

# Connecting Woodside

## Phase 2 – St. George's Rd (South) North Woodside Road

Online and Public Consultation drop-in event  
04 February – 03 March 2019

### Consultation Summary Report







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## 1.0 Introduction

As part of the Connecting Woodside Project, Glasgow City Council (GCC) and Sustrans will undertake a series of consultation events. This report will summarise the consultation and event held to discuss Phase 2 of the project. Phase 2 focuses on the inclusion of:

- Cycle segregation on Charing Cross and St. George's Road, up to West Prince's Street.
- A quietway and placemaking on North Woodside Road
- Feedback of Phase 1 consultation.

The consultation included a one month online consultation alongside two drop in sessions for members of the public and stakeholders to meet the project team.

### 1.1 Project background and previous events

At the Active Travel Summit on the 2nd November 2016, Humza Yousaf, Minister for Transport and Islands announced the Community Links PLUS Competition and that the Scottish Government was looking for Local Authorities to submit bids for an exemplar cycle project. This is the second iteration of Community Links Plus with Glasgow's South City Way winning the 2016/17 round.

Community Links PLUS is a collaborative design competition for local authorities and other statutory bodies to conceptualise, design and deliver an exemplar, high profile and inspirational active travel project in Scotland. Its objectives are:

- Increasing modal shift, helping to achieve the shared CAPS vision of 10% of everyday trips by bike by 2020.
- Creating safer, convenient, seamless and segregated routes to and through towns and cities in both rural and urban areas.
- Connecting to and through major short trip generators.
- Improving the quality of the urban realm, delivering high quality designs and integrating green infrastructure, whilst meeting the needs and aspirations of communities.





- Improving accessibility for all, including making substantial improvements to the environment for people on foot.

Glasgow City Council submitted a £7m bid for 'Woodside Mini Holland' to the funding competition. The bid did not just look to deliver a specific cycle route but also what could be done to support walking and cycling in the wider area with the provision of links to adjacent routes. The project was branded under the term "Mini Holland", a title which was successfully used in London boroughs for bids to Transport for London (TfL). This project has now been rebranded 'Connecting Woodside' after a series of focus groups.

'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
- **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.

The project includes a strategic segregated cycle route along St George's Road linking the Forth and Clyde Canal and regeneration work at Port Dundas and Sighthill with the City Centre and particularly the Sauchiehall Street Avenue. It will also remove barriers to access and create attractive public spaces.

Glasgow City Council and partners have undertaken an extensive range of consultation and awareness events over a period of 2 years. Consultees and events have included:

- MSP Winter Surgery (07 December 2018)
- Woodside Community Council Meeting - Presentation (3<sup>rd</sup> December 2018)
- City Deal Avenues and Underline Consultation ( 16<sup>th</sup> November 2018)
- Scottish Canals Festival (25<sup>th</sup> July 2018)
- Queens Cross Housing Gala Day (18<sup>th</sup> July 2018)
- Phase 1 consultation - Garscube Rd (26<sup>th</sup> June 2018)
- Braeside Street Play (8<sup>th</sup> June 2018)





- Queens Cross Housing Association (QCHA) minorities outreach event (21<sup>st</sup> May 2018)
- Project Launch at St. Joseph's Primary (27<sup>th</sup> April 2018)
- Hillhead Area partnership presentation (20<sup>th</sup> April 2018)
- QCHA Tenant open day (19<sup>th</sup> April 2018)
- Making Places consultation (11<sup>th</sup> April 2018)
- Focus Groups (December 2017 to January 2018)
- Online and drop in consultation (23rd June 2017 to July)
- A Pupil and Parent based consultation (20<sup>th</sup> June 2017)
- Stakeholder event (6th June 2017)
- Claypits Community Consultation (June 2017)
- Presentation of the scheme to Woodside Community Council (June 2017)
- Stakeholder Engagement Workshop (June 2016)
- Woodside – Firhill – Hamiltonhill Charrette (March 2016)





## 2.0 Consultation Event

### 2.1 Introduction

Public drop in sessions were hosted at Windsor Halls and Woodside Library from 15:00 to 19:00 on Monday 11<sup>th</sup> and Tuesday 19<sup>th</sup> February 2019. The events were advertised by:

- An area wide leaflet based consultation hand delivered to each of 5,648 addresses within the project area (residential and business).
- Social Media
- Advertised through the Woodside Community Council and Queens Cross Housing Association websites
- Emails and news sent out to a mailing list
- Emails sent to our project partners and onto their mailing lists.
- Posters in 22 public locations (library, health centre etc.)

## Consultation



Neighbourhoods and Sustainability  
231 George Street  
Glasgow  
G1 1RX  
PHONE 0141 287 9171  
EMAIL [sustainabletransport@glasgow.gov.uk](mailto:sustainabletransport@glasgow.gov.uk)  
WEBSITE [www.glasgow.gov.uk/cycling](http://www.glasgow.gov.uk/cycling)



**We would like to invite you to comment online or attend our walk in event. Have your say in the creation of your place.**

### ONLINE CONSULTATION 4 FEBRUARY to 3 MARCH

*This consultation will focus on cycle segregation of the southern section of St George's Road from Charing Cross to West Prince's Street and the introduction of a Quietway on North Woodside Road.*

**COMMENT AT: [www.glasgow.gov.uk/connectingwoodside](http://www.glasgow.gov.uk/connectingwoodside)**

**Public Drop in Events - why not have a chat with the project team**

**Monday 11 February 3.30pm - 7pm**

at **Windsor Hall**, Maryhill Rd, G20 7NA  
focus on North Woodside Road Quietway.

**Tuesday 19 February 3.30pm - 7pm**

at **Woodside Library**, St George's Rd,  
G3 6JQ, focus on St George's Road.

**More information on active and sustainable travel available at:**  
**[www.smartertravelgla.co.uk](http://www.smartertravelgla.co.uk) and [www.sustrans.org.uk](http://www.sustrans.org.uk)**





The main purpose of the events were to:

- Inform the community of the preliminary designs for the the St George's Road (south) and North Woodside Road sections of the project
- Seek feedback on different design options.
- To display feedback from previous consultation

The venues were selected based on their location within close proximity to the proposed scheme. Both venues have been used successfully for previous events.

During the 4 hours 55 people attended the Windsor Hall event and 64 people attended the Woodside Library event, who all had the opportunity to provide written comments on the proposals and have discussions with the project team. It is estimated that the majority of those who attended where local residents and/or cyclists who currently utilise the routes and had clear views and suggestions to offer. There were no traders we were aware of in attendance.

In addition to the event, the designs were also made available through the project's Commonplace website (<https://connectingwoodside.commonplace.is>) with this being promoted on the leaflet drop to local residents and businesses. The Commonplace website allows users to leave comments in an exact geographical location on a map. As the Commonplace website has been open for comments for approximately one year prior to this consultation, all comments inputted that related to the specific consultation areas have been included in this consultation report as they remain relevant to the overall designs. The Commonplace engagement figures are:

	<i>Overall for 2018/19</i>	<i>For this consultation period</i>
<i>Visitors</i>	1597	942
<i>Online Comments</i>	405	75
<i>Agreements</i>	1410	403



## 2.2 Event Details

The public had the opportunity to explore the preliminary design plans for phase 2 locations and to provide input through adding comments on Post It notes directly on the design drawings. They were also encouraged to visit the Commonplace website and leave any additional comments there after the consultation event.

Nine consultation boards were available for the public to view, including background information on the project and the preliminary designs for St George's Road and North Woodside Road, along with feedback on the previous consultations. GCC and Sustrans officers were on hand to answer questions from those attending. Also in attendance was a member of the public who had volunteered to attend to speak to other members of the public.

In addition to the design options a range of literature was available regarding general cycle information and routes across Glasgow.





## 3.0 Consultation Feedback

All the comments received at the consultations are shown in Appendix A, and all comments on the relevant areas received through the Commonplace website are shown in Appendix B. It should be noted that there is likely duplication between the 2 sources, with respondents leaving the same feedback at the consultation event as on the Commonplace website. Due to data protection legislation we do not hold information that would enable us to identify who leaves comments, beyond a basic demographic breakdown. While most comments were about Phase 2 we had a number of comments about other areas of the project. These comments will still be taken on board for the future phases of the relevant sections of the project. The designs were generally well received with feedback received on a number of issues and these are discussed below in further detail.

