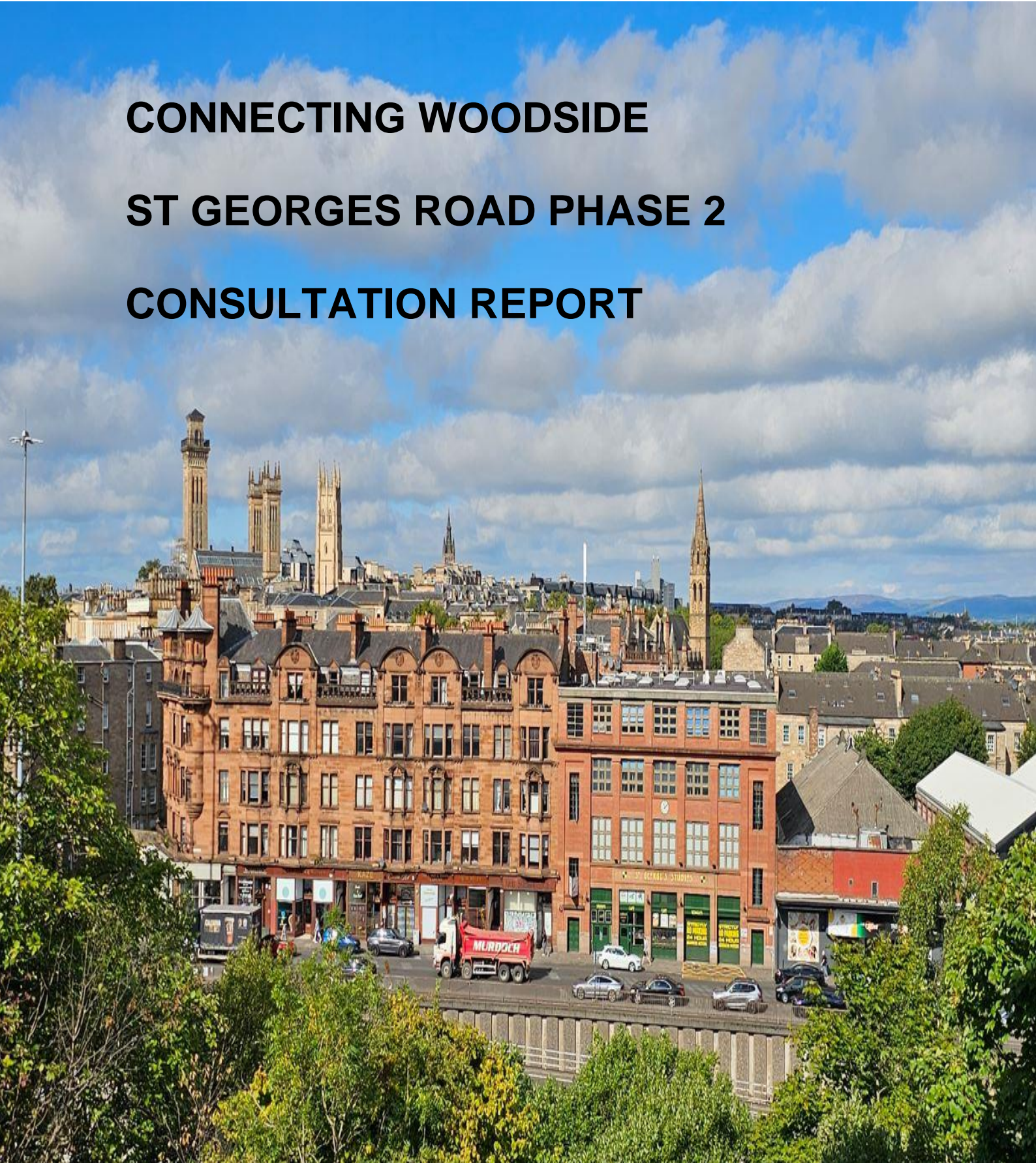


**CONNECTING WOODSIDE – ST GEORGE’S ROAD PHASE 2  
COMMUNITY ENGAGEMENT REPORT**

**CONNECTING WOODSIDE  
ST GEORGES ROAD PHASE 2  
CONSULTATION REPORT**



# CONNECTING WOODSIDE – ST GEORGE’S ROAD PHASE 2 COMMUNITY ENGAGEMENT REPORT

## Accessibility Statement

Documents can be made available in a variety of different formats and languages, including British Sign Language, on request through visiting the [Glasgow City Council Accessibility](#) page on our website.

If you would like more information about this or would like to request an alternative format or language, please contact [equality@glasgow.gov.uk](mailto:equality@glasgow.gov.uk).

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# CONNECTING WOODSIDE – ST GEORGE’S ROAD PHASE 2 COMMUNITY ENGAGEMENT REPORT

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# CONNECTING WOODSIDE – ST GEORGE’S ROAD PHASE 2 COMMUNITY ENGAGEMENT REPORT

## Executive Summary

### 1.1 Introduction

#### Connecting Woodside

Connecting Woodside - an ambitious area-based project which is the first of its kind in Scotland, will see the delivery of segregated cycling tracks on strategic routes as well as improvements to connecting quiet streets to make walking, wheeling and cycling more comfortable, attractive and safe for people living in, and travelling through, the area.

#### St George’s Road

The provision of dedicated, separated cycle infrastructure on St George's Road will provide a direct, safe and inclusive connection between the existing segregated cycle infrastructure on Sauchiehall Street Avenue and Garscube Road.

PDF copies of the designs can be found at  
<https://www.glasgow.gov.uk/article/21802/Connecting-Woodside>

Glasgow is committed to ensuring that the City is Carbon Neutral by 2030. The creation of safe and easily accessible active travel infrastructure is a key part in ensuring that this commitment can be met. Glasgow is leading the way in working towards the Scottish Government target of achieving NET ZERO as a nation by 2045.

### 1.2 Methodology

The project team undertook a 6-week consultation process on the detailed design proposals for St George's Road between 4th September 2023 and 20 October 2023.

The methodology stayed the same as the initial consultation period for the purposes of consistency and comparison.

#### Project Website, Online Engagement and Survey

A sub-section was created for the St George's Road phase of the project on the Connecting Woodside webpage. This included a description of the proposals and previous consultation history along with the designs for viewing online. A GIS web-based Storymap was created to showcase this phase of the project and provide an easily accessible way to gain an understanding of the proposals. A link to an engagement survey was provided for all interested parties to express their views on

## CONNECTING WOODSIDE – ST GEORGE’S ROAD PHASE 2 COMMUNITY ENGAGEMENT REPORT

the design through a questionnaire feedback survey. All materials were available online in an accessible format and hard copies were also available at the Woodside Library for the duration of the consultation period.

