



## PHASE 1 – GARSCUBE ROAD

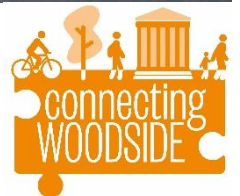
18<sup>th</sup> June 2024



# Glasgow's Active Travel Strategy 2022-2031

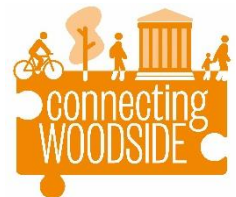
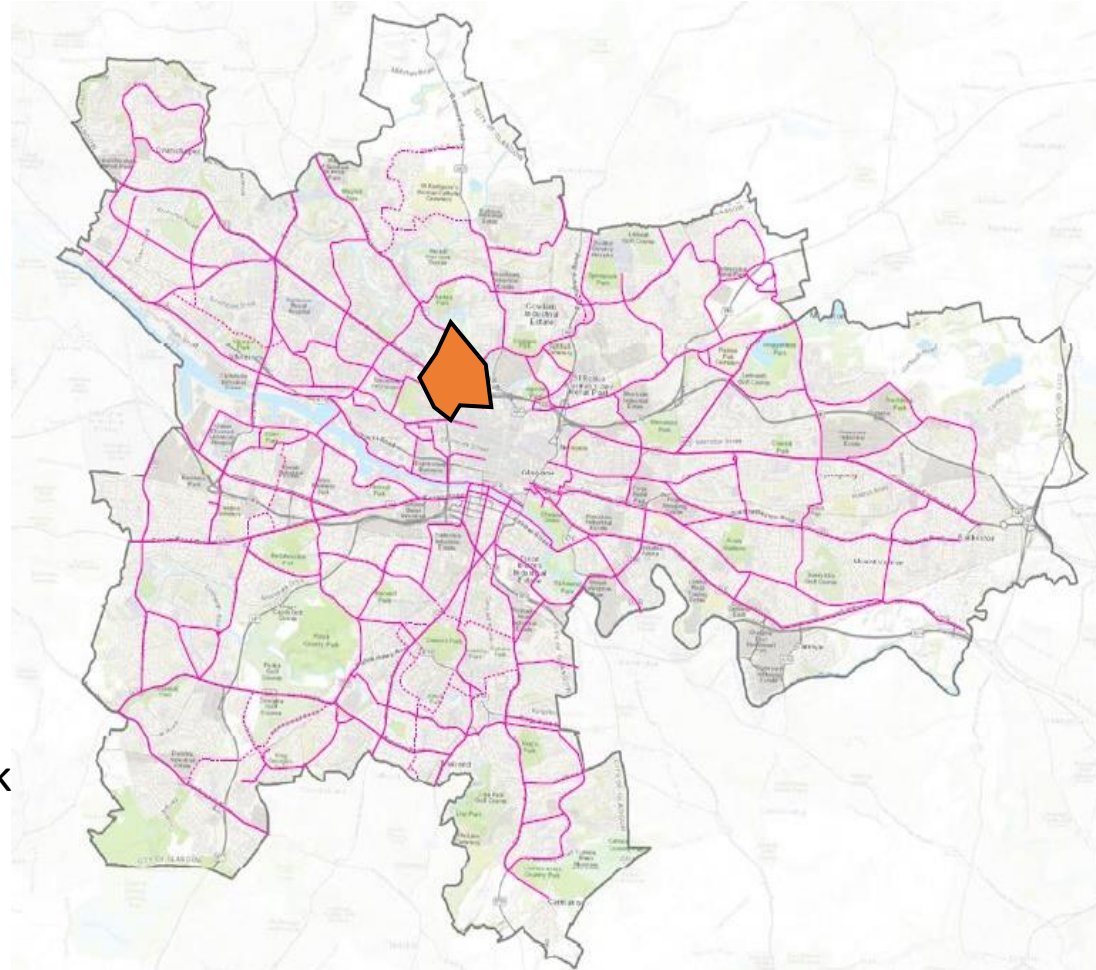


*Walking, wheeling and cycling will be the first and natural choice for everyday journeys, for people of all ages and ability, to travel locally to schools, to shops, to work, or to the city centre*



# Cycle City Network

- Proposed City Network to be in place by 2031
- Represents required density for a functional City Network that will help to deliver modal shift
- Approximately 270km of routes (inc 100 individual junctions)
- 24/7 network segregated on road
- Schools within 400m of City Network (few minutes cycle)
- Linked through low traffic, low speed streets



# Background

- Scotland's first area based active travel project
- Combination of segregated cycle infrastructure and Quietway routes
- Providing connections to existing cycle infrastructure and key trip generators
- Helping to make the local area more attractive place to live and visit
- Complimentary place making project run by Queens Cross Housing Association



