



Christine Francis
Divisional Manager, Technical Services
Land and Environmental Services
Glasgow City Council

PO Box 15175, Glasgow, G4 9LP

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

By e-mail to:
Sustainabletransport@glasgow.gov.uk
Christine.francis@glasgow.gov.uk
Aidan.OMeara@ls.glasgow.gov.uk

Ref: IS/CF001

03/10/18

Dear Christine Francis,

East City Way Consultation – Phase One

GoBike are delighted to see the plans for the East City Way emerging, and were in attendance at your public drop in session last week. We are fully in support of the plans to install a segregated cycle lane along the whole length of the route. We believe that cycling infrastructure like this will go a long way to allowing people of all ages and abilities to see safe options emerge for them to take up active travel, and commend you for putting these plans forward.

On detailed design, we were a little concerned to see that the junction at Mount Florida had no viable way for cycles travelling from the west to turn onto Hamilton Road or Mount Vernon Avenue, without forcing them to dismount and use pedestrian crossings. Active travel routes need to provide people on bikes with real continuous and efficient options if people are to consider making that modal shift to a form of active transport that they should be able to use continuously from the A to the B of their journey. We would suggest the addition of a crossing along the lines of that on the drawing attached, with a button or sensor operated cycle only crossing phase, taking people on bikes safely to Mount Vernon Avenue and the westerly turn onto Hamilton Road. The council officer I talked to at the drop in session about this crossing, suggested that an additional cycles only crossing phase would be detrimental to the waiting times of the motor traffic at the junction. GoBike dispute that this should be a factor, given that provision for the motor vehicle currently far outweighs any form of active travel, and the transport mode hierarchy outlined within the National Transport Strategy, clearly details that policy in investment needs to prioritise walking and cycling far above the private car (National Transport Strategy (2016) pg.26 Scottish Planning Policy Modal Hierarchy).

