



Connecting Woodside Public Engagement

Introduction

Active travel activity has been increasing and is an integral part of improving the environment, creating a healthier population, boosting the local economy and making the city a more attractive place to live and work. Connecting Woodside (formerly known as Woodside Mini Holland) is located in the Woodside area of north Glasgow crossing into Woodlands.

Connecting Woodside proposes the creation of a walking and cycling friendly area using a combination of hard infrastructure and soft measures to increase the attractiveness of everyday active and sustainable travel and creating better streets and places for people.

The project will be delivered through the Sustrans Community Links Plus programme

Community Links Plus

At the Scottish Government's Active Travel Summit on the 2nd November 2016, Humza Yousaf, Minister for Transport and Islands announced the Community Links PLUS (CL+) Competition and that the Scottish Government was looking for Local Authorities to submit bids for an exemplar cycle project. Glasgow's South City Way was submitted and won the 2016/17 round.

Glasgow City Council (GCC) submitted the Woodside project in the subsequent year and was successful in receiving funding of £7million for a period of 3 years with a further £1million provided by GCC. Funding has been provided by Transport Scotland with Sustrans facilitating the Community Links Plus competition and programme.

The aims of Community Links Plus are to:

- Increase modal shift helping achieve Cycling Action Plans Vision of 10% of everyday trips by bike by 2020;
- Create safer, convenient, segregated and interconnected routes to and through cities;
- Connect to and through major short trip generators;
- Contribute to sustainable place making, delivering high quality design projects and improving the urban realm whilst meeting the need and aspirations of the community;
- Integrating the needs of pedestrians following the principles of Designing Streets.

The overall aim of the project

Connecting Woodside has clearly defined yet ambitious outcomes. These include:

- Improved accessibility (to work, education and services) via sustainable transport
- Safer roads for pedestrians and cyclists
- Better health and increased physical activity
- Air quality improvements and reduced carbon emissions
- Economic development and regeneration
- Reduced inequality
- Provision of social recreational space

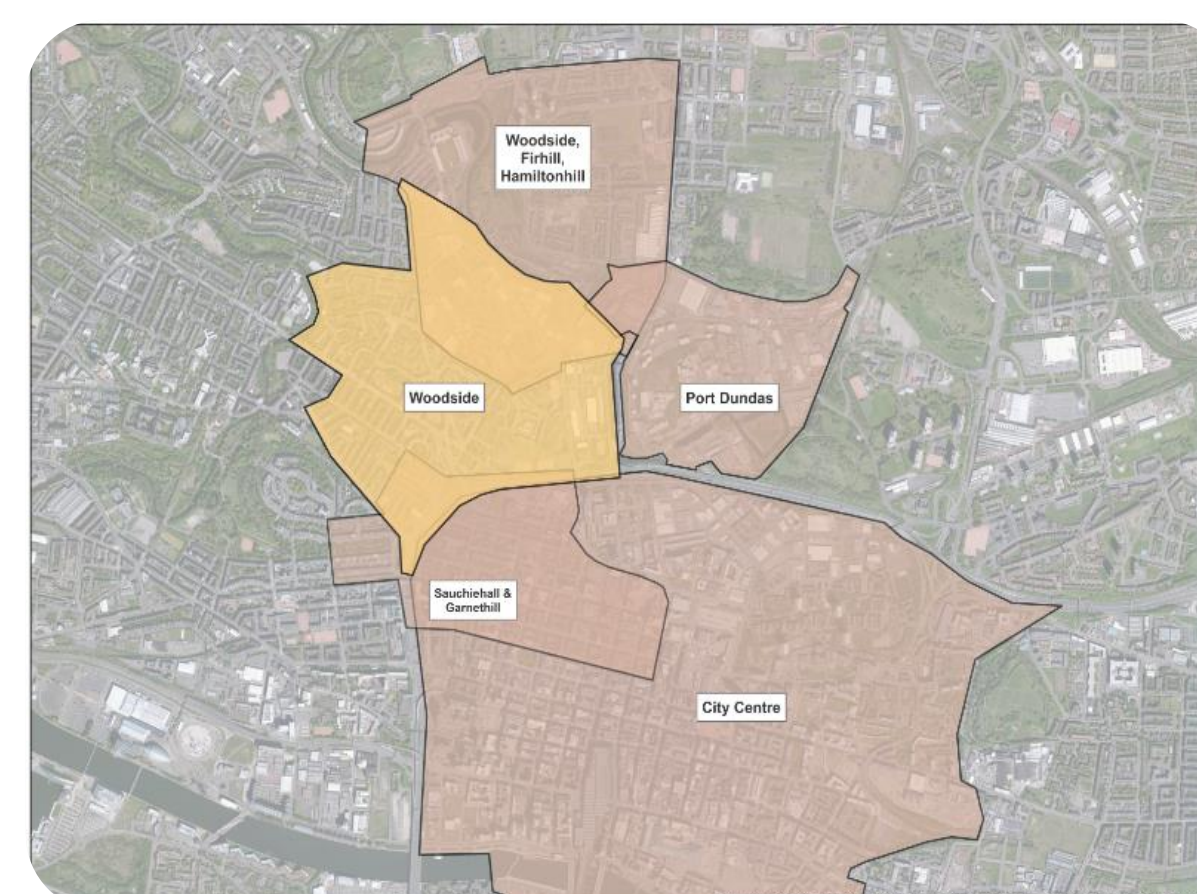
Woodside is Glasgow's 'missing link' to releasing future active travel benefits across the city linking with adjacent city deal projects.



Sauchiehall Street Avenue



St. George's Cross public realm concept



Woodside in context to other project areas

The Project

'Connecting Woodside' is considered as having four main elements:

- Place. Enhancing the road environment is vital to making this area a lucrative place to visit and attractive to pass through.
- Segregated cycle tracks. Safe, dedicated cycle tracks, more attractive pedestrian space and excellent public transport connections.
- Permeability and Connectivity for Woodlands area for active travel
- Outreach work. At least 5% of the project budget will be allocated for outreach activities aimed at encouraging active and sustainable travel, working closely with partners and community organisations.

Making it easier and safer to enjoy moving around on foot and bike –

How will we achieve this?

- Kerbed cycle segregation connecting to City Deal projects such as Sauchiehall Street, the 'Underline', Port Dundas Masterplans and Scottish Canal projects providing more crossing options and access to the canal. Cycle segregation will be located at:
 - Garscube Road
 - St. Georges Road
 - Charing Cross
 - Woodlands Road
- More and improved pedestrian crossings will be located around the project area and on desire lines providing more options and a safer crossing experience.
- Introducing step free crossings to give pedestrians, parents and mobility impaired improved access around the area. This can take the form of dropped kerbs or raised table crossings.
- Double yellow lines around all corners to protect the access to dropped kerbs.
- Build out junctions at identified locations. As well as making vehicles turn slower this also has the benefit of reducing crossing distance for pedestrians.
- Provision of a further 3 hire bike stations connecting into the city wide network.
- Cycle training to those who require.
- 'Bike without Age' a charity which takes less able people out on electrically assisted bikes/rickshaw.

Making the street a more pleasant place to be

- Reducing any unnecessary street clutter.
- Enhancing public realm of key locations around the project area.
- Vehicle parking review with the aim of reducing commuter parking.
- 20mph limit in residential areas to provide improved safety and emphasise that people live in the area.
- Reducing the width of the carriageway where possible.
- Improved access to schools in the area.