### Advertising of Proposals

20 lamp post ‘Toblerones’ were positioned on lighting columns within the project area and the surrounding streets. 6000 leaflets were delivered amongst residents within the project area, the surrounding streets and within the larger project area of Connecting Woodside. A letter-drop to all businesses directly affected by the proposals on St George’s Road, St George’s Place and Clarendon place was undertaken inviting them to attend a drop in even at Woodside Library. The online consultation was also publicised through social media channels.

### 1.3 Survey Results

The online survey was available for 6 weeks and received 147 completed surveys from the public.

The responses to the second consultation suggest that the majority of people are happy with the changes done to the conceptual design as their comments have been considered.

We can also summarise from the survey responses that there is strong support for the proposed changes on St George’s Road.

All proposals garnered agreement surpassing 50%, even when considering the smallest margin of error. As this signifies the concluding stage of the consultation process for St George’s Road/Charing Cross, the project team has compiled and summarised the received feedback. The ensuing points will be integrated and incorporated into the design as it progresses towards the construction stage.

Respondents were asked whether they agreed or disagreed with a series of proposals, as shown below in the table below.

| Proposal   | Survey Agreement |
|--|------------------|
| 1. St George’s Road/St George’s Place – Low level planting and benches | 88%              |
| 2. St George’s Road/Glenfarg Street – Low level planting and benches   | 84%              |
| 3. Mayhill Road/Phoenix Road – Separated cycle crossing                | 77%              |
| 4. St George’s Road – Secured cycle maintenance station                | 73%              |
| 5. Woodside library – Pedestrian crossing                              | 72%              |
| 6. St George’s Road/Glenfarg Street – Areas of natural stone           | 69%              |

## CONNECTING WOODSIDE – ST GEORGE’S ROAD PHASE 2 COMMUNITY ENGAGEMENT REPORT

Among the respondents, under-represented groups comprised 29% women, and 2% identified as another category.

### 1.4 St George’s Road – Next steps

Respondents overwhelmingly viewed the proposals positively.

Five out of every six respondents agreed that the design revisions represent an improvement (82%), with over half of all respondents strongly agreeing with this (56%), and one in four tending to agree with this (26%).

Following completion of the consultation period and online survey, the project team summarised the feedback received, and the following points will be taken forward and reflected as the design progresses to the construction stage:

1. The maintenance arrangements for the area will undergo a review in coordination with the appropriate departments within Glasgow City Council.
2. Adjustments will be made to the positioning of parking and loading facilities in response to feedback, with a particular focus on enhancing the availability of parking spaces for businesses along St. George's Road. This adjustment is particularly important given the significant portion of passing trade that these businesses rely on.

#### **Publicly Accessible Materials**

The project website will continue to be updated with the installation information including an electronic copy of this engagement summary report and any further design changes detailing the reasoning/need for those changes.

Project website: <https://www.glasgow.gov.uk/article/21802/Connecting-Woodside>

An electronic copy of the engagement report will be uploaded to the project website, and it is proposed for construction to start in Autumn 2024.

# CONNECTING WOODSIDE – ST GEORGE’S ROAD PHASE 2

## COMMUNITY ENGAGEMENT REPORT

### 1 Introduction

In partnership with our communities, Glasgow City Council’s (GCC) is working to transform our streets, spaces and places into attractive environments where people feel they are safe and welcome.

The City’s vision is for walking, wheeling and cycling to be the first and natural choice for everyday journeys, for people of all ages and ability, to travel locally to schools, to shops, to work, or to the city centre.

Part of this approach is the Connecting Woodside, an ambitious area-based project which forms a key component in Glasgow's proposed cycle network. The project acts as 'the missing piece of the jigsaw' helping to connect Woodside/Woodlands to Sauchiehall Street, the Forth and Clyde Canal and regeneration work at Port Dundas and Sighthill.

At the heart of the Connecting Woodside project is an aim to work with the local community to improve streets and public spaces for walking, wheeling and cycling, rebalancing streets to reduce the dominance of road traffic.

The project, the first of its kind in Scotland, will see the delivery of segregated cycling tracks on strategic routes as well as improvements to connecting quiet streets to make walking, wheeling and cycling more comfortable, attractive and safe for people living in, and travelling through, the area.

The Connecting Woodside projects holds a significant importance for the Woodside/Woodlands areas. Despite boasting one of the lowest car ownership rates in Scotland, the region is disproportionately affected by traffic and vehicles, adversely impacting its residents. The primary objective of the Connecting Woodside project is to foster a culture of active travel, ensuring the safety and comfort of individuals of all ages during their daily journeys. This endeavour aims to enhance the overall quality of life within the community and create a more favourable social environment for both residents and visitors. By improving cycling infrastructure and facilities, the project also seeks to make cycling a safer and more accessible mode

# CONNECTING WOODSIDE – ST GEORGE’S ROAD PHASE 2 COMMUNITY ENGAGEMENT REPORT

of transportation, thereby encouraging people to choose cycling over driving for shorter distances.

Connecting Woodside is not run by an independent organisation; rather, the Connecting Woodside Project Team is composed of Glasgow City Council, Sustrans and Transport Scotland developing the interventions in partnership with the local community.



Construction is expected to commence Autumn 2024.  
Scheme drawings are included in Appendix A of this report.



# CONNECTING WOODSIDE – ST GEORGE’S ROAD PHASE 2

## COMMUNITY ENGAGEMENT REPORT

### 2 Purpose of this Consultation Report

GCC is committed to undertaking meaningful engagement with neighbourhoods throughout design development. Through active involvement in the design process, communities and individuals can raise aspirations and improve outcomes.

The aim of this engagement is to ensure collaboration with communities by facilitating their input into the design process, and to identify local social barriers to active travel. The project will consider the inclusion of measures to encourage active travel as a first choice for transport.

During the initial St. George’s Road Consultation conducted in October 2022, 66% of respondents expressed support for the proposed plans aimed at enhancing facilities for walking, wheeling, and cycling along the route. We have carefully considered the feedback provided through the survey and drop-in events, incorporating the views expressed. The primary components of the plans have been concluded, and this consultation was specifically conducted to gather input on the finer details within the plan.

