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Dear Sir/Madam,

The Glasgow City Council Citywide Bus Lane (Variation) Order 201_

Thank you for your e-mail of 24 November.

GoBike! Objects strongly to this Order. I attach a copy of our letter of 19 November 2014, sent in response to your options consultation, which sets out clearly our reasoning for the city's bus lanes to operate 24 hours a day throughout the year. Bus lanes offer some protection to people cycling and people cycle 24 hours a day; they do not stop at 7pm and they start before 7am.

Since the submission of that letter, Glasgow City Council has issued its Strategic Plan for Cycling 2016 – 2025. This document shows clearly, in the introduction on page 5, that the length of the Glasgow Cycle Network is 310km and there is the proud boast that this has "increased in length by over **160%** since 2006". On page 18 of the same document Target T5 is to "Increase the overall length of the Glasgow Cycle Network from 310km in 2015 to 400km in 2025 and to 590km thereafter".

This is very laudable but not when these numbers include not just bus lanes but bus corridors! Bus corridors offer no protection to cyclists at all. Bus lanes offer some protection and many people use bus lanes for their cycle journeys, for example on the heavily cycled radial routes into the city centre such as Pollokshaws Road, Paisley Road West and Maryhill Road.

To include bus corridors in your cycle network figures is a deception. How would a family of visitors to Glasgow manage to cycle on the A81 from the Glasgow boundary into the city centre? To now reduce the operation of 24 hour bus lanes to 12 means that they may no longer be included in the kilometrage of the cycle network.

We thus ask that you do not reduce any bus lane operation and, for consistency, you increase all bus lane operation to 24 hour. We also ask you to be honest about cycle provision and only include in your network cycle routes designed to a competent standard.

Convenor, GoBike!