# Garscube Road

- A81 - 4 lane carriageway
- Two way average traffic flows approx. 13,000 vehicles in 12 hour period
- Junction at Possil Road/St George's Road used by approx. 25,000 vehicles in 12 hour period
- Industrial estates on the eastern side
- Approx. 1km of cycle lane installed during 2020/2021



# Road Space Reallocation

- Road space reallocation to facilitate the introduction of the two-way cycle lane
- Sections of carriageway previously 13m wide reduced to 6.5m
- Reduced distance for pedestrians to cross
- Previous arrangement of 1 running lane in each direction maintained
- Can assist with the reduction in vehicular speeds



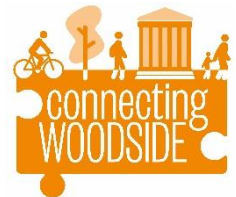
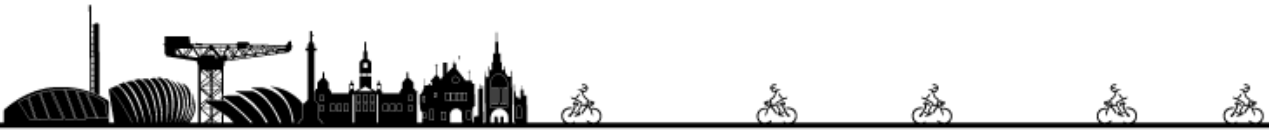
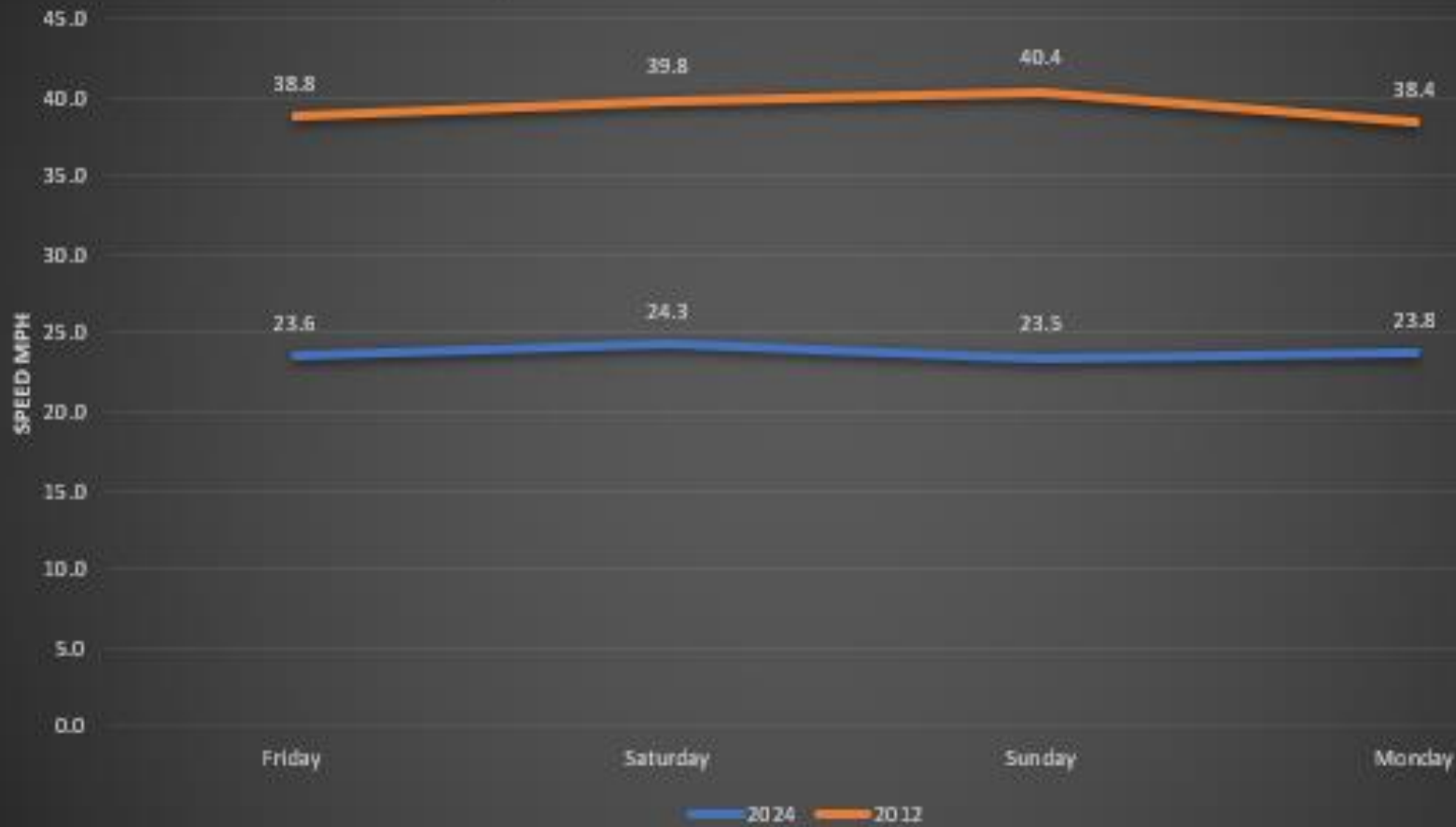
# Traffic Calming