## CONNECTING WOODSIDE – ST GEORGE’S ROAD PHASE 2 COMMUNITY ENGAGEMENT REPORT

### 3 Glasgow’s Strategic Plans

The GCC **Strategic Plan** puts the challenges and aspirations of Glasgow's people and communities at the heart of every council decision. The plan outlines missions that cover ambitious aims including improving the health and wellbeing of local communities, delivering sustainable transport, becoming a net zero carbon city by 2030 and creating safe, clean, and thriving neighbourhoods. For more information visit the [Strategic Plan](https://glasgow.gov.uk/index.aspx?articleid=17528) page on our website at <https://glasgow.gov.uk/index.aspx?articleid=17528>

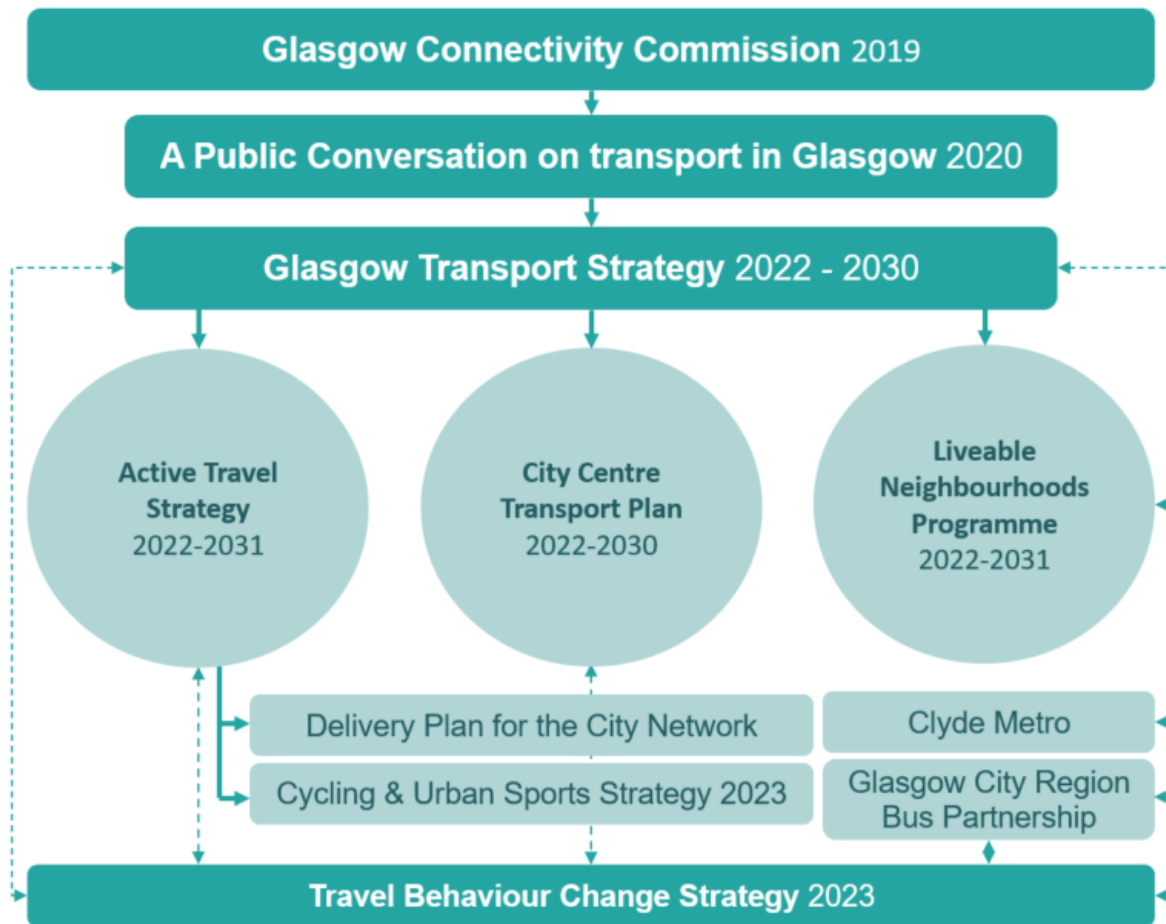
It is the goal of the City Council for Glasgow to be one of the most sustainable cities in Europe. Helping to deliver upon this ambition is Glasgow’s suite of transport strategies, which are aimed at delivering meaningful change to the City’s infrastructure, streets and roads in a way that influences people to travel in sustainable ways.

This is driven by **Glasgow’s 2030 commitments** of:

- **Net-zero** carbon emissions
- At least a **30% reduction in car km** travelled
- **Zero-deaths** or serious injuries on our roads, streets, paths, and cycle lanes
- Delivery of the active travel **City Network**

Alongside the overarching Strategic Plan, the City has a dedicated **Transport Strategy** and complimentary **Active Travel Strategy**. Figure 1 presents the hierarchy of Glasgow’s transport strategies, further information on the relevant strategies is detailed in this section and in Appendix E

## CONNECTING WOODSIDE – ST GEORGE’S ROAD PHASE 2 COMMUNITY ENGAGEMENT REPORT



**Figure 1 – Glasgow's Transport Strategies**

The outcomes from Glasgow's Transport Strategy which relate to this project are:

- Transport contributes to a successful and just transition to a net-zero carbon, clean and sustainable city.
- Transport has a positive role in tackling poverty, improving health and reducing inequalities.

For more information on Glasgow's Transport Strategy visit the [Transport Strategy](https://glasgow.gov.uk/index.aspx?articleid=25934) page of our website at <https://glasgow.gov.uk/index.aspx?articleid=25934>

As part of a step change to how we move around Glasgow, the Active Travel Strategy aims to achieve significant modal shift across the city to walking, wheeling and cycling. The Active Travel Strategy further defines how active travel contributes

## CONNECTING WOODSIDE – ST GEORGE’S ROAD PHASE 2 COMMUNITY ENGAGEMENT REPORT

to the transport needs of the city, while helping deliver on carbon neutrality and social equity.

This project links to the following themes from the Active Travel Strategy:

- Theme 1: Connectivity, people and place – rebalancing our streets and spaces.
- Theme 2: Unlocking change – enabling everyone to walk wheel and cycle.

The Active Travel Strategy set out the concept of a city-wide cycling **City Network**. The City Network will link key areas of the City, encourage modal shift and play a role in reducing car vehicle kilometres across Glasgow. The **Final Delivery Plan** sets out in detail how the council will prioritise its efforts to provide a dense network of high quality, on street, protected cycle ways and improved pedestrian infrastructure across Glasgow. The City Network will be achieved by developing localised networks, such as the new St George’s Road infrastructure, and new arterial connections for otherwise disconnected areas.

Delivery of the City Network will assist in developing a resilient future-ready and sustainable transport system for Glasgow. In turn this will help to transform the city into a more inclusive, liveable, and attractive place for residents, businesses, and visitors.

