

## Glasgow Cycling Infrastructure Tour

A 22 mile cycle ride around Glasgow looking at various cycle facilities. Participants are reminded that this ride is taking place on public roads and that they are responsible for their own safety. A map of the route is available at <http://bit.ly/gcftour>

Direction	Street Name	Cycle Route Status	Comments	Web link
Start	Dundasvale Road	Colleges Cycle Route	Rough cobbled surface at turning head inappropriate for main cycle route junction	
Turn right	Maitland Street	Colleges Cycle Route		
Turn left	McPhater Street	Colleges Cycle Route	Sometimes shut by events at Piping Centre with no diversion signed; no signage or marking of contraflow by-pass at Dunblane Street	<a href="http://cycle.st/p34051">http://cycle.st/p34051</a>
Turn right	Port Dundas Road	Colleges Cycle Route	Not obvious cycle route goes onto footway; redetermined footway not signed	
Turn left	Cowcaddens Road	Colleges Cycle Route	Narrow shared footway; cycle route crosses from one footway to other but no indication that cycling not permitted on remainder of footway on same side	<a href="http://cycle.st/p34173">http://cycle.st/p34173</a>
Turn right	North Hanover Street	Colleges Cycle Route	Footway only redetermined for 20 metres; not signed; cannot leave footway where redetermination ends due to railing	
Turn left	Path connecting North Hanover Street and St Mungo Avenue	Colleges Cycle Route	Cannot access path from roadway at North Hanover Street due to railing and footway illegal to cycle on	<a href="http://cycle.st/p31979">http://cycle.st/p31979</a>
Turn right	St Mungo Avenue	Colleges Cycle Route (to St James Road)		
Turn right	McAslin Street	Not a cycle route		
Turn right	Footbridge over Stirling Road	Not a cycle route		
Turn left	Footbridge ramp; path; underpass	Not a cycle route		
Turn right	Path parallel to M8 motorway	Not a cycle route	This series of paths, footbridges and underpasses forms a potential cycle route for cyclists not wishing to cycle on the extremely busy Castle Street and Cathedral Street	
Straight on	James Nisbet Street	Not a cycle route	One way (cannot cycle route in opposite direction) – could exempt cycles (e.g. by using a “false one way” street)	

Turn right	Path between James Nisbet Street and footbridge	Not a cycle route		
Turn right	Footbridge over M8 motorway	Not a cycle route	Could have direct ramp down to Townmill Road to avoid using Alexandra Parade	
Turn left	Alexandra Parade	Quality Bus Corridor	Tricky to do this in opposite direction, would benefit from ramp in comment above	
Turn left	Townmill Road	Not a cycle route	Would use path straight on at end but there are 4 steps	
Turn left; turn right	Armada Path	Not a cycle route	Route avoiding steps	
Turn right; turn left	Alexandra Court	Not a cycle route	Rejoining desire line; need dropped kerbs at various locations; road closures not exempting cycles (Council Policy is to exempt)	<a href="http://cycle.st/p33362">http://cycle.st/p33362</a>
Fork left	Harcourt Drive	Not a cycle route	Road closure at Alexandra Park Street not exempting cycles; dropped kerbs and integration into junction for cycles needed	<a href="http://cycle.st/p33360">http://cycle.st/p33360</a>
Straight on	Coventry Drive	Not a cycle route		
Turn left	Sannox Gardens	Not a cycle route		
Turn right; fork right	Alexandra Park	Cycling permitted on suitable paths	Park could have cycle routes leading to it from all directions, e.g. via Harcourt Drive, Gadie Street, Siemens Street; dropped kerbs needed at Alexandra Parade entrance and Provan Road crossing	
Turn right	Alexandra Parade	Quality Bus Corridor	Advance Stop Lines only provided at some signal-controlled junctions	
Turn left	Marne Street	Not a cycle route		
Turn right	Craigpark Drive	Not a cycle route		
Turn left	Armada Street	Not a cycle route		
Straight on	Whitevale Street	Not a cycle route	Road closure does not exempt cycles; dropped kerbs needed; could be major north/south route between Alexandra Park/Dennistoun and Bridgeton/Glasgow Green	<a href="http://cycle.st/p34174">http://cycle.st/p34174</a>
Turn left	Gallowgate	Quality Bus Corridor	Advance Stop Lines only provided at some signal-controlled junctions	
Turn right; turn left	Camlachie Street	SCSP Parkhead Forge cycle route	Cycle route signed on footway irrespective of continuity or width of footway and quietness of road; does not comply with <i>Cycling by Design</i>	<a href="http://cycle.st/p34176">http://cycle.st/p34176</a>
Turn right	Fielden Street cycleway	SCSP Parkhead Forge cycle route	Partial blockage by vegetation; random markings	<a href="http://cycle.st/p34175">http://cycle.st/p34175</a>