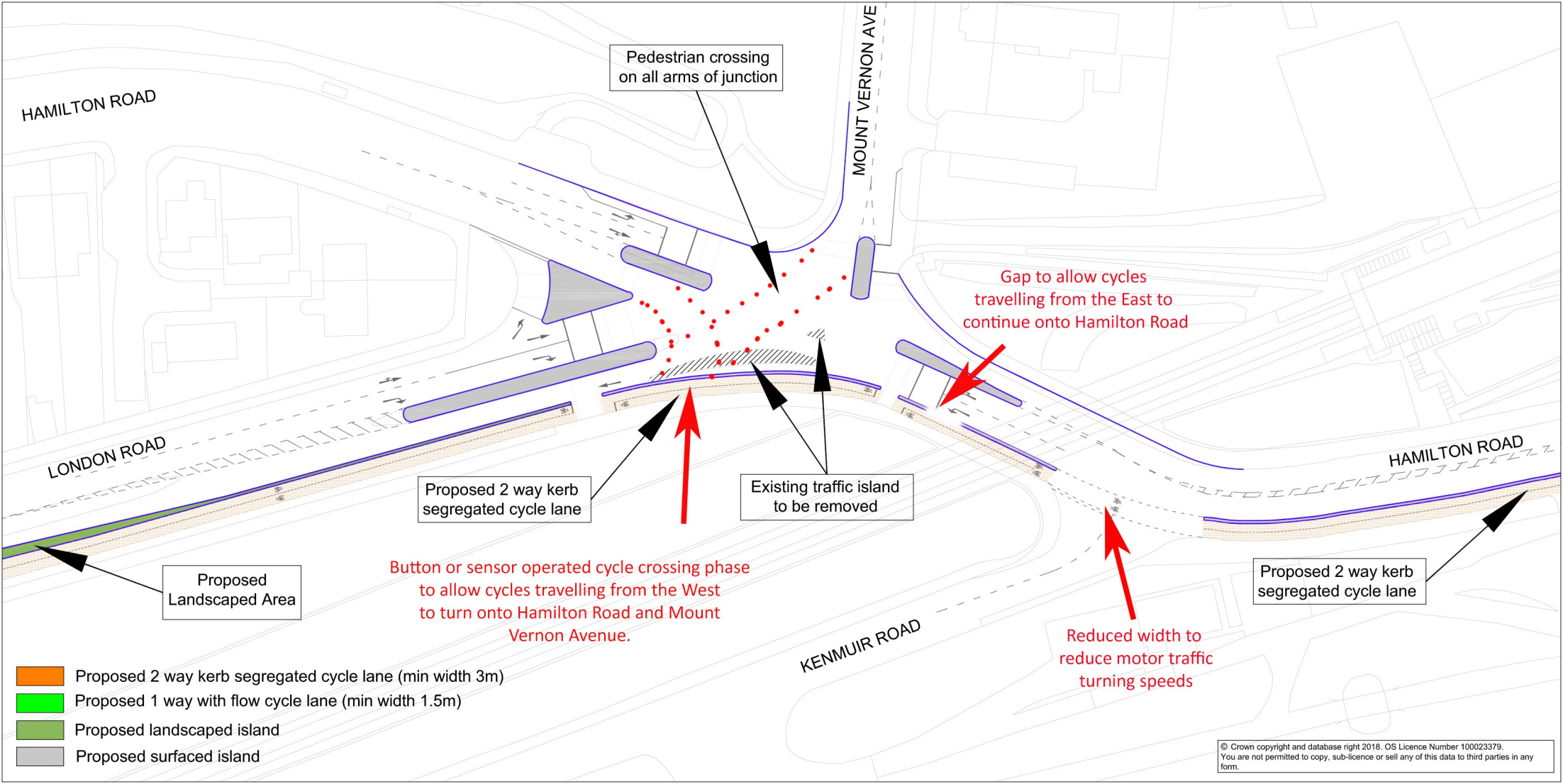
A gap at the Hamilton Road crossing also needs to be added to allow for cycles to enter the ASL safely, in order to continue heading west along Hamilton Road. We would also be keen to see the currently very wide entrance to Kenmuir Road narrowed with a sharpened geometry created that would reduce the risk of sweeping turns across the bike lane.

Unidirectional cycle lanes on both sides of the road would obviously be the ideal solution to the main issue with this junction. While we are aware that bidirectional cycle lanes are far easier to gain support for, we are noting that most planning for cycle lanes coming from GCC at the moment is for bidirectional lanes. While we would certainly not object to new bi-d lanes being put forward, we'd just like to point out that the highest quality and safest cycle lanes, that get the most people cycling, will always be uni-directional lanes on both sides of the road, and we hope that those are always considered first in your planning process, rather than automatically opting for bi-d lanes without first considering whether the safer and better quality option is possible.

That said, we are really pleased to see some more safe cycling infrastructure coming to Glasgow, in particular to the East End, an area we feel is currently under provided for. We will let our members know about the plans, and look forward to seeing more about the next phases. Should the Mount Vernon junction reach detailed design, we'd be really keen to see how plans have progressed towards helping cyclists make those turns.

Yours sincerely

Iona Shepherd
Co-convenor
GoBike



HAMILTON ROAD

MOUNT VERNON AVE

LONDON ROAD

HAMILTON ROAD

KENMUIR ROAD

Pedestrian crossing
on all arms of junction

Gap to allow cycles
travelling from the East to
continue onto Hamilton Road

Proposed 2 way kerb
segregated cycle lane

Existing traffic island
to be removed

Proposed
Landscaped Area

Button or sensor operated cycle crossing phase
to allow cycles travelling from the West
to turn onto Hamilton Road and Mount
Vernon Avenue.

Proposed 2 way kerb
segregated cycle lane

Reduced width to
reduce motor traffic
turning speeds

- Proposed 2 way kerb segregated cycle lane (min width 3m)
- Proposed 1 way with flow cycle lane (min width 1.5m)
- Proposed landscaped island
- Proposed surfaced island