For more information visit the [Active Travel Strategy](https://glasgow.gov.uk/index.aspx?articleid=27582) page of our website at <https://glasgow.gov.uk/index.aspx?articleid=27582>

## CONNECTING WOODSIDE – ST GEORGE’S ROAD PHASE 2 COMMUNITY ENGAGEMENT REPORT

### 4 Previous Consultations

The Connecting Woodside project team previously consulted on concept proposals for the introduction of a segregated cycle track on St George's Road. The following key dates highlight significant milestones in the consultation process:

- February/March 2019, August/September 2019,
- October/November 2022.

These engagements played a crucial role in gathering community feedback and refining the project's direction in alignment with the expressed needs and preferences of the everyone involved.

Whilst delays due to the global pandemic and structural challenges at the Woodside Viaduct on the M8 slowed progress of the project, the project team used the delay to conduct a comprehensive consultation for the entire proposed route. Previous consultation reports can be found at

<https://www.glasgow.gov.uk/connectingwoodside>

## CONNECTING WOODSIDE – ST GEORGE’S ROAD PHASE 2 COMMUNITY ENGAGEMENT REPORT

### 5 Consultation Summary

The consultation process ran throughout the month of October 2023 and extended over a period of six weeks. The consultation exercised a diverse range of engagement methods, with a primary focus on an online platform, complemented by a public event held at the Woodside Library. The public engagement event was attended by 2 Councillors, 8 Business owners and 41 other attendees, the majority of which were local to the area.

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# CONNECTING WOODSIDE – ST GEORGE’S ROAD PHASE 2

## COMMUNITY ENGAGEMENT REPORT

### 6 Community Engagement Methods

The following sections describe the consultation methods used to engage with the local community and key stakeholders in the Connecting Woodside project area.

#### 6.1 Project Website

Using the existing webpage for the Connecting Woodside project, a sub-section was created for the St George’s Road phase of the project. The website will remain active for the duration of the project and will be used to hold information on any future project developments or consultation events.

The webpage included a brief description of the proposals and previous consultation history along with conceptual design layouts in PDF format for public access and viewing online.

The site also included a link to an engagement survey which provided the opportunity for all interested parties to express their views and opinions on the current design through a questionnaire feedback survey.

All the consultation materials were made available online in an accessible format and hard copies were also available at Woodside Library for the duration of the consultation period. Those with special requirements were encouraged to request assistance by emailing the project team directly.

The project website can be reached at the following address:

<https://www.glasgow.gov.uk/article/21802/Connecting-Woodside>

#### 6.2 Social Media

The consultation was further promoted via each of the Council’s social media platforms to generate further interest and engagement with the proposals.

#### 6.3 Project Promotion

Physical promotion materials were distributed around the project area. The following promotional materials were used during this consultation:

## CONNECTING WOODSIDE – ST GEORGE’S ROAD PHASE 2 COMMUNITY ENGAGEMENT REPORT

20 lamppost ‘Toblerones’ were positioned on lighting columns along St George’s Road and the surrounding streets to promote the consultation.

6000 postcards were delivered to residential and commercial properties within the wider Connecting Woodside project area during the first week of the consultation.

A letter-drop to all businesses directly affected by the proposals on St George’s Road, St George’s Place and Clarendon place was undertaken inviting them to attend a drop in even at Woodside Library.

A copy of the postcard and lamppost ‘Toblerones’ can be found in Appendix C.

Physical copies of the consultation materials including the surveys were made available at the Woodside Library for the duration of the consultation process.

Those with a special requirement were encouraged to request assistance by emailing the project team directly.

### 6.4 Survey

A GIS web-based Storymap was created to showcase this phase of the project and provide an easily accessible way to gain and understanding of the proposals. An online survey was created to obtain direct feedback from the community on the current project proposals. The survey was available for a 6-week period. A link to a survey was embedded within the storymap encouraging those engaging to provide comments on the technical designs being presented. The survey was also available in paper form at the consultation event.

The survey questions are included in Appendix B.

### 6.5 Glasgow City Council Cross Departmental Engagement

Representatives from the relevant departments within the Neighbourhoods, Regeneration and Sustainability (NRS) Service were consulted throughout the project development.



## CONNECTING WOODSIDE – ST GEORGE’S ROAD PHASE 2 COMMUNITY ENGAGEMENT REPORT

The relevant departments consulted as part of this project were Traffic Operations, Roads Operations / Maintenance, Parks and Open Spaces, Street Lighting Operations, Cleansing Operations and Parking.

The GCC Officers promoting the scheme held targeted sessions with the individual departments to ensure designs were developed in collaboration across NRS. In addition, at key stages throughout the project the designs were issued to each department for formal feedback and comment.

### 6.6 Public Consultation Event

The purpose of the consultation was for interested individuals to share their perspectives and insights on the existing design. The public consultation event was held at Woodside Library on 3<sup>rd</sup> October 2023 between 1.00pm and 7.00pm, with members of the project team from Glasgow City Council in attendance. This location was chosen due to the proximity to project area and offered full accessibility to the public including all disability groups.

Members of the local business community were invited to attend between 1.00pm and 3.00pm and the main public consultation engagement event was undertaken between 3.30pm and 7.00pm.

The public engagement event was attended by 41 people, the majority of which were local to the area. This offered those interested in the proposals an opportunity to engage directly with members of the project team and ask questions about all aspects of the technical design proposals.

Those attending the drop event were encouraged to complete the survey to allow the project team to fully capture comments received on the day and support the online survey responses.

# CONNECTING WOODSIDE – ST GEORGE’S ROAD PHASE 2

## COMMUNITY ENGAGEMENT REPORT

### 7 Survey Results

Out of the 147 survey responses received, 122 were submitted online, while 25 were completed using the paper version of the survey.

A complete set of survey questions are included in Appendix B, the following section summarises certain aspects of the data received including the demographic of the respondent, their existing travel habits and their opinion on the design proposals.

#### 7.1 Demographics

More than two out of three respondents were men (68%), while only 29% of respondents were women, and 2% of respondents identified in some other way.

One in seven respondents (14%) said that they had a long-term illness, health problem or disability which limits their daily activity or they the work they can do, whilst 84% did not.

A large majority of respondents were White Scottish, British or Irish (82%), while 18% belonged to a Black, Asian or Minority Ethnic background.

A summary of the responses to the survey question ‘Which of the following best describes your ethnicity?’ are displayed in Table 1.

