



Executive Director of Development and Regeneration  
Services

PO Box 15175, Glasgow, G4 9LP

Development Management  
Glasgow City Council  
231 George Street  
Glasgow, G1 1RX

e-mail: [consultations@gobike.org](mailto:consultations@gobike.org)

web: [www.gobike.org](http://www.gobike.org)

Ref: TF/SI/BL

09 July 2019

Dear Sir/Madam,

**THE GLASGOW CITY COUNCIL,  
University of Glasgow Institute of Health and Wellbeing. Planning application Ref  
19/01636/MSC**

GoBike, the Strathclyde Cycle Campaign, objects to Planning Application 19/01636/ with its proposals for redevelopment of part of the University estate as the Institute of Health and Wellbeing,

However, to be absolutely clear, we do not object to the ongoing growth and development of the University of Glasgow as a world leader in many spheres; indeed many of our members and supporters have very close links with the University and we are all proud to see our city on the international map.

Our objection is to the way in which the Institute is being developed, in contradiction to the policies of the Scottish Government, of Glasgow City Council and indeed, of the University's own documentation. To quote from the Design and Access Statement, the Strategic Brief within the Executive Summary *"The building should also reflect our values for sustainability and environmental concerns as well as reflecting our research such as the health promoting impact of access to outdoor/indoor green space. The design should also fully reflect our values of intersectionality and accessibility, and seek to be world-leading among HEIs in the creative use of space to address these issues..."*

You are perhaps aware that GoBike has objected in the strongest way to the removal of part of the Colleges Cycle Route on University Avenue? This action, by the University and the City Council, endangers accessibility to the University for people who wish to promote their own health by cycling to the University and to the IHW.

The Travel Plan for the Institute appears not to have considered access to the site for people who wish to cycle to the site. We are now very hopeful that, after vigorous action by GoBike, Byres Road and Church Street will soon be enhanced with good cycle infrastructure, but we see no mention of improving conditions for active travel along Dumbarton Road. This is out of compliance with the City Development Plan's Supplementary Guidance (SG11 Sustainable Transport) references SPP paragraph 273 as *"new development should maximise the extent to which its travel demands are met first through walking, then cycling, then public transport..."*

Moving onto compliance with national policy, Scottish Planning Policy, paragraph 273, promotes new development which maximises the extent to which its travel demands are met first through walking, then cycling, then public transport and finally through the use of private cars.

We see no evidence of this with this proposed development. Indeed, only lip service is given to active travel. The University, in its Site Specific Travel plan, aims to have, by 2020, 12% staff and 10% students, and by 2025 15% both staff and students cycling to the campus. Why then, does Clause 6.2.1 state that 58 cycle parking places will be provided for the building, when Clause 6.3.3 states that there will be 560 people using the building? So already by 2020 cycle parking would be inadequate.

If the City Council and the University are committed to active travel access, ie by well-designed cycle infrastructure, rather than by remote core paths, then GoBike would be fully in support of the proposals to develop an Institute of Health and Wellbeing on this site.

Yours sincerely

Tricia Fort  
for Consultations, GoBike