



To: CHRISTINE FRANCIS/NRS

From:

GoBike Strathclyde Cycle Campaign

e: sustainabletransport@glasgow.gov.uk

PO Box 15175
Glasgow
G4 9LP

e: consultations@gobike.org

web: www.gobike.org

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Re: QUEENS DRIVE_LANGSIDE ROAD
(TRAFFIC REGULATION) ORDER 202__

Dear CHRISTINE FRANCIS/NRS,

Many thanks for providing the design phase plans to extend SCW towards Battlefield. We note that these plans represent significant changes, and are much less ambitious plans compared to original "Connecting Battlefield" plans that went to consultation hitherto proposed: <https://storymaps.arcgis.com/stories/81d55a36d6a642a7bc0edeceea8bc6ec>

Generally, we would like to understand what the implications of this scoped down approach will be for other parts of the "Connecting Battlefield" project. Among the most significant changes to earlier "Connecting Battlefield" plans that went to consultation and that people will now expect for this stretch is that it had uni-directional cycle lanes, safe crossings at Queen's Drive, pedestrian refuge islands for safer crossings and much more. We also note that in the original plan no cycle lane was yet shown for the stretch from the New Victoria Hospital junction along Langside Rd. up to Battlefield **Monument**. This is good to see, but surprising, because following the original plan the next stretch would be the one from the hospital junction towards Battlefield **Rest**. Can you confirm that that the original "Connecting Battlefield" plan will then be executed as it went to consultation?

Is a mandatory two-way cycle lane now foreseen for the Langside Rd. stretch instead of two uni-directional cycle lanes, because it is much easier and quicker to deliver? It would be good if the reason for such a shift of plans would be communicated, and how the original project aims are thereby still delivered.

As another overall observation, the planners are to be congratulated for the implementation of double red lines in the plans, this is great to see.

Further, we have the following detailed feedback, questions and suggestions:

1. At the end of Victoria Road, where SCW currently ends, how will the connection with SCW be realized? For example, when cyclists come from SCW and want to turn left towards Battlefield on the new mandatory two-way cycle lane, will there be an extra light cycle, or are cyclists expected to use the pedestrian green phase to mount the

mandatory two-way cycle lane? Same for the other direction, how are cyclists coming from Queen's Dr. expected to mount SCW?

It would be very good to have a clear idea on how this link will be realized given the importance of affording people who walk and cycle priority over vehicles in line with the original project aims.

There is a precedent suitable to serve as a warning, namely the switch from unidirectional to two-directional cycle lane at the Brazen Head junction, which is far from optimal. Lessons learned from this mean that a better solution should be realized for the SCW/Connecting Battlefield link at Queen's Park Entrance. Among the original stated project aims was "Prioritise people over vehicles"; the currently proposed solution instead may mean that it would be more difficult to navigate the junction on bikes than it would be by motor vehicle, for example if cyclists have to rejoin the carriageway here and mix with vehicles.

2. At Langside Rd. and the fire gate, there is a narrow passage with dropped kerbs that is very useful for locals and cyclists, prams etc. (see figure 1 below). It is frequently used to cross Queen's Dr. in order to enter the Queen's Park side entrance opposite. The drawings indicate what seems to be a bus buildout with double red parking restrictions on the other side of the Queen's Dr. resident road exit, and double reds also on Langside Rd. surrounding the fire gate, which is both very good. Do the drawings also indicate a buildout where currently the dropped kerbs are?



Figure 1: dropped kerbs at the entrance to Langside Rd. next to the fire gate.

How would this buildout be realized? It would be very important that dropped kerbs are retained here to allow continuous access and crossing for pedestrians, wheelchair users, prams etc. In figure 2, the green arrows indicate desire lines for which dropped kerbs in particular at the locations where the green ellipses are added are needed. Perhaps the black buildout area can simply be realized not with added tarmac, but

instead simply by bollards that surround the space and protect it from parking? In figure 2, potential positions of such bollards are indicated as red dots. We note that the buildout is also a great opportunity to reduce street clutter here. Finally, indicated in the figure 2 is a suggestion for a zebra crossing at this important point, to further support the stated project aims, in particular to “Provide more crossing points across the project area.”