## CONNECTING WOODSIDE – ST GEORGE’S ROAD PHASE 2 COMMUNITY ENGAGEMENT REPORT

**Table 1**

| Which of the following best describes your ethnicity? |   |                  |
|---|---|------------------|
| Answer Choice   |   | Response Percent |
| 1   | White Scottish  | 60%              |
| 2   | White British   | 20%              |
| 3   | White Irish   | 2%               |
| 4   | Other white background                                | 12%              |
| 5   | Mixed background                                      | 3%               |
| 6   | Asian, Asian British, or Asian Scottish - Indian      | 1%               |
| 7   | Asian, Asian British, or Asian Scottish - Pakistani   | 2%               |
| 8   | Asian, Asian British, or Asian Scottish - Bangladeshi | 0%               |
| 9   | Other Asian background                                | 0%               |
| 10  | Black, Black Scottish, or Black British - Caribbean   | 1%               |
| 11  | Black, Black Scottish, or Black British - African     | 1%               |
| 12  | Other black background                                | 0%               |
| 13  | Chinese   | 0%               |
| Any other background (please specify)                 |   | 2.3%             |

A summary of the responses to the survey question ‘what is your age group?’ are displayed in Table 2 below.

**Table 2**

| Age Group | Percentage of Respondents |
|-----------|---------------------------|
| 16 – 24   | 4.4 %                     |
| 25 – 34   | 27.5 %                    |
| 35 – 44   | 20.3 %                    |
| 45 – 54   | 16.7 %                    |
| 55 – 64   | 23.2 %                    |
| 65+       | 7.9 %                     |

## CONNECTING WOODSIDE – ST GEORGE’S ROAD PHASE 2 COMMUNITY ENGAGEMENT REPORT

### 7.2 Travel Habits

In the consultation conducted in October 2022, participants were surveyed on their travel habits. Out of the 93 respondents, 29% reside in the area, 20% work in the area, and 44% live near the area. Additionally, 27% reported walking or using a wheelchair, 4% cycling, and 14% utilizing a car, van, or motorcycle for transportation seven days a week. Given the availability of this data, it was recommended not to pose the same question again to avoid redundancy.

### 7.3 Design Proposals

Across the consultation process, more than 50% of participants were supportive of the project. The proposal with the highest level of approval was that which sought to install low level planting and benches at St George’s Road/St George’s Place area, with 88% of respondents approved of this. Following closely was the proposal to install low-level planting and benches in the St George’s Road/Glenfarg Street area, with an 84% agreement rate.

77% of respondents agreed with the proposal of installing a separate cycle crossing at Maryhill Road/Phoenix Road. 73% of respondents agreed with the proposal to install a secure cycle maintenance station near Woodside library.

The lowest agreement was for the proposal of installing areas of natural stone at the St George’s Road/Glenfarg Street area (69%) that, nevertheless, received a high percentage of approval.

### 7.4 Comments

In addition to the survey questions detailed in Appendix B a freeform comment box was available for respondents to add any additional comments on the scheme proposals.

GCC Officers have reviewed the comments and grouped them into themes, the most common themes gathered in this round of consultation were:

## CONNECTING WOODSIDE – ST GEORGE’S ROAD PHASE 2 COMMUNITY ENGAGEMENT REPORT

- Safety for pedestrians and cyclists
- Maintenance
- Planting and landscaping
- Parking

Open comments on specific sections and any other planning suggestions were invited. Some of the general comments can be summarised as follows:

- More space needed to encourage walking/wheeling and active travel.
- Approval of the link between Sauchiehall St and St George’s cross, Maryhill and Great Western Road. Improves safety for people on bikes and safer and more pleasant for pedestrians.
- The broad crossing of St George's Road at St George's in the Field makes it far safer for children going to and from St Joseph's PS to walk, scoot, wheel.
- The reversal of Clarendon Place plans is excellent and facilitate cycling transitions to and from Maryhill Road.
- The concept of a cycle maintenance station in a location that has traditionally been gloomy is appealing.
- It is a fantastic scheme, great work by the team. Please get it built as soon as you can. A dropped kerb at the south end of Clarendon Street would be good for cyclists heading towards Maryhill Road from St George's Road/New City Road.
- Making cycling safer for cyclists is admirable. There must be an acknowledgement somewhere that people moving around on foot must be safe too. Across the West End, this should mean no bikes on pavements, and policing and conviction of people driving motorised bikes on pedestrian walkways and pavements.
- The idling time for cars at the Garscube Road junction is quite long, There is no information about air quality changes here for local residents and so the questionnaire focusing only on safety from a walking or cycling perspective is not broad enough for local resident purposes.
- The inclusion of a cycle crossing at Charing Cross will have a highly positive impact, as will the introduction of a segregated cycle path along St George's Road.
- It is difficult to see how the new facilities will be any better unless maintenance budget is increased to allow adequate maintenance.

## CONNECTING WOODSIDE – ST GEORGE’S ROAD PHASE 2 COMMUNITY ENGAGEMENT REPORT

- Benches and planting will only get destroyed by vandals. Seems a waste of money.
- Explore the possibility of closing St George's Place to car traffic and transforming it into a landscaped area.
- Low level planting is good, but this should be installed in the ground, not in containers. The installation of trees or shrubs would be welcomed to reduce the impact of the Urban Heat Island Effect and mitigate rainfall during heavy storm or rain events. New low-level planting should be considered as part of a SUDs system if there is pooling or puddling of water.
- Increasing the number of parking spaces from 281 St George’s Road to 297 St George’s Road is crucial for the businesses on that side, as most customers are passing trade. The lack of parking could adversely affect these businesses. Additionally, the cycle lane on St George’s Road at St George’s Place should be situated on the opposite side of the road and should transition to the other side at North Woodside Road.
- Eliminating parking spaces along St George's Road will lead to vehicles, (such as those belonging to people using the Puregym) parking on Baliol, Carnarvon, Ashley, and Grant Street. To safeguard parking options for residents who reside in the vicinity and lack alternatives to parking on these streets, a considerable number of spaces on these streets should be designated as 'residents only.'

All comments received are included in Appendix D.

## CONNECTING WOODSIDE – ST GEORGE’S ROAD PHASE 2 COMMUNITY ENGAGEMENT REPORT

### 8 Summary of Consultation

All proposals garnered agreement surpassing 50%, even when considering the smallest margin of error. As this signifies the concluding stage of the consultation process for St George’s Road/Charing Cross, the project team has compiled and summarised the received feedback. The ensuing points will be integrated and incorporated into the design as it progresses towards the construction stage.

Respondents were asked whether they agreed or disagreed with a series of proposals, as shown below in Table 3.