### 3.1 North Woodside Road Quietway

#### 3.1.1 Access at Great Western Road

Comments were favourable in providing better access and place-making at the end of North Woodside Road where it leads to Great Western Road. This is with the possibility to create something similar that has been constructed on the South City Way at Albert Road.

It was noted that despite that the area is a Controlled Parking Zone (CPZ), parking and drop off (especially at school start and finish times) is an issue on the small section of North Woodside Road between South Woodside Road and Great Western Road. Litter is another problem.

#### 3.1.2 South Woodside Road

Views on the cobbled section of South Woodside Road were mixed. Some comments stated that as it is in a conservation area the heritage should be maintained, and that the cobbles act as a cycle speed calming measure. Other comments were that the cobbles are slippery when wet and so can be unsafe, amplified by foliage falling from surrounding trees. One of the possibilities on display was that the road could be half tarmac and half cobbles. This was



generally not supported, with similar heritage issues raised and concerns that pedestrians and cyclists would use only the resurfaced half of the path, leading to conflict.

Other mentions at this area are:

- The proposal for a small public area at the top of South Woodside Road was generally supported.
- Problems with drainage halfway down the South Woodside Road
- Making sure it is cleaned regularly
- Improved lighting

### **3.1.3 North Woodside Road General**

It was agreed by most that drivers on North Woodside Road could go too fast due to the perceived width, due to the predominance of empty car parking spaces on both sides of the road. There was generally a preference for some buildouts and raised tables to slow down the traffic, however another commenter has mentioned that buildouts could end up feeling like pinch points and that they would prefer a wide road where a car can give a wide berth to cyclists.

Other comments included better lighting and improved drainage

### **3.1.4 Napierhall Street Junction**

Many comments were expressed that cars speed through the current mini roundabout without giving way to traffic, including cyclists, on North Woodside Road.

3 options were shown with the inclusion of visual narrowing. These are:

- A raised table junction,
- A new compact roundabout with an upstand and entry treatment such as raised entry, cambered roundabout and tighter roundabout junction access.
- A roundabout with a refuge area in the middle for cyclists.

The preferred option was for at least a raised junction followed by 2 suggestions for a raised table with a compact roundabout on top.





The most comments received regarding this junction was the drainage. Other comments include fully signalling the junction and installing zebra crossings

### **3.2 Maryhill Road Junction update feedback**

At the previous phase 1 consultation, 4 options were presented for the Maryhill Road/North Woodside Road Junction, with Option 3 being preferred. This option has now been brought forward with minor design changes according to comments received at the previous consultation. A fully signalised junction was shown with an updated design at the consultation, with a realignment of the cycle lane and access to the stairs to the supermarket.

The feedback for the updated design was positive. A comment asked for trees alongside the supermarkets embankment, but this is unfortunately unlikely to be possible due to the land being out with council ownership. Most of the comments in the area are that lighting needs to be adequate as well as maintenance. Other comments included:

- People wouldn't want to sit there.
- Time bike signal light with pedestrian signal light
- Are the crossings too close to each other? This wasn't clear if the comment meant Napierhall Road Junction or that the commenter was referring to the crossing south (which is the crossing that is getting moved to the suggested location).

### **3.3 Braid Square**

This section of the consultation asked what people would like to see on Braid Square as well as inform them of Queens Cross Housing Associations intention of improving public spaces. One respondent asked for no public seating as they stated that there was previous trouble in the past with gangs and rubbish, and another asked for better lighting.

A comment for the junction of Braid Square and St. George's Road is that there is a blind spot for everyone (Pedestrians / cyclists and vehicles) exiting Braid Square for vehicles coming from the right on St. George's Road.

Other comments asked for better playparks and greenspaces.





### 3.4 Charing Cross

Charing Cross has attracted many comments online and at the engagement events. The highest number of comments related to the hairpin turn on Charing Cross and that it should be closed as it is perceived to be dangerous. This section is not part of the Woodside Project, but comments will be passed on to the GCC City Deal Team who are looking to make changes to the junction in the future.

Many other respondents also state that the project is welcome due to the junction being intimidating and unsafe for pedestrians and cyclists. Other comments include:

- Multiple comments on the approach to the junction needs to be clear for cars to slow down. There are also calls for closure of off ramps to the M8. This will not be feasible for the Woodside Team to implement due to the complexity and scale.
- Difficulty in getting from Anderston to St. George's Road and access from North Street.
- Signalling needs to be a priority. Junction is far too big.
- How does it feed into Woodlands Road – This will take place at another phase of the project.
- Needs to be improved for pedestrians as well.
- Advanced Stop Lines to be implemented on roads that are not segregated.

### 3.5 St. George's Road (to West Prince's Street)

Below are the topics that arose from consultation on the St. George's Road section. This section has general support from respondents. The main comments here were for more greenery and improved crossing of side streets. Some key comments were:

- Need more continuous cycle paths along side streets and more continuous pavements.
- Plant more trees so less of the highway is visible, so that there is less air pollution and noise pollution.
- More bike parking, especially at the gym.
- Proposals for a cycle path along here look great.
- Bridge is under lit. Needs more colourful LEDs. There are other comments regarding improving lighting along this stretch.



- Cycle segregation is a great link between Sauchiehall Street and the Canal.
- There should be no parking on this street.
- Cycle path interrupted by pedestrian Crossing.
- Current crossing of S. George's Road to West Prince's Street is cramped.
- Cycle lanes may be confusing to new cyclists (West Prince's Street). Markings not necessary.
- What about Uni directional cycle lanes
- Crossing points should be light controlled.
- Support of tight radii junctions forcing vehicles to reduce their speed to turn.
- Crossing of the M8-off ramp, what is the surfacing going to be like?
- Can there be a crossing of the on ramp to Great Western Road

### **3.6 Garscube Rd Phase 1 feedback**

Preliminary designs for Garscube Road were presented at Phase 1 consultations with comments generally being positive. Following on from the phase 1 consultation, a fully segregated junction style has been chosen for the Possil Road Junction. From other feedback a new signalised crossing has been added at the Royal Conservatoire of Scotland, with the inclusion of bus stop by-passes.

There were a few new comments on the updated design. Comments include:

- Need more continuous cycle paths along side streets.
- Improved lighting.





## 4.0 Stakeholder Comments

It is noted that previous information gained from consultation is still valid and will be available in the previous consultation report. Please see new comments below. These are comments that were sent directly to Glasgow City Council or left in the note book at the consultation events.

### **Strathclyde Partnership for Transport**

Strathclyde Partnership for Transport welcomes the opportunity to be consulted on Connecting Woodside Phase 2, specifically in relation to the proposals for the North Woodside Road Quietway, St George's Road south and Charing Cross and the update on Garscube Road.

SPT is supportive of proposals which make the area easier move around on foot and by bike and to make the area more attractive and accessible for all. However, as we have said in our previous responses on the Connecting Woodside project, it is essential that the relationship between this project and other surrounding projects should be clear and consideration given to the impact of the programming of the works on the connectivity for pedestrians, cyclists, public transport services and users, and general traffic.

While we are aware of the online consultation through the commonplace website, we do not feel that this allowed sufficient opportunity for SPT to express its view, hence this communication. We have considered the three key aspects of the consultation separately below.

#### North Woodside Quietway

The proposals set out in relation to this aspect of the project are supported and welcomed. The proposals will create a more attractive walking and cycling route and create a generally more attractive place for residents. Potential impacts on traffic flows on Great Western Road, through either displacement of traffic or additional, as a result of any changes to the Napierhall Street/ North Woodside Road junction should be understood before any changes are made. Recent analysis undertaken by SPT using real time information identifies Great Western Road as the slowest bus corridor in the city



and it is essential for attractiveness of the public transport network that this is not further exacerbated.