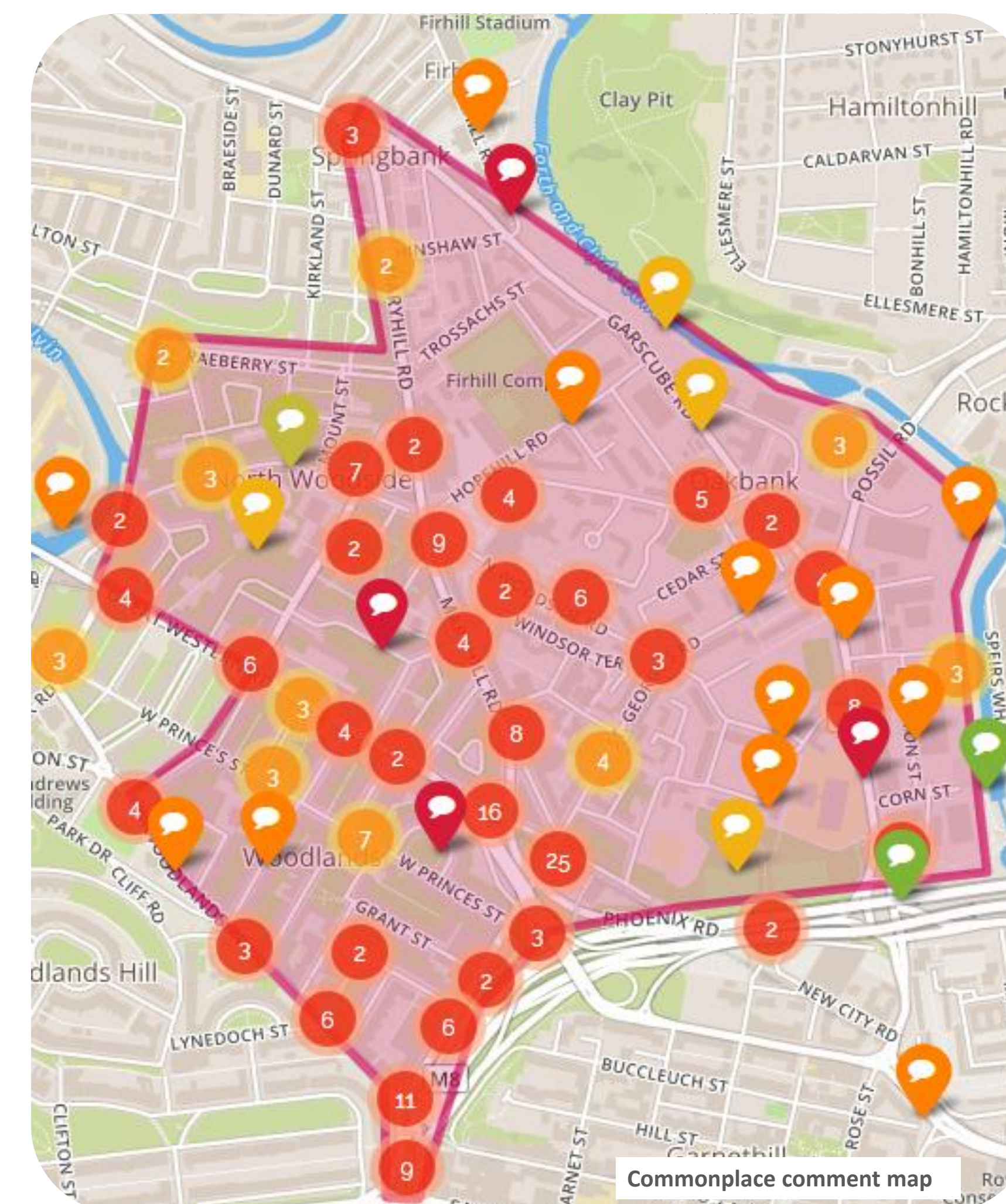


Connecting Woodside Public Engagement

Public Engagement

Over the last 12 months GCC have been collecting your comments and requests from our Commonplace website. Officers have also been organising engagement events and have attended community, schools and Housing Association events. You can continue to add requests at www.glasgow.gov.uk/connectingwoodside

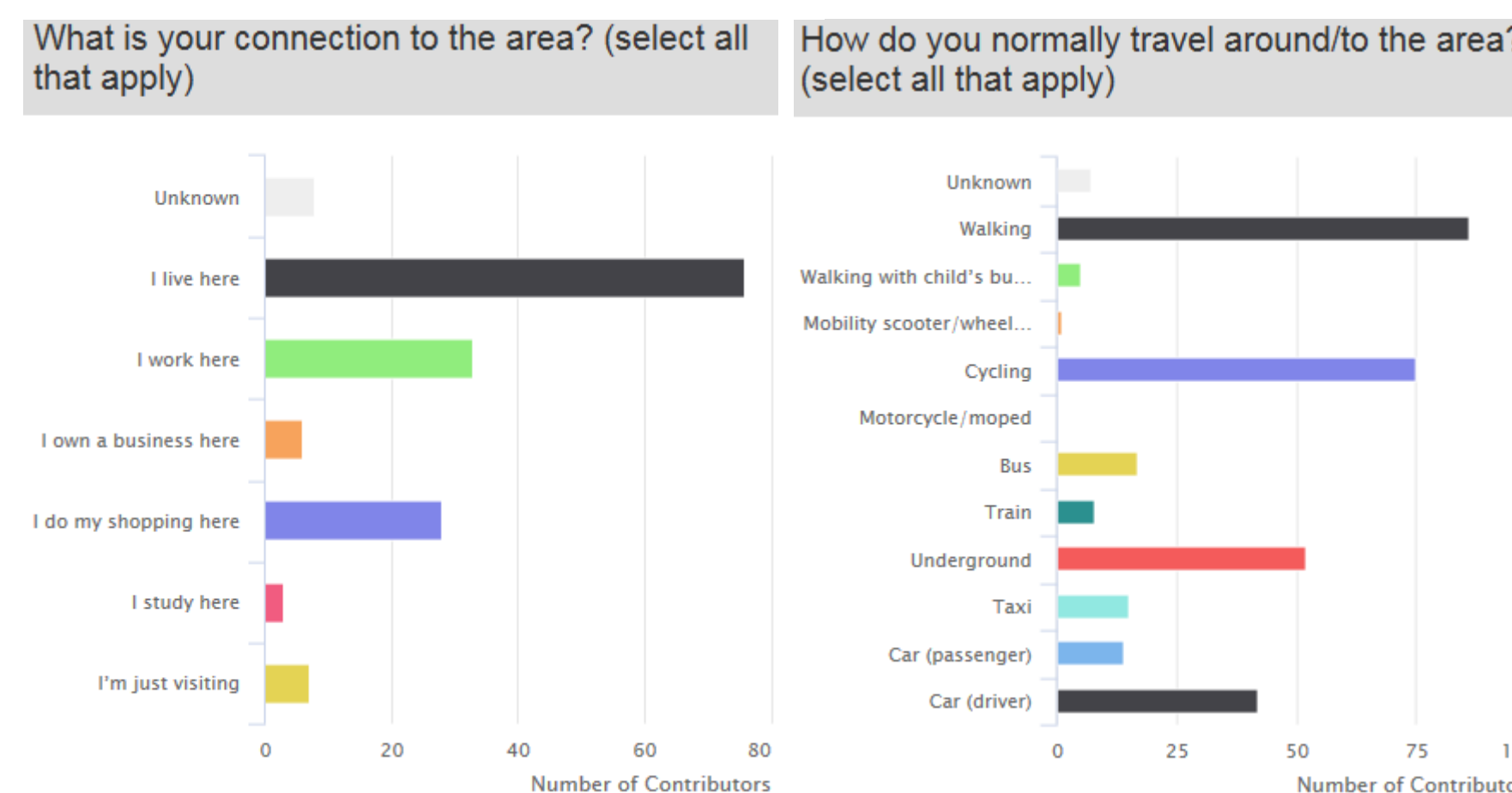
Due to the size of this project, consultation will take place over the next 2.5 years focusing on different sections and phases of this project. This consultation is focused on Garscube Road and public realm improvements where North Woodside Road meets Maryhill Road, including pedestrian crossing options.



