

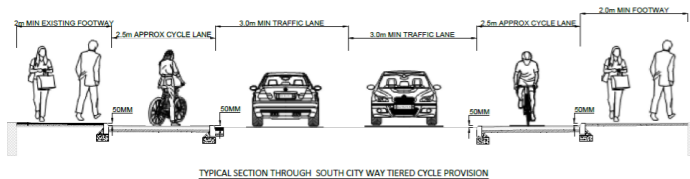
Conclusions.

Design work for South City Way is advancing on a phased basis and iterative community consultation has taken place. Proposals have been received with enthusiasm and the intention to regenerate the area has captured the imagination of the local community and all involved.

The main funding partners for this project are Glasgow City Council, the Scottish Government and Sustrans and the project is expected to cost £6.5m. Due to the extensive nature of the scheme, it is being delivered in phases and each phase will improve and encourage active travel and propensity to cycle. Advance works for the project were undertaken during spring 2017. Physical works will be complete during 2019, with community engagement ongoing throughout.

Delivery Programme.

SOUTH CITY WAY PROPOSED WORKS TIMESCALE	2017												2018												2019												2020											
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Section 1a - Victoria Road (QP to QP station)	Phase 1																																															
Section 1b - Victoria Road (QP station to Coplaw Street)	TRO												TRO																								Phase 4											
Section 2A - Coplaw St - 5 Ways (eg Coplaw St to Gourrock St)	TRO												TRO																																			
Section 2b - Coplaw St - 5 Ways (Gourrock St to 5 Ways jct)	TRO												TRO																								Phase 2											
Section 3 Gorbals St & 5 Ways jct	TRO												TRO																								Phase 3											
Section 4 Victoria Bridge																																																
Section 5 City Centre													TRO												TRO												Phase 5											
Design																																																
Preliminary consultation																																																
Final design																																																
Construction																																																



"This project will provide a sense of space and belonging, reshaping our built environment for people"

Glasgow City Council South City Way



COMMUNITY LINKS PLUS



Our vision for Glasgow:

"To create a vibrant Cycling City where cycling is accessible, safe and attractive to all."



Introduction.

Glasgow's commitment toward active travel has been demonstrated by its award winning Strategic Plan for Cycling 2016—2025, its recently successful Woodside Mini Holland infrastructure bid and for the delivery of major award winning strategic cycle infrastructure projects respectively; including West City Way and South-West City Way.

The ongoing development of Glasgow's City Ways is aimed at getting non-cyclists onto bikes through the construction of safe cycle ways suitable for all levels of cyclist, from children and beginners to the more experienced regular commuter cyclist. Monitoring programmes have shown levels of cycling in Glasgow 135% higher than in 2010.

The forthcoming South City Way will deliver a safer, more attractive, more comfortable walking and cycling route between Queen's Park and the City Centre. The 3km corridor will support and enhance ongoing regeneration of the surrounding area, promoting active and sustainable travel. Development of the route will provide links to a network of existing walking and cycle routes spanning the city and surrounding areas, serving; parks, medical centres, shops, academic, leisure and cultural establishments along and nearby the core route helping make walking and cycling the most convenient modes of transport over short distances.

South City Way.

This ambitious project will initially focus on Victoria Road an area of traditional and mixed dwellings offering a high population density. This, with its proximity to the city centre make it an ideal location to encourage sustainable and active travel via safe cycling facilities integrated with modern public transport hubs. Our vision seeks to promote cycling not only as the environmentally responsible way of getting around, but as the normal way.

On completion, the project will deliver not only a core route, but major improvements leading to greater sense of place and an improved quality of life. The South City Way route will link healthcare, academic, social, leisure and cultural venues. Furthermore, linking Queen's Park Rail Station and bus stops to a main City Way which features cycle hire stations and cycle parking provision at trip generators, as detailed above.

Glasgow City Council has undertaken iterative consultation with residents, businesses and potential users of this proposed development and this has indicated great enthusiasm for the project. Evidence has shown substantial latent demand to cycle, which the South City Way will release.

This multi-agency project will utilise travel and redevelopment partnerships already being made.

The South City Way proposal will deliver the Council's fourth segregated cycle way and proposes continental style stepped kerbs on either side of the road. This will require road space reallocation, new junction layouts and new road crossings to help give pedestrians and cyclists priority over motorised transport. This has the potential to create a truly permeable area that has pedestrian movement and active travel at the heart of the scheme. Public transport would be integrated with floating bus stops for improved passenger safety with some parking and loading bays being retained to support local businesses.



Phase overview showing tie-in to existing or planned projects

Key Aspects.

- Provision of an additional City Way cycle network and links to existing network.
- Permeability and connectivity for the Govanhill area.
- 'Place making' techniques used along the corridor redefining the area, especially Victoria Road.
- Links to other cycle routes and to "safer routes to schools" projects.
- Improved infrastructure to promote public transport use.
- Outreach work within communities to promote the new route.
- Inclusion of cycling provision within major redevelopment sites.



Objectives & Benefits.

In addition to the benefits derived from greater levels of regular activity such as improved short and long-term health, this project will deliver safer, more comfortable, faster and more coherent cycle routes that will continue to expand Glasgow's Cycle Network. Implementing 'Place making' concepts will improve Victoria Road as a destination as well as a community centre. Through improved social cohesion and a positive focus on the local environment a better quality of life is achieved. Thus, facilitating social inclusion and enhancing the local economy.

Key Outcomes.

- Cycling and walking are the most convenient modes of transport over short distances.
- Safe places to walk and cycle with minimal disruptions to all users.
- A reinvigorated Victoria Road .
- An active public transport hub with improved connections for train stations and bus stops.
- An urban area that mitigates dependence on motorised modes of transport as the primary choice.
- Improved air quality.
- Infrastructure interventions that promote improved health outcomes

Deliverables.

This project will deliver a core "City Way" to Glasgow city centre and links to the award winning South-West City Way connecting Glasgow's south side to the wider cycle network.

The requirement for development of the Victoria Road Corridor has been confirmed by the Proposed Cycle Network Prioritisation matrix developed by Sustrans staff seconded to Glasgow City Council.

The existing, established cycle corridor scored highly in the matrix and the proposal will tie into the redevelopment of Laurieston area. Currently a new linear park is being planned that will connect the South Portland Street footbridge with New Gorbals (Crown Street) north of the project area.

Glasgow City Council seeks to improve the streetscape of Gorbals Street with several options being investigated that will highlight its key role as a part of this important sustainable transport corridor for the City.

Development of the route takes into account crucial trip generators such as Queens Park, Victoria Infirmary, shopping, academic, leisure and cultural establishments immediately along and within proximity to the core route.