

Pat Toms
Flat 1/2
68 Shakespeare Street
Glasgow G20 8TJ

pat@toms.org

3 October 2016

George Gillespie
Assistant Director, LES
george.gillespie@glasgow.gov.uk

Your FOI ref: 5749435

Dear LES

HAZARDOUS CYCLEWAY GARRIOCH ROAD TO KELVIN WALKWAY
FORMAL COMPLAINT & FOI REQUEST FOR INFORMATION

Thank you for information provided in a letter dated 19 September 2016 from the FOI Team in reply to my letter dated 29 August 2016. I wrote concerning a recent accident on the newly constructed steep link path off Garrioch Drive when a commuting cyclist with child in rear seat fell. Subsequently, Andy Keba of Sustrans stated the path "is not suitable for all users at present". LES closed the path.

You sent me a copy of "Works and Site Information for Civil Engineering Works At Garrioch Drive and at the Botanic Gardens Wards 15 and 16 Maryhill, Kelvin and Canal - October 2015". Section 1.1 refers to "each element of work will be marked and identified on drawings and detailed on a specification of works". It states that:

"The contractor will then create a new 2.5 metre wide cycle entrance in the Garrioch Road fence line, then create a 40 metres x 2.5 wide 'S' shaped asphalt path (including aggregate and stone edging). In order to build a gradual slope the contractor must allow for 30 tonnes hardcore. They will then import and lay Type 1 as fill, compacted to 200mm where required on site. This new path will provide disabled access to the Kelvin Walkway and also a safe entry point for cyclists".

UNSUITABLE PROFILE

In Section 3 a list of compliance documents is given that does not include guidance on how steep a path can be. In your letter you state in response to my request 6 that "a drawing was not prepared for the ramp link".

There is no way the link path as constructed provides safe access for either disabled persons or commuting or leisure (non-sports) cyclists. There is no way a suitable access can be provided at this point at all. However long a hair-pin path where it turns will be too steep for disabled or cyclists, unless retaining walls are constructed.

A local councillor repeats LES advice that "it has been constructed to the best available profile given the topography at this locus" (see attached email from Baillie M. Razaq). That is no basis for designing a safe access. LES did not make an adequate assessment of the steep slope.

It is not clear why a decision was made to construct the access. Existing pathways onto which cycles are intended to go are not wide enough for both pedestrians and cycles. Who made the decision to try and construct a path at this location?

LES made a mistake trying to build a steep link path. Consequently biodiversity has been destroyed unnecessarily and money has been wasted.

MISSING STONE EDGING

The specification requires "stone edging" to the steep link path. Timber edging has been installed which has a relatively short life. When it rots the asphalt will be unsupported and crack in from the edges.

The specification also requires "stone edging" to the upgraded path along the riverside across the new footbridge. Instead timber edging has been constructed.

INADEQUATELY DESIGNED FACILITIES FOR CYCLISTS AND PEDESTRIANS CITYWIDE

Concern about design of the path is made in this letter in the light of inadequately designed facilities roads and paths across the city. Some local instances affecting cyclists:

1 Garrioch Road has an advisory cycle lane where residents park cars. It was recently relined, which is a waste of money.

2 An advanced stop line for cyclists has been omitted at the Queen Margaret Road / Great Western Road junction.

3 Kerbs were not dropped on Byres Road for cyclists to cycle along Vinicombe Street when it was upgraded recently, nor access provided between parking bays. (A drain is blocked just weeks after completion).

4 Only eight cycle stands have been installed on Vinicombe Street when there were twelve previously.

5 Unnecessary shelters are installed over cycle stands instead of providing more stands, as at the Mitchell Library where they are often full. Shelters are a waste of money.

6 At the western end of the M8 pedestrian and cycle overbridge there is no provision for cyclists to get back on to the road, they are left on the pavement. Access at the eastern end where cyclist share a pavement with pedestrians is ambiguous and inadequate.

And highway design:

7 Shanks Street has been given trunk road markings, arrows that speed up traffic, rather than SLOW markings.

8 Traffic signals on Maryhill Road by Tesco have been altered recently to speed up traffic, when the Maryhill Town Centre Action Plan states that traffic speeds are to be reduced. Ten seconds given to pedestrians to cross the pelican is not enough.

9 Kelvin Drive has trunk road markings; central double white lines and single lines in a narrow street with parked cars, along which only a single vehicle can travel. These were recently relined, which is a waste of money.

10 Pedestrian and cycle provision at Cowcaddens is ambiguous and hazardous.

FOI REQUEST

Please provide the following information about the construction of the steep hazardous Garrioch Drive link path:

1 The estimated cost of the path used when taking the decision to construct it.

2 The final cost to the Council as an element of the contract.

3 The date the contractor was paid for constructing the steep link path.

FORMAL COMPLAINT

I wish to complain that

1 The link path has a profile that is too steep for non-sports cyclists and the disabled.

2 The link path and path to the new riverside footbridge were not constructed with stone edges as per the specification.

2 LES does not employ staff able to design adequate facilities for cyclists and pedestrians.

COMPLAINT REMEDY

1 The Contractor be instructed to install stone edging to the newly constructed link path and access path to the new riverside footbridge, as per the specification.

2 The Council commission an independent objective assessment of the quality of cycleway and pedestrian facilities across the city, as compared to other UK cities of similar size. The assessment to include invitations to community and cycling groups in the city to provide critical comment on road highway and path layouts. Detail layout drawings to be provide on which to comment.

3 The Council prepares a strategy for providing adequate design of Pedestrian and Cycle Facilities indicating how it will obtain officers with appropriate expertise.

Yours sincerely,

Pat Toms

Attached: Photograph of steep link path
Letter from Pat Toms pointing out path is hazardous 270516
Letter from Pat Toms informing LES of accident 200816.
Emails from and to Sustrans 230816
Email from Coun. M. Razaq about cycleway profile 300816
Letter to LES requesting information under FOI Act 290816
From LES in response to FOI request 190916:
5749435 Toms Response
5749435 Toms - Civil_Engineering_Works_and_Site_Information_for_Kelvin
Walkway Botani...
5083a_Works_and_Site_Information_for_Tar on Kelvin Walkway and Garrioch ...

Copied to Couns. M. Razaq, J. Letford, M. Rhodes, F. Scally
Andy Keba, Sustrans Scotland
Councillors on the Sustainability and Environmental Policy Development Committee