#### St George's Cross (south)

The proposal to create a segregated cycleway and improved pedestrian experience through St George's Road between Great Western Road and Woodlands Road and Charing Cross, connecting into the Sauchiehall Street Avenue are noted. While these enhancements are generally supported, we remain concerned that the implications of the reallocation of road space and the potential effect on capacity and junction operation. This can have a detrimental impact on bus operations as well as car use, either directly through the changes in the road network and additional queuing, or indirectly through displacement to other roads/streets, either in the immediate vicinity or on the wider road network. While the improvements for pedestrians and cyclists are welcome, the impacts on vehicular traffic, must also be considered particularly given the relationship of this area with the motorway on and off ramps. Both Sauchiehall Street and Woodlands Road provide key bus routes into the city centre via Charing Cross. Any additional delay faced by bus services travelling through the area may affect the attractiveness of services to passengers and increase operational cost for operators, and should therefore be avoided. In addition changes to the road network at St Georges Place could alter the operation of the Maryhill Road/St George's Road/Phoenix Road junction. The relationship between these proposals needs to be understood.

To understand the potential impacts of these proposals, coupled with the wider changes proposed through the City Centre Avenues programme and the underline proposals, analysis should be undertaken of travel demand, mode choice behaviour, network performance both locally, across the north-west of the city and the wider sub-regional transport network and finally detailed junction and network analysis.

#### Garscube Road update

It is not clear if an analysis and traffic modelling has been undertaken to inform the design of the this scheme to understand the impacts of the road capacity and junction changes on traffic flows and therefore bus journey ties on this route. We note that the intention is still to stop up the existing slip road from Possil Road to Garscube Road. As





we've previously stated the Garscube Rd-Saracen St-Balmore Rd an important and well patronised bus corridor, and a Streamline route (as defined within the Glasgow Statutory Quality Partnership), and handles approximately 15 buses per hour in each direction. Any increase in journey time as may result from the reconfiguration of this junction could reduce the attractiveness of bus travel for passengers and the cost of the operation of the services.

## Conclusion

SPT welcomes the opportunity to comment on these proposals and trusts that you find our comments helpful in progressing the project. We are generally supportive of the principles set out in the concepts presented to date, however we have a few concerns as outlined above. We would welcome the opportunity to discuss these points with you as the project further develops.

SPT looks forward to working closely with Glasgow City Council and the relevant bus operators to further develop this opportunity.

## GoBike

Dear Sir/Madam,

THE GLASGOW CITY COUNCIL,

CONNECTING WOODSIDE PHASE 2

Thank you for your email of 04 February and the opportunity to attend the 2 Consultation Events in February and comment on the proposals for Phase 2 of Connecting Woodside.

Many of our members and supporters attended the 2 events, spoke to your representatives and made comments on the on-line maps. GoBike is generally supportive of these proposals to increase provision for cycle traffic and we certainly have no objection to them. However, we wish to make some comments on the overall proposals as follows:

1. We are disappointed that your standard cycle lane configuration appears to be one bidirectional lane, rather than two uni-directional lanes.



2. We understand that the bi-directional lane on St George's Road from St George's Cross to Charing Cross is proposed to be on the motorway, ie east, side because it removes the conflict with side roads but it will make life very difficult for people cycling north to get into these side roads, or to destinations on the west side of St George's Road.

3. Northbound cycle traffic at Charing Cross: We are very concerned about the Charing Cross junction and we propose that this be redesigned for motor traffic. A significant number of people cycle north through this junction coming either from North Street or from Sauchiehall Street west of Charing Cross. The proposed works do not impact on such journeys but the current motor traffic flows have a significant impact on the physical and mental wellbeing of these people. Motor vehicles coming from the M8 sliproad travel through the "hairpin" bend (as it has been called on your commonplace map) to access either St George's Road or Woodlands Road and they do this with scant regard for any other road users. For cycle traffic heading to Woodlands Road this is frequently uncomfortable but for people cycling to St George's Road it presents a real and present danger as motor vehicles head across their path to Woodlands Road. We are aware of incidents here.

4. Southbound cycle traffic at Charing Cross: for cycle traffic coming from St George's Road and heading to Sauchiehall Street east your proposals make a significant improvement on the current position. For people cycling from Woodlands Road and heading to Sauchiehall Street east there will be some improvement, but for cycle traffic heading south down Newton Street, there is negligible change. Access will be possible, for a few metres to the new cycle lane, but then exit to the motor traffic lanes will be required. Currently motor traffic coming from the motorway frequently backs up, blocking the yellow box junction, as some vehicles aim for the "hairpin", others aim for the right hand lanes beyond the "hairpin" to prepare for a right turn along Bath Street and others try to squeeze past them to either go straight on or turn into Sauchiehall Street. This makes it quite a nerve-wracking place for people to cycle and, as may be seen on the commonplace map, some people just don't cycle through here, or use one of the footways. We see no change to this if the road layout is not changed and we can even see that motor traffic will block the proposed cycle lanes at times.





5. Our solution, particularly for northbound cycle traffic, for which there are no proposed improvements, is to close this “hairpin” cut-through for motor traffic. All motor traffic, except that heading to Sauchiehall Street, will thus travel south to Bath Street and then, if travelling west or north turn right and either continue on Bath Street or turn right again for Woodlands Road or St George’s Road. While the motor traffic will still pose a hazard to people on bikes, it will be noticeably reduced from the current chaos.

6. We are concerned that there is no clear route from people cycling from North Street or Sauchiehall Street west to access the Sauchiehall Street east cycle lanes.

7. Side roads are an ongoing and widespread concern. Cycle traffic going straight on along a cycle lane MUST be given priority over motor traffic either turning into the side road or exiting the side road. This must be clear from the infrastructure provided.

8. Mention was made at consultation regarding possible trialling of continuous pavements along one of the Connecting Woodside streets. We would like to add our support to this trial proposal.

9. Visitors to the first consultation event were concerned that zebra crossings are not being considered in these proposals. Zebra crossings clearly give priority to pedestrians and effectively slow motor traffic down. They are a relatively cheap, easily maintainable and effective way to calm motor traffic and we support their use.

10. Currently, because of the lack of effective cycle infrastructure in Glasgow, people cycle on the steep cobbles leading from South Woodside Road under Great Western Road. Cobbles were introduced in the days when horse-drawn traffic was the norm and do not form a good cycling surface. If they are to remain then an effective alternative route should be provided.

11. We are concerned about the misleading use of bright colouring on the cycle tracks within your designs and visualisations. We have been told that Glasgow City Council will be using the same black tarmac as used on the South City Way, where the red chips are proving to give little distinction between the tracks at the pavement and carriageway. If all Glasgow City Council cycle tracks are to remain black, they should be demonstrated as such in the drawings and designs, as it adds to priority ambiguity at junctions, and could be very likely to influence option choices. We believe that Sustrans are looking into





brighter colouring options for Glasgow City Council's cycle tracks and we would support this.

We trust that you will give all these concerns full consideration and that you will support the closure of the "hairpin" turn from the M8 off-ramp to Woodlands Road and St George's Road

### **Local Resident**

Generally impressed with the Charing Cross proposals. I think that what is proposed is all that is feasible without nagging in a multimillion pound redesign of the junction. When we spoke, I mentioned a 'hairpin' that is provided for cars coming off the M8 at Charing Cross and who wish to travel west along Woodlands Road or north along St George's Road. The short distance from the off ramp to the hairpin and having to cross three lanes means that drivers tend to zoom out of the ramp at fairly high speeds to get to the entrance to the hairpin and continue at speed round the bend and often enter the northward stream of traffic from the offside and still at speed. This is disconcerting for other drivers and this has a knock on effect for cyclists, especially ones intending to go north on St George's Road.

Having had time to peruse the A3 size booklet of papers, I see that the hairpin is shown at the bottom left of page 6. I suggest that the hairpin be closed, giving a continuous triangular green space north from Sauchiehall St. Traffic emerging from the motorway would join the normal traffic flow south down Newton St, then turn right into Bath St and the right into North St, from where they would proceed north to the St George's Road/Woodlands Rd junction as part of the normal traffic and 'disciplined' by it. I think this would make drivers and cyclists more relaxed and not fearing vehicles emerging suddenly on their left hand side.





## 5.0 Consultation: Going Forward

Following on from this consultation, the Commonplace website will remain open for comments on the entire project area.

