



Sustainable Transport  
Neighbourhoods and Sustainability  
Glasgow City Council

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Ref: TF/RL/IS/BD/SI

29 January 2020

Dear Sir/Madam,

**THE GLASGOW CITY COUNCIL  
SWCW St. ANDREW'S DRIVE EXTENSION**

Thank you for the opportunity to comment regarding the proposed extension of the South-West City Way from Shields Road, to Pollok Country Park. We are, in principle, supportive of new, segregated cycleways in and around Glasgow. We wish to see a larger network of dedicated provision.

However we wish to highlight significant concerns about the proposal as detailed on the project website and at the consultation event on 22nd January. Not all cycle provision is equal and we feel the proposal falls short of our strong preference, and the stated objective of the council, to make a meaningful impact on the attractiveness of active travel options as a means of addressing climate change, health and quality of life within the city.

We also wish to provide some detailed responses/concerns/suggestions in regard to specific elements contained within the proposal as published.

Our Principal Concerns

- **Choice of route:** We would prefer that the route had continued along Shields Road, bringing the route closer to population centres - and more likely users - in Pollokshields, Shawlands, Crossmyloof.
  - This is the evidentially preferred route for the vast majority of existing cyclists (see Strava Metro, cycle counts). Further such a route could readily be extended to Pollok Park (eg. along Terregles Road).
  - It is disappointing that the council continues to propose use of secondary routes when cycleway construction on direct, arterial routes is required to deliver modal change in active travel choice and address the declared climate emergency.
  - That the quieter, secondary routes often chosen have different perceptions of safety for many people who currently cycle, or might opt to cycle, which may work against adoption in the longer term.
  - We therefore request a summary of the reasons for the proposed route choice be made available
- **Side-road junctions:** The proposed design of side road junctions repeats many of the issues on the South-City Way (SCW) side-road junctions on Victoria Road.
  - We strongly urge Glasgow City Council to ensure the final design for the SWCW implements all recommendations and improvements, and/or applies them

- subsequently. We point you to the guidance in your design guide, Cycling by Design, Section 7, particularly 7.2.2, Facilities at Priority Junctions and Figure 7.6 and we strongly suggest that such layouts are constructed as a minimum standard, at all side road junctions not only on this route but throughout Glasgow.
- There is no continual and highly visible colouration along the length of the cycleway. This would indicate continuous right of way (ie. priority) over side-roads, see Cycling by Design as above. Other GCC schemes use vague/discontinuous/poor colouration (often at junctions only) which undermines the safety of cycleway users.
  - Positioning of concrete islands at junctions reinforces large turn radii, and therefore high vehicle speeds at junctions. This poses a significant danger to side-impact on cycleway users. Following the guidance of Cycling by Design, Section 7.2.2 would remove this concern.
  - As the design stands, we feel there is a significant risk for collisions at these junctions, and the many private entrances (see Cycling by Design Section 7.2.2.2 for design guidance of Minor Accesses), further aggravated by large kerb radii.
  - Large radii are specifically mentioned in Figure 7.6 of Cycling by Design. We understand that there is concern about refuse vehicles and buses being able to manoeuvre around some of these junctions but that is no reason to invite all vehicles to drive at speed and endanger cycle traffic. We are aware that it is possible to design for a large radius but, by astute use of material and colour, ensure that the perception is given of a small radius. We suggest that, where necessary, you employ this method.
  - That proposed traffic calming benefits will be undermined if cyclists and pedestrians are perceived as secondary.
  - The unsigned four-way junction at Terregles is in need of specific care, as high levels of locally observed 'rat running' occurs here
  - **Design elements:** The design does not continue core design elements used on the existing route
    - Use of 'armadillos' over hard segregation, as used on much of the existing sections of SWCW.
    - We are generally concerned that cycleway design in Glasgow continues to vary with every project, undermining a consistent experience that is important to changing behaviours.
    - We would urge Glasgow City Council to adopt, and use, national standards and internally consistent designs/colourations. Where it does not, or cannot, a published and evidenced justification for such deviation must be provided.
  - **Speed limit:** The design does not detail a proposed speed limit for traffic on St Andrews Drive.
    - We would request TROs incorporate the adopted city-wide mandatory 20mph speed limit policy by Glasgow City Council along the entire length of the route
    - It is a principally residential area, with (we would hope) high cycling and pedestrian use.
    - Where that is not possible, that side-roads incorporate 20mph to reduce the impact of 'rat running'.
  - **Bi-directional provision:** We feel strong consideration should be given to uni-directional cycleways, particularly given this is a very capacious road. It is currently 4-lane; only 2 are required for the current level of motor traffic.
  - **Implementation must be monitored:** We are concerned, as evidenced from existing cycleway projects completed or under construction, that final designs are quite substantially changed on the ground when building work takes place.
    - We would request there are detailed plans to ensure the final implementation does not significantly deviate. Examples to date are Floating bus-stops (angles of corners, width of bypass); Retained wide-flares.
    - Where issues are discovered that these are highlighted and discussed at the earliest opportunity.

