

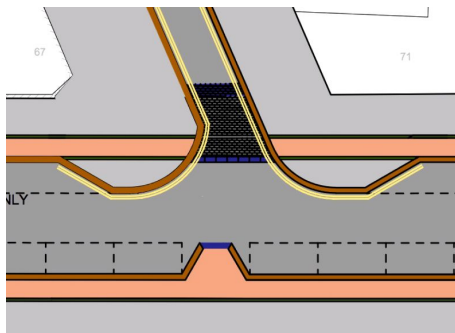
Space for People Byres Road have composed the following feedback to the pre-TRO plans. If there is difficulty in viewing the embedded images then the attached PDF will have them.

It's heartening to see plans for reallocating road space away from motor vehicles toward more people-friendly forms of transport. Reducing motor traffic improves the quality and safety of our streets and the provision for cycling enables people to choose this compact form of transport.

Space for People Byres Road support the plans with the following suggestions for improvement:

Side Roads

There does seem to be some improvement here compared to the previous workshop drawings - the tightening of radius will slow drivers when turning into or out of side roads.



Current pre-TRO design

However the design does not communicate priority well. We're assuming the cycle path will have priority at the minor side roads (it should). This is good but the design of the junction does not express this.

Experience from the completed parts of the South City Way show drivers failing to give-way when crossing the cycle path. This is likely because the road layout and surfacing give visual priority to drivers. Even though markings say otherwise.

Some of these issues have been captured on video, a collection of which can be seen below:

Driver failing to give-way on Victoria Rd - Torrisdale St:

<https://twitter.com/tcornwallis/status/1181270467556052992>

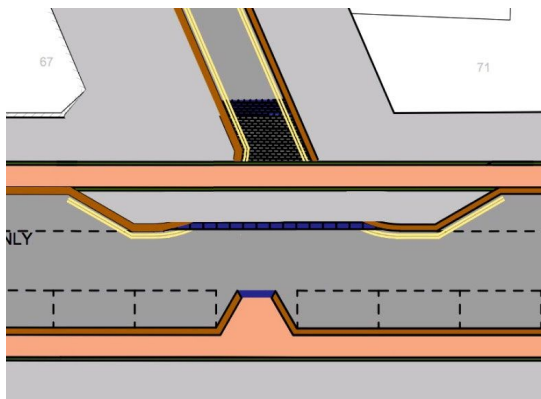
Near collision on Pollokshaws Rd - Devon St junction:

https://www.youtube.com/watch?time_continue=21&v=FPYWLvnW1Co

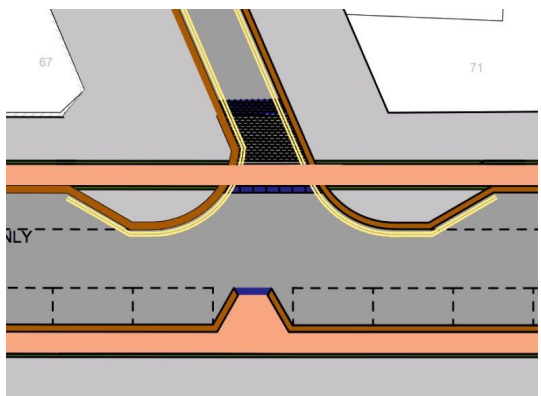
People cycling stopping at ambiguous junction on Butterbiggin Rd - Victoria Rd:

<https://twitter.com/f0rmat/status/1181247361412210688>

It's really important to have the road environment communicate priority through design. Continuous pavements [1] and cycle paths are a good way of doing this, examples below.



Continuous pavement & cycle path



Just continuous cycle path

Delineation

Distinguishing the cycle path from the pavement and carriageway helps prevent people from accidentally stepping onto it, signifies priority to drivers and encourages drivers to check for cycles. It also helps with way-finding - following the coloured path should take you where you want to-go.

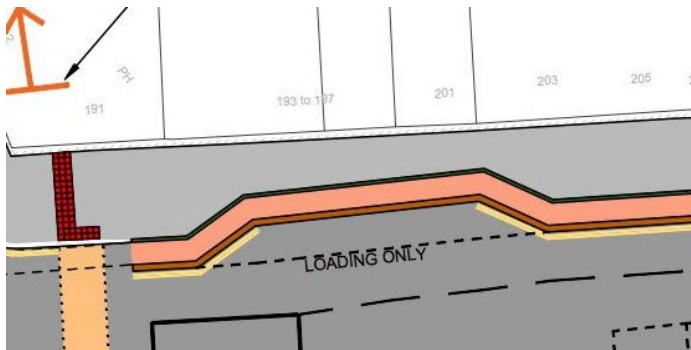


Example from Leicester

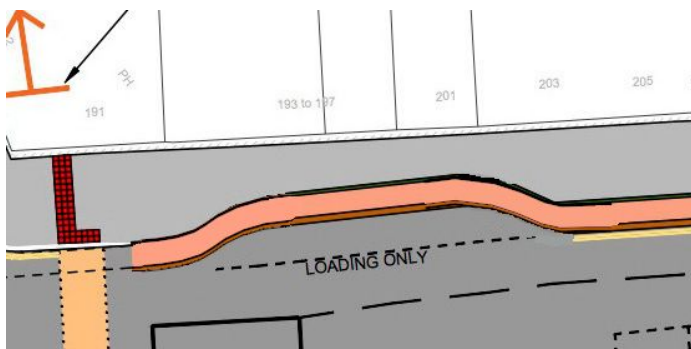
Straightness

Repositioning the cycle path off the carriageway has removed many of the sharp turns in the previous plans, thereby significantly improving the usability of the cycle path. But there are still places where this could be improved.

Sharp turns around the loading bays could be seen as a means of slowing down fast cycling, but anyone in single file can easily find a line that doesn't slow down speed. Rounding corners will benefit people cycling side by side to navigate the corners more easily at a steady pace, and help those on non-standard cycles.



Sharp turns at loading bay



Curved turns

Regards,

Space for People Byres Road

<https://space4peoplebyresroad.wordpress.com/>

@peoplebyresroad

[1] <https://robertweetman.wordpress.com/2018/11/13/design-details-1/>

END