Turn right	Crownpoint Road	SCSP Parkhead Forge cycle route	Cycle route signed on footway on quiet road; does not comply with <i>Cycling by Design</i> ; extremely poor road surface	
Turn left	Fordneuk Street	Not a cycle route	Extremely poor road surface	
Turn left	London Road cycleway	SCSP Commonwealth Games cycle route	Segregated route ends and cyclists pointed along shared footway	<a href="http://cycle.st/p33524">http://cycle.st/p33524</a>
U-turn	London Road cycleway	SCSP Commonwealth Games cycle route	Gully bars should be across direction of travel, not along it; segregated route stops short of junction	<a href="http://cycle.st/p33359">http://cycle.st/p33359</a>
Turn left	Bridgeton Cross	SCSP Commonwealth Games cycle route	No signage to direct cyclists	
Turn right	James Street cycleway	SCSP Commonwealth Games cycle route	No signage on first section of route to direct cyclists or warn pedestrians; no connection to stopped up side streets	
Turn left	Greenhead Street	Not a cycle route	No connection made to SCSP route or to Glasgow Green (pedestrian crossing not made toucan)	
Turn left	Tullis Street	Not a cycle route		
Straight on	Muslin Street	Not a cycle route		
Straight on	Queen Mary Street	Not a cycle route	Continuing straight on leads to London Road	
Turn right	Baltic Street	Not a cycle route	Crossing of Dunn Street could be upgraded to toucan crossing (EERR crossing will be toucan) for Dalmarnock-Bridgeton cyclists	
Turn right	Nuneaton Street	Not a cycle route	Temporary path diversion due to EERR works	
Turn right	Dalmarnock Road	Quality Bus Corridor		
Turn left	Bartholomew Street	Not a cycle route		
Turn right	Poplin Street	Not a cycle route	To be subsumed into EERR	
Straight on	East End Regeneration Route	Intermittent cycle route	See footnote	<a href="http://cycle.st/p34178">http://cycle.st/p34178</a>
Straight on	Shawfield Drive	As above	As above	
Fork right	New Rutherglen Road	As above	As above	<a href="http://cycle.st/p29465">http://cycle.st/p29465</a>
Turn left	Polmadie Road	As above	As above	<a href="http://cycle.st/p34184">http://cycle.st/p34184</a>
Straight on	Aikenhead Road	Quality Bus Corridor	On-road cycle lanes and shared footway bypass route at junction only	
Turn right	Myrtle Park	Cycle track at stopped up junction	Cycle track was blocked by new high kerb across Aikenhead Road end, confirmed as contractor error	<a href="http://cycle.st/p34250">http://cycle.st/p34250</a>

Fork left	Queen's Park Avenue	Cycle track at stopped up junction	Cycle track never marked or signed (Cathcart Road Route Action Plan works)	<a href="http://cycle.st/p34253">http://cycle.st/p34253</a>
Straight on; fork right	Queen's Park Recreation Ground	Cycling permitted on suitable paths		
Turn left; turn right	Langside Road	Toucan crossing	Crossing relocated making this awkward; note narrow footway cycle route on Queen's Park Street	<a href="http://cycle.st/p34254">http://cycle.st/p34254</a>
Fork right; turn right	Queen's Park	Cycling permitted on suitable paths	No entrance opposite Langside Road (signed cycle route)	
Fork right	Langside Avenue	Not a cycle route	Entrance to park could be better connected to Deanston Drive for cyclists	
Turn left	Deanston Drive	Not a cycle route	Useful road for avoiding Shawlands traffic	
Turn right	Holmbank Avenue	Not a cycle route		
Turn left	Kilmarnock Road	On-road cycle lanes	Narrow cycle lanes in "door zone" extremely close to parked cars; cyclists using cycle lanes risk getting hit by car doors; cyclists positioning themselves properly risk getting hassle from motorists saying they should use cycle lanes	<a href="http://cycle.st/p29710">http://cycle.st/p29710</a>
Turn right	Ledi Road	Not a cycle route		
Turn left	Tinto Road	Not a cycle route		
Fork left	Parkneuk Road	Not a cycle route		
Turn left	Brownhill Road	Not a cycle route		
Turn left	Mansewood Road	Not a cycle route		
Turn right	Burnfield Road	Not a cycle route		
Turn left	Thornliebank Road	Quality Bus Corridor	No Advance Stop Lines at signals	
Turn right	Boydstone Road	Not a cycle route		
Turn left	Crebar Street	Not a cycle route		
Turn right	Carnwadric Road	Not a cycle route		
Turn left	Hopeman Road	Not a cycle route		
Turn right	Kilmuir Crescent	Not a cycle route		
Turn right	Path linking Kilmuir Crescent and footbridge	Link to cycle route		
Straight on	Footbridge over M77 motorway	Link to cycle route	Bollards somewhat close together; gully gratings missing	
Turn right	Path parallel to M77 motorway	Newton Mearns Commuter Cycle Route	No dropped kerb at Kennishead Road; no links to local community on west side	
Turn left	Kennishead Road	Link between cycle routes		

