

GLASGOW TO EASTERHOUSE AND COATBRIDGE CYCLE ROUTE

THE MONKLAND CYCLE ROUTE

(Updated June 2009)

EXECUTIVE SUMMARY

- Buchanan Bus Station to Coatbridge Fountain without cycling on any main roads!
- Serves Glasgow City Centre, Caledonian University, Buchanan Bus Station, Strathclyde University, Royal Infirmary, Alexandra Park, Cranhill Park, Blairtummock Industrial Estate, Glasgow Fort Shopping Centre, Blairtummock Park, Monkland Canal, Drumpellier Country Park, The Time Capsule, Coatbridge Town Centre, plus numerous schools and local shopping areas
- Large catchment area serving North East Glasgow, not presently served by any cycle route
- Links Glasgow City Centre, Roystonhill, North Dennistoun, North Carntyne, Cranhill, Queenslie, Garthamlock, Easthall, Easterhouse, North Bargeddie, Drumpellier, Coatbridge Town Centre
- Connects with existing Colleges Cycle Route, Glasgow to Cumbernauld Cycle Route, National Cycle Network Route 75, the Garthamlock ramp (currently under design), plus potential links to various communities near route
- Potential candidate for Sustrans "Regional Cycle Network" route status, thus allowing route to be marked on Ordnance Survey maps
- Utilises existing paths and quiet roads over most of route
- Limited construction work required to link up existing infrastructure
- Caters for those cyclists not catered for by Quality Bus Corridor (Streamline) routes
- Reasonably direct route, parallel to M8 motorway

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Route description:

Starting at George Square in Glasgow City Centre, the route proceeds via Townhead, Roystonhill, North Dennistoun, Alexandra Park, North Carntyne, Cranhill, Queenslie, Easthall, Blairtummock Park, North Bargeddie, and the Monkland Canal to Coatbridge Town Centre. There are also links to Greenfield Park from North Carntyne, and to the Glasgow Fort and Easterhouse Shopping Centres. The route links with existing cycle routes at both ends.

Nature of Route:

The majority of the route is on existing lightly-used roads and existing paths. A short length of new cycle lane will require to be provided in Glasgow City Centre, and there are a few short lengths of path that will require to be built.

Work required:

Most of the physical work required is the installation of dropped kerbs and/or forming cycle track junctions where paths meet roads or roads are stopped up. There is also a need to provide an additional ramp down from an existing motorway footbridge at Townmill Road, where the height of an existing embankment can be raised to form the new ramp, plus two locations where new traffic signals or Toucan Crossing requires to be installed. The height of the railings on various footbridges will need to be extended to permit cycling over them. Appropriate signage (directional as well as signs indicating status of route) should be provided throughout.

As regards legal work, there is the requirement to rescind a one-way traffic order on part of James Nisbet Street, plus various redeterminations of the right of passage to permit cycling and stopped-up streets to be amended to permit through cycling.

Summary of work by authority:

Glasgow City Council: The majority of the route falls within the boundary of Glasgow City, as does the majority of the work. The major items are Townmill Road footbridge ramp and Easterhouse Road/M8 slip-road/Rogerfield Road junction signalisation.

North Lanarkshire Council: The route utilises the recently formed Coatbridge to Drumpellier Lawns Cycle Route into Coatbridge Town Centre, so the only work remaining is at North Bargeddie where a Toucan Crossing across the A752 next to the Manse Road nursery, plus constructing a path at the end of the new Drumpellier Lawns estate, are required. This path may even be in the pipeline already, in which case the Toucan Crossing to the nursery becomes all the more useful, even without this scheme.

Easy hits:

The section between Alexandra Park and Blairtummock Park requires minimal work, but returns a lengthy section of cycle route, including access to the Glasgow Fort Shopping Centre.

Details of Route:

George Square:

Consider providing direct link for cyclists from Miller Street. Many cyclists already cut across the square rather than use the busy roads around the sides.

North Hanover Street:

Provide a cycle lane northbound within the existing contra-flow bus lane to discourage buses and taxis from hogging the kerbside to allow cyclists up to the lights when the traffic signals are on red. Extend the cycle lane alongside the Buchanan Galleries back to the Cathedral Street junction. Provide Advance Stop Lines for Cycles at all stop lines where they are not already provided. Redetermine the eastern footway between Killermont Street and path to St Mungo Avenue if this is not already redetermined, and the southern pedestrian crossing at North Hanover Street/Killermont Street junction should be converted to a Toucan Crossing. Redetermining the northern footway of Killermont Street between Buchanan Bus Station Entrance and North Hanover Street may also be useful, so cyclists from Killermont Street can join the route more easily, in which case the northern pedestrian crossing at North Hanover Street/Killermont Street junction should be converted to a Toucan Crossing.

Path between North Hanover Street and St Mungo Avenue:

This short link already forms part of Colleges Cycle Route.

Path between St Mungo Avenue and Glebe Court:

This path through Townhead was recently upgraded and is suitable for cycling.

Glebe Court – Glebe Street – McAslin Street:

Minor roads. Provide dropped kerbs as necessary at junctions with paths if crossing between Glebe Court and McAslin Street via existing diagonal footway rather than using Glebe Street carriageway.

Path/footbridges/underpasses between McAslin Street and James Nisbet Street:

This is a sequence of paths, footbridges and underpasses through the Townhead motorway junction and the main path provides a step-free route between Townhead and Roystonhill. The heights of railings will need extended to permit cycling alongside. A link to Rhymer Street should also be provided.