- Raised carriageway at the junction of Hopehill Road at sheltered housing
- Easier transition for those cycling to adjacent Quietway street
- Reduced distance for pedestrians to cross
- Another measure assisting with speed reduction



# Speed Survey Data

## 85%ile Speed Garscube Road Over 24hr Period





# Prioritising Walking and Cycling

- The use of a “hold the left” turn at the junction of Garscube Road and Possil Road allows the pedestrian and cycle crossing over Possil Road to run in tandem with the main north/south traffic flow on Garscube Road



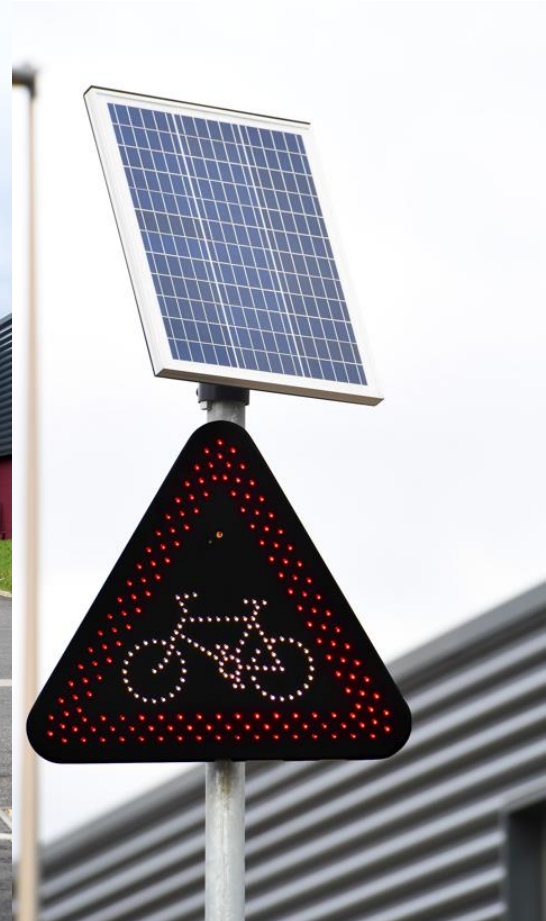
# Side Road Junction Design

- Raised carriageway to reduce vehicle turning speeds
- Bollards to provide guidance path for vehicles entering and exiting side road
- Colour differentiation to highlight the presence of a cycle lane
- Thermoplastic ground markings to further highlight the presence of a cycle lane
- Cycle activated signage to alert right turning drivers of a cyclist approaching



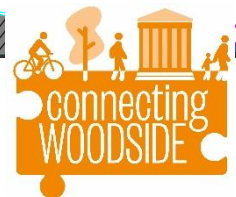
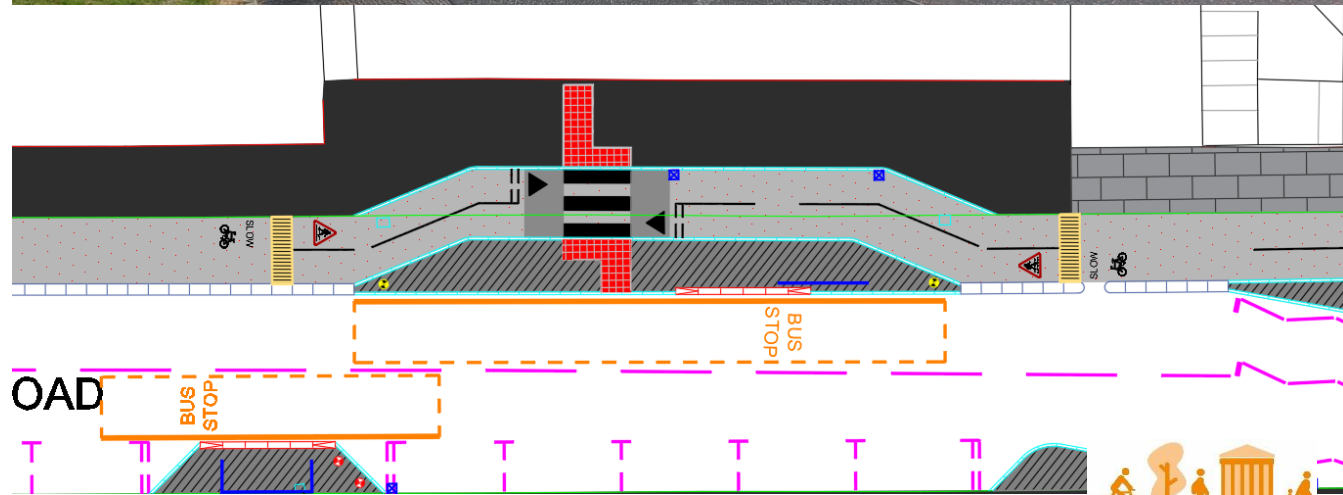
# Cycle Activated Signage

