

Our first focus on all of our campaigns is also safety, and that of all users of place, which is why University Avenue is bringing us such concern. Unfortunately we do not accept that the primary concern within your plans is the safety of everyone using University Avenue, or that University Avenue will be safer for all, as the safety of people using (or wishing to use) cycling for transport will remain unguarded. The plans for University Avenue do not account for the safety of staff and students arriving by bike, nor that of people travelling through the area. Cycling is, and will remain a dangerous activity on University Avenue.

Of course we welcome the needed improvements for pedestrians, and would always expect those to be first priority, but actually the planned prioritisation for University Avenue has put the private car and public transport above pedestrians, and those above cycling. This is directly contrary to the national transport hierarchy and your own active travel strategies. It is also worth noting that while the majority of users of the street are currently pedestrians, should safety conditions improve for cycling, a university campus would see a large uptake in people using bikes to travel to and through the campus. You can install state of the art cycle parking on campus but for as long as there is no safe cycling infrastructure to reach campus, active travel rates will remain low.

We have had numerous students and staff from the University contacting us to let us know that they were not consulted on your plans. We don't see any public consultation process detailed online, and we know that Sustrans, the main sustainable transport organisation for Scotland were also unaware of your plans. Although a couple of our questions were answered at the meeting and we've been provided with info on another, we still have a number of questions outstanding as those remaining unscored below:

1. Is Glasgow University carrying out the work On University Avenue by way of Planning Gain? No
2. Did Glasgow City Council advise what was required for the road design? (Questions 3-5 assume Yes to this question)
3. What date the council informed you of requirements?

4. Was this advice either in writing or by reference to Planning Guidelines?
5. Which department and officer provide this guidance?
6. What are the current traffic levels on University Avenue?
7. What traffic reduction level they are the University looking for?
8. What quantitative research has been carried out on cycle traffic on University Avenue? Could this be shared with us?
9. Does the University have a target for growth in cycling and what is this?
37% of staff and students at Glasgow University have said they would cycle more if there were safer routes. The University has targets of reducing drive commutes from 27% (2015) to 15% by 2025 and to increase cycling to 15% by 2025.
10. When will the Traffic Regulation Order (TRO) Public Notice for University Avenue be published? Sitting with council
11. Could you please share the scope and timescale of the public consultation on University Avenue, including details of: who was notified about any events; any surveys carried out; if any online consultation was held.
12. Which independent active travel organisations were consulted?

We know that there is space to account for the safety of all users of University Avenue, including people on bikes. To retrofit would compromise an ideal design and so we hope to hear from you very soon."