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Cc: Councillor Angus Millar, angus.millar@glasgow.gov.uk

Ref: TF/D6

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Dear Ms Duffy,

THE GLASGOW CITY COUNCIL, High Street/Saltmarket Action Plan

We have been made aware of the current consultation for the High Street and Saltmarket and are grateful for the opportunity to comment. We have made our members and supporters aware of the consultation and we understand that a significant number of them have responded to the on-line survey.

However, many of the questions there are not applicable to an active travel campaign group such as GoBike and thus we offer the following comments:

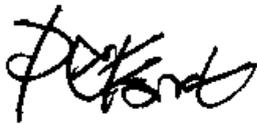
It is important that the High Street and Saltmarket are revitalised and shops, cafes and businesses are attracted to the area but the street environment must be radically improved to encourage people to walk and cycle along the street and spend time there. Currently the street is a four-lane highway with cars, vans, buses travelling through. So what must be done?

- The pavements must be widened and their surface improved, with unnecessary street furniture removed, to encourage people to walk and window shop, perhaps even sit outside a cafe.
- Cycle lanes must be introduced; people already cycle along the street, dodging the parked vehicles and those that are speeding and their journeys will be made less hazardous by the provision of cycle lanes. These must be segregated from the motor traffic to encourage the more vulnerable to cycle.
- The above two measures, both in line with the City Council's policies for the city centre, will reduce the space available for motor vehicles and this in itself will help to bring down their speeds, generally well over the 20mph speed limit. This speed limit has been in place for over 2 years now, plenty of time for people to become aware of it and it must now be rigorously enforced, not only to bring speeds down to the legal limit but to reduce noise and reduce pollution.
- The city's proposed Low Emission Zone must set the way for Scotland. There is money available for 75% of the city's buses to be retrofitted to reduce emissions and this could and must be done this financial year. If we are to protect the health of the people living and working on the High Street it is essential that our low emission zone must be strong and robust. Buses are not the only culprit though, and clear targets must be set to reduce not only the emissions from other vehicles but to limit their numbers.
- One way in which the reduction in traffic volume may be done, apart from the provision of a good cycling and walking environment, is by the introduction or reintroduction of a frequent and regular bus service. Virtually all the bus services running along the High

Street and Saltmarket are a convenience for First Bus as they send buses out to start their main routes outwith the city centre and then return to the Gorbals at the end of the day. Why are there no regular bus services between the north and south of the city stopping at the High Court and Glasgow Green, stopping at Glasgow Cross for transfer to east - west services, stopping at High Street Station to connect with the regular and frequent train services there, stopping at Strathclyde University, at the Cathedral and the Royal Infirmary? The absence of a bus service serving this wide range of destinations is a glaring omission in public transport in the city and simply serves to encourage the private car into the city centre.

If the city is serious in its stated ambition to revitalise the High Street and the Saltmarket, then the steps outlined above and all in line with the city's strategy documents must be introduced, with an ambitious target set for implementation. We look forward to a far pleasanter and thriving High Street and Saltmarket!

Yours sincerely

A handwritten signature in black ink, appearing to read 'Tricia Fort', written in a cursive style.

Tricia Fort
for Consultations, GoBike