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Ref: TF/SI/D52/IS/TC

11 February 2020

Dear Sir/Madam,

GLASGOW CITY COUNCIL TRO (BYRES ROAD) (TRAFFIC MANAGEMENT AND PARKING CONTROLS) ORDER 20__

Thank you for your email of 06 January and the opportunity to comment on the proposals for traffic management and parking controls to facilitate the construction of cycle lanes on Byres Road

GoBike broadly supports the proposals of this TRO, but with caveats.

We fully support reducing on-street parking and introducing disabled parking bays on side streets. This is a residential and commercial area, so reducing the public realm space taken up by private motor vehicles and moving this space over to pedestrians and cyclists is a move that is needed. In addition, air quality is adversely affected if drivers are starting, stopping and manoeuvring into parking places, so local air quality will be improved. The removal and more control of the vehicles will improve the local public realm.

We support redetermining Church Street, Torness Street and the south end of Byres Road to one way streets, in order to create wider pavements and space for active travel, but we need to see contraflow cycling permitted on all streets, including Torness Street, in line with the council design guidance, Cycling by Design.

Our deepest concern lies with the design of the cycle lanes **at side streets**, which we do not support. The TRO advert states that "The order will propose..... the introduction of protected cycle lanes." The designs do not currently afford **protected** continuous passage of cycles across side streets, expecting them to give way to turning motor vehicles and thereby reduce their priority below the private car in the Transport Hierarchy. The designs make priority ambiguous, therefore reducing safety for people crossing on bikes and on foot, and increasingly the likelihood of collision.

For side streets to be safe within the placemaking aims of the projects the cycle lanes at side streets **must** be continuous, visually distinct (in road markings and continuous colour), grade separated with raised tables, and with tight turning radii.

We are glad to see protected cycling given a place for **some** of the length of Byres Road within the TRO, however the design **must** allow cycling to have the same continuous flow as motor traffic, and **must** be safe for people walking and cycling.

Yours sincerely

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

Tricia Fort
for Consultations, GoBike