



Queen's Cross Housing Association -- Making Places

PO Box 15175, Glasgow, G4 9LP

e-mail: consultations@gobike.org

web: www.gobike.org

By e-mail to: hello@woodsidemakingplaces.org.uk

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Dear Woodside Making Places Team,

**Queen's Cross Housing Association,
Woodside Making Places**

Thank you for publicising the proposals for the Woodside Making Places project which, in parallel with the Connecting Woodside project, aims to transform Woodside by creating an attractive multi-functional green infrastructure network. GoBike is delighted to offer our comments.

GoBike is a voluntary organisation campaigning in the Strathclyde area for better infrastructure, policy and political support for cycling. Cycling should be a safe, attractive, healthy and efficient form of transport for people of all abilities and ages and using every variety of cycle. The comments which follow are made in the context of GoBike's campaign aims, and of the Making Places project's place in the wider Connecting Woodside proposals. It's noted that part of the funding is provided by 'Places for Everyone' whose aims include increasing the number of trips made by walking, cycling and wheeling for everyday journeys.

These observations include some questions which might well have been quickly answered if an information event had unfortunately not been ruled out by the Covid19 lockdown rules.

GoBike enthusiastically supports the overall aims of the Making Places proposals to improve streets and public spaces for walking and cycling, rebalancing streets to reduce the dominance of road traffic. (It would be even better if the aim were to end the dominance of road traffic (still allowing access for motor vehicles of course) rather than just to reduce it.) The creation of segregated cycle routes on St George's Road and Garscube Road and the planned 'Quietway' on North Woodside Road / Braid Street within the project area offer a wonderful opportunity for residents to take up cycling for routine everyday trips, but the details of the final metres to their front doors do need to be right as well. The principles behind the statements "*Safe and attractive walking and cycling routes lead from doorsteps to the ... cycleways ..*" (Cedar Street and Katrine Court section) and "*Because this play park lies on the edge of the Making Spaces area strong foot and cycle path connections to it are vital.*" (Grovepark Street) need to underpin all the design decisions.

General comments

A neighbourhood for people -- with constrained provision for motor vehicles

The project area already offers limited permeability for motor vehicles, so is well suited to achieving the stated aims (even with the large areas dedicated to parking). It's noted that the

proposals are described for discrete zones which exclude some (but not all) of the roadways within the project's overall envelope. Is this outside the control of the project team?

The reinvention of a neighbourhood as one obviously primarily for people -- walking, cycling, wheeling, playing -- rather than motor vehicles starts with the detailed design and materials choice for roadways, turnings and crossings (see, for example the Scottish Government publication *Designing Streets*). GoBike urges greater ambition in redesigning the provision for motor vehicles (moving and parked) so that drivers are cued to behave as guests. As one example, the proposals for Raglan Street and St Joseph's appear to show a raised table at the entrance to the car park from Braid Street. The project's aims would be even better served by a continuous footway across the turning, and by making the corner radii very small to reduce motor speed. There is no need for any vehicle to be able to take the corner at any minimum speed, and on a non-through route where active travel is prioritised; it is not a problem if a large vehicle occasionally needs to use the whole road width to make the turn. The same treatment can be applied to all roads and turns, including the junction of North Woodside Road / Braid Street with St George's Road.

Paths need to be generously sized

The conditions created by the Covid19 lockdown have shown the massive latent demand for cycling when people do not feel that it is too risky. This augurs well for use of the new segregated cycle provision on Garscube Road and St George's Road (provided they are to form part of a connected and adaptable network). The encouraging increase in cycling has also demonstrated how quickly paths designed to be shared by people cycling and walking become uncomfortable for both modes as they are used by more than a handful of people. Routes which require those cycling to slow to near walking pace if pedestrians are not to feel that their safety is threatened will fail as useful active travel routes.

Shared foot/cycleways in the proposals need to be much more generously sized than suggested by the sketches. The cycle/walkway at Langlands Road (Govan) is perhaps a minimum comfortable width for the hoped-for levels of use for the foot/cycleway along the southern boundary of St Joseph's School, the Oakgrove pedestrian/cycle link to the city centre, and perhaps also paths shown from Katrine Court to St George's Road next to the nursery school, those radiating from the kiosk at the junction of St George's Road and North Woodside Street and others.

Creating fine-grained permeability for active travel

The layout of the project area already usefully provides much more permeability for people on foot than it does for motor vehicles. People cycling need an equal degree of permeability, and if it is not provided 'officially' will use short-cuts not designed for them. GoBike hopes the project team has considered the pattern of trip generators and destinations for all the buildings, and provided for all the predicted desire lines. (The limitations of the online format make it hard to see how fine-grained the web of routes through the area will be.)

Cycle storage for residents and visitors

GoBike welcomes the number of bike stores / bike shelters / bike racks on the plans. For anyone considering trying cycling and living in a flat, the challenge of how to store the bike can be a big obstacle. Even a single conventional bicycle takes up a surprising amount of room. Bike storage for residents should aim to:

- Be sheltered and secure, well lit and overlooked
- Be close to the building entrance (closer than car parking – someone who has used their own energy to bring home shopping or a small passenger does not want the extra exercise of wrangling their cargo to the front door).

- Accommodate unconventional cycles, eg, tandems, cargo bikes, adult tricycles, tandems, tag-alongs, trailers
- Allow for extra space to be added as demand grows

The provision of secure cycle storage inside the building for residents of the tall flats would be ideal; how thoroughly has this possibility been investigated?

The cycle store shown in the sketch of the entrance to Oakgrove School shows space for perhaps 10 bikes; if representative, this is disappointingly unambitious.

Observations on specific details

- The plans for 'Connecting Woodside' show a proposed 'Quietway' continuing the line of Braid Street east to Garscube Road (it's unclear how the last (eastern) part of the link is to be made). This route is shown on the Braid Street section as 'widened foot and cycle path'. For the reasons above this path needs to be much wider than it appears on the sketch.
- The Raglan Street and St Joseph's section includes provision of angled parking. If possible this should be arranged so that drivers are cued to reverse in (which slows them down), providing better visibility for exiting. Reversing out from a parking place is potentially very dangerous for anyone walking, cycling or driving along the road.
- The Braid Street section shows new perpendicular parking on Braid Street, which does not fit well with its proposed use as a cycling 'Quietway'. If the parking must be there, can it be angled, with drivers cued to reverse in?
- The Unity Place section includes this wording, "... new ...steps to deal with the rise from St Peters Path to the homes on Braid Street as an accessible route for all", which obviously needs clarification. A step-free route of appropriate capacity is needed between Unity Place and the western end of Braid Street.
- Karol Path provides a useful cut-through to St George's Road and the new cycle path there, but the space between buildings is very restricted. It will be a challenge to combine the envisaged attractive greenery with comfortable use by people walking, wheeling and cycling.
- Step-free access is needed from North Woodside Street to the west side of Torridon Court.

GoBike encourages the project team to take the bold decisions needed to create an attractive, green, safe neighbourhood where active travel is the norm.

Should you need any clarification or expansion of our views please do get in touch. We wish you well with the project.

Yours sincerely



Tricia Fort
for Consultations, GoBike