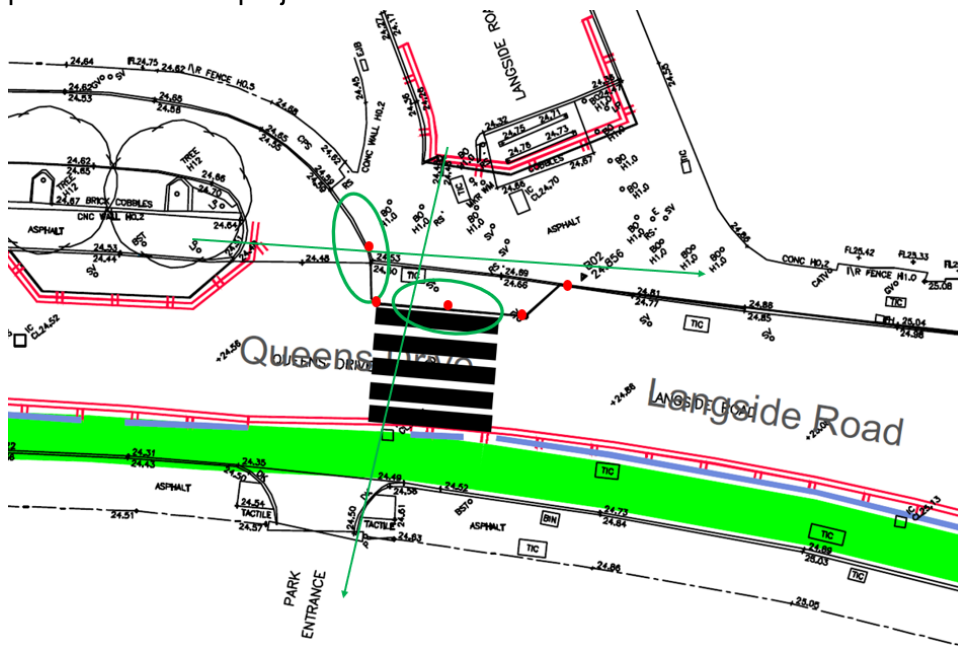


Figure 2: Drawing of Queen’s Rd/Langside Rd./ amended by suggestions.

- At Langside Rd./Queens Dr. junction, previous “Connecting Battlefield” designs emphasized that a “safer crossing point” should be established. The current plans merely show a much narrowed road entrance, which is very good, but no details on how crossing will be facilitated to rebalance priority in favour of pedestrians as an overarching project aim and funding condition. What further provisions are foreseen to make pedestrian crossing safer here? Can a continuous raised crossing be implemented?

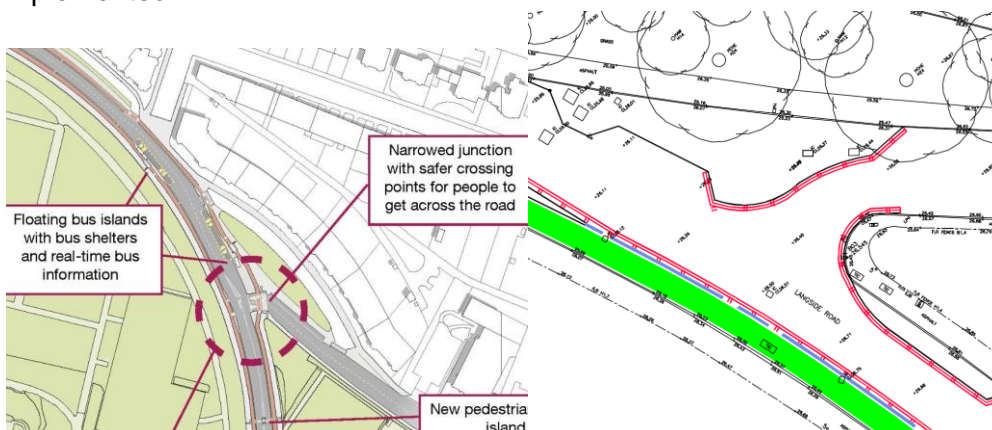


Figure 3: Left: old plans from the “Connecting Battlefield” page <https://storymaps.arcgis.com/stories/81d55a36d6a642a7bc0edeceea8bc6ec> ; right: the now proposed design

4. The original “Connecting Battlefield” plan shows “Pedestrian refuge islands across Langside Road to improve crossing experience for pedestrians.” These are missing from the new plans and should be added to fulfil the original stated project aims, in particular to “Provide more crossing points across the project area.”
5. Langside Rd./Grange Rd. junction: How are the further plans for cycle lanes along Grange Road and Battlefield Rd.? The “Connecting Battlefield” proposal plans show a protected junction here, (when) will this be implemented?
The “Connecting Battlefield” plans include “Junction phasing to prioritise safety of more vulnerable users over vehicle waiting times”; it would be a great opportunity to rephase the junction in such a way as an intermediate measure. Currently, pedestrians wait for the green light very long and a complete light cycle, as a minimum the green man should appear immediately after pressing the beg button and the current light phase is concluded.
Is the plan for Grange Road still two uni-directional cycle lanes, does it include safe crossings etc. as in the original plans?
6. Langside Rd. towards the Battlefield **Monument**: As pointed out above, seeing plans for this is surprising. Can you confirm that this is now an *additional* cycle lane that was not shown in the “Connecting Battlefield” project? The original plans show cycle lanes along Grange Rd. towards Battlefield **Rest**. Can you confirm that the cycle lane towards Battlefield Monument will not replace the ones towards Battlefield Rest, and that the latter will be realized, too?
With regard to the plan for the cycle lane to Battlefield Monument, the legend says “Proposed prohibition of being in a mandatory two way cycle lane.” Does this mean that there will be light or no segregation, or even paint only?
Finally, why do the two green cycle lanes appear to be not connected? Will this be part of the future protected junction redesign?

Yours sincerely

GoBike Consultations Team