- Glasgow are the first local authority in the UK to install
- LED solar powered warning signs with TSRGD 950 signage
- Installed to reduce incidents of conflict/where sight lines are restricted
- Uses piezo electric loops in the cycle lane to activate the sign as cyclists approach the junction
- Sign is dual functional and counts cycle users through the minor road junction



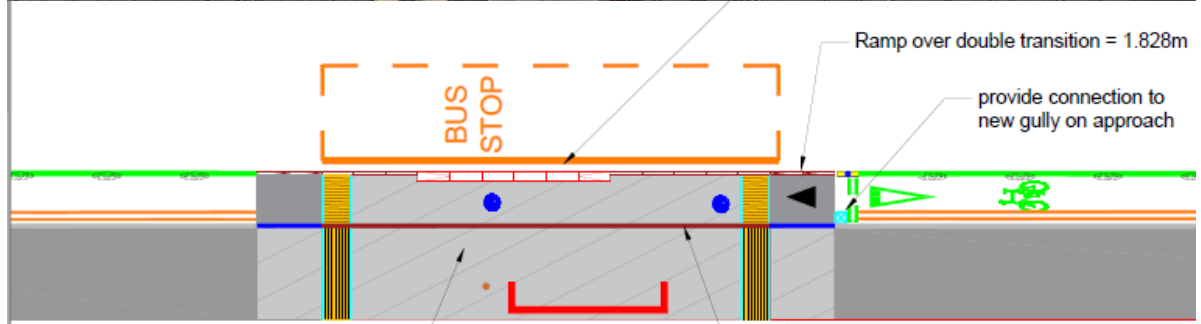
# Bus Stop Arrangements – “Floating” Bus Stop

- Only “floating” bus stop on the route
- High frequency bus services with low passenger numbers
- Raised crossing point with zebra markings
- Slow markings within the cycle lane
- Shelter style front mounted to increase visibility for both bus passengers and those cycling to avoid conflict

