



Councillor Martin McElroy, Glasgow City Council

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Ref: Cycling matters

By e-mail

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**Cycling matters, Review of previous items plus a new proposal**

Dear Martin, Andy,

I write to ask for updates on matters that have been discussed at the Glasgow Cycling Forum, now chaired by Martin, and the Transport Sub-Group, chaired by one of Andy's staff. The final item, though, to which we hope you will give serious consideration, is a new proposal from one of our members in GoBike!

Glasgow's Strategic Plan for Cycling

The Strategic Plan for Cycling was launched in a blaze of publicity earlier this year. We are very supportive of the measures contained in the document and thus we would be very pleased if you can now confirm that all staff in the Council who deal with changes to the city's roads and infrastructure have been fully briefed on the document and its contents and have immediate access to a copy. We suggest that this will be staff in Land & Environmental Services, Development & Regeneration Services and Planning. We look forward to seeing all future TROs and city changes fully in compliance with this document.

20mph in the City Centre

Could you please confirm the date of implementation of this speed limit in the city centre? We now see signage but little evidence of reduced speeds or enforcement.

We have been vocal in our support of 20mph speed limits and wish to see the improvement in our city environment brought about by calmer motor traffic.

Bus Lane operation

In November 2014 we responded to consultation on the hours of operation for bus lanes and we understood that this was to be set city-wide as 07:00 – 19:00. However, a phone call followed by the requested e-mail to a member of your staff has failed to elicit a response as to the council decision. Signage in the city, some of which looks new, still shows what seem to be the 3 options, ie rush hour only, 12 hour and 24 hour operation.

Please will you confirm the current position?

Advanced Stop Lines (ASLs)

It has been agreed at the Glasgow Cycling Forum that when the painted road markings at traffic light junctions are installed or renewed ASLs will be included as standard practice. This now seems not to be the case and we are left with a random arrangement of some junctions with ASLs and some without.

Could you please confirm that the policy is still active and give your estimate for when all eligible junctions will be fitted with ASLs?

Fastlink on the Broomielaw

One of our members has, earlier this week, submitted proposals for the upgrading of cycle facilities on the Broomielaw, which we very much support. The reasoning behind this is that the pedestrian area next to the water is at times very busy with pedestrians, which is very welcome, but the Fastlink bus lanes are regularly empty, with very few buses travelling along them. Our analysis of the available data shows that the Broomielaw is one of the most heavily cycled routes in the city. Yet, as you will be aware, cycle facilities here, particularly around the Casino, are below the desirable minima set out in Cycling by Design, the Council's chosen design guide (as per the current Strategic Plan for Cycling)

The proposal is for the bus lane closest to the river to be converted to a two-way cycle lane, the remaining bus lane to be used by buses travelling east to west and the buses travelling east to remain on the northernmost road lane all the way from the Clyde Arc Bridge to Oswald Street.

This will reduce the potential for collisions at the blind corner of the Clyde Port Authority car park, minimise conflict between people walking and people cycling on the pedestrian area and encourage more people to cycle, thus enhancing the image of Glasgow as a Cycling City.

We trust you will give this proposal serious consideration and we look forward to your responses to our update items.

With best wishes,



Tricia Fort  
Convenor, GoBike! Strathclyde Cycle Campaign