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28 February 2017

Dear Sir/Madam,

**City Centre (traffic management) order 2010 (amendment no.18) (Sauchiehall Street)
Support in principle, Comment, and Objection to part.**

Thank you for your e-mail of 20 January and the opportunity to comment on this part of Glasgow City Council's proposals for Sauchiehall Street.

GoBike! Is delighted to see this reallocation of space on Sauchiehall Street and we fully support the first two bullet points in your advertisement about the restrictions on "waiting or loading", or leaving, motor vehicles on the street. The purpose of roads is to allow the passage of traffic, rather than the storage of motor vehicles, and the narrowing of the road with this reduction in stationary vehicles will very much improve the environment for people walking and cycling here and will allow the "Avenue" concept to become a reality. People will be encouraged to visit the businesses along the street and take their time to look in shop windows when there is more room for them to linger.

We see from your plans that a separated cycle way is proposed for the street, which, while we are keen to see such facilities, we are concerned and disappointed that these have not been discussed with those of us who cycle. It would be a great shame if this bold scheme with its reallocation of space were to falter because of a lack of cognisance of the journeys made by cycle. It is essential that such cycle ways have clear entry and exit points, both at each end to connect into adjacent routes but also at points along the route, to attract people to use it.

It is this element of the Order that constitutes our Objection to the third bullet point, where it is proposed to make Elmbank Street between Sauchiehall Street and Bath Street one-way. Elmbank Street currently forms a convenient exit from Sauchiehall Street and its removal is in direct contravention of your recently published Strategic Plan for Cycling and your chosen design document, Cycling by Design. In this document it is a default position for one-way streets to allow for contraflow cycling. We are grateful to Brian Hubbert for his explanation of this and our other initial concerns in his response to us of 20 February but this continuing non-compliance with your own documentation is of great concern to us.

We are pleased to see the extension of the bus/taxi/cycle lane from the west denoted in your fourth bullet point.

Thus, while we approve the Order in principle, we remain concerned that it is not a coherent whole.

Yours sincerely,

Convenor, GoBike!