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Ref: GCC/CPG

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20 February 2016

Dear Sir/Madam,

The Glasgow City Council (City Centre)(Mandatory 20mph Zone) Order 201_ Alternative Proposal: an opportunity to bring cycling to Central Station

Thank you for the opportunity to respond to this proposal. We are pleased not only to be able to respond but for the relatively long time period for consultation, which has allowed GoBike to give serious consideration to the area covered by the TRO. You will be aware that we have developed a cycling proposal for Union Street etc, ie an opportunity to encourage people to cycle to and from Central Station and along Union Street, which we discussed at the City Council's Transport Sub Group on Friday 05 February and again at the Glasgow Cycling Forum on Friday 12 February. We are delighted to hear that you are now modelling a two-way segregated cycle lane on Union Street and Jamaica Street and we look forward to seeing the results of that work. Our proposals are shown on the attached diagram.

To focus on the actual TRO, I append brief comments to each of the points listed in your Press Advertisement (your proposals are in *italics* and the GoBike comment in standard text):

1. Make Argyle Street one way eastbound between Oswald Street and Jamaica Street with mandatory right turn to Jamaica Street except bus, taxi and cycle.

We wish to see the westbound contraflow lane remain for cyclists to allow good, legal access to the Central Station low level platforms and to retain Argyle Street as a two way through route for cyclists. We also wish to be able to turn left to travel north on Union Street. Thus we object to this part of Order.

2. Provide westbound contraflow bus, taxi and cycle lane on Midland Street and revoke the current contraflow bus, taxi and cycle lane on Jamaica Street.

We have no objection to a contraflow cycle lane on Midland Street, but we see this as additional to the contraflow cycle lane on Argyle Street (Hielanman's Umbrella). Midland Street is dark and unwelcoming and rather narrow to allow the free flow of buses, taxis and cycles in both directions.

3. Revoke the current northbound bus, taxi and cycle lane on Oswald Street to Argyle Street.
We have no objection to this part of your proposal.

4. Ban the right turn from Union Street to Argyle Street for all traffic.

We object to this part of your proposal for cycles, since the alternative, legal, route for cyclists from Union Street to access the low level station would be via Jamaica Street, Midland Street, Oswald Street back to Argyle Street, ie a lengthy detour.

5. Remove the current taxi rank on the south west side of Union Street and provide a five cab rank on Union Street south of Central Station exit.

We consider this would move the rank away from the footfall of Argyle Street and the low level station, to be too close to the main Gordon Street rank, and it would hinder the construction of a two-way segregated cycle lane on Union Street, as detailed in the GoBike alternative proposal.

6. Provide no waiting at any time, no loading at any time on both sides of Midland Street.

We have no objection to this part of your proposal.

7. Provide no waiting at any time, no loading 8am to 6pm except goods vehicles on the west side of Jamaica Street south of Midland Street.

We have no objection to this part of your proposal.

8. Replace current parking and loading on west side of Union Street (south of Central Station exit) with no waiting at any time, no loading 8am to 6pm except by goods vehicle during 9.15am to 4.15pm.

We have no objection to this part of your proposal, except that it should not hinder the construction of a two-way segregated cycle lane at this location.

9. Provide no waiting at any time, no loading at any time on the west side of Jamaica Street from Argyle Street to current bus stop.

We have no objection to this part of your proposal.

10. Provide contraflow cycle lane on Blythswood Street between Cadogan Street and Holm Street.

We support the construction of a segregated contraflow cycle lane on this section of Blythswood Street.

11. Minor associated waiting and loading amendments.

We are unable to comment on this part of your proposal given the absence of detail.

The GoBike alternative proposal is described on our attached document but briefly involves the construction of a two-way segregated cycle lane on the west side of Jamaica Street and Union Street, to allow people to cycle between the River Clyde and the Gordon Street entrance to Central Station, with continued two-way cycling on Argyle Street. This opportunity to encourage people to cycle into the city centre and to make Union Street more attractive to both pedestrians and cyclists should not be missed.

We look forward to discussing this with you further.

Yours sincerely,



Convenor, GoBike!