**Table 3**

| Proposal   | Survey Agreement |
|--|------------------|
| 1. St George’s Road/St George’s Place – Low level planting and benches | 88%              |
| 2. St George’s Road/Glenfarg Street – Low level planting and benches   | 84%              |
| 3. Mayhill Road/Phoenix Road – Separated cycle crossing                | 77%              |
| 4. St George’s Road – Secured cycle maintenance station                | 73%              |
| 5. Woodside library – Pedestrian crossing                              | 72%              |
| 6. St George’s Road/Glenfarg Street – Areas of natural stone           | 69%              |

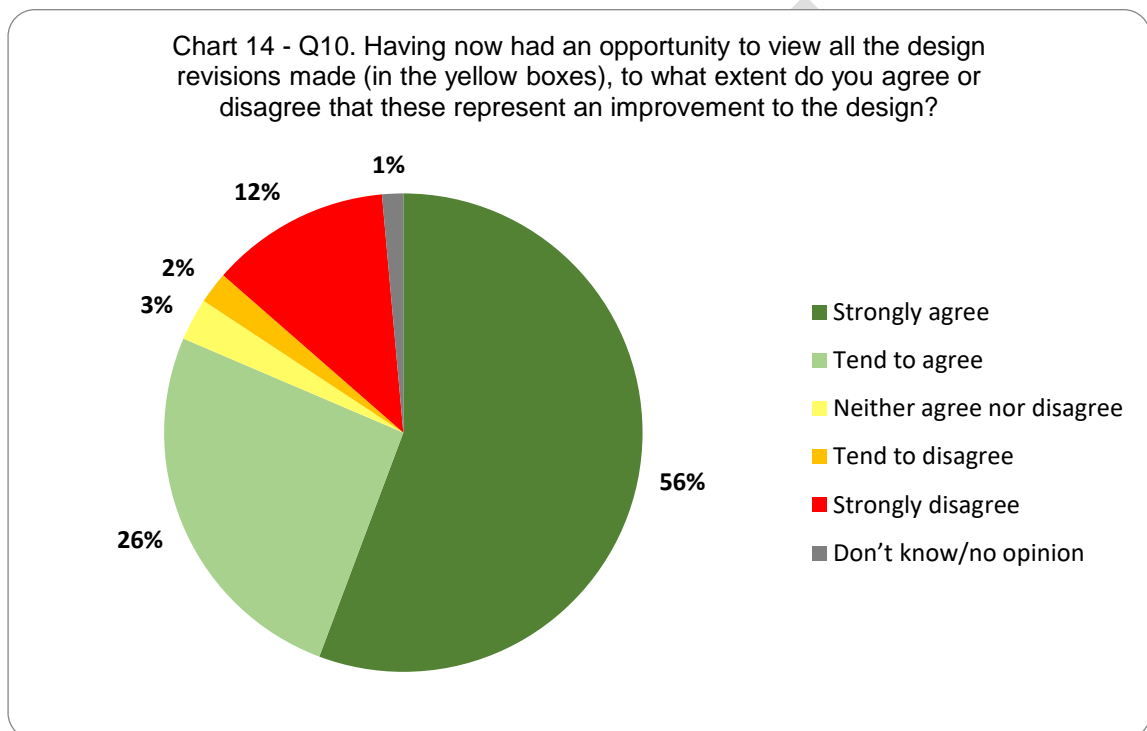
Among the respondents, under-represented groups comprised 29% women, and 2% identified as another category.

## CONNECTING WOODSIDE – ST GEORGE’S ROAD PHASE 2 COMMUNITY ENGAGEMENT REPORT

### 9 Next Steps

Respondents overwhelmingly viewed the proposals positively.

Five out of every six respondents agreed that the design revisions represent an improvement (82%), with over half of all respondents strongly agreeing with this (56%), and one in four tending to agree with this (26%).



Following completion of the consultation period and online survey, the project team summarised the feedback received, and the following points will be taken forward and reflected as the design progresses to the construction stage:

3. The maintenance arrangements for the area will undergo a review in coordination with the appropriate departments within Glasgow City Council.
4. Adjustments will be made to the positioning of parking and loading facilities in response to feedback, with a particular focus on enhancing the availability of parking spaces for businesses along St. George's Road. This adjustment is particularly important given the significant portion of passing trade that these businesses rely on.



## CONNECTING WOODSIDE – ST GEORGE’S ROAD PHASE 2 COMMUNITY ENGAGEMENT REPORT

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The project website will continue to be updated with the installation information including an electronic copy of this engagement summary report and any further design changes detailing the reasoning/need for those changes.

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An electronic copy of the engagement report will be uploaded to the project website, and it is proposed for construction to start in Autumn 2024.

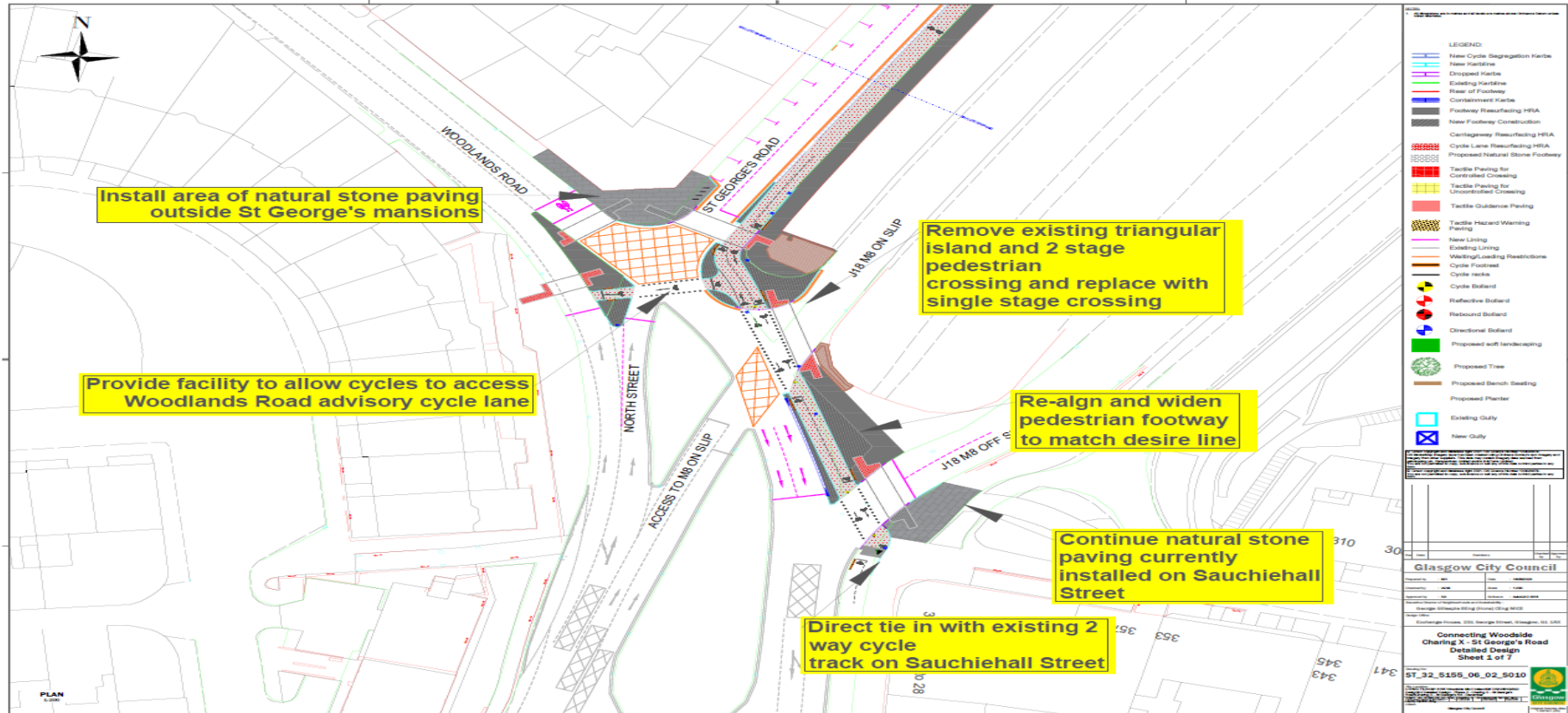
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# CONNECTING WOODSIDE – ST GEORGE’S ROAD PHASE 2

