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15 June 2015

Dear Sir/Madam,

ANDERSTON / CITY AREA (REDETERMINATION OF MEANS OF EXERCISE OF PUBLIC RIGHTS OF PASSAGE) ORDER 201_FINNIESTON STREET FOOTWAY REDETERMINATION.

We have been made aware by our Community Councils and Councillors of this consultation and we are pleased to respond.

We note that this redetermination proposal is very similar, if not identical, to part of a series of proposals discussed on a ride-out last year with council staff and thus our letter of 17 November 2014 is attached for your reference. It is still very relevant to the conditions pertaining in the Finnieston Street area today.

We object very strongly to the proposal to redetermine the eastern footway on Finnieston Street. 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. I was at the location yesterday and it is particularly difficult for people to cycle (and/or walk) north on the left-hand side of Finnieston Street. However, this is no reason to redetermine the eastern footway. Prior to submitting the letter of 17 November last year I measured the footway at 3 points at the northern end, but south of the Expressway. 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 your 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.

In summary, we are extremely disappointed that, after we submitted an objection to the overall proposals last year there has been no discussion with us, or other interested parties, as to the best solution for active travel in this area. You appear not to have 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, pushing bikes, wheelchairs, prams and pedestrians into a relatively narrow and cluttered footway simply encourage people to use their cars to visit the venues to the detriment of the health, safety and welfare of all road users. We look forward to receiving, discussing and approving, your revised proposals.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Tricia Fort', enclosed within a thin black rectangular border.

Tricia Fort
Convenor, Go Bike