



Andy Waddell
Head of Infrastructure and Environment
Land and Environmental Services
Glasgow City Council.

PO Box 15175, Glasgow, G4 9LP

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

By e-mail to: Sustainabletransport@glasgow.gov.uk

Ref: TF/D8

15 May 2018

Dear Sir/Madam,

THE GLASGOW CITY COUNCIL, Proposals for a Segregated Cycle way on Queen Margaret Drive

Thank you for the opportunity to visit your exhibition on 02 May and to comment on the proposals for the construction of a segregated cycleway and other enhancements on Queen Margaret Drive.

We are delighted to see that the City Council, supported by Sustrans, is proposing a segregated cycleway on the west side of this busy residential and shopping street. In this city, where the car is currently dominant, this type of infrastructure is required if the Council's aspiration for more people to cycle is to be realised.

We are also pleased to see that there will be "increased public space", ie less road space, at the junction of Kelvin Drive, and reduced crossing distances for pedestrians at Kelvin Drive and Queen Margaret Road, as well as improvements to footways.

Of the two options for the crossroads at the junction with Hotspur Street and Kelvinside Avenue we prefer Option B; it is always better to have cycle and pedestrian crossings at a junction rather than offset. However, at the exhibition there was discussion of this junction having zebra crossings rather than traffic signals and we are very disappointed that this option is apparently no longer available. With zebra crossings motorists must stop for pedestrians and thus drive at a lower speed, whereas with traffic lights there is a tendency to increase speed to get through as the lights are changing.

However, we have 2 significant concerns about this relatively short length of good infrastructure.

1. It stops short of Maryhill Road, which is well-used by cyclists and thus there is no protection for people cycling north of Hotspur Street to the traffic lights to continue their journey. Similarly, for people cycling south from Maryhill Road, there is no incentive for them to cross the flow of motor traffic to join the cycleway and many will choose to continue on the main carriageway rather than wait for the traffic light phasing to be able to cross.
2. It is exceedingly disappointing that there is currently no plan for a continuation south over the Kelvin and to Great Western Road and Byres Road. Proposals are currently being drawn up for Byres Road and common sense and a study of the routes that people take when they are travelling by bike dictate that a continuous cycle facility is required from Maryhill Road to Dumbarton Road and beyond.

We would be delighted to be able to comment on a strategic plan of routes for segregated cycle provision in the city. We have previously shared our analysis of both cycling and cycle accident data with council officers and it would be a major boost to active travel and to the health of people in the city if action could be taken based on the available data of where people cycle.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Tricia Fort', written in a cursive style.

Tricia Fort
for Consultations, GoBike