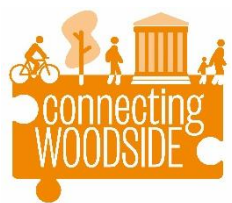
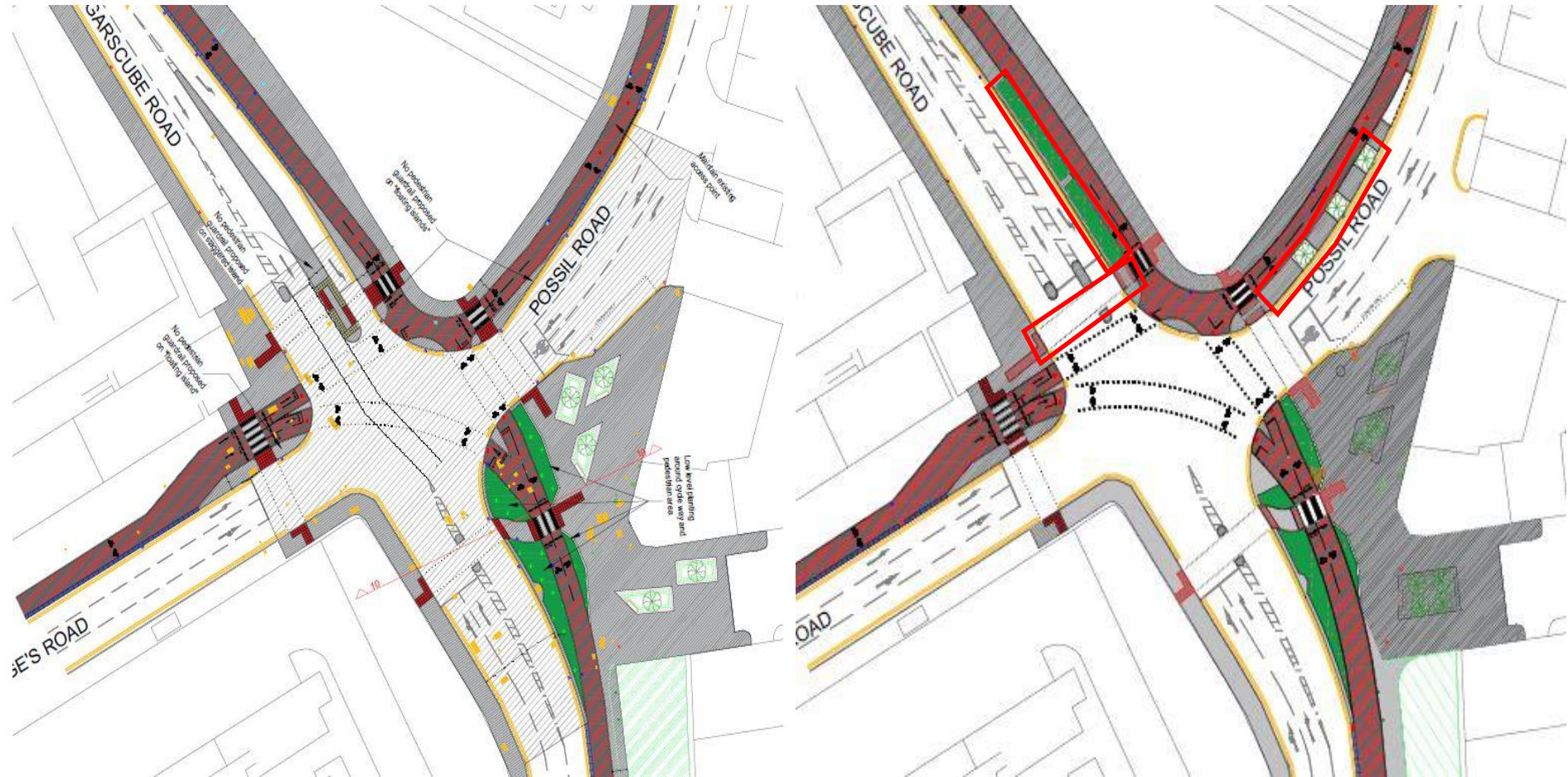


# Bus Stop Arrangements – Bus Boarder

- Due to space constraints a bus boarder has been installed on the northern section of Garscube Road
- Low frequency bus services with low passenger numbers
- Simplified layout with raised boarding point with no zebra markings
- Shelter style rear mounted to allow good visibility for bus passengers and those cycling to avoid conflict