These comments will allow consideration in the progression of designs for North Woodside Road and St. George's Road. Updated designs will be shown at Phase 3 consultation if not beforehand. Further consultation events are planned for future phases, as well as involvement in local community events to further promote the project and encourage participation through the Commonplace website.

### **Main Issues Raised** (in no particular order)

#### **Charing Cross Junction Hairpin and connection to North Street/Newton Street/Woodlands Road**

Many comments have focused on the junction layout for cars. The Hairpin/U-turn section of the junction has had a lot of focus with a call to close this off. Charing Cross will be going through a major redesign in the future as identified in the Sauchiehall and Garnethill Framework. Comments received on this will be passed on to the relevant teams. As part of the framework GCC are also investigating what work could be undertaken to improve connections for cyclists across the junction from the west to connect to the segregated infrastructure on the eastern side.

#### **South Woodside Road Cobbles**

As a key access to the Kelvinbridge subway station this route is used by many pedestrians and cyclists. Responses to improving the accessibility of this path for all by removing the cobbles were positively received by some, but negatively by others, mainly due to a wish to protect the heritage of the area. An alternative solution of resurfacing half of the path was generally not well received. We will need to fully consider the implications of all options and the views expressed further before taking a final decision on this section. We will also explore alternative methods of improving the accessibility of the path such as re-grouting and retexturing the cobbles to provide more grip and a more level surface



## **Bi-directional lanes**

During the bid phase in 2017/18 and subsequently we investigated the designs of segregated cycle ways. After careful consideration and analysis it has been proposed that bi-directional cycle segregation is situated on the east side of St George's Road. This is because it:

- Provides a clear and straight forwards connection to the City Centre, being coherent with the provision on Sauchiehall Street.
- Provides increased capacity for peak flows, especially important on what is key connection to the City Centre
- Removes any potential conflicts with vehicle traffic at side roads

Uni-directional lanes were carefully considered during the evaluation process, and were ultimately not taken forward for this section due to the specific advantages of a bi-directional lane in this location, combined with the limited road width here, which would have only allowed for bi-directional lanes at an absolute minimum width, which would potentially have compromised the usability and future proofing of the infrastructure.

## **Public Transport**

Junction counts and traffic modelling will be undertaken to minimise disruption to public transport for the project area. It is recognised that to increase safety and to provide for improved provision for pedestrians and cyclists (in line with the Scottish Government's transport hierarchy) some designs may have an impact on traffic and therefore some bus services although we will always aim to keep the impact on bus services to a minimum.

## **Lighting**

There has been a call for improved lighting around the whole project area. We will work on implementing new lighting in some of the project areas as well as work with our lighting department to replace old iridescent bulbs with LED bulbs.





## **Drainage**

When designing new junctions we will investigate clearing and changing location of gullies to correct any existing drainage issues.

## **Greening**

One of the main aims for Community Links PLUS projects is to increase biodiversity. As such, we are always exploring opportunities to include more greenery in the project, and to improve existing green spaces, whilst working with challenges such as maintenance liabilities and underground services which can impact on tree roots. This will include looking at opportunities on St George's Road and at Charing Cross. On North Woodside Road we aim to:

- Reclaim 344m<sup>2</sup> of carriageway on North Woodside Road at Maryhill Road to provide green space.
- Planting more trees.
- Removing fence and scrub hedges around the existing mature trees which acts as a litter trap.

## **Cycle Path Surfacing and colour**

We are currently investigating what materials will be used throughout the project area, including for the cycle lane. Our aim will always be to ensure a colour contrast between the cycleway and the carriageway, and especially at side road crossings to make drivers aware of its presence. When selecting materials, we will also consider their longevity and maintenance requirements.

## **Side Roads**

We aim to implement raised tables at all side roads as well as tighten corners to reduce entrance/exit speed of vehicles (the latter at signalised junctions as well as side road access). Cycle lanes that cross side roads will be continuous and will be highlighted in a contrasting colour (see above).





## **Zebra**

We will investigate implementation of zebra crossings in the project, however we will not replace existing signalised crossings with zebra crossings as this is seen as a downgrade to visual impaired groups.



Demographic data of respondents is collected to allow us to see if which representative samples of the population we are reaching.