## Detailed feedback

On the proviso that the above broad concerns about route choice are noted and considered, we now wish to highlight detailed feedback for the route as proposed.

### Side-road junctions, private entrances

- Physical buildout, raised tables, junction layout, colouration and signage should all ensure that cars are secondary.
  - This is imperative with a bi-directional cycleway, as drivers are often insufficiently aware of approaching cycle traffic when turning into side roads across that traffic.
- Large turn radii at junctions are designed to support higher speed turns.
  - These radii must be reduced as far as possible, as detailed above, to reinforce lower speeds.
- Location of concrete separators defining the cycleway should be adjusted (moved further towards the junction) to reduce turn speeds.
  - The consultation event responses to these concerns cited bus/refuse lorry turn requirements
  - We suggest this does not apply to every junction, and that the wide roads along this route all allow for occasional HGV usage, without significant impact on other road users. This is particularly the case when compared to other roads and turning widths elsewhere in Glasgow.
  - We request publication of considerations/evidence from the cleansing department or council/road policy for schedules/routes that necessitate this.
  - We suggest that the risk from daily, high speed turns at these junctions outweighs the risk from tighter turn radii for HGVs encroaching on opposite carriageways a couple of times a week.
- The route has a large number of private dwelling junctions.
- Dropped kerbs for pedestrians are, on many junctions degraded and insufficient.
  - We would welcome reinstating these to support active travel

### Cycleway construction

- We would request raised tables at junctions, and use of continuous and highly visible colouration along the entire length of the cycleway to assist in reducing car drivers perceptions of right of way over side-roads and private entrances.
- Floating bus stops
  - These need not excessively constrain the width of the bi-directional path. Many are too narrow for comfortable two-way cycle traffic.
  - Gentle curves should be used for the cycleway corners, rather than abrupt angles.
- Discussions with GoBike members at the consultation event suggested there may be project uncertainty about colour choice and extent.
  - Published plans indicate green markings at junctions; Consultation advice suggested yellow/red chip
  - We request highly visible, clear and consistent cycleway marking/colouration is used throughout to ensure safety and visibility at all times.
- The existing road surface is rough and uneven along much of St Andrews drive. We would request this is resurfaced.
- The cycleway passes through the West Pollokshields conservation area. We offer the following suggestions for how a continuous and prioritised cycleway offers a positive contribution in support of this designation:
  - Increasing the attraction of active travel, and perhaps eventual reduction in through-traffic will contribute to the overall area, and feelings of space.
  - Colour choice and construction could readily complement the existing area, eg. continual colouration.
  - Reviewing and refurbishing lighting along the route - replacing sodium lighting, refreshing lighting columns - in line with conservation guidelines, and simultaneously increasing the attractiveness of the route during winter evenings.

### Signaling and lights, phasing

- We request cycle sensors are used throughout to allow for on-demand, and a separate cycle phase at all junctions.
- Plans indicate “parking removed on the same side as the cycle route”. We would request double yellow lines, and pavement markings as appropriate.
  - Car Parking on cycle routes is a significant problem on SCW and elsewhere and special provision must be made to deter this anti-social behaviour.

### Shields Road section

- The proposed diagonal crossing replaces existing, and deviates from the desire line for the majority of cyclists who currently continue along Shields Road. We suggest ensuring the existing cyclist phase/signing is retained for this direction of travel.
- The plans do not show the existing (or proposed) bike hire/stands. We would suggest they are located so as not to impact **either direction**.

### Maxwell Drive junction

- The proposals do not indicate existing on-road/pavement cycle markings on Maxwell Road, and as such how they are intended to intersect with proposed new cycleway.
- We request that this junction is reviewed in that light, with particular attention paid to the eastern part, ie. dropped kerbs and marked paths along desire lines.

### Nithsdale Road junction

- No specific comments

### Dalziel Drive/Maxwell park

- The junction at Dalziel Drive is high-volume for pedestrians, and cycle traffic, exiting Maxwell park. We suggest inclusion of dropped kerbs to allow cyclists to join the proposed cycleway here.
- There is no consideration for the great many cyclists or pedestrians crossing the road at this section, to continue west along Dalziel Drive
- We propose consideration of a zebra crossing (with cycle markings) - there are no bus routes at this section - would significantly address active travel needs at this point, as well as reinforce speed limits for car traffic at this junction.

