



**Glasgow City Council**

**Wellbeing, Empowerment, Community and Citizen Engagement City Policy Committee**

**Report by Executive Director of Neighbourhoods and Sustainability**

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### **Briefing note on the Petition: To allow motorcycles to use Bus Lanes”**

#### **Purpose of Report:**

To inform the Petitions Committee of the purpose of the petition.

#### **Introduction**

Glasgow City Council have over the years received requests for motorcycle user groups to enter and use priority bus lanes.

There are 33 km of bus lane in the City and this gives priority to public service vehicles which forms part of the Council's strategy to increase modal shift away from private transport onto public transport and to ultimately make public transport a faster more convenient option when travelling within the City.

The Council has in the past taken the view that, powered two wheelers (PTWs) are not public transport providers and therefore do not require priority into or through bus gates and lanes. There is also the question of air quality especially with the more powerful PTWs. However, with the introduction of more electric PTWs this argument will diminish over time.

The bus lanes also provide access to taxis, private hires and cyclists and the bus lanes form part of the Councils strategic network for cyclists.

The Bus Lanes and their use is determined by Traffic Regulation Orders, these are the legal basis for the bus lanes and would require amendment via a statutory process which would have to be undertaken to include PTWs. These orders can take between 9 and 12 months to complete and are resource intensive and at this time the existing strategy applies.

However, It is intended that this request will be considered as part of the future updated Local Transport Strategy and its outcomes will be reported to Committee in due course.

#### **Recommendation:**

The Committee is requested to note the contents of the report.