

Dear Rhiannon,

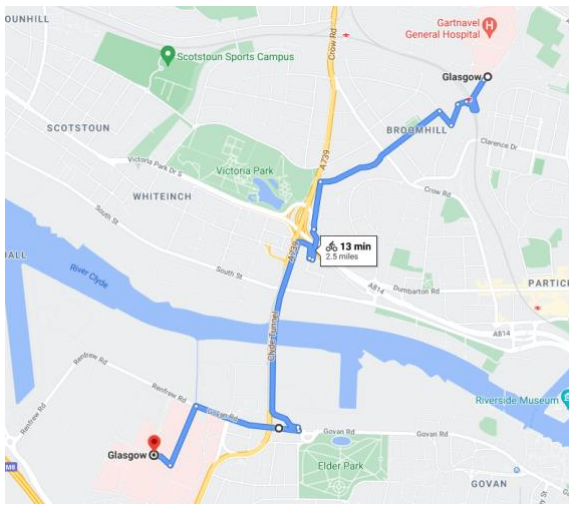
Gartnavel Active Travel Feasibility Study –Request for further input from GoBike

It was lovely speaking with you on the 15th June 2021, please accept my apologies for the delay in responding to your request for notes/ maps relating to our conversation.

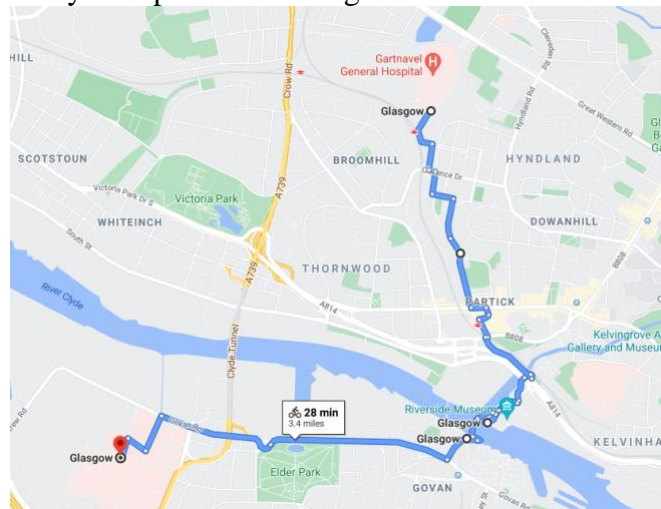
1. Gartnavel-Hyndland-Partick Connectivity/Gartnavel-QEUH Connectivity

You referred to suggestions that the planned Partick-Govan cyclist/ pedestrian bridge, once completed, would provide more attractive route between Gartnavel and QEUH.

a. Existing route: via Clyde Tunnel – 2.5 miles



b. Proposed route: via planned Partick-Govan cyclist/ pedestrian bridge – 3.4 miles



You will be aware that utility cyclists have a strong preference for cycling on the most direct routes – Route b is almost a mile longer (and not without issues, examples below).

Narrow shared-use path running parallel to Clydeside expressway forms part of Route b.



Cyclists using Route b would have to navigate around parked cars, buses, taxis on congested Dumbarton Road at the junction with Peel Street.



We question if undervaluing cyclists time in this manner is counterproductive to what you are trying to achieve. We would also note that construction on the new bridge is not scheduled to start until 2022, with no scheduled completion date.

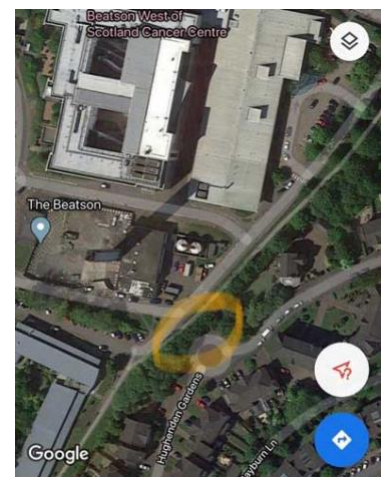
Asides from addressing the longstanding issue of staired access/egress from Hyndland Station that you mentioned was under investigation, Route a. would also benefit from:

- Wayfinding
- Improvements to junction design (soft segregation on Clarence Drive has provided an option on this route but the Clarence Drive/ Crow Road junction with up to four lanes of traffic using the junction at any one time is daunting from a cycling perspective)
- Parking enforcement at the junction of Crow Road with Marlborough Avenue. This is a fire path where modal filters are almost permanently blocked by parked cars
- Improvements to cycling infrastructure from the Southern exit of the Clyde Tunnel to the QEUH. For many (myself included) the least attractive aspect of using the Clyde Tunnel route is getting from the Southern exit of the pedestrian & cycle tunnel to the QEUH (where you have no option but to mix with buses, HGVs and often heavy traffic).

2. Modal Filters

You mentioned the possibility of modal filters to improve access from the canal path to the hospital, specifically at Leicester Avenue, opposite the main hospital entrance. We welcome such filters, providing the junction is suitably reconfigured to safeguard all those using it.

We raised the possibility of filtered permeability via Hughenden Gardens as a means of improving access for those living in the West End to the Gartnavel site (via a low traffic neighbourhood). A possible site for a link-path is highlighted in yellow in the following image (there is no boundary wall at this point, this particular section is fenced).



3. Access to Gartnavel Site

At a previous meeting it was highlighted that the ambulance barrier, to the west side of the site made access difficult for non-standard cycles. Eighteen months later this is still the case.

We would also note that the surface of the road leading to/from this barrier has deteriorated, making it rough to cycle on. This is particularly problematic for those with chronic pain issues travelling to the hospital (the use of bikes as mobility aids is often vastly underestimated).



We reiterate the following points from our letter dated 9th May 2020 to Sustrans confirming GoBike support for "Gartnavel Hospital - Missing Piece in West End Active Travel Network" -

- The lack of a safe cycling environment in the areas surrounding the hospital e.g., Crow Road, Great Western Road and Southbrae Drive must be addressed if people are to cycle to hospitals and on the proposed routes.
- Shared use paths, shown on the original proposals, are often unpopular with both people who walk and people who cycle, creating potential conflict. LTN1/20, the most recent UK guidance, says these "should be regarded as a last resort"

We would also repeat our offer to accompany you on a bike ride around the site and between hospitals to highlight the routes and issues discussed.

We are aware that several meetings and discussions have now taken place in relation to the Gartnavel site as a "missing link" for Active Travel in Glasgow. It is therefore hoped that significant improvements result from this particular Feasibility Study. In the year that COP26 comes to Glasgow, increasing modal share in the West of Glasgow (and beyond) is as crucial to our population's health as it is to the Climate. Our city's future very much depends on it.

Yours sincerely,

Caroline Thompson
On behalf of GoBike