

## The network



## Why both Segregated Routes and Quietways?

- The character of the road and the vehicle speed and volume determine whether segregated cycle routes or Quietways are most appropriate.
- Segregated cycle routes are being proposed where traffic speeds and volumes are higher, and additional protection is required to encourage more people to cycle.
- A Quietway approach is being used where traffic speeds and volumes are low to create safe, pleasant, and convenient routes, with improvements to the quality of the streets to reprioritise them in favour of people walking and cycling.

## What you've told us

Charing Cross is far too big. Segregated cycle lanes are a must, allowing easy access from Sauchiehall Street. Priority should be taken away from traffic and given to pedestrians and cyclists at this busy point.

Plant more trees so that less of the highways are visible and so that there's less air pollution.

Crossing Charing Cross to/from Woodlands Rd on foot takes too long and is very unpleasant due to noise and pollution. I support the proposed reduction in the number of roads to cross.

Any possibility to link cycle routes with others in the city would make the area easier for more people to access, and would benefit businesses in the area with increased visitation of people on bicycles.

A new crossing such as a zebra from St. Georges in the field to St Josephs primary

Cars at North Woodside Road go fast and ignore the 20mph limit when lights flash

Not a road or place for people, too trafficked not cycle friendly

The Great Western Road bridge is underlit, forbidding and ugly.

The proposal for segregated cycle lanes is hugely welcome. However, making them bi-directional rather than uni-directional on either side of the road is likely to make them far less usable than intended and much more difficult to join up to a future network.

Charing Cross is a nightmare for everyone, especially cyclists and pedestrians.

Glenfarg Street is frequently used by traffic as a short cut between Maryhill and St George's Roads, avoiding the traffic lights at the New City Road.

Remove car parking. 1 lane either side should be a cycle lane instead.

Currently I avoid cycling on St George's Road as much as possible because the traffic feels too fast and unforgiving.

For 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

This is just a small selection of your comments - you can see them all at the website below!

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