving at the station and the wide range of cyclists travelling through the station, and many cyclists will have needs beyond cycle parking. We propose that a cycle hub be incorporated within the redevelopment and that a suitable location for this would be on West George Street at street level, ie below the level of the station concourse. The facilities to be provided from this hub, to make it of benefit to all users of the station should be:

- Clear signage to attract cyclists to the hub as their first point of call at the station.
- Short term cycle parking, to allow cyclists arriving at the station to access the booking office etc without their cycles, thus reducing congestion in the main station area.
- Directions and ready access to the main cycle parking in the station, to minimise potential conflict between cyclists and other users of the station.
- A low level repair and maintenance facility for cyclists to be operated, ideally, on social enterprise terms, to allow tourists and commuters to have their cycles repaired during the working day or their transit time in the city.
- An information service about cycle routes in Glasgow and the surrounding area and details of local groups that organise cycle rides.

Such a location, which would be immediately visible to the majority of pedestrians accessing the station, would encourage the use of active travel and if the hub were to be operated on social enterprise terms would allow the training of apprentices and the employment of local labour to provide a service that will enhance the transport service provided by the rail industry.

There are cycle hubs in other towns and cities in the UK and in other countries in Europe, and the Association of Train Operating Companies (ATOC) have produced a Cycle-Rail Toolkit that provides guidance on cycle hubs and I attach a copy for your reference. This document sets out very eloquently the need for good, comprehensive cycle facilities. We hope that Queen Street will be able to provide a “5-cycle” service (see page 23). It is the ideal location for a cycle hub or cycle centre, to provide the full range of services that people travelling by cycle require (see page 22). Members of Go Bike, and other cycling organisations, will be pleased to work with you to develop a facility that will enhance the new Queen Street Station.

Go Bike works actively with other cycle organisations and, particularly since we initiated the Glasgow Cycling Forum five years ago with Glasgow City Council, we have been very actively involved in the development of cycling facilities in the city. We liaised with the companies who tendered for the ScotRail franchise. Abellio, as you will be aware, has agreed the ambitious targets set by the Scottish Government of encouraging and increasing cycle travel in Scotland. Queen Street should play a big role in ensuring that this may happen.

We look forward to hearing from you.

Yours sincerely



Tricia Fort
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