Join up to view and make comments and hear about future consultations and events.

www.glasgow.gov.uk/connectingwoodside

1,617 Total visitors

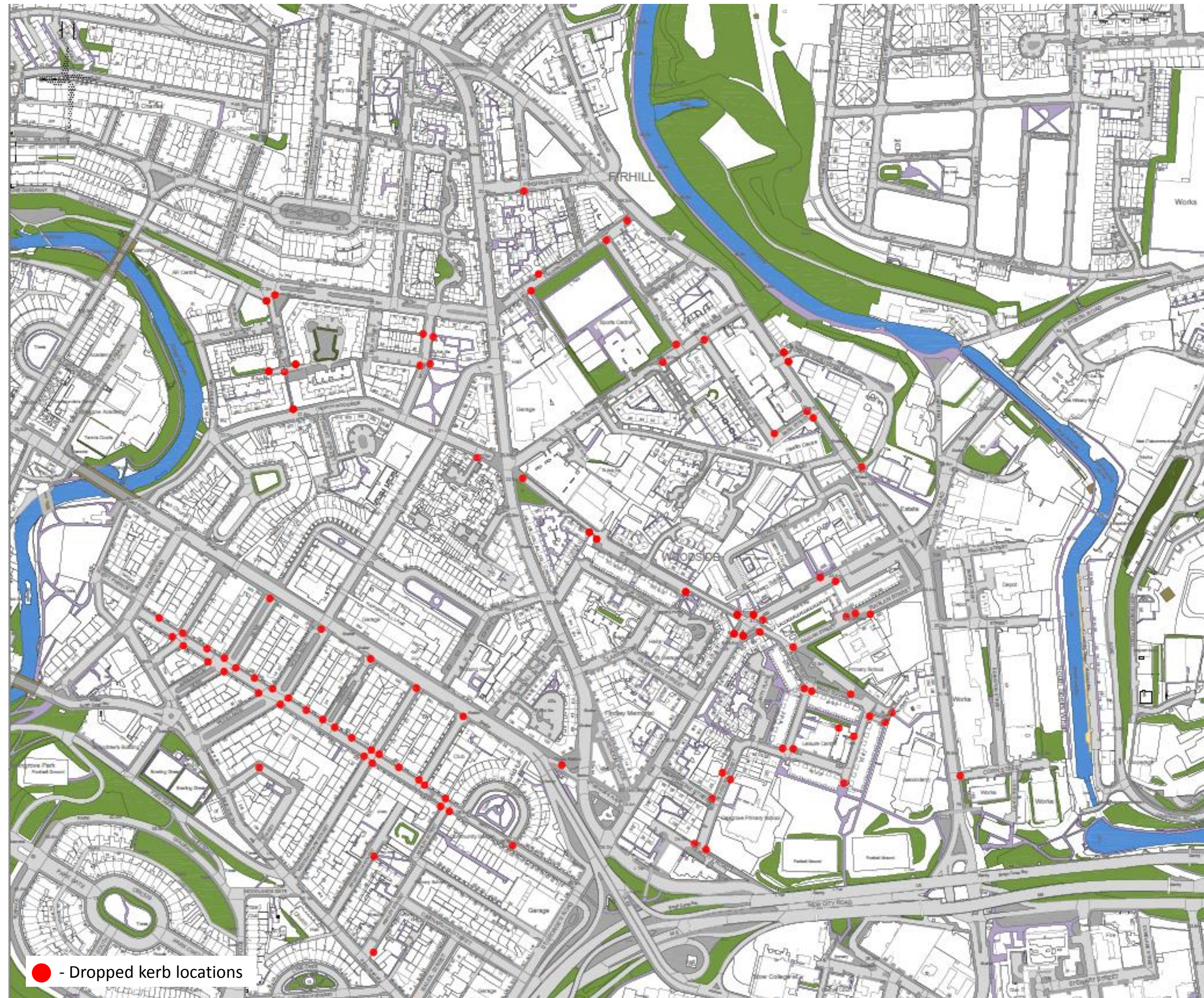


Next steps

Following the completion of this public engagement a detailed design will be brought forward after comments and requests have been reviewed. It is aimed that the final design will be complete and construction started early 2019.

Further consultations shall be held on other aspects of the project in the near future.