## COMMUNITY ENGAGEMENT REPORT

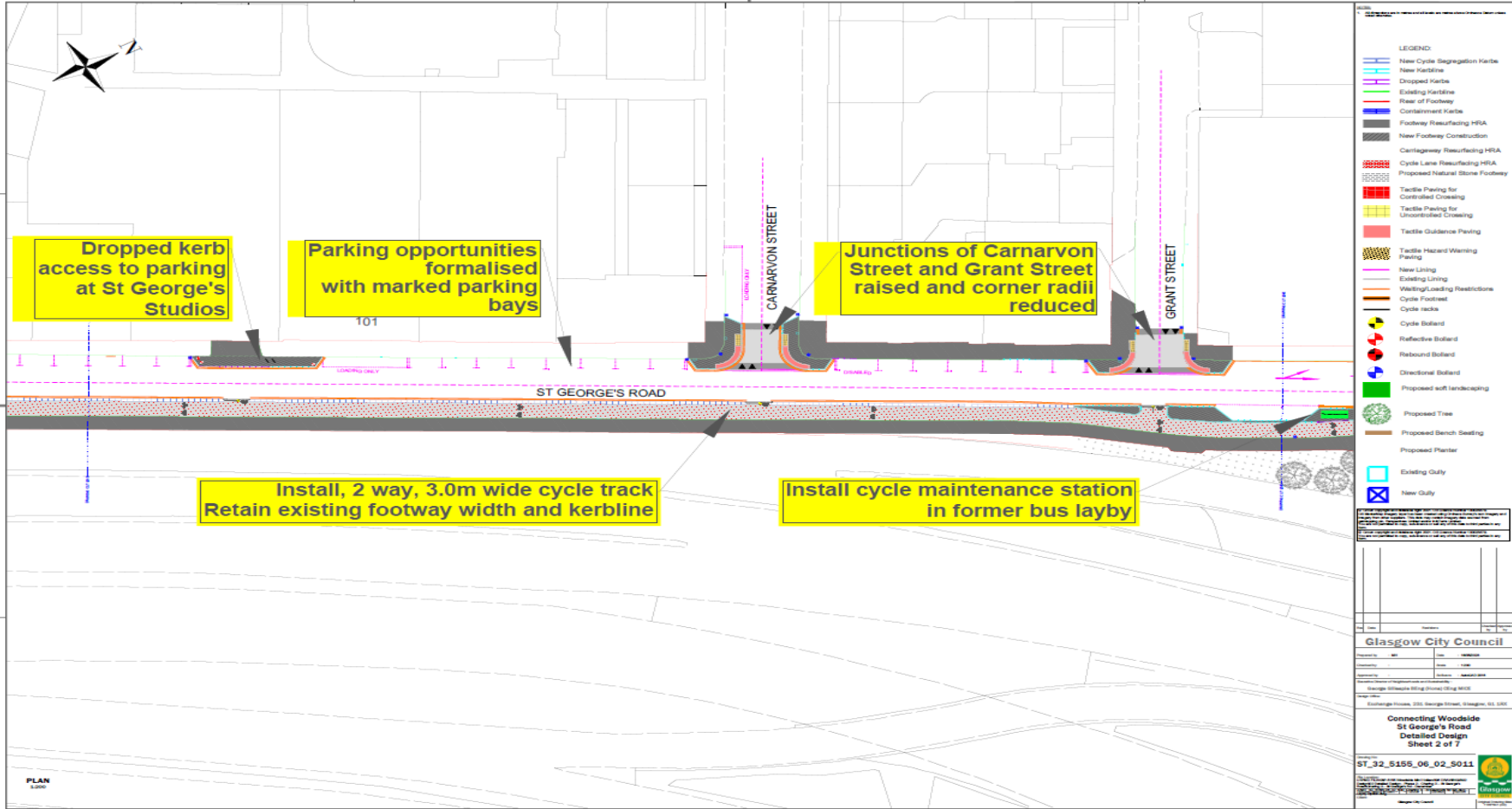
### Appendix A. Scheme Drawings

#### Technical Design Drawing 1



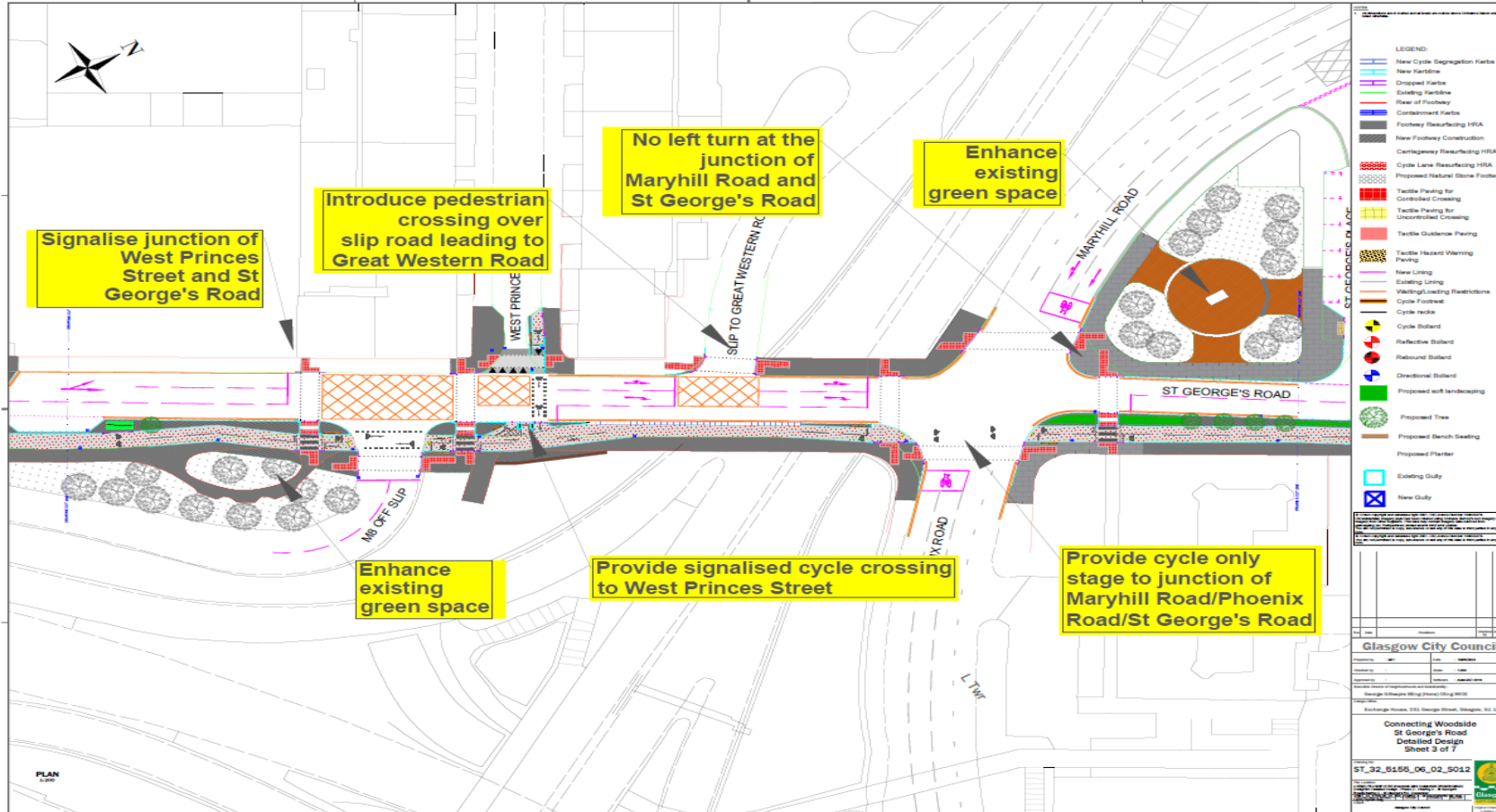
# CONNECTING WOODSIDE – ST GEORGE’S