James Nisbet Street:

This road is presently one-way and requires to be made into a “false one-way street” by rescinding the one-way operation between the path from Townhead and the paths to Rosemount Crescent/Alexandra Parade motorway footbridges. Provide dropped kerbs as necessary at junctions with paths.

Motorway footbridge between Roystonhill and Alexandra Parade:

The heights of railings will need extended to permit cycling, plus a new ramp will be required allowing direct access to Townmill Road. This new ramp will avoid cyclists doubling back, and also avoids the need to drop down to Alexandra Parade only to climb back up to Townmill Road. The existing motorway sound-shielding embankment can be utilised to form this path, and the works are less substantial than those (being) done to create ramps at locations such as Kelvin Aqueduct and Garthamlock.

Townmill Road:

Minor road. Provide dropped kerbs as necessary at junctions with paths.

Armadale Path/Alexandra Court/Harcourt Drive area:

Provide through cycle link between Townmill Road and Coventry Drive, which will involve installing several dropped kerbs to access existing paved areas in between these streets, plus providing a cycle track from Harcourt Drive forming a crossroads with the existing Viewpark Avenue/Coventry Drive signalised T-junction. The cycle track phase will be at the same time as the opposite Coventry Drive phase, as in any other crossroads. Provide Advance Stop Lines for Cycles at existing stop-lines.

Coventry Drive – Sannox Gardens:

Minor roads.

Alexandra Park:

Use main east-west path through park.

Cross Provan Road:

Convert existing Pelican Crossing to Toucan Crossing, with dropped kerbs provided at the crossing, park entrance and into Gadie Street.

Gadie Street – Dee Street:

Minor roads.

Cross Cumbernauld Road:

Existing crossroads.

Warriston Street:

Minor through road.

Link to Greenfield Park:

From Warriston Street via Silverburn Street, Barnton Street, Marfield Street, Greyfriars Street, Inveresk Street and Duror Street. Signing exercise, signed as Alexandra Park westbound/Greenfield Park eastbound.

Ruchazie Road – Loretto Street:

Maybe use Fidra Street.

Startpoint Street:

To avoid top of hill on Bellrock Street.

Bellrock Street:

Quiet through road.

Cross Stepps Road:

Provide Advance Stop Lines for Cycles at existing traffic signals.

Blairtummock Road:

Quiet through road.

Horndean Crescent:

Minor road.

Path from Horndean Crescent to Bartiebeith Road:

Starting at eastern end of Horndean Crescent then running alongside M8 motorway.

Link to Glasgow Fort Shopping Centre:

Via motorway footbridge and Garthamlock Road. The heights of railings will need extended to permit cycling over the footbridge.

Cross Bartiebeith Road:

Slightly staggered junction between access road for utilities and Baldovan Crescent.

Link to Easterhouse Shopping Centre:

Via upgrading existing cycle lanes on Westerhouse Road. Provide Advance Stop Lines for Cycles at existing traffic signals.

Baldovan Crescent:

Minor road.

Baldovan Path:

Between Baldovan Crescent and Langbar Crescent.

Langbar Crescent:

Minor road. Provide dropped kerbs as necessary at junctions with paths.

Cross Wellhouse Road:

Existing central refuge.

Wellhouse Path:

Between Wellhouse Road and Ware Road.

Ware Road – Halliburton Road:

Minor roads. Provide dropped kerbs as necessary at junctions with paths.

Motorway footbridge between Halliburton Road and Kildermorie Road:

The heights of railings will need extended to permit cycling.

Kildermorie Road – Swordale Place:

Minor roads. Provide dropped kerbs as necessary at junctions with paths.

Path between Swordale Place and Blairtummock Park – Blairtummock Park:

Existing path. Should Transport Scotland go ahead with its plans to redetermine this path to a footway only, it will need a further redetermination to permit cycling.

Cross Easterhouse Road:

Signalise existing junction of Easterhouse Road/M8 slip-road/Rogerfield Road to provide Toucan Crossing between Blairtummock Park and Rogerfield Road.

Rogerfield Road:

This road has had severe problems with fly-tipping and has been closed off between Easterhouse Road and Rogerfield Farm for some time now with concrete blocks. This road could be permanently shut, converted to a 3m cycle path and tidied up, with access maintained to Rogerfield Farm via Denmilne Road as at present.

Denmilne Road – Netherhouse Road – Manse Road:

Quiet country lanes.

GLASGOW CITY COUNCIL/NORTH LANARKSHIRE COUNCIL BOUNDARY**Cross A752 Gartcosh Road:**

Install Toucan Crossing next to Manse Road nursery.

Construct path between Gartcosh Road and Maple Grove:

This may be part of the plan for the new Drumpellier Lawns estate already. Rough path is presently in place.

Maple Grove – Cherryridge Drive – Oakridge Road:

Minor roads.

Path between Oakridge Road and Monkland Canal:

Newly constructed path linking housing estate with canal, with cycle route signage.

Monkland Canal:

The towpath between path from Oakridge Road and the Drumpellier Bridge was recently upgraded and now matches the towpath between the Drumpellier and Blair Road Bridges. Cycle route signage in place between Oakridge Road and Coatbridge Town Centre.

Link to The Time Capsule:

Across Bank Street.

Cross Bank Street:

Convert existing Pelican Crossing to Toucan Crossing to link with existing National Cycle Network Route 75 on south side of Bank Street. Canal underpass beneath roundabout has now been infilled.

Arrive at Coatbridge Town Centre:

Links to National Cycle Network Route 75 eastwards to Airdrie, westwards to Uddingston, or Monkland Canal eastwards to Calderbank. There is potential for creation of a link southwards to Shawhead and Strathclyde Business Park.