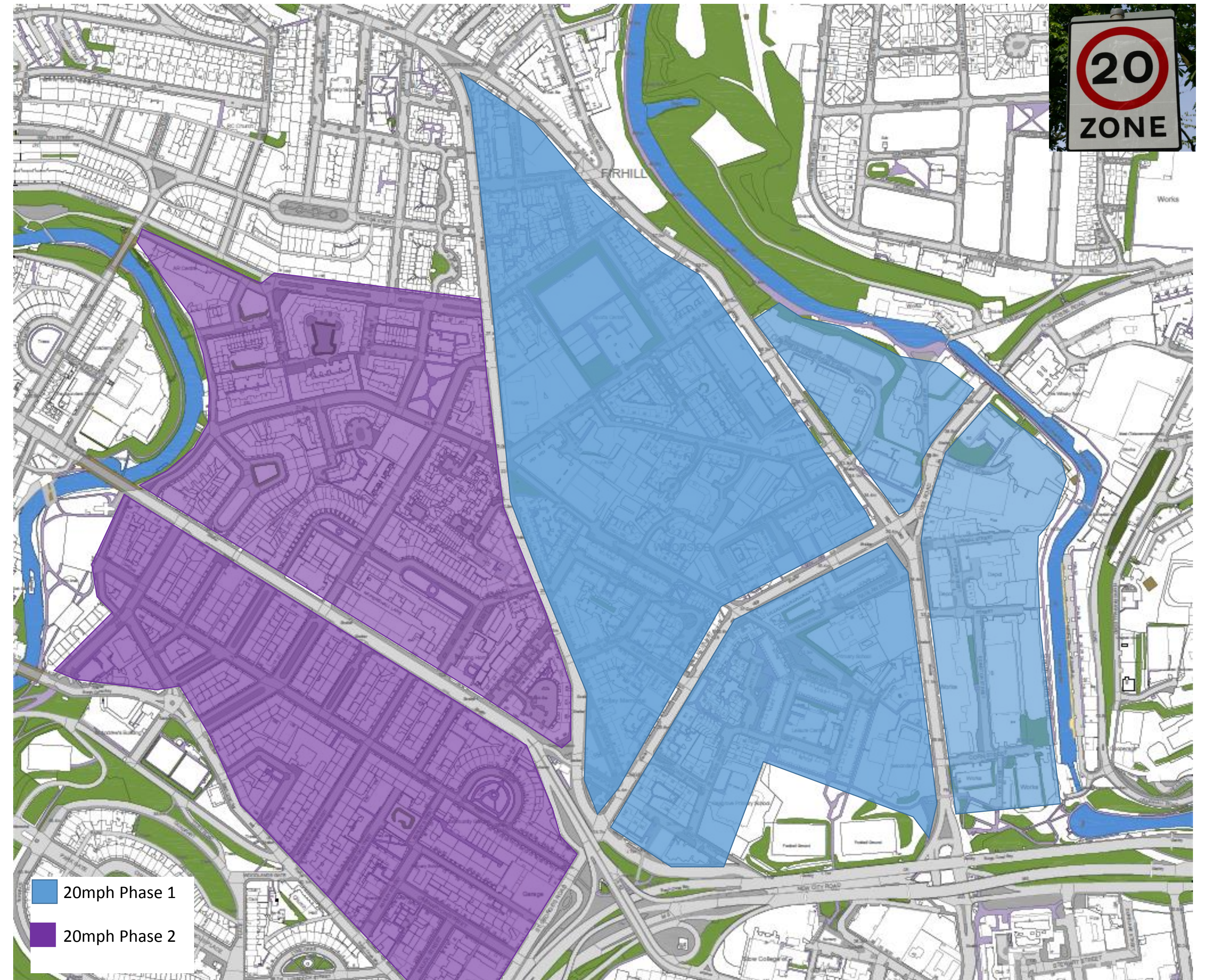
Proposed dropped kerb locations



Proposed dropped kerbs locations derived from audits with local groups and through online feedback.
Available to view at: www.glasgow.gov.uk/connectingwoodside

Coinciding with the dropped kerbs works, A Traffic restriction Order (TRO) will be raised to include double yellow lines on all corners

Mandatory 20mph speed limit zones



Cycle Parking Locations

As part of the project we aim to install up to 1000 cycle parking spaces. This will be a mix of cycle parking at public spaces, schools and trials of residential bike parking.

We are looking for locations
Please propose cycle parking locations at www.glasgow.gov.uk/connectingwoodside
or email: sustainabletransport@glasgow.gov.uk





Connecting Woodside

Garscube Road - Section A

Garscube Road

Cowcaddens (Metal Petals)to Hinshaw Street/Firhill Road

1km of cycle segregation

- East side of the road
- 3m kerbed segregation
- .5m buffer zone
- New pedestrian crossing on Section A at the Scottish Conservatoire
- Bus stop bypass
- Raised tables at side roads
- Reduction of 4 carriageway lanes to 3

Why a bi-directional cycle lane on the east side of the road?

During the bidding phase and previous consultation we investigated the designs of segregated cycle ways on Garscube Road. After deliberation it has been proposed that the segregation is situated on the East side of the road. This is because:

Bi-directional (East side)

This side is proposed as it can provide

- a larger impact from multiple connections with the canal and Firhill/Hamiltonhill with 650+ new homes.
- More potential to expand the cycle network
- Connection to the city centre is more legible and direct avoiding Phoenix Road M8 junction.
- Bi-directional provides more capacity (especially at peak times)

Bi-directional (West side)

- West side has more conflict points (13 junctions/side roads on the West side to 6 on the East)
- Loading requirements of shops would be compromised.

Uni-directional (segregation on each side of the road)

- Space requirements
- Unable to include bus-bypass stops on each side of the road
- To accommodate, the carriageway would have to be reduced to 2 lanes at Section A
- Difficulty in crossing to the west side of the road at Garscube/Phoenix Road Junction
- Cost. Priced double to segregate each side.
- Loading requirements of shops would be removed



Proposed traffic light crossing.

Access to Abercorn Secondary School.

One carriageway lane to two lane on each side

Tightened junctions.

Raised tables at Junctions.

Bike Hire station

Cycle Segregation merges with 10m wide path

Retail units
2 lanes allow for loading and short term parking

Raised tables at Junctions.

Bus-stop bypass

Junction capacity remaining the same for motorised vehicles

Public places – please see board 7

What is wrong with cyclists using the canal?

The Canal is a great asset to the area for multiple uses and will always attract the leisure user. However at a time where we are encouraging an uptake in cycling as a method of transport we need to increase capacity and safety of infrastructure. Segregation on Garscube will reduce conflict between dog walkers, joggers and leisure users on the tow path. However the canal will still attract leisure cyclists and touring cyclists.

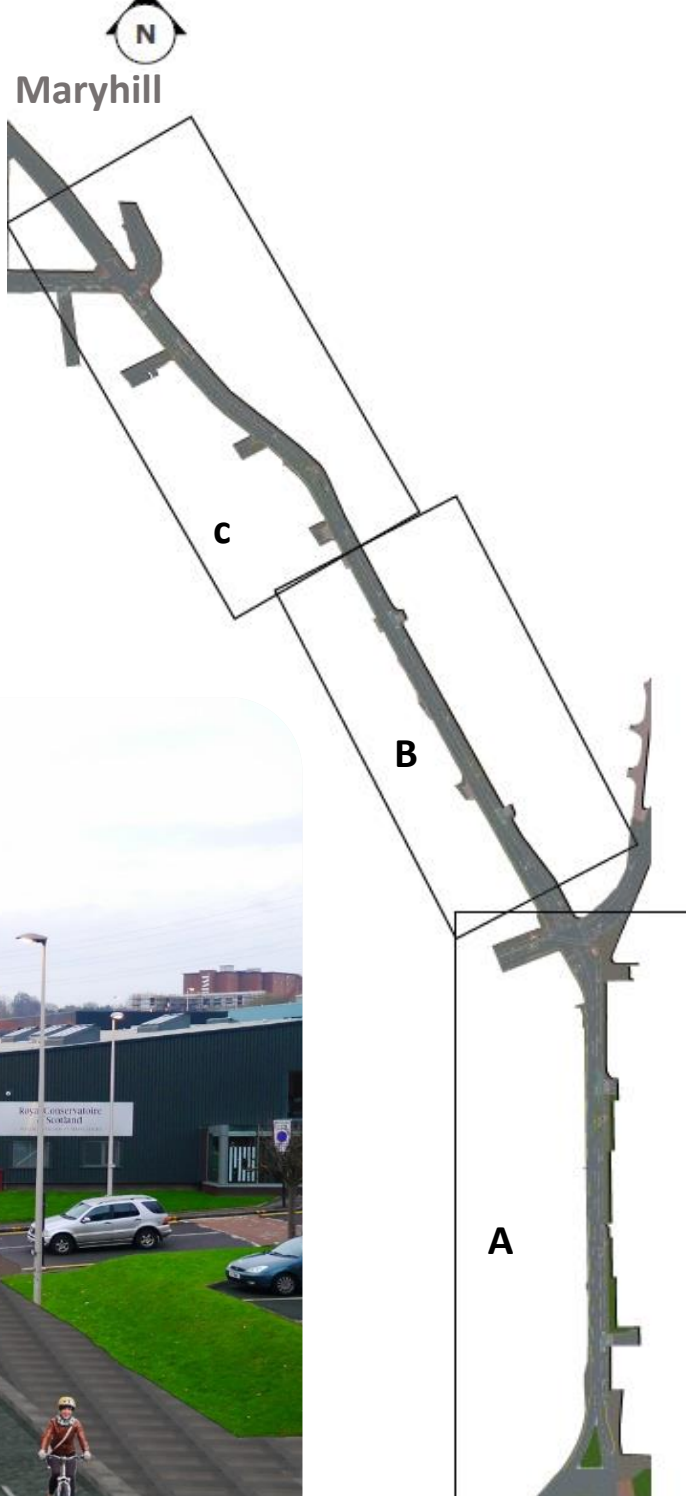
Also to take into account:

- The canal path is fairly narrow. It cannot be widened to accommodate more users.
- It is designated a national monument and is protected.
- Gradient access to Speirs wharf can discourage some people.
- The path is not illuminated at nights/winter.
- The canal meanders, increasing distance for commuters.
- Surface is gravel bound and cobbled in sections.