## Contributions As of 03/03/2019

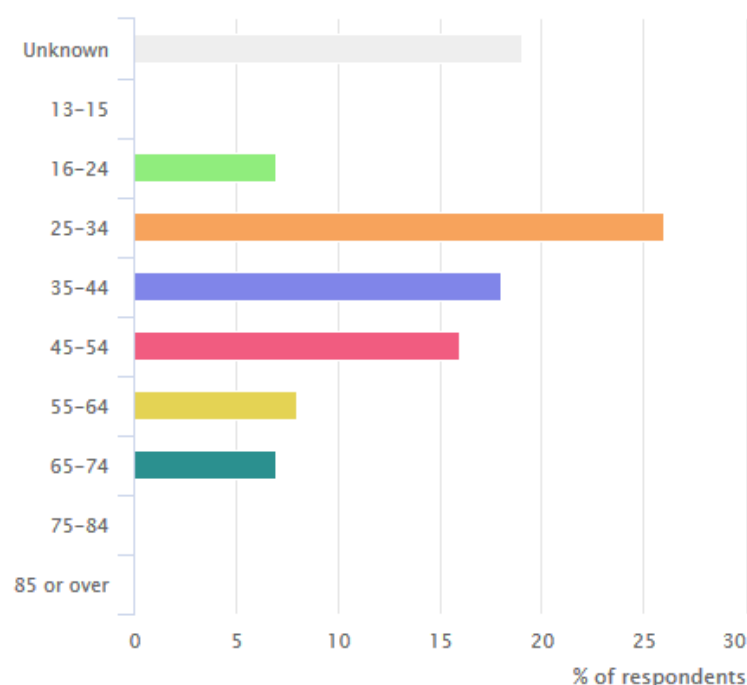
**1,822** Total contributions

**405** Web comments

**7** Survey comments

**1,410** Agreements

## What is your age group?

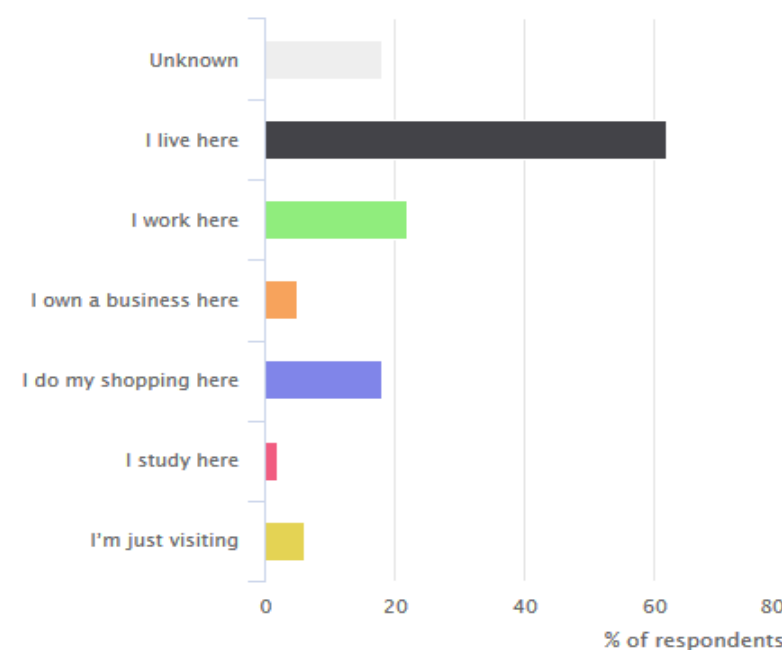


**Project area Population – 11,186 (all ages)**  
**Number of properties – 5648**

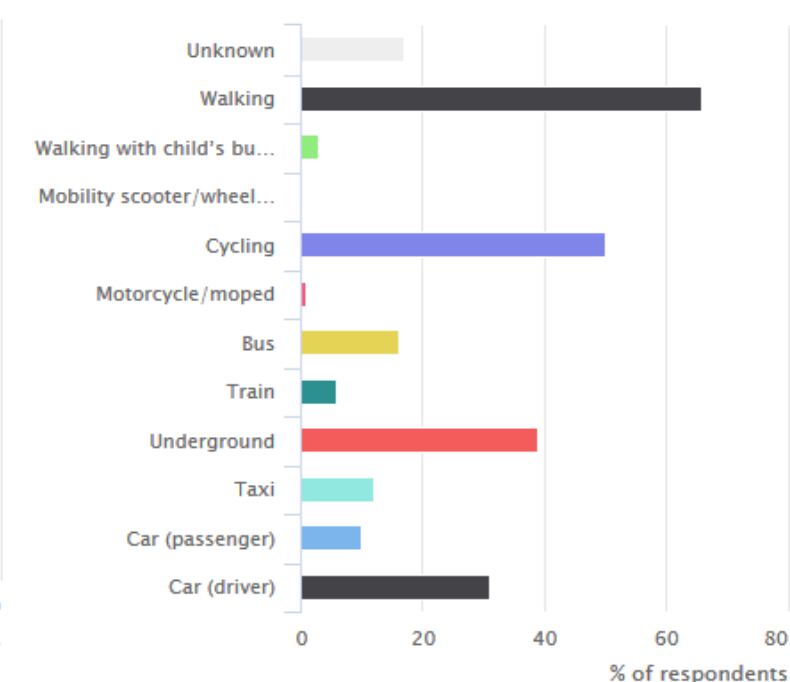
(Source: statistics.gov.scot)

No personal data is held by GCC. Data is managed by Commonplace and is compliant to GDPR.

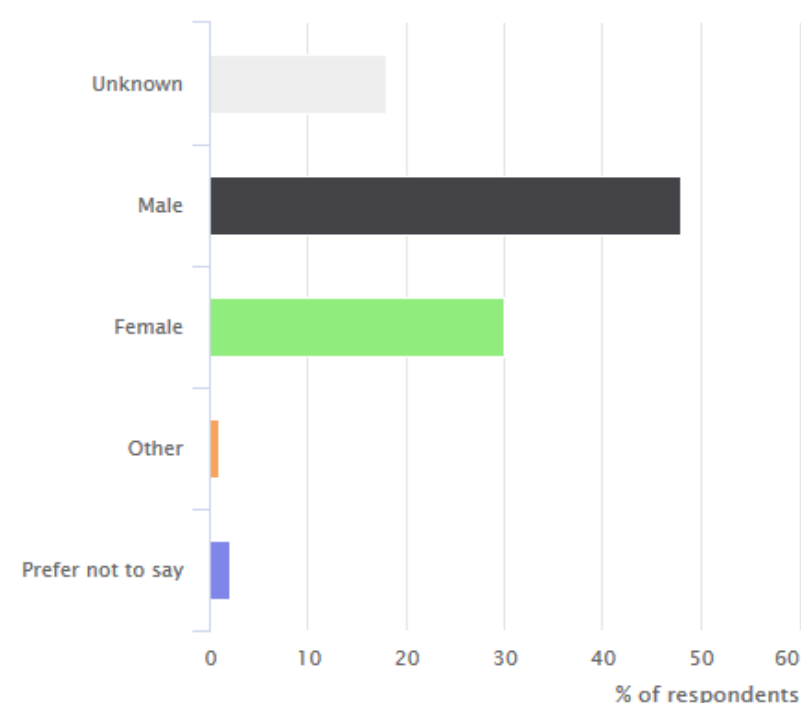
## What is your connection to the area? (select all that apply)



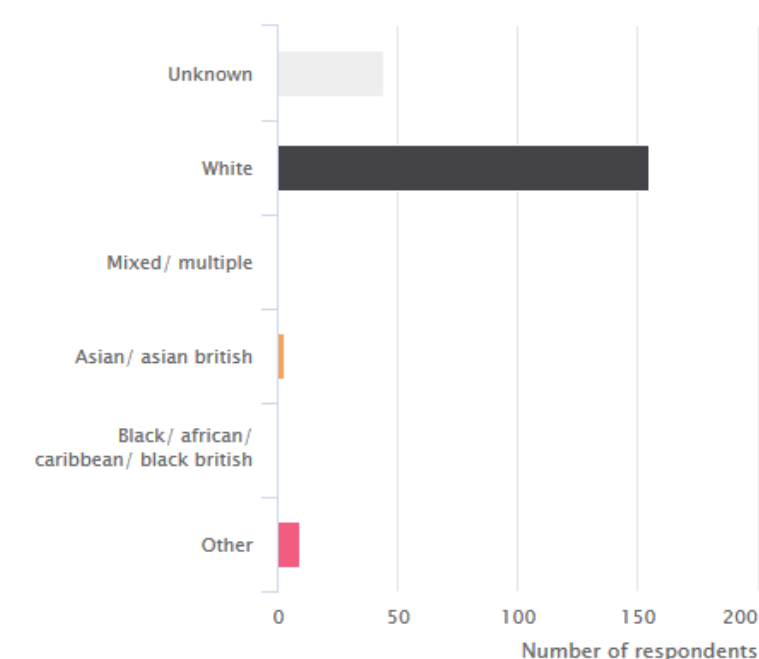
## How do you normally travel around/to the area? (select all that apply)



## What is your gender?



## What is your ethnicity?



## Appendix A – Consultation Feedback

	comment on	Comment
1	On Woodlands road @ West end Park Street	Cycle traffic light to cross in and out of Woodside
2	WPR/ Park Road at Eldon Street	Better markings off West Princes Street to enter Park at Gibson Street (Eldon Street)
3	Windsor St/Windsor Terrace	People use it to skip traffic lights - rat run - go much faster than 20mph - especially bin lorries. Can you improve signage and put in speed bumps?
4	North Woodside Road - Quietways in General	Legibility is key! - use colour to show routes! Make it fun. Translate/include fun launch event (lives in Garnethill, mum lives on Seamore St.)
5	South Woodside Road cobbles	Cobbles are dangerous for cyclists in the wet and ice. Please remove or drastically improve
6	SWR @ NWR	Planters with flowers and beetroots along the edge of fence! Trees for shade, benches for friends. Calm!
7	South Woodside Road cobbles	Improved Surface and lighting on South Woodside Rd while being mindful of conservation concerns.
8	South Woodside @ NWR	Problem is car parking on this corner outside student block - needs controlled
9	North Woodside Road at GWR	Yes, Yes, Yes. Dropped kerb and improve turning circle is congested. - yes
10	North Woodside Road at GWR	Need a dropped kerb on GWR to turn off into N Woodside. Shift lamppost to optimise space.
11	Everywhere	buy lots of LED lights



12	SWR @ NWR	Trees should be shown on proposals. Ten trees please!
13	SWR @ NWR	Improve lighting please
14	vegetation and planters	Both need care and planting to prevent becoming waste bins. Applies to planters, trees and screening.
15	North Woodside road mid-section	Dropped kerb is blocked by park cars at the moment.
16	North Woodside road mid-section	Parking spaces are underused because this is adjacent to a non-controlled car parking area. Make North Kelvin a CPZ and spaces in NWR will be used more often.
17	NWR traffic speed	Agree, cars drive too fast on this bit of NWR
18	North Woodside road mid-section	My vote would go for visual narrowing with the buildouts. Very happy to see parking spaces removed.
19	North Woodside road mid-section	Like the combination of raised tables and buildouts :) Can junctions have raised tables too? I.e. Landsdown Crescent, Herbert Street/ Mount Street
20	North Woodside road mid-section	If roads are narrowed this might move less experienced cyclists on to the pavements to get away from cars. This is a problem on Maryhill Road and Great Western Road.
21	North Woodside road mid-section	I prefer cycle friendly bumps and visual narrowing.
22	North Woodside Road /Napiershall Street	Zebra crossings over Napiershall Street
23	North Woodside Road /Napiershall Street	As someone who regularly cycles from Maryhill Road to North Woodside Road in order to get to Maryhill, cars on Napiershall Street Travel Far too fast!
24	North Woodside Road /Napiershall Street	Napiershall Street/North Woodside Road is a nightmare - as vehicles do not observe the highway code. A narrowed lane at the roundabout I think is a good idea. I also like an ordinary junction with give ways. Which I think may be defensible.



