

Thank you and your colleagues for taking the time to meet with us last week.

Unfortunately, I came away from the meeting with the feeling that there is a lack of understanding of what constitutes safe cycling, as well as how bad University Avenue currently is for those who use a bike as a means of transport.

The changes that will be made to the footpaths, to improve the safety for pedestrians, is welcome by GoBike. To make explicitly clear, GoBike is not looking to take away space designated for pedestrians. This is about the reprioritisation of University Avenue to provide safe space for those using bikes for transport, as per both the Scottish Government and Glasgow City Council's transport hierarchy.

As pointed out during the meeting, the changes that you are proposing will not make the road any safer for cycling, than the current measures in place. The removal of on road parking spaces, along university Avenue, are welcome. However, with only painted lines, demarcating the cycle lane, there is nothing to stop vehicles from parking on the cycle lane. This was demonstrated, in the photo taken prior to the meeting, to already takes place on the current painted lanes.

Highway code Rule 163 states that a driver should "give motorcyclists, cyclists and horse riders at least as much room as you would when overtaking a car". Narrowing of the carriageways, as proposed, while putting in only painted cycle lanes will legitimises close passes of those on bikes on University Avenue.

The reduction of the speed from 30mph to 20mph is welcome, though will also have limited impacted on cycle safety in your current design. The average speed on University Avenue will already be close to this. While, due to University Avenue being a hill, the average speed of cyclists is much lower than 20mph.

It was indicated during the meeting that drivers are often going in excess of 30mph on University Avenue. It is requested that this is taken up with Police Scotland as a matter of urgency. For a 20mph limit to be successful it would also need to be rigorously enforced.

When asked why GoBike had not been engaged earlier in the process it was pointed out that the University had not heard of the group until 2 weeks prior to the meeting. This is disappointing as, it would have been expected, as part of the consultation process, that the University would have actively tried to identify key stakeholders. A google search of "Glasgow Cycle Campaign" would have been all that was required.

Being that the University remain steadfast in their view that the changes to University Avenue will be made safer for cycling, could you let us know which independent active travel groups you consulted to back that view?

As discussed, we are liaising with the local councillors as well as being in communication with Glasgow City Council. We are particularly keen to find out: how these designs were allowed through without safe cycling provision, particularly when both LES and DRS were cognisant of the situation on Byres Road; as well as how the plans for University Avenue were given council approval without meaningful public consultation, compared to similar schemes elsewhere in the city.

I look forward to your response to our earlier questions, as well as the supplemental question above.