Garscube Road concept



Section Overview



Cowcaddens

Connecting Woodside

Garscube Road - Section B

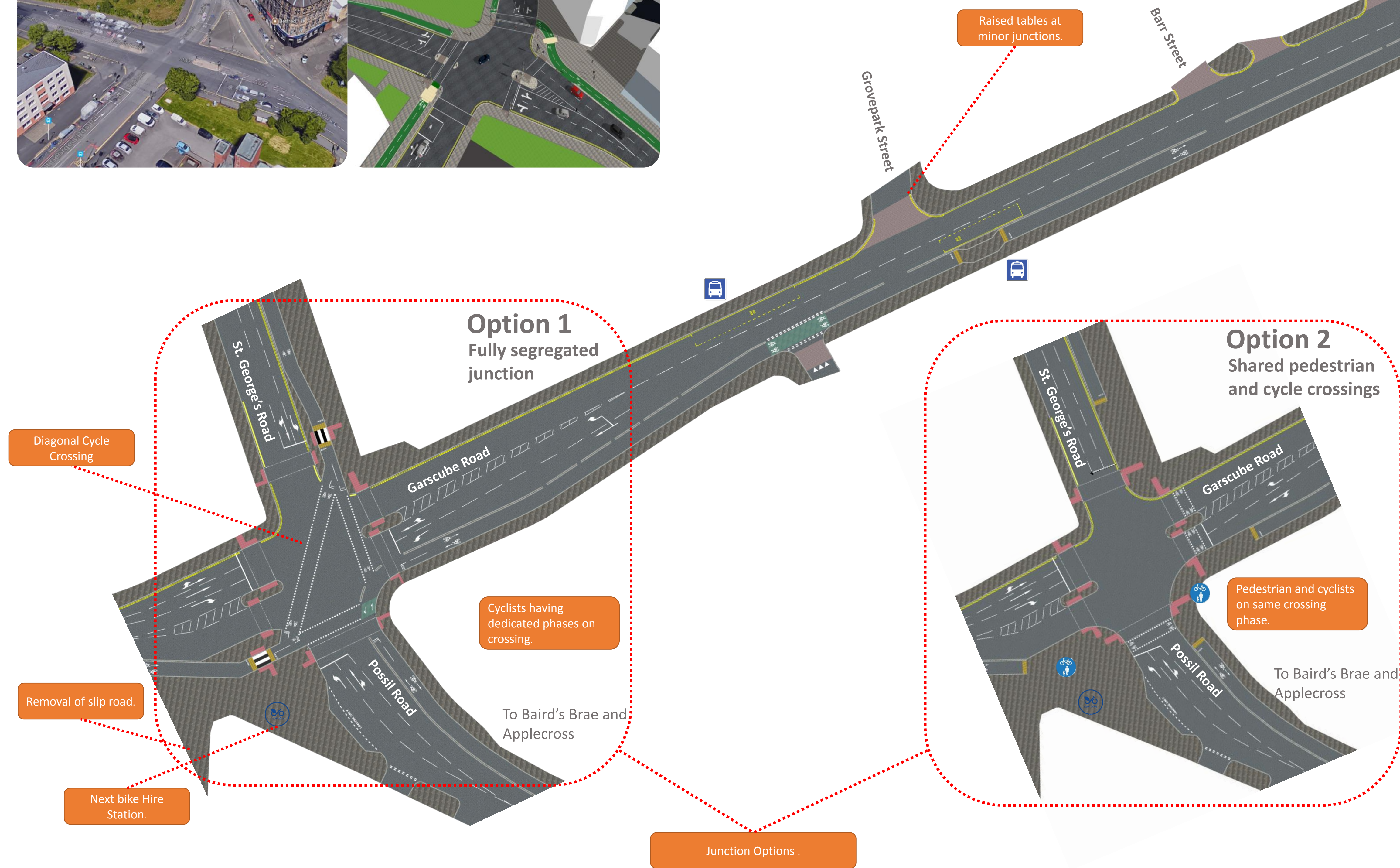
What is a Raised Table?

A raised table is a section of road that is raised with a ramp on both sides. The aim of the raised table is to allow easier crossing of the road on a level surface as well as to slow motor vehicle traffic. This can be implemented at side roads and in some cases in conjunction with a tighter radius corner to reduce the crossing distance for the pedestrian and slowing down the turning vehicle.

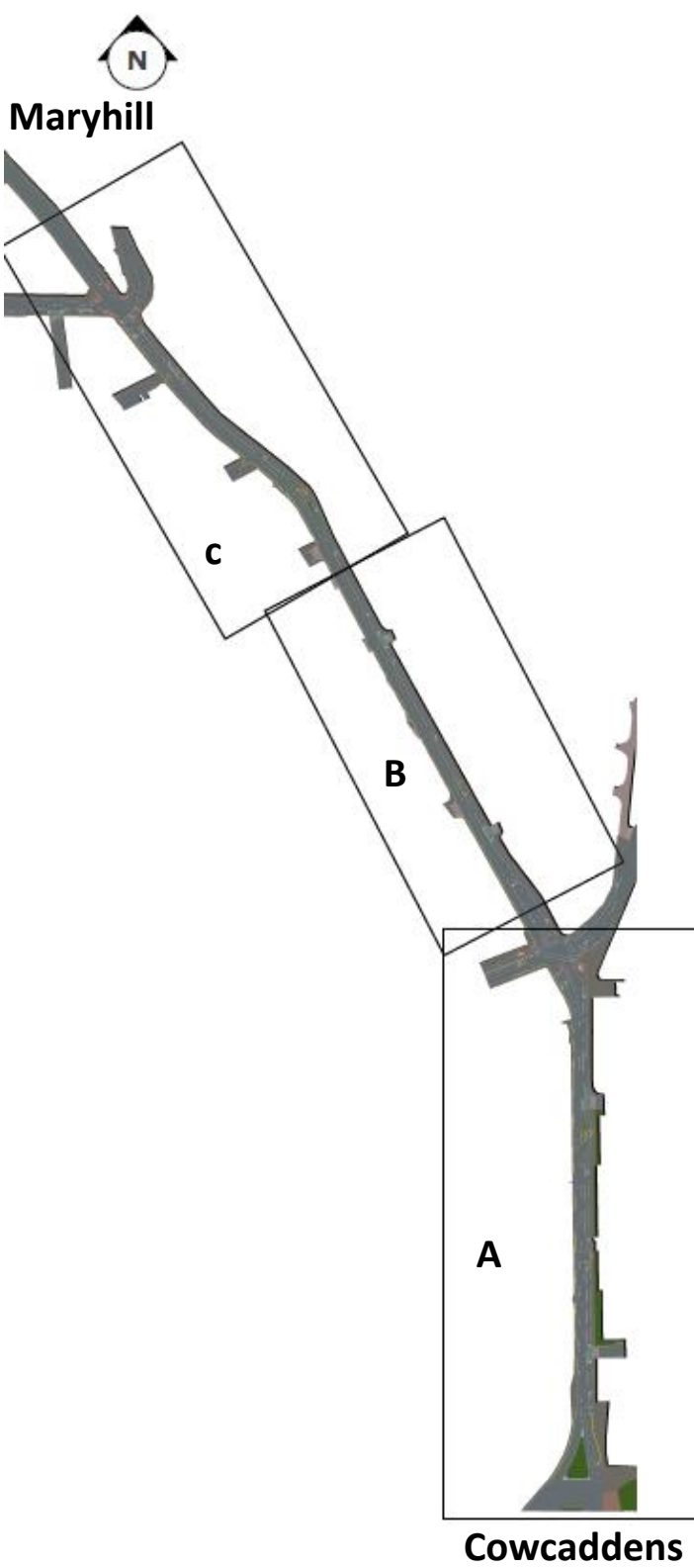
Raised tables can be constructed with a wide variety of materials such as coloured mono-blocking or blacktop with white arrows.



