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Cc: Bailie Dr Nina Baker, Bailie Philip Braat, Bailie Martin Docherty, Councillor Gordon Matheson

Dear Sir/Madam,

Anderston to Finnieston Cycle Route “Enhancements”

Thank you for the opportunity to comment on these proposals, which were sent out by Lucy Clarke last month.

Several of us from the cycling community attended a ride-out earlier this year with council staff to see some of this route and commented at the time. Unfortunately, we did not visit all the route and the proposals have not been discussed with us since. We are disappointed with this lack of consultation and discussion and find that we must object to the proposals for Sections 2, 3 and 4 as detailed below.

You will note that this letter is being copied to the councillors for the area, so that they are aware of Go Bike's concern.

Section 1:

We travelled along this section, ie the path on the north side of the Expressway, on the ride-out and currently it's a pleasant, little-used path. With widening and repair work it will be fine as a shared path. The path was closed recently, so presumably work has started.

Section 2:

It took 10 minutes to negotiate all the crossings at Finnieston Street when we were on the ride-out; the proposals for a Toucan crossing will improve things a little. However you do not state whether the crossing from the path discussed in Section 1 above going to Exhibition Station will still be staggered as at present or whether you have the intention to allow cyclists and pedestrians a straight, all-in-one journey across? The central reservation at this crossing is narrow and unsuitable for a large number of cyclists and pedestrians and we look for a solution that encourages active travel.

Section 3:

Finnieston Street, Expressway to Clyde Arc.

It is unfortunate that the City Council installed the gyratory system from Finnieston Street towards the SECC and past the new multi-storey car park with no consideration at all for pedestrians and particularly cyclists. This part of the proposals was NOT included in the ride-out and there has been no discussion with pedestrians and cyclists who use this area that we are aware of.

I was at the location recently and measured the footway at 3 points at the northern end, where it looks, from your proposals, as if it's proposed to be 2-way for both pedestrians and cyclists. From the lamp standards and the overhead gantry to the kerb, or, in one case, the railing, the footway is 2m wide. Within this 2m there are sign posts in the way, which obstruct the free flow of footway users. 2m is the absolute minimum for a shared use two direction path, and, to quote Cycling by Design, table

6.2, p63, a 2m wide pedestrian and cycle way "Can operate for combined flows of up to 200 per hour but will require cycles and pedestrians to frequently take evasive action to pass each other." Thus the current proposal is basically unsound; this whole area becomes very busy when there are events on at the SECC, the Hydro, the Armadillo and on the riverside. To squash pedestrians and cyclists into a 2m wide space in such a busy area is irresponsible at best.

A far more sensible solution for cyclists travelling north, is to provide a direct route from the Clyde Arc, now it has been agreed that cyclists may use that bit of the Fastlink bus lanes, up Finnieston Street, with a contraflow cycle lane at the gyratory to connect back into Finnieston Street as it goes north under the Expressway and the cycle lane should continue up Finnieston Street to connect into the proposal for Connect 2 to continue along Argyle Street.

For cyclists travelling south, an on-road cycle lane should be constructed down Finnieston Street. The adoption of such proposals will minimise conflict between cyclists and pedestrians and encourage more people to leave their cars at home and use some form of active travel when visiting this area.

Section 4:

Clyde **Walkway** (my emphasis) Clyde Arc to SECC – only part of this section was reviewed on the ride-out, and we welcome the news that the City Council owns part of the land to the west of the Garden Inn that is currently used as a car park. We understand that this could be used to improve the cycle route.

The sign in front of the hotel stays, even though it's to be relocated slightly, but there is no mention of widening the footway and it's just ridiculous to have a cycle route passing the door to a hotel, frequented by visitors from around the world; what will these people think when they walk out of their hotel into the path of people cycling to work?. This footway also gets very busy when events are on in the area, as does the riverside path near the Crowne Plaza, which of course was closed during the Commonwealth Games.

A far better solution is to have cycle lanes on road, using the GCC-owned part of the car park to facilitate this and to construct contraflow cycle lanes on the one-way sections in accordance with good practice and design guides.

We in Go Bike established the Glasgow Cycling Forum so that we could discuss cycling and active travel issues with councillors and staff. Along with the wider cycling community we attend, and participate in, both the Forum and the Transport Strategy sub-group on Cycling and we are at a loss to understand why such sub-standard proposals are being issued.

In summary, we are extremely disappointed that you have not taken due cognisance of the available design guidance and the evidence that is available to promote active travel in this conference, event and riverside area. With a strong lead from the council this part of the city could become a pleasant area to walk and cycle leading to a reduction in private car use. The current proposals simply encourage people to use their cars to visit the venues to the detriment of the health, safety and welfare of cyclists and all road users. We look forward to receiving, and approving, your revised proposals.

Yours sincerely



Tricia Fort
Convenor, Go Bike