

Project: Bears Way Protected Cycle Route

Location: A81 - Burnbrae roundabout to Hillfoot, Bearsden, East Dunbartonshire, G61

Date: 2014 through 2016

Client / Partners

East Dunbartonshire Council, Strathclyde Partnership for Transport, Sustrans, Glasgow City Council.

Project type

Phased design and supervision of construction of a protected cycle route and improved pedestrian and public transport infrastructure on a major arterial road.

Items of Interest

Protected and segregated urban cycle routes; award winning; partnership project; best practise design; accessibility; placemaking; consultation; development sites.

Project Content

East Dunbartonshire Council had established 1.5m wide advisory cycle lanes on either side of the A81 Milngavie Road. Their ambition, funded by Strathclyde Partnership for Transport and Sustrans, was to provide protected cycling infrastructure on the route and improve the infrastructure to encourage non-wheeled active travellers and public transport users. TP&E acted as Principal Designer and carried out the site supervision role.



A major element of the design was the reallocation of road space between active travel use and vehicle use. A two-way segregated cycle lane with vertical physical separation measures was established on the east edge of the existing carriageway whilst attention was paid to preserving the total existing amount of parking space at the carriageway edges by dispersing the spaces appropriately. Links to existing active-travel routes were retained and incorporated into carriageway crossing provisions.

In consultation with SPT the location of bus stops was rationalised to provide their aspiration of 400m spacing and the east and west stops were aligned to provide an element of natural traffic calming. The considerable apparent narrowing of the vehicle lanes along with the provision of strong visual cues provided by the bollards placed on the vertical segregation structures all contribute to the traffic calming effect and reduction of the 85-percentile speed of vehicles to active-travel-friendly levels.

Monitoring the use of the route was also considered and 24-hour automatic counters were installed to assess usage.



The Cluny Park Glasgow City Council linkage provisions and the first phase of the Bears Way design were delivered and have met with approval from active travellers and the wider transportation community. Phase 1 was recognised for 'Achievements in Cycling' at the Scottish Transport Awards. A 'Friends of Bears Way' group has been formed with a presence in both social media and the wider society. This group and others vigorously campaign for the implementation of the provisions in the remaining phases to complete the designed route.



Since completion of the project there has been a considerable amount of residential development to the east side of the A81. This expected development was provided for in the design of the infrastructure and the eventual development has fully retained the provisions and made a feature of the active-travel opportunities they offer.

Outcomes

The Bears Way now provides protected space for children and families to cycle on the Milngavie Road for everyday trips. People who previously would never have considered cycling on the A81 are now cycling safely and comfortably to local destinations.

The protected cycle route is now well-used with monitoring results showing that the Bears Way sees around 1,700 cycle trips a month.

The traffic calming measures have resulted in a useful reduction in the average speed of motor traffic on the Milngavie Road making the route more attractive to all active travellers.



Transport Planning and Engineering is a social enterprise engineering consultancy which specialises in designing and managing the delivery of active travel infrastructure in Scotland through working with local authorities and many empowered communities.

TP&E is a subsidiary organisation of Scotland's national cycle training, events and promotion charity Cycling Scotland.

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