Initial junction concept



Section Overview



What is a Bus Stop Bypass?

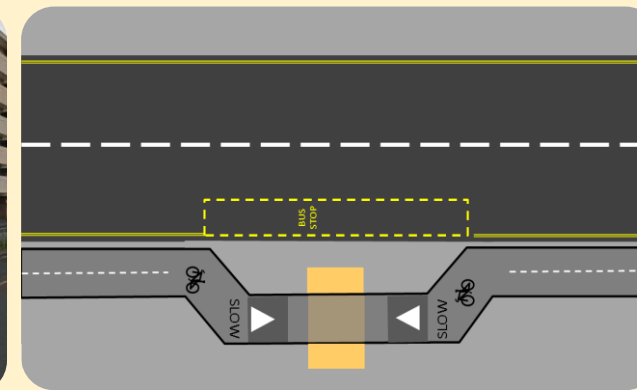
A bus stop bypass involves routing the cycle track behind the bus passenger boarding area to maintain the separation of people cycling from motor traffic. These are an important safety feature of segregated cycle routes. These have already been implemented in Glasgow in the east, south, and west. Cowcaddens had the first bus stop bypass in Glasgow. Bus stop bypasses broaden the demographic who cycle as it encourages people who are less confident in cycling in high volumes of traffic, such as young children and elderly.

Where a segregated cycle track approaches a bus stop, it is routed around the back of the passenger boarding area, allowing cyclists to 'bypass' the bus stop. There might also be a ramp up and down the cycle track on each side of the bus stop. Some bus stop bypasses include design features that encourage people cycling to slow down and make them more likely to ride single file such as chicanes, ramps or a narrowing of the cycle track.

Passengers cross the cycle track when it is safe to do so, using a crossing point that is marked by tactile paving and coloured surfacing. If a cyclist sees a person crossing the cycle track ahead of them, they should slow down or stop to let them pass before continuing.