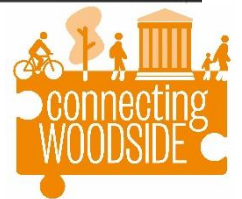
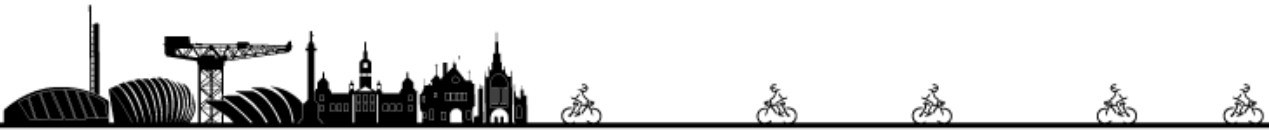
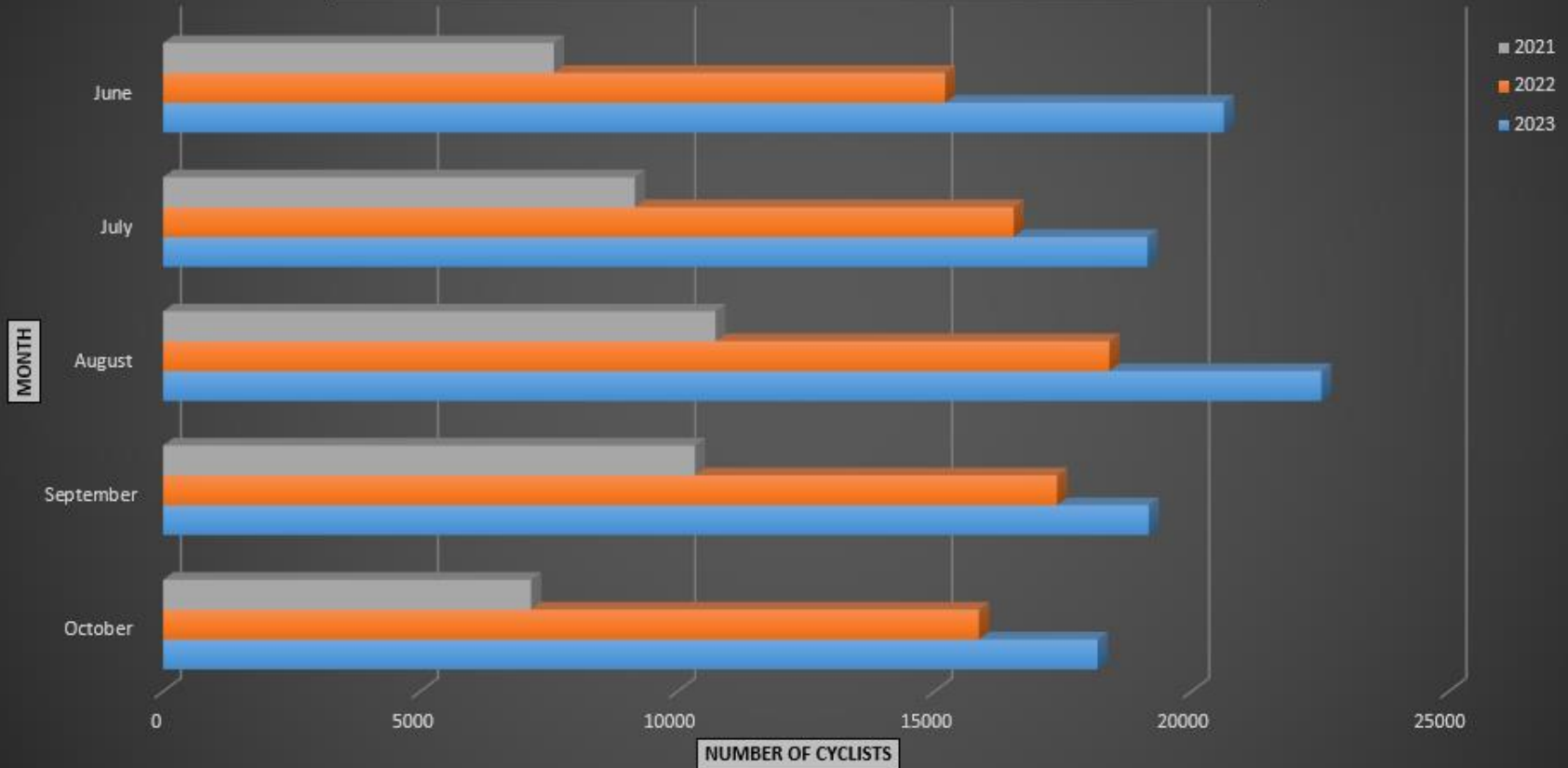