25	North Woodside Road /Napierhall Street	Can we have some Zebra crossings?
26	North Woodside Road /Napierhall Street	I prefer this Junction (Raised Table)
27	North Woodside Road /Napierhall Street	Combination of Raised table and roundabout is my preference
28	North Woodside Road /Napierhall Street	Can there be a combination of raised table and raised roundabout (with no bollards)? If not Raised table is my preference.
29	North Woodside Road /Napierhall Street	Zebra crossings please
30	North Woodside Road /Napierhall Street	Napierhall Street motors are able to go much to FAST!
31	North Woodside Road /Napierhall Street	Having heard Michaels explanation of this concept (compact roundabout), I feel this would have the best chance to slow down speeds of motorised traffic down N'Hall Street.
32	North Woodside Road /Napierhall Street	Why Not have a Pelican Crossings here? Fully signalised.
33	North Woodside Road /Napierhall Street	All crossings should be TIGER crossings to give power back to the people
34	North Woodside Road / Maryhill Crossing	Make sure lights work
35	North Woodside Road / Maryhill Crossing	Tiger Crossing



36	North Woodside Road / Maryhill Crossing	Pedestrians and cyclists should not have to wait.
37	North Woodside Road / Maryhill Crossing	Trees along Lidl's Bank as well, I wouldn't want to sit along Maryhill Road, Bins moved to Lidl's Car Park
38	North Woodside Road / Maryhill Crossing	I like the Design
39	North Woodside Road / Maryhill Crossing	It would be great, This is very positive project that could be linked with a maintenance programme of existing cycle paths in the area. Entrance to Hopehill Road is Horrific
40	North Woodside Road / Maryhill Crossing	Who wants to sit here? It's a busy road! Maybe spend money on other features like connecting the rest of NWR
41	Charing X	Cyclists travelling from Anderston to St. G X - this junction is difficult - is there cycle lights to cross to the segregated cycle lane?
42	Charing X	Signalising needs to be a cycle priority.
43	Charing X	Segregated cycleway on St. Georges Road would be amazing!
44	St. George's Road	We need cycle lanes on both sides of the road.
45	St. George's Road	If cycleway goes ahead cyclists need priority mandatory signalised.
46	St. George's Road	Pelican Crossing needed ( at slip road off of St. George's Rd - GWR)
47	St. George's Road	Over complicated path marking not necessary for cycling - better and safer to use space for wider bike lane.
48	Braid Sq	Playparks and greenspaces - make them nicer. (high flat resident)
49	Braid Sq	Going along St. Georges Road from North Woodside Road to Braid Square, the Braid Square Road needs to be built out so that pedestrians and cyclists emerging from braid Square to go along North Woodside Road can get better views up and down St. George's Road.



## Appendix A – Consultation Feedback

### Public Consultation Comments Connecting Woodside Consultation - Woodside Library 19th February 2019

	comment on	Comment
1	Windsor Street/Terrace	Vehicles skip traffic lights (rat running) Glenfarg Street park, Woodside halls, bin lorries. More 20mph markings.
2	Braid Square	Lighting, use of colour, translation and inclusion launch events.
3	St Georges place (cross)	Lighting, no more trees, rotten fence.
4	Project wide	Answered a lot of questions I had, thank you so much
5	?	Public Transport with bikes!
6	North Woodside Road (at GWR) ???	"Leave our parking alone". School drop off pick up, figure the route, dangerous, formalise, dangerous, shutoff - bollard for locals to get in for walkways and cyclists,
7	Project as a whole	Greatly encouraged by the progress - keep up the hard work
8	Project as a whole, St. George's Rd	Go bike are very supportive of this scheme - it is really great to see. Uni-directional lanes and continuous pavements would have been better but otherwise, more of this please!
9	West Graham Street	More direct access from Great Western Road onto West Graham Street (i.e. over the M8) for both cyclists and pedestrians would improve travel times from North Woodside to Cowcaddens/ City Centre.
10	North Woodside Road	Enforcement of parking! Dropped kerbs - no use if a car is parked



11	Project wide	Good lighting so can see footpath. Safety issue. Replacement brighter lights.
12	Project wide	Looking good, hope there is no watering down for implementation. - And that crossings are more biased to peds/cyclists than traffic.
13	Braid Square	Please no seats at Braid Square due to previous trouble in this area with gangs and rubbish.
14	Project Wide	Landscaping
15	Project Wide	Clean up - not pleasant to walk
16	Project Wide	Evening Darkness
17	Project Wide	Traffic Volume
18	New City Road	What's happening here?
19	Motorway Underpass path at St Georges road, West Princess street	This is to be commended since it cuts out the steep poorly lit footpath.
20	Woodlands Road	Dropped Kerbs, improve streetscaping, more cycling parking and next bike station.
21	Kelvingrove	Dropped kerb at corner of playpark
22	Charing X	Transport Scotland needs to put measures here to slow driver approaching the junction
23	Charing X	Surfacing at junction needs to be really clear so drivers know they are clearly crossing a bike/pedestrian right of way
24	Charing X	How does it feed into cyclists heading West up Woodlands Road
25	Charing X	Ban hairpin turn. Sauchiehall Street / Charing Cross so go along Bath street.
26	Charing X	Traffic Calming up into the M8. Rumble Strips?
27	Charing X	Close the Hairpin turn so that cars coming off the M8 have to go down Newton St then right into Bath St then right up North St to St. George's Road and Woodlands Road
28	St. George's Rd South	Confusing layout for new cyclists



29	St. George's Rd South (side roads)	This should be continuous pavements to switch transport hierarchy to pedestrians first
30	St. George's Rd South (side roads)	Crossing points on Busy Road. Should this be light controlled (signal) or cycle priority
31	St. George's Rd South	Reducing or removing parking will impact on all local businesses!! Leave some parking
32	St. George's Rd South	Should this not be a double yellow line?
33	St. George's Rd South	What about Uni-directional? So people cycling/junction crossings are logical with flow of traffic.
34	St. George's Road @ West Princes Street	Please could these be continuous pavements, not lining the road - change hierarchy behaviour with infrastructure.
35	St. George's Road at off ramp	What is the surfacing here? Needs to be real clear from driver's point of view that it is a bike lane crossing.
36	St. George's Road @ West Princes Street	Those turn radii look nice and tight - make really tight! Better to have continuous surface across side roads
37	St. George's Road across from West Princes Street	Good thinking - but those arrows are unrealistic - bm turn radius for bikes? (nice to have so much cycle that the lane lines are needed)
38	St. George's Road across from West Princes Street	Markings are not necessary for cycling. People will take the desire line if clear.
39	St. George's Road slip road to GWR	sign at slip road needs to be changed - it currently gives directions to 'Kelvinbridge' instead of GWR



40	St. George's Rd at Maryhill Road	What Happens at Maryhill Road Junction?
41	Garscube Rd	Garscube Road Lighting
42	Garscube Rd	Need center continuous Cycle paths across side turns - and tight radii so drivers have to slow down, indicate (for fear of ..... ) and look.
43	Garscube Rd at Sawmillfield Street	Blind turn here. Monitor traffic will end up pulling onto the bike lane to pull out set bike lane back from Junction (like bus stop bypass) to give vehicles room to pull out and not to block bike lane
44	Maryhill Road at NWR	Is the crossing so near to each other a good idea?
45	Maryhill Road at NWR	Bike lane light to time with pedestrian light to avoid extra waiting and desire crossing on pedestrian light cycle.
46	NWR at SWR	Cobbled rail track paving has nasty lip - caused lots of bike crashes and trip hazard. Fill in with proper grouting to keep heritage and make safer at the same time?
47	NWR at SWR	Not keen on buildouts to slow traffic down - with a wide road and not much traffic close passes aren't a problem. Built outs can cause a horrible pinch point.