Cowcaddens bus bypass



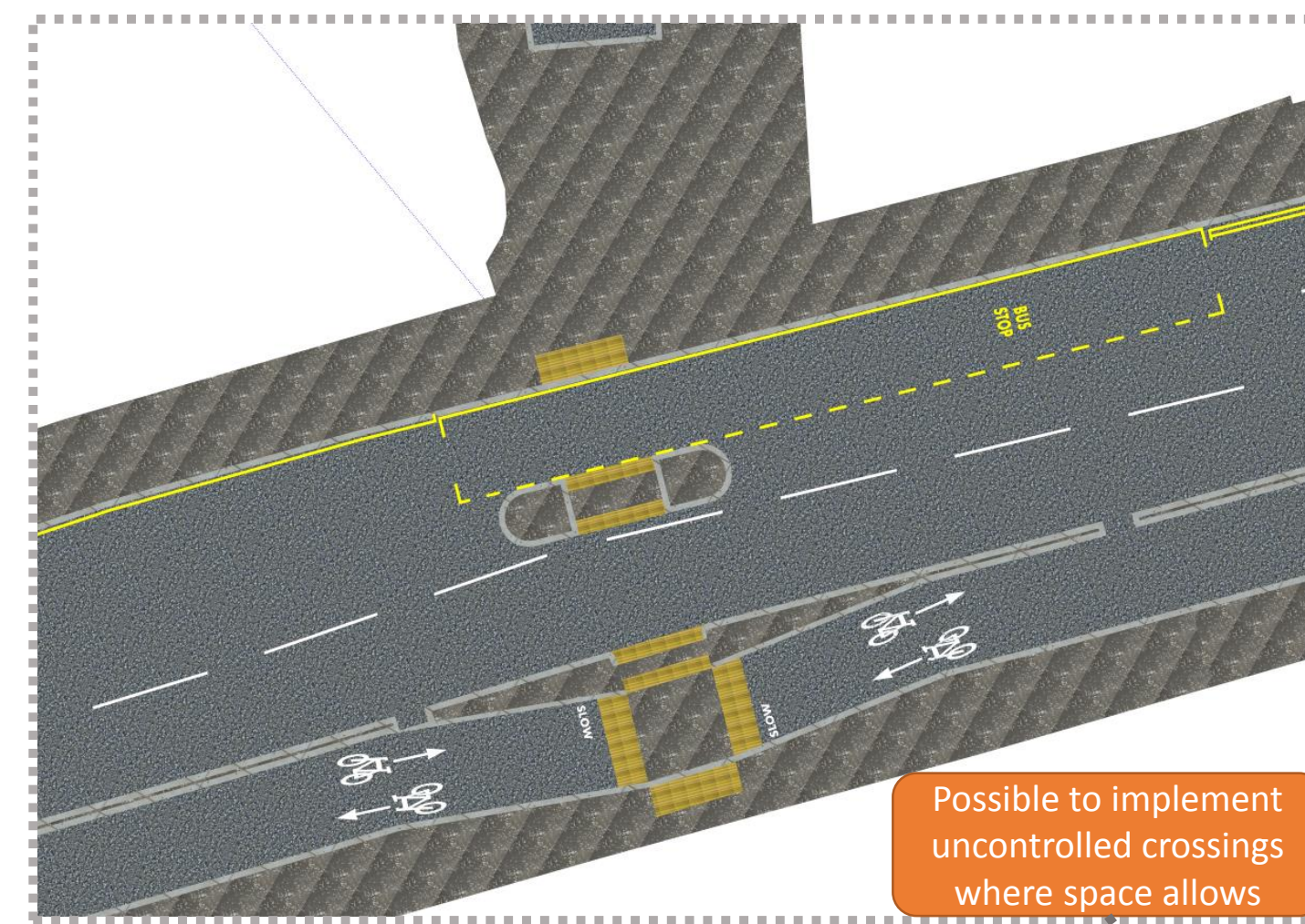
Typical layout



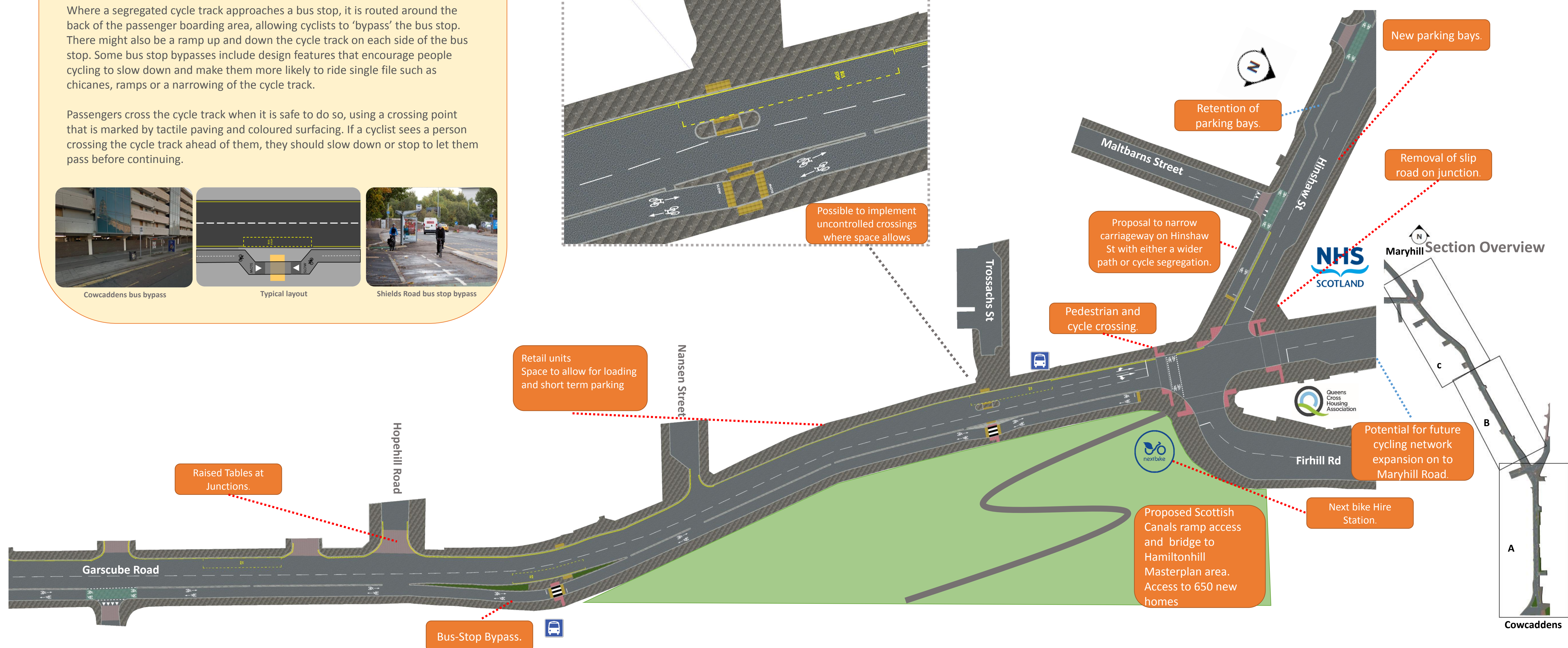
Shields Road bus stop bypass

What is an uncontrolled crossing?

The simplest type of pedestrian crossing is the informal crossing point, which may include dropped kerbs, tactile paving and a traffic island if road width permits. These are generally used in areas where a formal (controlled) pedestrian crossing cannot be justified.



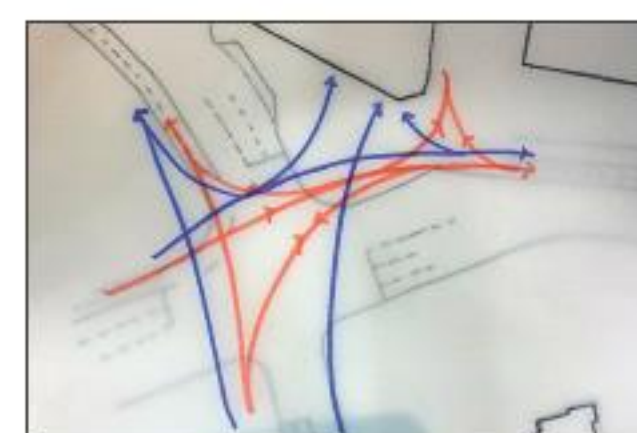
Possible to implement uncontrolled crossings where space allows





INDICATIVE PUBLIC REALM IMPROVEMENTS - POSSIL JUNCTION

DESIRE LINES



Pedestrian and cyclist desire lines inform placement of planters and use of paving to break up the space.

Sketch plan showing indicative pedestrian (blue) and cyclist (red) desire lines.

EXISTING AREA



Large area of hardstanding at important junction, formerly Garscube Cross.

2-14 Possil Road is a B-Listed former warehouse above shops, built 1875 for a foundry on the canal.

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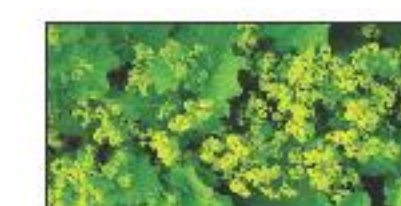


1



LOW MAINTENANCE PLANTED AREAS

Planting visually interrupts the large area of hardstanding, absorbs rainwater in an area prone to flooding, and provides habitat for species.



Carefully chosen planting palettes allow for all year round colour, maximising the impact and value of green spaces.



Suggested species include Alchemilla mollis (top), Ajuga reptans (bottom left) and Geranium renardii (bottom right).



Small street trees, e.g. Tilia cordata



Planters edged with conservation kerb and double row of granite setts.

2



INFORMAL SEATING

Informal seating e.g. armour stone occasionally set into planted areas gives people passing through a chance to rest.

3



HIGH QUALITY PAVING

Clever, selective use of high quality paving alongside low-cost surfacing options visually breaks up the area and can be used to highlight important routes on the ground.

4



OPPORTUNITIES FOR CREATIVE WAYFINDING

Large areas of hard surfacing and pedestrian and cycle crossings can be used creatively to help with wayfinding, encourage links to other areas including the canal, and make the area a pleasure to pass through.



