



Jonathan Brown  
Head of City Deal  
Neighbourhoods, Regeneration and Sustainability  
Exchange House  
231 George St  
Glasgow  
G1 1RX

E-mail: [consultations@gobike.org](mailto:consultations@gobike.org)  
web: [www.gobike.org](http://www.gobike.org)  
Ref: TS-5169-TRO-001

By e-mail to: [sustainabletransport@glasgow.gov.uk](mailto:sustainabletransport@glasgow.gov.uk)

8th February 2024

Dear Sir/Madam,

**Glasgow City Council (City Centre) (Traffic Management) Order 2010 (Variation No. 32)  
(North Hanover Street and Kyle Street) Order 202\_**

Thank you for providing the opportunity to comment on these proposals.

GoBike welcomes these proposals because they continue the development of walking and cycling provision in the city and, being coherent with recent proposals for Cowcaddens and Dobbie's Loan, contribute to creating a connected network of routes in the city. We particularly welcome the connection to the recently built Sighthill Bridge and the connections it provides to the west and north.

We have some specific comments:

- 1. Reconnecting Townhead to the rest of the city:** The construction of the motorways, expressways and access roads 60 years ago 'balkanised' several parts of the city and despite being very close to the city centre, Townhead is cut-off from adjacent areas to the north and east and the heavily trafficked North Hanover St, which is an unappealing walking and cycling environment. The Sighthill Bridge provides a connection northwards, with local access via North Wallace St. Currently it is one-way travelling northwards. We think that this restriction should be amended with 'except cyclists' added. While we welcome reconstruction of its junction with Kyle St, we ask that the width of the signalised crossing on Kyle St be increased to have parallel pedestrian and cyclist lanes with the cyclist lane leading directly to North Wallace St. The extensive metal railings down much of the east side of North Hanover St and the unkempt vegetation and slope provide people going to an from Townhead with an unattractive cityscape and restricted access routes, with only one of these for cycling. We hope the resurfacing of the east footway includes the complete removal of the railings. The traffic will be more distant from pedestrians because of the cycle lanes and rain garden. We ask that more and more attractive access points without steps between Townhead and North Hanover St be created. We ask that at least two of these also allow people to cycle continuously between St Mungo Avenue and North Hanover St and that these should be located opposite the junctions with Cowcaddens Road and with Killermont St.
- 2. Cycle Lanes:** Almost all of those proposed are bidirectional. GoBike's preference is for unidirectional lanes on either side of the carriageway, whenever possible. We recognise that the presence of the bus station and that the large sizes of buses require a reasonable proportion of carriageway space in which to turn and so, in this case, bidirectional lanes might be the better option. Unless there is clear signage and physical barriers, such as

bollards, some car drivers can, inadvertently drive into bidirectional lanes. We ask that measures are considered to eliminate this risk. We prefer the use of mini-zebra crossings near bus stops and near road crossing points so that people cycling can proceed as continuously as possible where there is no hazard from vehicles or where they might present a hazard to pedestrians. We accept that people with visual impairment prefer signalised crossings. They have a right to as full access to roads and lanes as others. Perhaps the zebra crossings could also have tactile surfaces to alert people with visual impairment.

3. **Traffic Light Sequencing:** We ask that there are separate light sequences for pedestrians and people who cycle at junctions where movements are controlled by traffic lights. This is particularly important at the junction of North Hanover St and Cathedral St for cyclists travelling southwards. Currently there is a filter to allow vehicles to turn left and travel east along Cathedral St. Cyclists will also require this facility, but prior to the vehicle signal.
4. **Right Turn from Cathedral St to North Hanover St:** How are cyclists travelling west along Cathedral Street to turn safely into the lanes on North Hanover St to travel north?
5. **Travelling from George Square/Queen St Station to North Hanover St:** what provision will be made for people cycling north from George Square/Queen St Station to join the cycle lanes on North Hanover St?
6. As a campaign group we would appreciate it if the reason for the 'gaps' adjacent to the bidirectional lanes opposite Killermont St and Cowcaddens Road could be explained.

Yours sincerely,

Alasdair Macdonald