Turn right	Brock Burn path	Darnley to Cardonald cycle route	No dropped kerb at Kennishead Road; no directional signage (Darnley was on signs at Braidcraft Terrace); missing section of tarmac; bonfire damage; tree root damage	
Turn right	Footbridge over Brock Burn	Darnley to Cardonald cycle route	No directional signage	
Straight on	Silverburn cycleway	Darnley to Cardonald cycle route	No dropped kerb at car park road crossing; toucan crossing needed at busy main access road crossing; no directional signage	<a href="http://cycle.st/p26407">http://cycle.st/p26407</a>
Turn right	Fairhill Avenue	Darnley to Cardonald cycle route	No directional signage	
Turn right; turn left	Barrhead Road	Toucan crossings	No directional signage	
Turn right	Damshot Road	Darnley to Cardonald cycle route	No destinations on directional signage (which points both ways at once)	<a href="http://cycle.st/p34257">http://cycle.st/p34257</a>
Turn right	Damshot Crescent	Darnley to Cardonald cycle route		
Turn right	Braidcraft Terrace	Darnley to Cardonald cycle route		
Turn right	Corkerhill Road	Toucan crossings; on-road cycle lanes	Uncontrolled car parking in cycle lanes outside sports centre with half-empty car park; no waiting restrictions in cycle lanes; cycle lanes end abruptly at nib after humpback bridge	<a href="http://cycle.st/p34258">http://cycle.st/p34258</a>
Turn right	Mosspark Drive	Bellahouston cycle route	Messy junction, not clear what cyclists are supposed to do here	
Fork left	Bellahouston Drive	Bellahouston cycle route		
Fork right	Mosspark Boulevard cycleway	Bellahouston cycle route	Path still aligns with old location of toucan crossing	
Turn left	Bellahouston Park	Bellahouston cycle route		
Turn right	Bellahouston Drive	Signed for Clyde Tunnel but no further signage	Speed table at entrance to street has upstand on edging kerbs (in common with many similar constructions built during Route Action Plan programme) which is hazard to cyclists turning into street	<a href="http://cycle.st/p34259">http://cycle.st/p34259</a>
Turn right	Paisley Road West	Quality Bus Corridor	Advance Stop Lines only provided at some signal-controlled junctions	
Turn left	Jura Street	See Clyde Tunnel comment above		
Turn right	Underpass beneath M8 motorway	As above	Would use first ramp but no dropped kerb, so use second with awkward railing in way	

Straight on	Craigton Road	As above	Dropped kerbs needed at underpass and supermarket entrance	
Turn left	Luss Road	Not a cycle route		
Turn right; turn left	Arngask Road	Not a cycle route		
Turn right	Drumoyne Road	Not a cycle route		
Turn left	Langlands Road	Not a cycle route		
Turn right	Cara Drive	Not a cycle route	On trial ride motorist ignoring rules of mini-roundabout nearly flattened ride leader	
Turn left	St Kenneth Drive	Not a cycle route		
Turn right	Burghead Drive	Not a cycle route		
Turn left	Underpass beneath Clyde Tunnel Approach Road	Link to cycle route		
Turn left	Northbound Clyde Tunnel Cycle Tunnel	Clyde Tunnel Cycle Tunnel	Secure entry system appears to have been abandoned; no work to remove graffiti or soot; green surfacing reported as slippery when wet	<a href="http://cycle.st/p26215">http://cycle.st/p26215</a>
Turn left	Smith Street	Link between cycle routes	Road closure at Northinch Street not exempting cycles	
Turn left; turn right; turn left	Southbank Street	National Cycle Network Route 7	Temporary alignment on exceedingly poor quality shared footway	
Straight on	Castlebank Street	National Cycle Network Route 7	Temporary alignment on exceedingly poor quality shared footway	
Turn left	Underpass beneath Clydeside Expressway	National Cycle Network Route 7	No dropped kerb for access to Meadow Road	
Turn right	Path parallel to Beith Street	National Cycle Network Route 7	Tree root damage	
Fork right	Path parallel to Clydeside Expressway	National Cycle Network Route 7	Extremely narrow section on bridge over River Kelvin	
Turn left	Ferry Road	Kelvin Cycleway	No waiting restrictions in turning head leading to dropped kerb to cycleway being blocked by parked cars (see also footnote)	
Turn right	Old Dumbarton Road cycleway	Kelvin Cycleway	Narrow shared footway route along relatively quiet road	
Turn left	Bunhouse Road	Kelvin Cycleway		<a href="http://cycle.st/p33290">http://cycle.st/p33290</a>
Turn right; turn left	Argyle Street	Toucan crossing	Directional signage missing	
Fork right	Path parallel to River Kelvin	Kelvin Cycleway		
Turn left	Kelvingrove Art Gallery Car Park Access Road	Kelvin Cycleway	One way in opposite direction (what are cyclists supposed to do here?)	<a href="http://cycle.st/p31548">http://cycle.st/p31548</a>

