



Andy Waddell
Director of Operations
Neighbourhoods and Sustainability
Glasgow City Council.

PO Box 15175, Glasgow, G4 9LP

e-mail: consultations@gobike.org
web: www.gobike.org

By e-mail to: SustainableTransport@glasgow.gov.uk,
Craig.OHolleran@glasgow.gov.uk

Ref: TF/SI/D27

01 March 2019

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 bi-directional 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.

Yours sincerely



Tricia Fort
for Consultations, GoBike