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Fao: Michael Ward and Heather Claridge

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By e-mail to: [SDFconsultation@glasgow.gov.uk](mailto:SDFconsultation@glasgow.gov.uk)

Dear Sir/Madam,

### **THE GLASGOW CITY COUNCIL, River Clyde SDF Consultation**

Thank you for the opportunity to contribute to the River Clyde 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 ambition of the SDF to create a vibrant, green, connected and sustainable river corridor. GoBike particularly welcomes the explicit reference to the City Development Plan's key aim of reducing non-essential car journeys (p 18) and the recognition that at present legible, easy and pleasant active travel to, along and across the river corridor is prevented by barriers and by the severance of potential routes, with the river itself being both a linear connector and a physical barrier (p 19).

GoBike particularly notes the following:

.The consultation document's support for the creation of conditions which will entice people to chose walking and cycling for transport is well represented in this sentence:

*'Opportunities to improve movement along the quayside and across the river itself to nearby local centres and business locations by means of active travel and public transport should be maximised.'* (p 18)

This aim has GoBike's unqualified support. But no concrete actions are identified in the document even to start making it a reality. There is no drive for the change needed in the assumptions of road and traffic engineers if people are to choose to cycle or walk on a scale that will be transformative for air quality, population health or climate change.

.Universal use of the terms 'active travel' or 'walking and cycling' creates the risk that the different needs of the two are overlooked. They both need protection from and prioritisation over motor traffic, but cycle traffic moves at about four times the speed of foot traffic (according to the council's fingerposts), and needs much more room for turns. Pedestrians may find it easy to shimmy round obstructive street furniture, but it is cumbersome and difficult for people on bikes, perhaps impossible for people with unconventional longer or wider bikes (e.g. tandems, cargo bikes, those with trailers, adult tricycles, bicycle rickshaws).

.Someone choosing to cycle for transport will not complete their journey on a single 'strategic' cycle route any more often than someone choosing to drive will make their journey entirely on a single motorway. Strategic guidance is needed to direct planning and road design

decisions so that cycle journeys are safe and attractive all the way from their start to their destination.

.The river corridor is a gateway and connector for motor traffic as much as it is for active travel.

The aim for 'coordinated placemaking' (p 6) means creating places where people want to be, rather than places for expediting the movement of motor traffic, and that means difficult political decisions must be faced. There has to be a political requirement for road design that gives priority to people on foot and bikes, with, for example, junction design that slows turning traffic, delay-free crossings, eliminating carriageway pinch points, lane widths which do not give drivers the impression that it is possible to squeeze past someone on a bike.

The right policies implemented in the Clyde corridor at river and motor/expressway crossings and their associated junctions where space is limited would have a transformative effect not just in the river corridor but in the adjoining areas, including the city centre.

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 which will entice large numbers of people to choose cycling for their journeys.

GoBike therefore asks that in order for the SDF document to achieve its excellent ambition for 'a connected river' the following changes are made.

1. An action is added to the Strategic Action Planning list (p 36) to prepare and implement a traffic infrastructure plan for the area, in which the needs of foot, cycle and motor traffic are all considered together. The plan must lead to planning and design guidance which recognises the different needs of foot and cycle traffic, and which requires road, junction and crossing design to prioritise human-powered traffic over motor vehicles.
2. The Strategic Opportunities summary map (p 37) is changed to include all the references to improving walking and cycling links mentioned in the document.
3. An explicit commitment to prioritising the needs of foot and cycle traffic over motor traffic, especially at river and motor/expressway crossings and their associated junctions, is included in the section on Movement.
4. This statement: '*The overriding principle of designing for human centred movement and experience of place implies a dialogue-led design process which encourages quality of outcomes*' which appears at the end of the section 'A connected river' (p19) is moved to an unmissable place near the start of the document.
5. In Fig 3.1 'Connectivity and Access' (p 20) all uses of 'pedestrian' are changed to 'active travel'.

The many ideas in the document for improvements to walking and cycling conditions are summarised in the list attached to this letter, together with other needs identified by GoBike.

Yours sincerely



Tricia Fort  
for Consultations, GoBike

## River Clyde SDF Consultation – GoBike response

### Summary of ideas for specific improvements to infrastructure for active travel

- The following appear as 'strategic improvements in the Quality Active Travel Network' (p 20 Fig 3.1)
  - .Riverside route on north bank east of Clyde tunnel
  - .Between Riverside museum and Partick interchange (implying new bridge over Kelvin)
  - .The new Govan-Partick bridge
  - .Route along the Kelvin crossing the expressway and railway
  - .Riverside route between Riverside museum and distillery
  - .Routes north and broadly north-east from distillery
  - .North-south routes across Clydeside Expressway and railway line between SEC station and Anderston station
  - .Route west of M8 between Anderston station and river
  - .New bridge between Springfield Quay and the north bank
  - .Route east of M8 between Anderston station and the river
  - .Route between Science Centre and graving docks implying new bridge across mouth of canting basin
  - .Between Pacific Quay and Cessnock station (improving NCN75)
  - .Between Finnieston bridge and Springfield Quay
  - .North-south route between Kinning Park station and Springfield Quay
  - .Along south bank east of Kingston Bridge

Also mentioned:

- [C]reate activated (sic) routes to the waterfront [from the city centre] (p 30)

### Also needed:

- Better cycle connection from the southbound exit from the Clyde cycle tunnel
- Provision for cycling in South Street
- Increased capacity for walking and cycling on the Clyde Walkway between Finnieston bridge and the distillery
- Redesign of the western end of the cycleway on Paisley Road between West Street and Kingston Bridge
- Redesign of all multistage crossing to eliminate cages and stages