connecting WOODSIDE

ST GEORGE'S ROAD (SOUTH)

TRANSPORT SCOTLAND COMHDHAIL ALBA

sustrans JOIN THE MOVEMENT

Glasgow CITY COUNCIL

Thanks for all your input on these designs at our last consultation.

This is the next stage of more detailed designs for the southern section of St George's Road - what do you think?

Drawings not to scale and subject to change.
Colours illustrative and do not represent final materials.

Pedestrians can cross from Sauchiehall Street to St George's Road and Woodlands Road in 3 stages instead of 4

What?
A two-way, physically separated bike path. 3 metres wide, with 50cm of physical buffer, on the southern side of the road.

Why?
To encourage more people to cycle by providing a safe route. Two-way on southern side chosen after considering constraints on road width and deliverability.

Woodlands Road will have a physically separated bike lane which will connect to Charing Cross (later stage of this project)

What?
We are investigating the possibility of banning the left turn from St George's Road onto the M8

Why?
This makes a direct and comfortable walking and cycling route through the junction possible.

What?
Removal of parking on south side of road. Access for businesses is maintained.

Why?
To create space for a physically separated bike path.

What?
Pavement built out, road is narrowed.

Why?
It is easier for pedestrians to cross a shorter distance.

What?
Road raised to pavement level at side roads

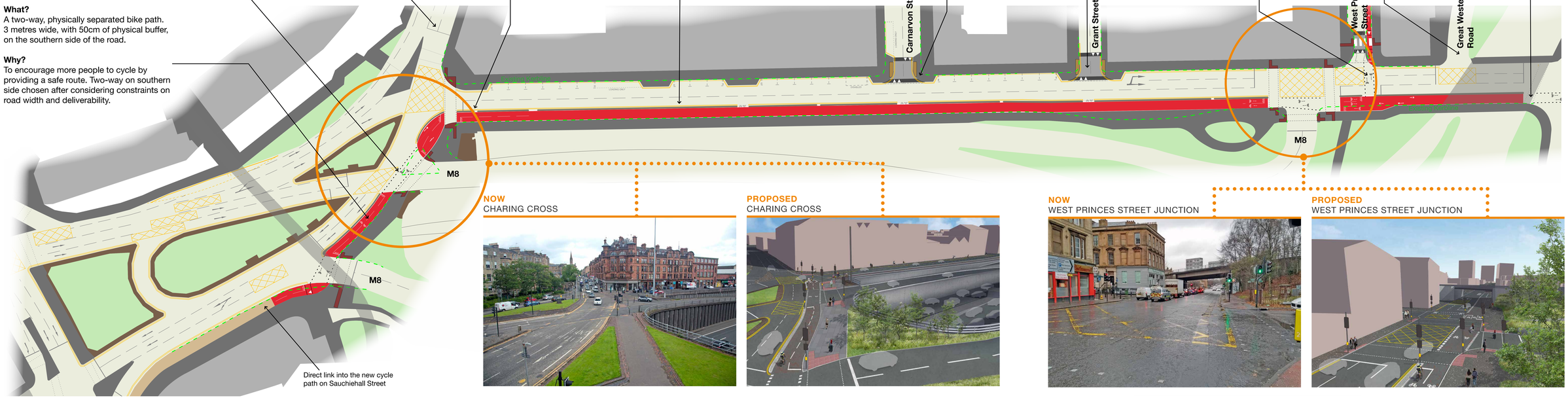
Why?
Safer crossing for pedestrians. Cars and bikes have to slow to turn in and out of side roads.

Dedicated cycle crossing from St George's Road into West Princes Street Quietway.

Cyclists enter West Princes Street on the road, an exit via a physically separated bike path.

We are looking at what we can do to make this junction safer to cross

Connection to "the Underline" - a new and improved connection to the city centre and a more pleasant space at St George's Cross (junction detail tbc)



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