# Design Changes



# Usage of Route

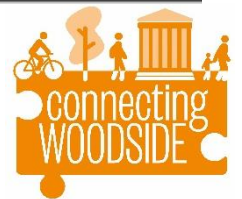
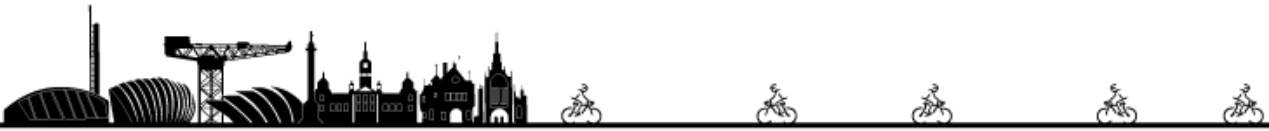
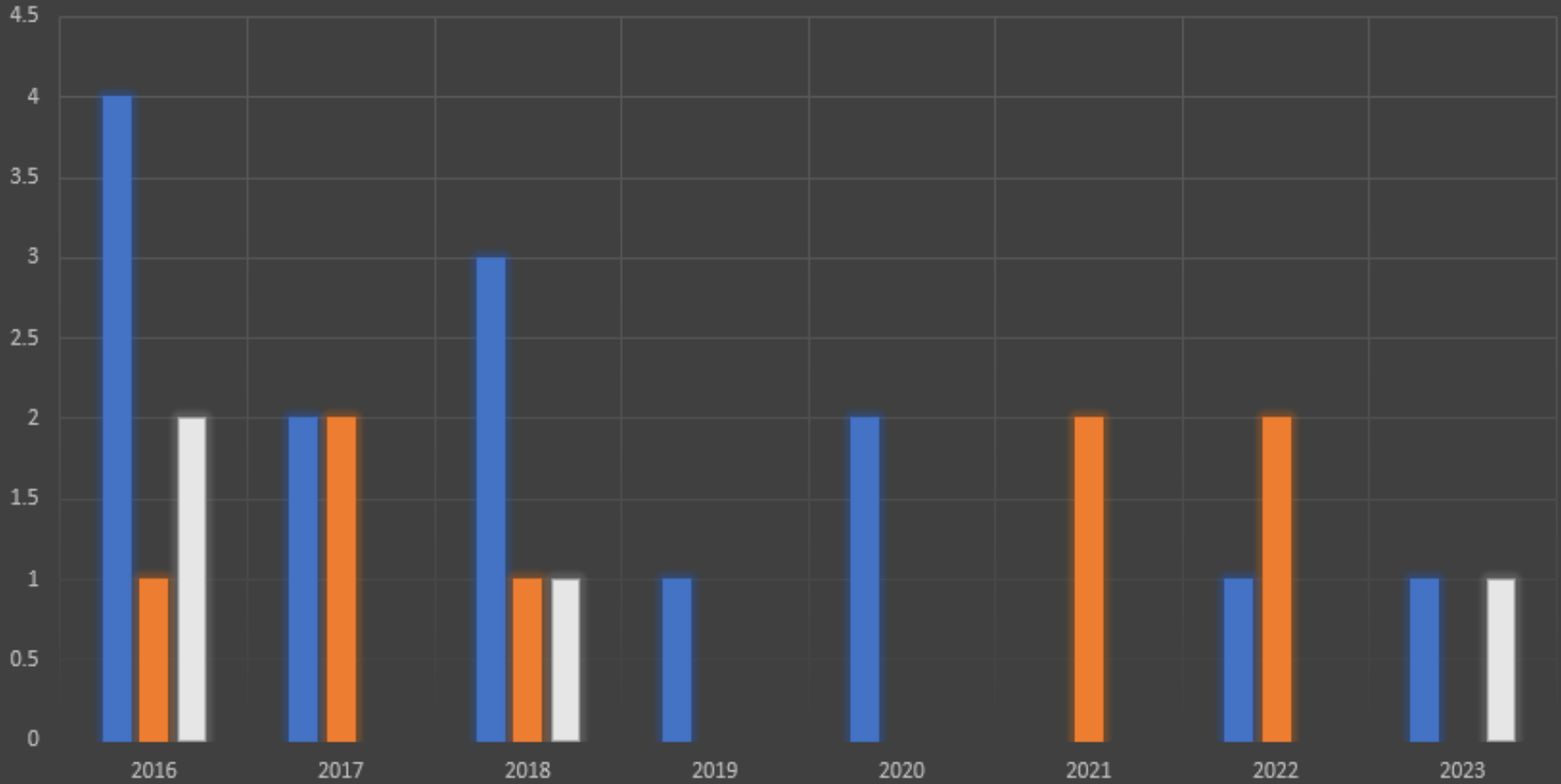
Cycle Count Data - Garscube Road at Corn Street  
June to October 2021 vs 2023



