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## **Glasgow City Council (Pollokshaws Streamline)(Traffic Regulation) Order 201**

**GoBike** Strathclyde Cycle Campaign wish to object to the above traffic order, as it stands, on the grounds that it contravenes the various Glasgow City Council policies to encourage and facilitate cycling, as a viable alternative and sustainable option for mobility within the city.

The lack of consideration for cycling within the plans also ignores the requirements of the Transport Scotland Trunk Road Cycling Initiative 1996 and its more recent reference to Cycling by Design 2010, which includes a need for 'Inclusive Design' under the public sector equality duty.

### **History**

**GoBike** responded to the Pollokshaws Road Streamline Route Initial Review Consultation on 13 May 2010, in principle and in detail. A copy of that submission is attached to this letter, as nearly all of the points raised still apply to the current proposed order. No reply was received at the time, nor any discussion of the issues.

Since then there has been considerable improvement to some of the road surfaces, which make cycling so much more pleasant. However there are still some seriously poor surfaces with pot holes remaining or new ones appearing. Several junctions have had Advanced Stop Lines added, which **GoBike** advocated. Even so these helpful actions do not add up to a Cycle Super Highway, which this route should be, to accommodate the existing cyclists, enable its latent potential use and encourage new cyclists to ride on these roads.

**GoBike** are in favour of any improvements to public transport, but would note that the whole range of this scheme can be ridden by bike in 20 minutes at a brisk pace, or more leisurely in half an hour.

### **Main Features of the Proposals**

All eight points are covered by commentary in the accompanying submission from 2010. In addition:-

1. **GoBike** accept, in general, the benefit to competent cyclists of 24 hour bus lanes and welcome the extension of these. An important characteristic, from a cyclist's point of view, is their continuity. Where road space conditions do not allow this then the gap should be spanned by an advisory cycle lane.
2. **GoBike** do not approve of peak-time bus lanes. They can cause confusion and if the traffic is so light at off-peak times that the busses don't need them, then other vehicles should not be unduly held up either.
3. **GoBike** do not approve of removing part of the 24 hour bus lane on Pollokshaws Road. If it is justified at all, which we think it is, then it should be complete. It should indeed extend to Haggis Road, or at least the cycle lane should be brought back, across the side entrance, to meet up with the end of the bus lane.
4. It is noted that the proposals for a redesign at Eglinton Toll have been dropped. However there is still no provision for cyclists to go generally east/west here, which is a common desire line.
5. **GoBike** support the restriction of vehicle parking clutter, especially along the stretches noted.
6. The proposed parking bay at Balvicar Street would block an existing cycle lane and be a retrograde step.
7. The slip road by Langside Hall, between Pollokshaws Road and Langside Avenue, is a useful cycleway. It is unclear why the taxi rank here has been move further away and the slip road removed. It is noted that the pedestrian crossings for Pollokshaws Road are to be move to the corners of the junction.
8. Bringing the pedestrian crossings at Shawlands Cross to ahead of the various stop lines would be appropriate. However the build out on the south of Kilmarnock Road would conflict somewhat with the proposals for installing cycle lanes and pavement widening through Shawlands, submitted in 2002.

## **Previous comments from 2010**

GoBike would like to draw attention to some still relevant issues from their earlier consultation response, not already covered above. The numbering refers to the Initial Review paper being commented on.

Page 1, under Current Conditions, item (a) calls for an extension of the scheme with cycle facilities back to the Rive Clyde. This is also dealt with on page 3 under 2.1 and page 4, under Additional Comments and also by Additional Proposal.

Items (b) and (c) are also still cycle unfriendly stretches, and (b) should actually extend to Queens Drive. Both could benefit cyclists, pedestrians and the cityscape by removal of parked car clutter and introduction of cycleways with some pavement widening, as previously suggested for Shawlands.

Under GoBike Proposal, it is not known whether any cycle audit was done in preparation for this current Order. If there was GoBike would like an opportunity to see it and to comment.

Page 3, 6.1 Advances in cycle friendly roundabout layout designs may well be appropriate here.

Page 3, 6.2 The area for this proposal is not covered by the plans accompanying this Order 201.

## **Additional change required**

A potential hazard has been reported. Cyclists riding southward from Haggs Road and using the cycle lane on to Pollokshaws Road have had near miss incidents with taxis coming round from the left on the bus lane slip road at speed. At the least the priorities should be changed at this junction, to have the Give Way on the bus lane slip road; or preferably the junction should be redesigned between the cycle lane and the bus lane slip road to give better sight lines and a less acute approach between cyclists and other vehicles.

## **Conclusions**

**GoBike** trust that the Streamline interventions proposed by the Order 201 can be revisited to make allowance to cover a wider remit for sustainable travel to include the cycling issues raised, in line with Glasgow City and National cycling development policies.

*Peter Hayman*

on behalf of GoBike, Strathclyde Cycle Campaign

28 August 2014