



Executive Director, Richard Brown
Development & Regeneration Services
Glasgow City Council
231 George Street
Glasgow, G1 1RX

PO Box 15175, Glasgow, G4 9LP

e-mail: consultations@gobike.org
web: www.gobike.org

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Fao: Michael Ward and Heather Claridge

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By e-mail to: SDFconsultation@glasgow.gov.uk

Dear Sir/Madam,

THE GLASGOW CITY COUNCIL, Govan and Partick SDF Consultation

Thank you for the opportunity to contribute to the Govan and Partick Strategic Development Framework. GoBike is a voluntary organisation campaigning in the Strathclyde area for better infrastructure, policy, and political support for cycling to be a safe, efficient, clean and healthy mode of active travel for everyone. The comments which follow are made in the context of these campaign aims.

GoBike strongly supports the overall aims of the SDF, notably its ambition to use the new Govan-Partick bridge to re-join the two areas and create a vibrant, fully functioning city area (pages 5 and 6), potentially with a nationally important innovation cluster (page 11) and as an iconic location which is attractive both as a multi-site visitor location and as one for the development of creative industry (page 14). GoBike particularly welcomes the recognition of the association between a strong active travel network, high quality urban environment and a vibrant urban lifestyle, with the combination attracting new economic investment and job creation (page 11).

It is GoBike's position that the new bridge is much more likely to have the transformative effect envisaged if the SDF is explicit about the scale of the change needed in people's travel choices. The consultation document recognises that the propensity to walk between locations is hugely sensitive to factors such as distance and route quality (page 14). Distances and travel times between places on the Govan and Partick sides of the bridge are rather long for people whose automatic choice has been to drive. Walking from the Riverside Museum to Govan Road will take about six minutes at a brisk walking pace; walking between Govan Road and Partick Cross will take about 16 minutes. Times for cycling will be about 90 seconds or four minutes respectively (with the four-times multiplier used on the council's fingerposts), times which are much more realistic for journeys with a purpose.

Journey times show that if the bridge is to play the desired role in encouraging healthy lifestyle opportunities and promoting connectivity [and] active travel ... rather than private car use (CPD1 (3) and (10)) it will be because it entices large numbers of people to cycle to and through the area. Two things need to be right for this to happen:

1. The approaches funnelling people to the bridge on each bank must be designed generously and future-proofed for use by increasing numbers of people, and must cater for the different needs of people travelling on foot and by bike. All those choosing 'active travel' need routes which feel and are safe, which do not add distance and which provide delay-free crossings of roads. Infrastructure also needs to recognise that people cycling on purposeful journeys travel much faster than those on foot, and that cycles have much

larger turning circles. Sharp turns, especially with obstacles presented by street furniture like railings and pillars are unnerving for novice or less confident cyclists. They may be impossible for those with unconventional cycles (tandems, cargo bikes, trailers, adult tricycles, bicycle rickshaws) to navigate.

2. Options for getting to and from the new bridge need to form a fine-grained web of routes covering the entire area, so that direct cycle journeys are possible from anywhere to anywhere. Cycling to and from locations outside the area should also be easy. Fig 1 can give a sense of the density of route options needed, by drawing lines connecting all the locations marked as core economic zones, key development sites, town centres, key industrial sites and established locations with growth potential. Residential areas, schools and retail parks within and inside the SDF area should also be included. The key point is that most active travel is not just from end to end of a headline 'strategic route', just as most car travel does not start and end on a single motorway.

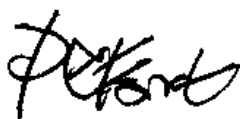
GoBike accepts that the language used in a strategy document is necessarily general and may need to be abstract. At the same time, without strong and clear guidance the planning and design decisions will not be made that are needed to create the conditions to entice large numbers of people to choose cycling as their mode of travel..

GoBike therefore asks that in order for the SDF document to achieve its excellent ambitions changes are made to it as follows:

1. Add to the Immediate Action Plan (page 27) the preparation of a plan of every one of the area's streets and off-road routes assigning each one a role in the active travel web. The consultation document recognises that Glasgow can learn from good practice in other cities (page 22); GoBike would strongly support following the example of Manchester in identifying arterial routes, connectors with delay-free crossings and 'home zones' where the design of streets and junctions creates places to be, rather than places to expedite the movement of motor traffic. Such a plan will ensure that the development of cycling infrastructure is coherent throughout the area and over the years covered by the SDF and is not subject to the vagaries of development work or chance funding opportunities.
2. Where 'active travel routes' are mentioned the language should recognise (and require planning and design decisions) that the term refers not just to strategic or arterial routes, but to a fine-grained web of connectors and capillaries that make it easy and attractive to cycle or walk from anywhere to anywhere, including to places elsewhere in the city. Language should also be added that requires planning and design decisions to recognise the different needs of foot and cycle traffic.
3. The promotion of active travel and use of public transport rather than private car use should be made explicit in the document rather than relying on reference to CPD1. References to 'movement networks' and 'connectivity' are ambiguous.

For the avoidance of doubt, a list is attached of (a) proposed improvements to active travel routes inferred from the document's maps, which GoBike strongly supports, and (b) other specific improvements needed.

Yours sincerely



Tricia Fort
for Consultations, GoBike

GoBike response to Govan – Partick SDF consultation

Proposed improvements to strategic connectivity / active travel network, inferred from maps in consultation document, all strongly supported:

- Enhancements to paths on both sides of the river, including new bridges over the Kelvin and the entrance to the canting basin
- New direct link from new Kelvin bridge to Partick interchange
- New route on west bank of Kelvin
- Enhanced link from Riverside Museum to Kelvingrove
- Other routes criss-crossing between Riverside Museum, Kelvingrove, Kelvin Hall and the SEC site
- Enhancement to the route (orange bridge) between SEC and SEC station
- Enhancement of the provision on Byres Road and University Avenue
- Enhancement of the Clyde tunnel routes
- Enhancement of provision from Govan Cross to Braehead along Govan Road and between Braehead and the hospital
- Enhancement of route from central Govan to Elder Park
- New direct route between Elder Park and Ibrox station implying a new bridge across the underground maintenance spur
- New provision on the north-south Helen Street and Broomloan Road routes
- New direct link from Cessnock through Festival Park towards the river
- The indication that ‘rebalancing of the place – movement function is required’ along the Fastlink and expressway corridors

Improvements not shown which are also needed include the following:

- Access to the hospital from the Clyde cycle/pedestrian tunnel exit
- Improved crossing provision south of the hospital at the roundabout on Shieldhall Road under the tunnel access road
- An alternative is needed to rail/expressway crossing at the SEC; the current single route (orange bridge) is impassable against the flow of SEC crowds and is occasionally closed for maintenance
- Automatic contraflow cycling on one-way streets, for example in the streets near Partick Cross
- Provision for cycling up Finnieston Street, past the SEC gyratory
- Elimination of long delays at crossings and obstacles presented by cages at multi-stage crossings
- Onward links will be needed to all points of the compass, for example, south on Broomloan Road, east along both banks of the river, north through Kelvingrove Park and from the tunnel.