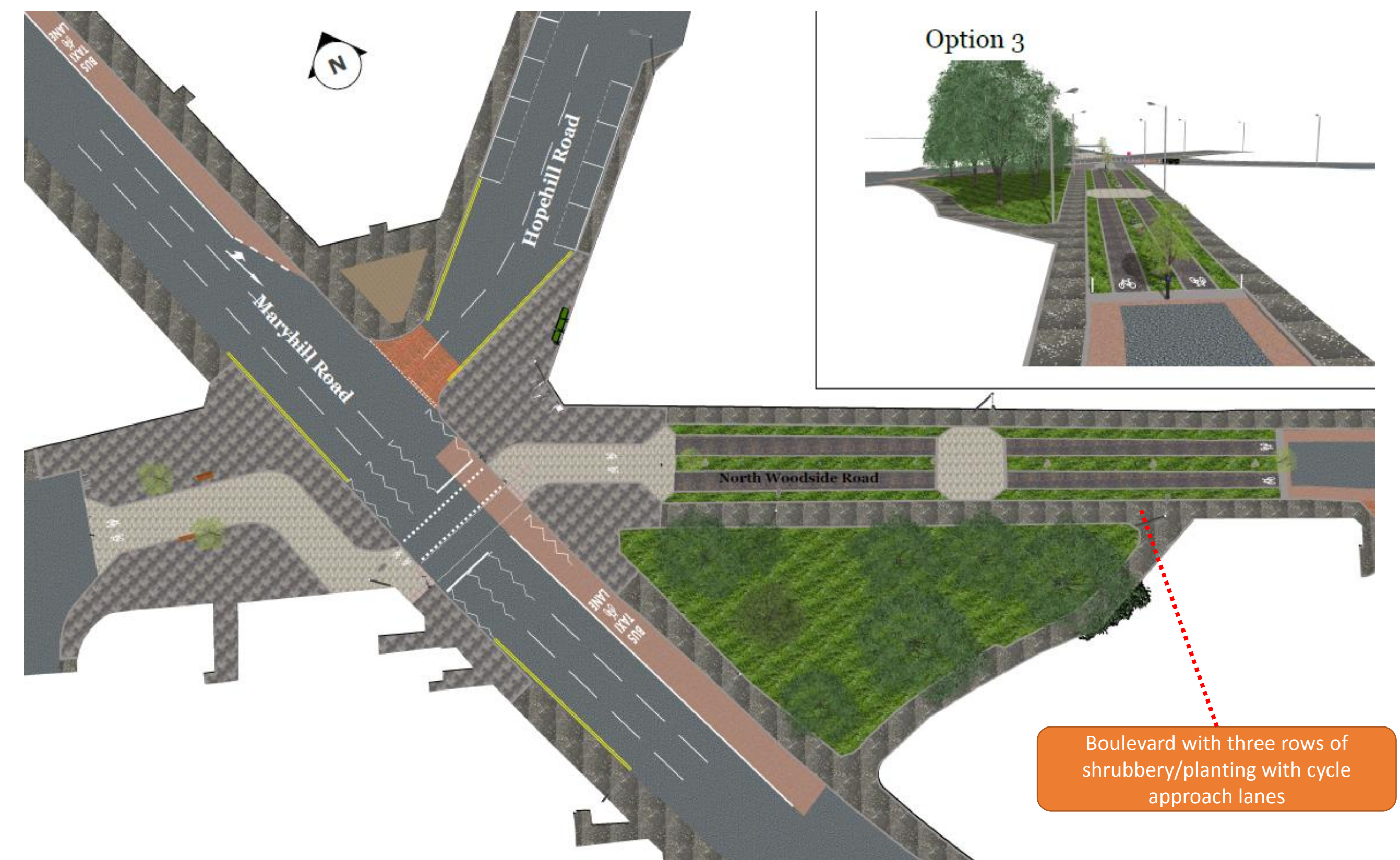
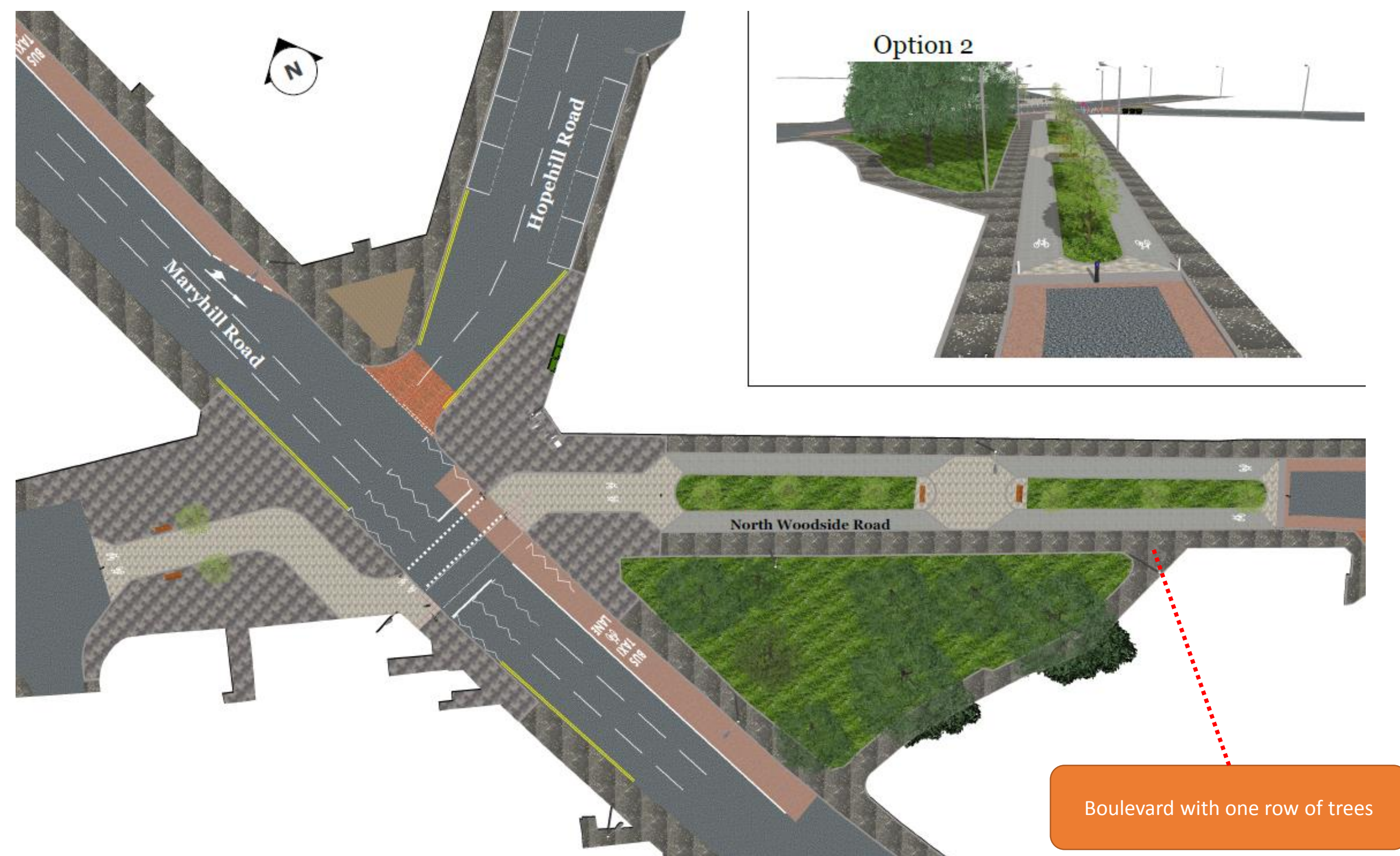
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INDICATIVE LOCATION OF NEXT BIKE STATION



North Woodside Public Realm Options

- Improved connection active travel connection between the two sides of North Woodside Road
- Improved paving
- Crossings realigned (See Junction Crossing Options)
- Removal of 6 Pay and Display parking bays
- Creation of more public space
- More seating
- More greenery
- Improved drainage
- Next bike hire station
- Refuse bin reallocation



Crossing Relocation

This option seeks to relocate the existing traffic light crossing 25m north on the desire line.



Existing pedestrian crossing

Full Junction

This option seeks to relocate the existing traffic light crossing 35m north on the desire line including the introduction of a full junction with pedestrian crossings on all arms.