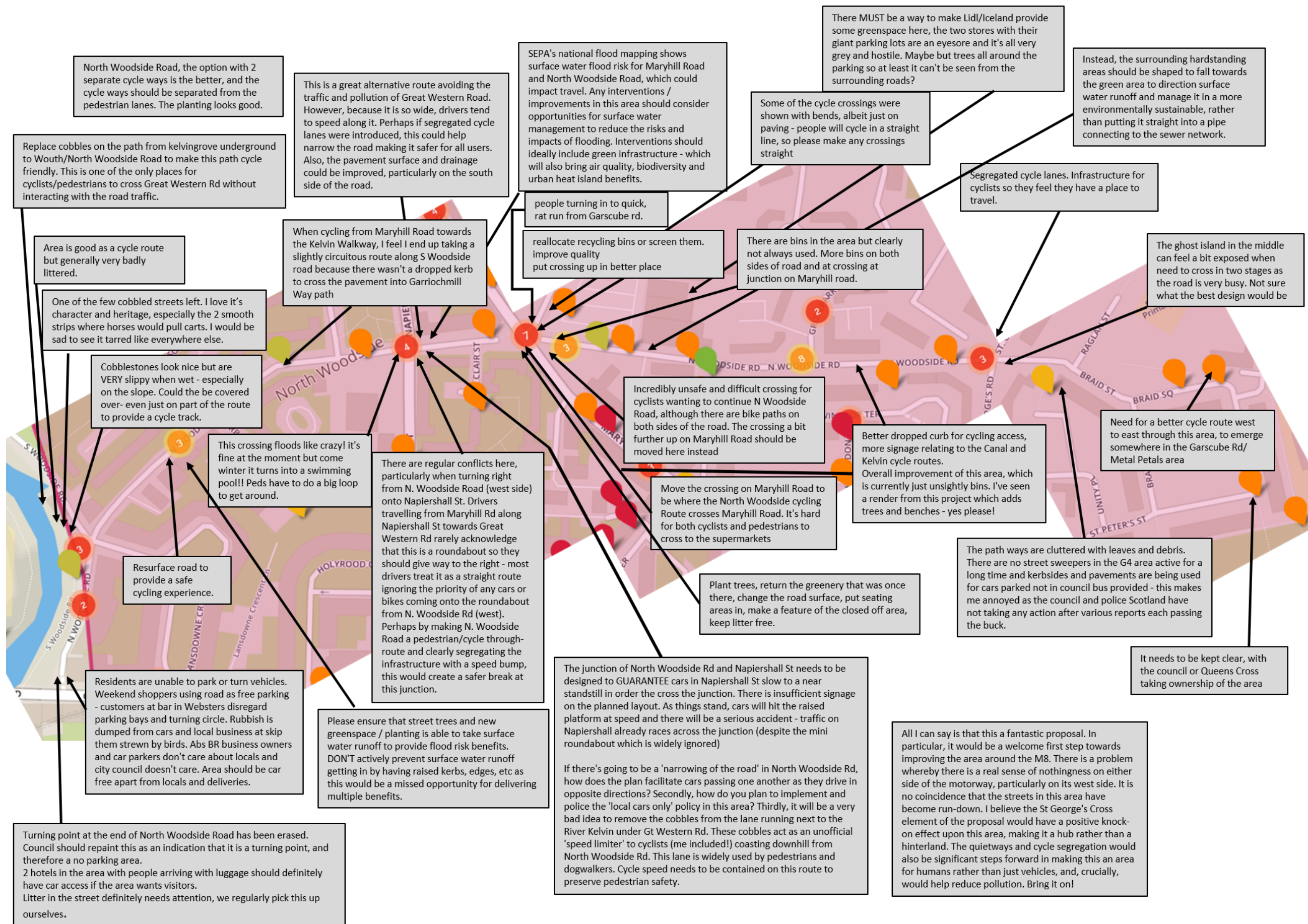


## Windsor Hall 11<sup>th</sup> Feb



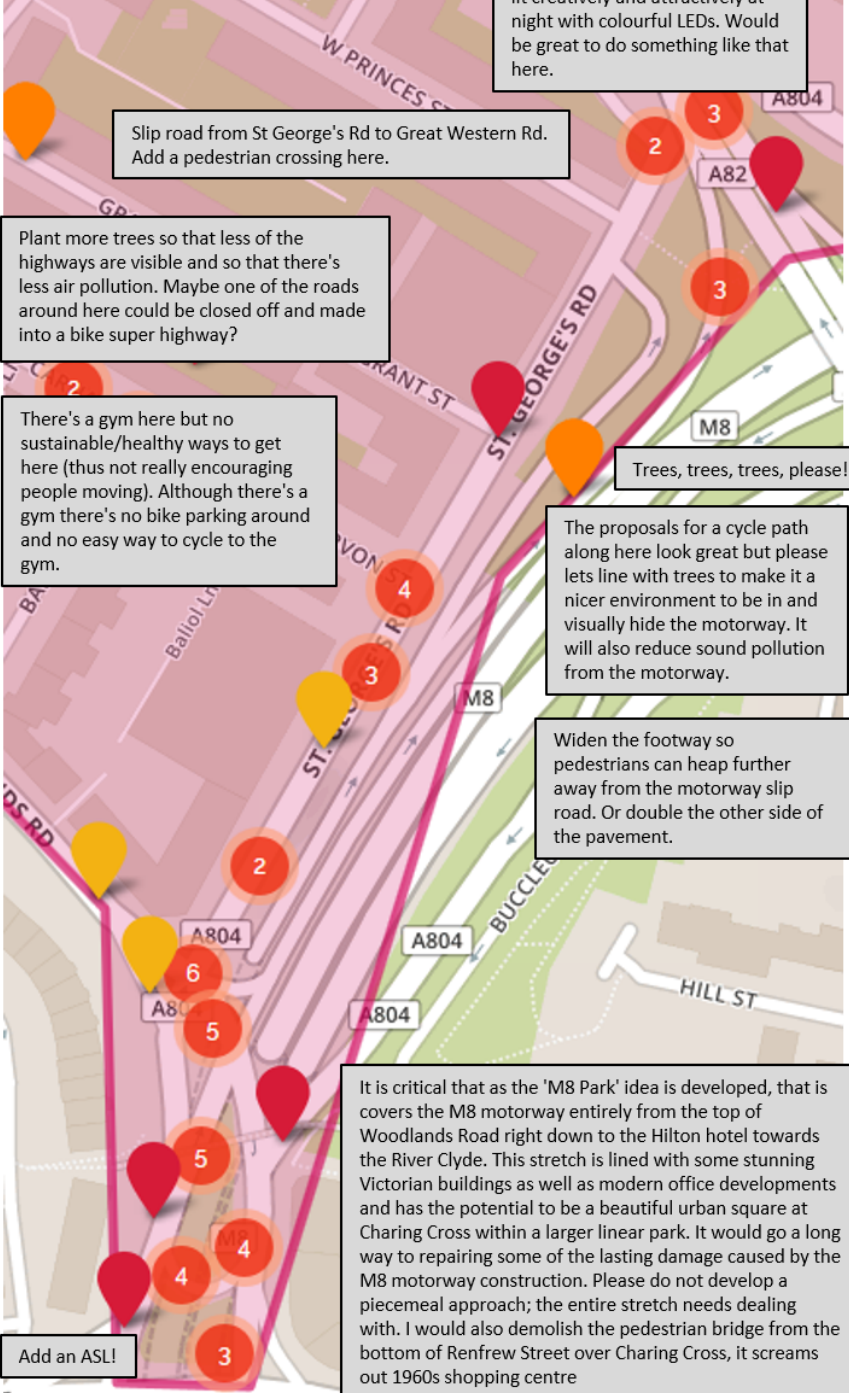
## Woodside Library 19<sup>th</sup> Feb





# Appendix B – Commonplace feedback Charing Cross and St. George's Road (south)

Available to view comments at [www.glasgow.gov.uk/connectingwoodside](http://www.glasgow.gov.uk/connectingwoodside)



Please ensure provision of segregated cycle lanes. Also please account for connectivity into a possible future cycle provision on Great Western Road. This would make the space a better place for people, would increase uptake of walking and cycling and would reduce the dominance of cars.

The M8 and all the other roads and highways are such an eyesore and the noise is very loud. There must be ways to reduce the noise, increase greenery and reduce the air pollution.

