



Land and Environmental Services
Glasgow City Council
Exchange House
231 George Street
Glasgow
G1 1RX

PO Box 15175, Glasgow, G4 9LP

e-mail: campaigning@gobike.org
web: www.gobike.org

Ref: TF/GBcom/GCC

E-mail: ronnie.hamilton@glasgow.gov.uk
les@glasgow.gov.uk

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Dear Ronnie,

Bus, Taxi and Cycle Lane Review

Thank you for the opportunity to comment on these proposals, which were sent out by Allan Maclean on 04 November.

We will reply in turn to your questions:

1. Standardising bus lanes at 7am until 7pm: this will have the advantage of providing consistency within the city, but will have the major disadvantage of not providing for bus and cycle journeys outwith those hours. There are many people who cycle to and from work both before 7am and after 7pm, some of these people doing so because public transport, particularly the bus service, operates at a reduced level at these times. Before 7am and after 7pm is when it is more often dark than light, thus putting cyclists at a disadvantage particularly on poorly lit streets, and where cars are parked on bus lanes.
2. Standardising bus lanes at 24/7: this is our favoured option and has the following advantages:
 - Consistency: all bus lanes within the city will operate for the same hours.
 - Uniformity: road users will not have to worry about whether it is 6:55 or 7:05; if it's a bus lane then it is for the use of buses, taxis and cycles only, with no other vehicles allowed.
 - While bus lanes are not the ideal environment for cyclists, they are far better than the open road with parked cars and vehicles weaving in and out and, since cyclists operate for 24 hours per day, they need this protection 24 hours per day.
 - 24 hour bus lanes will give people on bikes that extra protection they need at dusk and dawn, when visibility is poor.
 - Many parts of the city, such as the SECC complex, Celtic Park and the Velodrome, Ibrox, Hampden and all the theatres around the city operate until late in the evenings and during the morning and afternoon. 24 hour operation of the bus lanes will encourage people to attend these venues by bike, or by taxi, and to leave the car at home, thus improving their health and reducing pollution in the city.
 - Buses, outwith the bus lanes, are frequently delayed by private vehicles and this reduces their efficiency. 24 hour bus lanes will speed their journey at all times of the day, encouraging the bus operators to provide more services and encouraging more people to use them rather than the private car. This will reduce pollution because the buses are flowing more freely and reduce the number of private cars on the road, thus enhancing the city environment.
 - Bus lanes are generally on the direct, arterial routes from the outskirts of the city to the city centre, ie the very routes that people wish to commute on. By ensuring that these routes are clear of parked vehicles at all times, more people will be encouraged to leave the car at home for their commute, their trip into town or to the football – or if it's raining, they will know that the bus will be relatively speedy.
3. Making all bus lanes peak hours only is our least favoured option, if only because it is so difficult to ascertain when peak hours are. Our roads are becoming busier and busier, more

people are staggering their working hours and/or working shorter hours, our city is becoming more a 24 hour city and thus our bus lanes need to operate 24 hours per day to give cyclists some protection from traffic and to allow and encourage bus operators to run buses for more hours in the day.

4. a) YES, we definitely think that having standard bus lane timings will benefit driver understanding and, as outlined above, to make this as simple as possible, bus lanes should operate 24/7. b) The benefits of standardisation are outlined in our point 2 above. The other benefit will be that Glasgow, as the largest city and the largest local authority in Scotland, will be leading the way in promoting public transport and active travel.
5. As in point 3, there is no definable peak hour, and bus lanes should operate 24 hours per day.
6. Day time only operation, to cater for the wide range of working hours in the city and for evening events, would be 6am until 12 midnight.
7. With the current standard peak hours and with 7am until 7pm operations there are issues with traffic congestion outside schools which finish before 4pm, there are issues near theatres and other entertainment venues that have performances in the morning, the afternoon and in the evening after 7pm, there are issues at our sports venues with events in the afternoon and in the evening after 7pm. The sensible thing to encourage people to leave the car at home is to have 24/7 operation of bus lanes with bus operators advised and encouraged to provide services to get people to and from all these venues.
8. YES, bus lanes are required to be operational on Sundays. Sports venues, theatres, museums and shops operate on Sundays and the people of Glasgow should be able to rely on a prompt, efficient bus service to get them to and from such venues.
9. Bus lanes are not required where bus services regularly run to time, and are not held up by queuing traffic. Generally these areas will be in the outer parts of the city.
10. New bus lanes should be considered for all arterial routes into the city and on other main routes where there is considerable flow of traffic. These routes, which will be the main commuter routes and desire lines for city residents, will be where people wish to commute and travel to shops etc. Ensuring that there is a bus lane will encourage people to use their bike to commute or shop, or, should the weather be inclement, they have the alternative of an efficient bus service that runs to time.
11. All bus lanes need to be extended to be continuous along a route, including through traffic lights; the only break in them being to provide Advanced Cycle Stop Lines at the traffic lights. These ASLs must exist not only across the bus lane but all lanes to allow cyclists to either continue along their route or to turn off. Such continuous bus lanes will help to ensure that buses, taxis and cyclists, have priority at junctions, thus further encouraging private motorists to leave the car at home and be more active, to the betterment of their health.

In addition to these points one can see from the introduction of the bus gate at Nelson Mandela Place that the area from West Nile Street to George Square is now a far pleasanter and safer place for pedestrians during the day. This change is welcome and to be commended.

The forthcoming and very welcome changes in the drink-drive alcohol limit will also affect the use of private cars and extending and standardising the operative hours of bus lanes will mean that both buses and taxis will be a far more efficient and attractive option for those who would otherwise choose to use a private car, to the possible detriment of public safety.

We in Go Bike look forward to changes that encourage active travel and will be pleased to further discuss your proposals with you.

Yours sincerely



Tricia Fort, Convenor, Go Bike