### Terregles Avenue junction

- This is the only non-signalled four-way junction on the proposal.
- It is currently a significant ‘rat run’ for drivers seeking to bypass traffic lights at Nithsdale Road and/or Dumbreck Road
  - Drivers travelling from Bellahouston/Dumbreck turn into Albert Drive (on Nithsdale Road), then continue along to Terregles Avenue.
  - Many cross at this junction to continue to Herries Road, to also bypass Dumbreck Road and Shawmoss/Haggs road lights.
- We therefore request specific traffic volume/flow analysis/behaviour, incorporating morning and evening ‘rush hours’
- Without specific care (raised tables, continuous colouration, road markings and signage) or consideration of signals or crossings, there is significant danger at this junction for cyclists on the cycleway
  - Car drivers may not expect to encounter cycle traffic when traversing the junction in heavy traffic, unless the entire junction layout ensures unambiguous secondary treatment of cars.

## Dumbreck/Haggs/Titwood Road/Pollok park junction

- A separate and extended cycle/pedestrian crossing phase at this junction is critical
  - Sensor triggered if possible
  - Some signage is needed to support/encourage 2 step turning for cyclists approaching from Haggs Road
- The concrete separator in the north of the junction appears strangely placed, and appears to interrupt the desire line for cyclists traversing south or north between St Andrews Drive and Pollok park.
- Use of an advanced cycle box on exit from Pollok Park suggests a high volume of cars is expected to exit the park here.
  - We would only expect very limited building access and park service traffic.
  - This therefore sends mixed messages for prioritisation of the park to pedestrians and cyclists.
- The plans suggest a number of posts/bollards on Pollok Park side pavements
  - This may impact cyclists approaching from Haggs Road, seeking to continue along Dumbreck Road, or following the two-step turn process to continue on St Andrews Drive.
  - We request that road furniture is not located directly in the middle of pavements.
- Our members frequently advise us that cars regularly ignore the existing no-entry signs to Pollok Park here.
  - We therefore request close attention to this behaviour, and that clear/revised no-entry signs and parking regulations/signage is introduced and enforced.
  - Consideration to other road/sign markings is required to dissuade cars from travelling along this route.
  - Consideration should be given to removing/limiting access to space, adjacent to the park gates through movable/lockable bollards or marked parking restrictions.
- Members advise that significant flooding occurs at this junction after heavy rain
  - We request that serious consideration and remedial action is planned so that drainage improvements can take place (Dumbreck/St Andrews corner in particular), to the benefit of all road users, as part of construction.
- The general condition of the 'mixed use' pavement along Dumbreck Road is poor
  - Overgrown bushes
  - Extremely poor and uneven condition of footway
  - We therefore request maintenance/remedial work to this path to facilitate onward travel towards Bellahouston Park

## Additional comments

- There are a large number of trees and hedges along the route. It is imperative there is an autumn/winter maintenance plan for sweeping accumulated leaves/foliage, which when accumulated/rot pose a serious slip danger.
- We request that cold weather maintenance schedules for cycleways are updated to include this route.

## Highlights and suggestions

We are keen to highlight good elements or additions we think could add substantially to the proposal. We'd like to express our thanks for the detailed nature of the proposals and extended opportunity to engage in the consultation. The toolset (arcgis) is a positive step we hope will be repeated in future exercises.

Additionally we would add:

- We are supportive of seeing construction of physically separate cycleways, as part of traffic calming and reduction efforts.
- We are pleased to see revised crossing proposals at junctions, particularly at Dumbreck/Haggs junction which is currently very hostile to pedestrians and cyclists.

- Footrests, as provided on the existing SWCW, would be a welcome inclusion in the final implementation.
- Provision of cycle parking would be useful at Maxwell Park and Pollok Country Park.
  - A bike hire scheme at Maxwell park would be welcome
- We suggest GCC consider working to reroute NC75 to incorporate the final route.
- We would welcome at least one cycling counter as a desirable addition to this route, perhaps on the section at Shields Road, or at the far end of the route at Clyde Place.
- With a primary school on the route, we hope the project proposes an engagement process, and perhaps additional efforts to encourage active travel by schoolchildren.

Naturally if there are any matters raised within our letter that merit further discussion, we would be happy to engage with project staff.

Yours sincerely

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

Tricia Fort  
for Consultations, GoBike