# Reported Accidents

## Reported Accidents Garscube Road 2016 to 2023

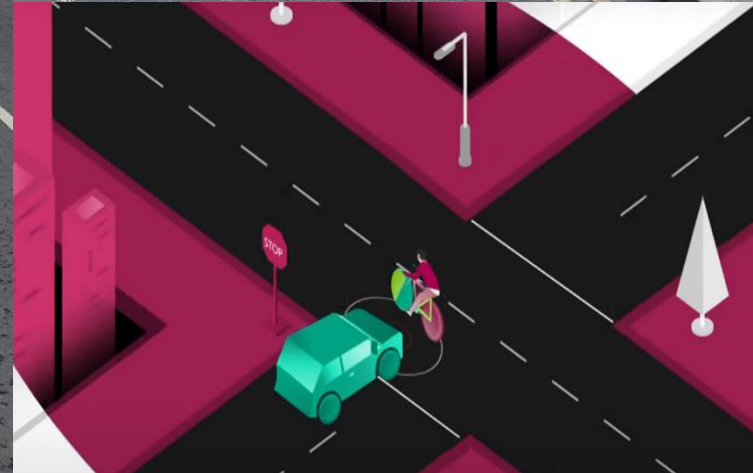
■ Vehicle ■ Cycle ■ Pedestrian



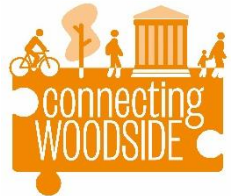
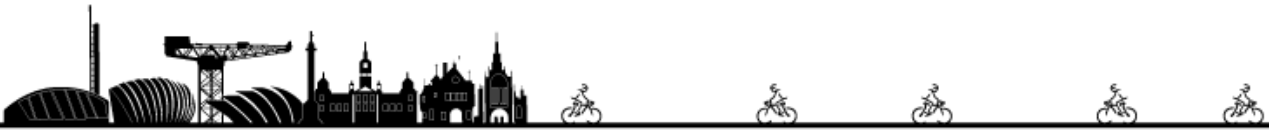
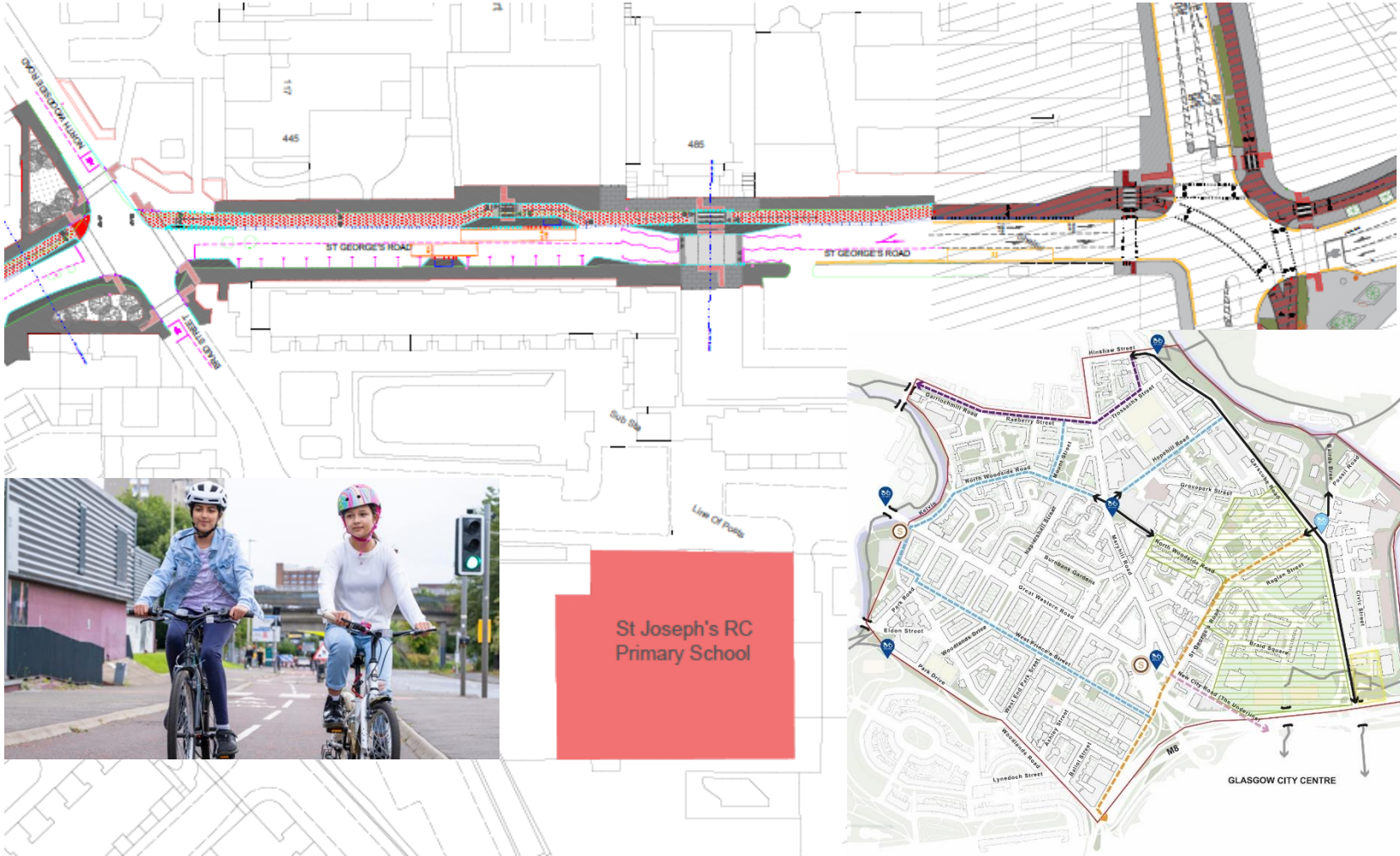


# Side Road Junction Changes

- 2 accidents reported involving cycles at side road junctions
- Black bollards at junction mouth swapped for higher visibility yellow ones
- Lining refreshed and give way triangle added
- Additional signage installed
- Monitoring junctions for near misses using AI and 3D object recognition



# What's Coming Next





QUESTIONS?

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