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Ref: TF/IS/PH

20 November 2018

Dear Sir/Madam,

**THE GLASGOW CITY COUNCIL, (CITY CENTRE)(TRAFFIC MANAGEMENT) ORDER
2010, (VARIATION No24)(BUS PRIORITY) ORDER 201_**

Thank you for your e-mail of 07 November and the opportunity to comment on the proposals for filtering private cars away from Oswald Street and Union Street.

We are delighted that these measures are being taken to reduce pollution in the city centre, reduce road traffic accidents and to effect modal shift away from the private car to public and active travel.

We do, however, have a concern about the proposal for West Nile Street, where standard parking bays are to be replaced by parking places for disabled people. Currently the situation for people using the southbound contraflow cycle lane on West Nile Street is poor, as people on bikes are trapped in the door zone between the parked vehicles to the east and moving vehicles to the west, with no segregation between them. Any buffer zone that was designed into the road would be further reduced with wider than standard disabled parking bays, with people on bikes being pushed towards the moving traffic in the north bound lane, although we do believe there is a solution to this.

We suggest that the cycle lane is moved to be adjacent to the east footway, stepped in design, with a step down from the footway and a further step down and 0.75m separation between the cycle lane and parking bays.

People cycling will therefore need to be aware of people disembarking from cars on their right but this is far preferable to people getting out of cars to their left and moving vehicles on their right.

At one time West Nile Street was to be a major part of the cycle network in Glasgow; it is somewhat disturbing that you now propose changes that ignore active travel and we trust you will adopt our proposal.

There is an opportunity to further encourage active travel that you have omitted from these proposals and it is one that we suggested at the time of earlier changes to Jamaica Street and Union Street. A contraflow, or preferably a two-way, cycle lane should be constructed to allow cycle traffic to travel north, and south, for the full length of Jamaica Street and to continue along Union Street to Gordon Street and beyond. This will encourage many people to make the modal shift to cycle into the city from the riverside cycle way and from the southside of the city.

We look forward to you adopting our amendments to your proposals and to Glasgow really moving forward to gain sound environmental credit.

Yours sincerely

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