

Project Management & Design
Land & Environment Services
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Glasgow

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Ref: GCC/TF/AMCC

06 April 2014

Dear Sir/Madam,

GLASGOW CITY CENTRE: proposed FOOTWAY REDETERMINATION, MONTROSE STREET

I write on behalf of GoBike to voice concern at the proposed redetermination of the west footway on Montrose Street. The policy underlying this proposal has not been discussed at the Glasgow Cycling Forum and the background to this particular scheme has not been outlined at the Transport Strategy Group. GoBike is represented at both meetings. We cannot understand why this scheme has been put forward because:

1. It flies in the face of the City Centre Transport Strategy. To quote from page 34 of the document on the City Council website: "The detailed design of cycle routes will be related to their specific locations, but the presumption will be for two – way, segregated lanes located on one side of the road, similar to the existing Waterloo Street arrangement. Where the road currently isn't wide enough to accommodate the introduction of cycle lanes the existing on – street parking will be removed from one side of the road to provide the necessary space." Montrose Street could readily be reconfigured to comply with the strategy by removing parking from one side of the street and installing a segregated cycle lane.
2. The strategy also refers to a "network of linked cycle routes". This is one, short, isolated stretch, with no obvious means of connection at either end. Are other, associated plans in preparation? If so, could we please see them so that we may better judge the overall picture?
3. We understand that the City Council refers to Cycling by Design when drawing up plans for cycle infrastructure. This proposal does not comply with that document. Referring to Tables 6.2 and 6.3 of that document, the desirable minimum width for shared use in both directions is 3.0m. The width of the west footway on Montrose Street, clear of street furniture varies from just under 3.0m to just over 3.0m. However, 0.25m must be subtracted from this to allow for clearance to the street furniture. On the remainder it would be sensible to allow 1m clearance from the parked cars to allow for doors to be opened. Thus the current proposal is non-compliant with your design guide.
4. Cycling by Design also refers to footfall along the footway and, at times, as anyone who has attended a wedding ceremony at 23 Montrose Street will know, this footway is very crowded indeed. We doubt if any happy couple would welcome a group of cyclists passing through their guests as they pose for wedding photos. The proposal is thus non-compliant in this regard.

We hope that you will be able to clarify the reasons for the proposal to redetermine this footway since it currently seems to be non-compliant with the Council's current strategy and design guide. Until we are able to discuss this with you and you resolve our concerns, we must, with regret, object to this proposal.

Yours sincerely



Tricia Fort
Convenor, GoBike!