Straight on; fork left; fork right	Kelvingrove Park	Kelvin Cycleway		
Straight on	Park Road	Colleges Cycle Route	Right turn sign needed on approach to turn	
Turn right	West Princes Street	Colleges Cycle Route	Parked cars blocking some contraflow cycle by-passes; No Through Road signs at Fire Path do not have "except cycles" plates; footway section poor quality	<a href="http://cycle.st/p34260">http://cycle.st/p34260</a>
Turn right; turn left	St George's Road	Colleges Cycle Route	Pedestrian crossing on cycle route is not toucan crossing	
Straight on	Path beneath A82 flyover; footbridge over Phoenix Road	Colleges Cycle Route	Poor quality section of route; footbridge chicane barriers not highly visible	<a href="http://cycle.st/p34263">http://cycle.st/p34263</a>
Turn right	New City Road	Colleges Cycle Route	Directional signage at Phoenix Road underpass vandalised	
Fork right	Underpass beneath Garscube Road	Colleges Cycle Route	Better demarcation required at ramp to Dundasvale Road, paving makes it look like footway to pedestrians; paving on ramp slippery when wet	

**Note on East End Regeneration Route:** The cycle facilities on this brand new road consist of a discontinuous mishmash of different types of cycle provision, leading cyclists to use on-road cycle lanes, line-segregated shared footway, and main carriageway without any dedicated space. The transitions between these various types vary along the route, some being done well (e.g. the "slip-lane-style" lead-ins north of the river), and some rather poorly (e.g. a dropped kerb that cyclists have to cross at an acute angle south of the river). The section of shared footway in Oatlands has been left unlined for several months, and even has a muddle of tactile paving on the corner of New Rutherglen Road and Polmadie Road. This junction also features an unmarked cycle lane for cyclists going straight on from New Rutherglen Road, past the left turn lane for motorists. A similar cycle lane at the Dunn Street junction is highlighted with coloured surfacing. South of the river it is unclear where shared footway sections of route end, with no end of route signs or markings, and cyclists could reasonably expect to continue along the footway where it appears cyclists are meant to return to the carriageway. North of the river the transitions between footway and roadway occur immediately before the Advance Stop Line, and do not allow cyclists to make use of the right turn lane at the Newhall Street junction without leaving the cycleway at the previous junction. A right turning cyclist would otherwise have to stop at the start of the on-road section, wait until the way is clear, or until the lights have reverted to red, move across to the right turn lane within the Advance Stop Line, then wait until the lights turn green again. It is hard to see what advantage this has over using toucan crossings to get across the junction. Continuous on-road lanes would have allowed cyclists to change lanes over to the right turn lane on the move, whenever there was a suitable gap (conventionally flowing with the other traffic). On the other hand, cyclists going straight on at the same junction may have to stop at a red light, whereas a continuous shared footway route would allow the red light to be bypassed. Stopped up side roads, in common with the Commonwealth Games cycle route on James Street, have no tie-ins to the cycle route. It is disappointing to see that the cycle facilities to the north of the river stop short of connecting with National Cycle Network Routes 75 and 756 either side of Rutherglen Bridge. Cyclists following the full EERR route will be restricted to the "vehicular" type of cyclist, who would be unlikely to use shared footway routes. Therefore it is hard to see what type of cyclist this route has been designed for.

**Note on Kelvin Cycleway:** With the opening of the Riverside Museum, the lower section of this route should be re-signed (and problems sorted out) to promote active travel to the museum.