This bridge is under lit, forbidding and ugly. In other cities with similar structures, I've seen them lit creatively and attractively at night with colourful LEDs. Would be great to do something like that here.

cycling this route isn't good a two cycle lane could easily be added along this stretch along St George's road all the way to allow connection to the canal. The current cycling infrastructure suggests you should ride on the pavement which the isn't really suitable nor pedestrian friendly. A dedicated segregated cycle path linking to Sauchiehall street would be a huge improvement

This area is currently really difficult and time-consuming to navigate for pedestrians and cyclists, and not intuitive at all. It could be made much more pedestrian-friendly.

With some difficulty, since motor traffic travelling from North Street to Woodlands Road crosses this route. Currently someone on a bike has to move out through the lane of traffic heading for Woodlands Road to the middle lane. Ban motor traffic access from North Street to Woodlands Road? Give cyclists priority through this junction area? Reduce the number of car lanes to one on North Street?

The pedestrian crossing over the sliproad into Woodlands Road takes ages to change, even when there are no cars turning in. People end up going before the green man. Those walking south can see any cars approaching, but those trying to cross north cant see traffic because of the bushes and the angle cars approach at.

Slip road from St George's Rd to Great Western Rd. Add a pedestrian crossing here.

Plant more trees so that less of the highways are visible and so that there's less air pollution. Maybe one of the roads around here could be closed off and made into a bike super highway?

There's a gym here but no sustainable/healthy ways to get here (thus not really encouraging people moving). Although there's a gym there's no bike parking around and no easy way to cycle to the gym.

Trees, trees, trees, please!

The proposals for a cycle path along here look great but please lets line with trees to make it a nicer environment to be in and visually hide the motorway. It will also reduce sound pollution from the motorway.

Widen the footway so pedestrians can heap further away from the motorway slip road. Or double the other side of the pavement.

No parking should be impose on the left hand side as car turn into the M8 slip road

The abruptness (because of fairly steep descent to road level) with which the cycleway terminates at the extremely busy junction at St George's Road feels unsafe. The area for pedestrians and cyclists to wait to cross from the cycle way over to the West Princes St. side of St George's road is cramped and unwelcoming.

The pedestrian to very useful but could be if it connected to St. George's road or woodlands road as well. All the highways and roads here must be covered somehow and more trees and greenery should be introduced in the area. It's very loud, does not feel safe at all. Can't one of the paved areas in this junction be made into a space/crossing just for pedestrians and cyclists?

I would never attempt to cycle through this junction. The thought is quite terrifying. I wouldn't know which lane to use, I'm worried about cars going quite fast & not looking out for cyclists. I would get off the bike & walk through the pedestrian crossings. These aren't great either, with some routes requiring 4 or more crossings. I'm not sure how to improve, but there must be ways so simplify the junction somehow to make it more bike/pedestrian friendly.

Segregated cycle lanes, introduction of roundabouts, pedestrian bridges, more greenery to tackle air pollution.

Close on ramp to M8. There are many nearby on ramps onto the M8 and this one is not really needed. Closing it would massively improve the areas for pedestrians and cyclists making it one less busy junction to cross.

The new works as part of Sauchiehall avenue are great in improving the footpath and adding the cycle lane but there is a sad lack off greenery at this point. Adding some planters or railing flower boxes would really brighten up the grey pavement and black cycle lane.

Close off ramp from the M8. There are many nearby off ramps from the M8 and this one is not really needed. This one is also particular dangerous and confusing for road users as it is accessed from the right hand lane of the motorway. Closing it would massively improve the areas for pedestrians and cyclists making it one less busy junction to cross.

I would never attempt to cycle through this junction. The thought is quite terrifying. I wouldn't know which lane to use, I'm worried about cars going quite fast & not looking out for cyclists. I would get off the bike & walk through the pedestrian crossings. These aren't great either, with some routes requiring 4 or more crossings. I'm not sure how to improve, but there must be ways so simplify the junction somehow to make it more bike/pedestrian friendly.

The footbridge going from Woodside Cr to Renfrew St has wide steps on the west side that are not very cycling/wheelchair friendly. Either remove the steps or do a 50/50 of steps and no steps

Bridge: Requires resurfacing as very rough. Steps could be removed to make it more cycle friendly

If there are to be cycling services on Sauchiehall then a cycle path connection to the footbridge would avoid conflict with other users: cars on road or pedestrians on pavement

Resurface the bridge please, the surface is downright dangerous.

I have concerns that this will be problematic. I notice that the cycle path is interrupted by a pedestrian crossing and I can see cyclists not stopping and giving way to pedestrians, I think that cyclists will see this as their right of way, as indeed pedestrians will further up Sauchiehall Street. Some thought needs to be given to how the two mix, its not a common problem in Scotland, unlike in Holland where it is.

If we can close the on and off ramps to the m8 the footbridge will no longer be needed as there will only be one road to cross (St Georges road). The bridge is unsightly and is very 70s and makes the area look cluttered and messy

Clearer markings/right of way for cyclists - very unattractive and intimidating (and potentially dangerous) road layout for less confident cyclists, but a main route between city centre and north/west of the city

Sauchiehall Street itself is fine for cycling, however the environment is very unpleasant for cyclists. There are lots of cars at either side of the road, and very often you have to swerve around opening doors, vans loading up bars, or bin lorries emptying the bins. There is a strong case for removing cars from one side of the road, introducing trees and seating areas, and generally making the area much nicer - it's currently got great nightlife which should remain, however during the day it's a dive and it doesn't need to be.

The road surface is very poor. The cycle lane is very narrow, is not segregated and is frequently obstructed by overhanging bushes. To improve it, the cycle lane should be segregated, the surface improved with the rut removed and visibility should be improved by cutting back the overhanging bushes.

I cycle from Sauchiehall Street (West) onto Charing Cross every day - there is no ASL on the junction between Sauchiehall Street and North Street and the St Georges Road loop vehicles frequently and dangerously pull out with little regard for vulnerable road users attempting to cut straight across to Woodlands Road. This is an accident waiting to happen, I have nearly been run over several times with drivers claiming not to have seen me despite high vis clothing. We need a segregated cycle lane here - designating the narrow obstructed (bus stop, lampposts, pedestrians) pavement as shared use is really not a viable/sensible/practical solution.

The section of the M8 Just north of Sauchiehall Street should be covered - effectively creating a tunnel. And the turning junction between West and East side of St George's Road should be removed to create a unified green space in the city centre

There is a brilliant opportunity here. A roof could be placed over the M8 and a park and cycling lanes installed, taking bikes off the roads and also creating a more natural transition between the City Centre and Finnieston / West End.

difficult to cycle across. cycle segregation will drastically improve crossing and will connect into new Sauchiehall cycleway

Roof over M8. Take out over half the lanes of traffic, it's a crazy junction considering how many other points of access cars have a few hundred yards further along. Give priority to cycle/ped crossing. Cycle lanes going from Sauchiehall St, down Woodlands to uni. Also connecting Maryhill road.

It is critical that as the 'M8 Park' idea is developed, that it covers the M8 motorway entirely from the top of Woodlands Road right down to the Hilton hotel towards the River Clyde. This stretch is lined with some stunning Victorian buildings as well as modern office developments and has the potential to be a beautiful urban square at Charing Cross within a larger linear park. It would go a long way to repairing some of the lasting damage caused by the M8 motorway construction. Please do not develop a piecemeal approach; the entire stretch needs dealing with. I would also demolish the pedestrian bridge from the bottom of Renfrew Street over Charing Cross, it screams out 1960s shopping centre

Cars coming from St Georges Road to Woodlands Road using the U-turn lane in the middle of the road have to cross lanes of traffic. When there is congestion, they can't see if any cyclists are in the cycle lane and come out very quickly. There is also a bus stop here, so buses very often force cyclists to enter the traffic. It could be improved by separating the cycle lane from the traffic, making it go to the left of the bus stop, or better signage at least.

Cars forced to use the U-turn (since no right turn introduced at top of St Georges Road) now have to compete with M8 West traffic heading into West End. U-turn could be improved significantly, with plenty space to introduce a dual lane system with one lane for Woodlands and one for St Georges / M8 East. Cars turning right from M8 east are currently forced to cross two lanes of traffic across yellow chevrons, providing north bound drivers let them in. Plus queuing traffic on east side of junction blocks traffic flow going south towards Kingston Bridge slip.