ROAD PHASE 2 COMMUNITY ENGAGEMENT REPORT

Technical Design Drawing 2



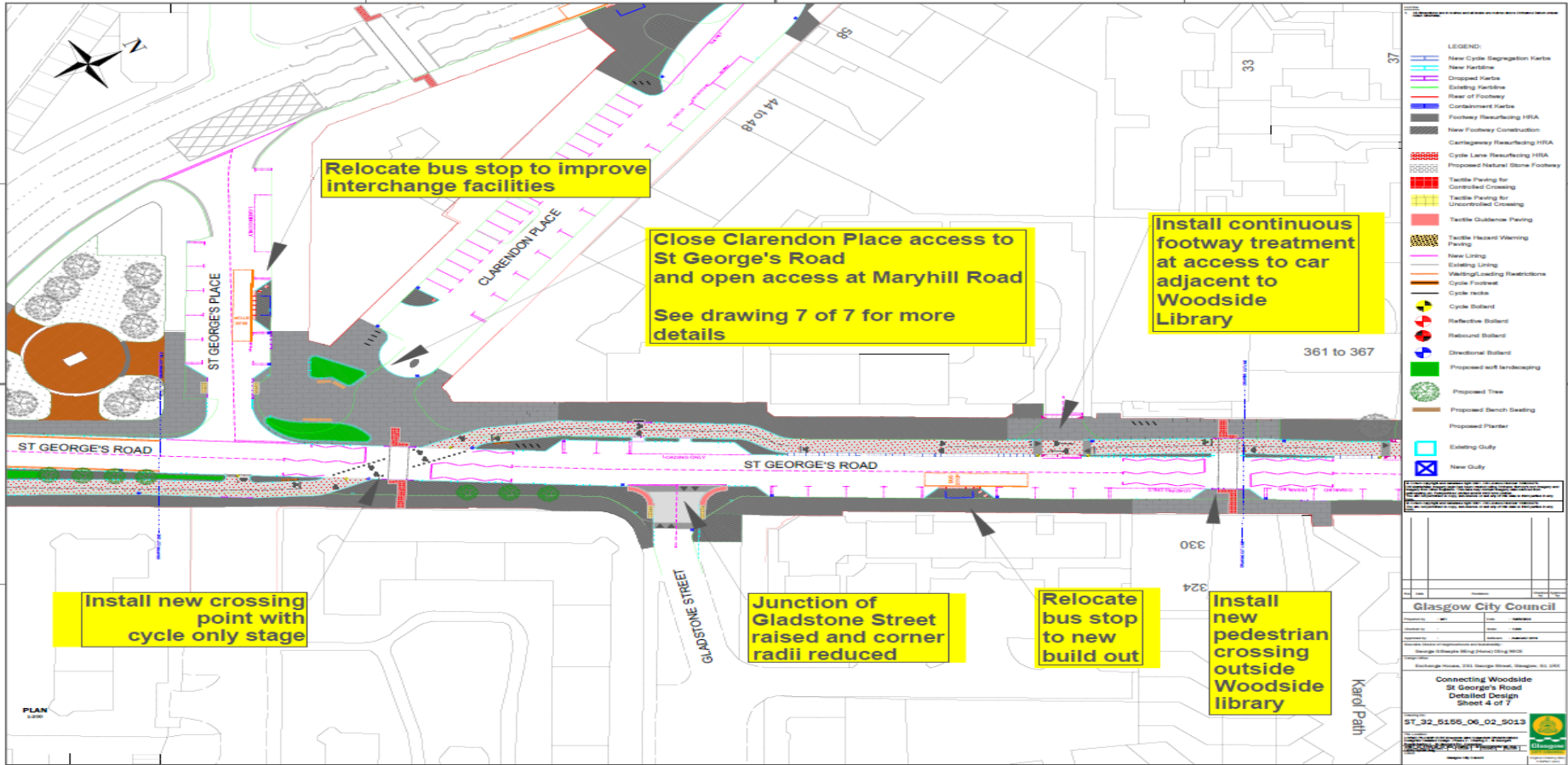
# CONNECTING WOODSIDE – ST GEORGE’S ROAD PHASE 2 COMMUNITY ENGAGEMENT REPORT

Technical Design Drawing 3



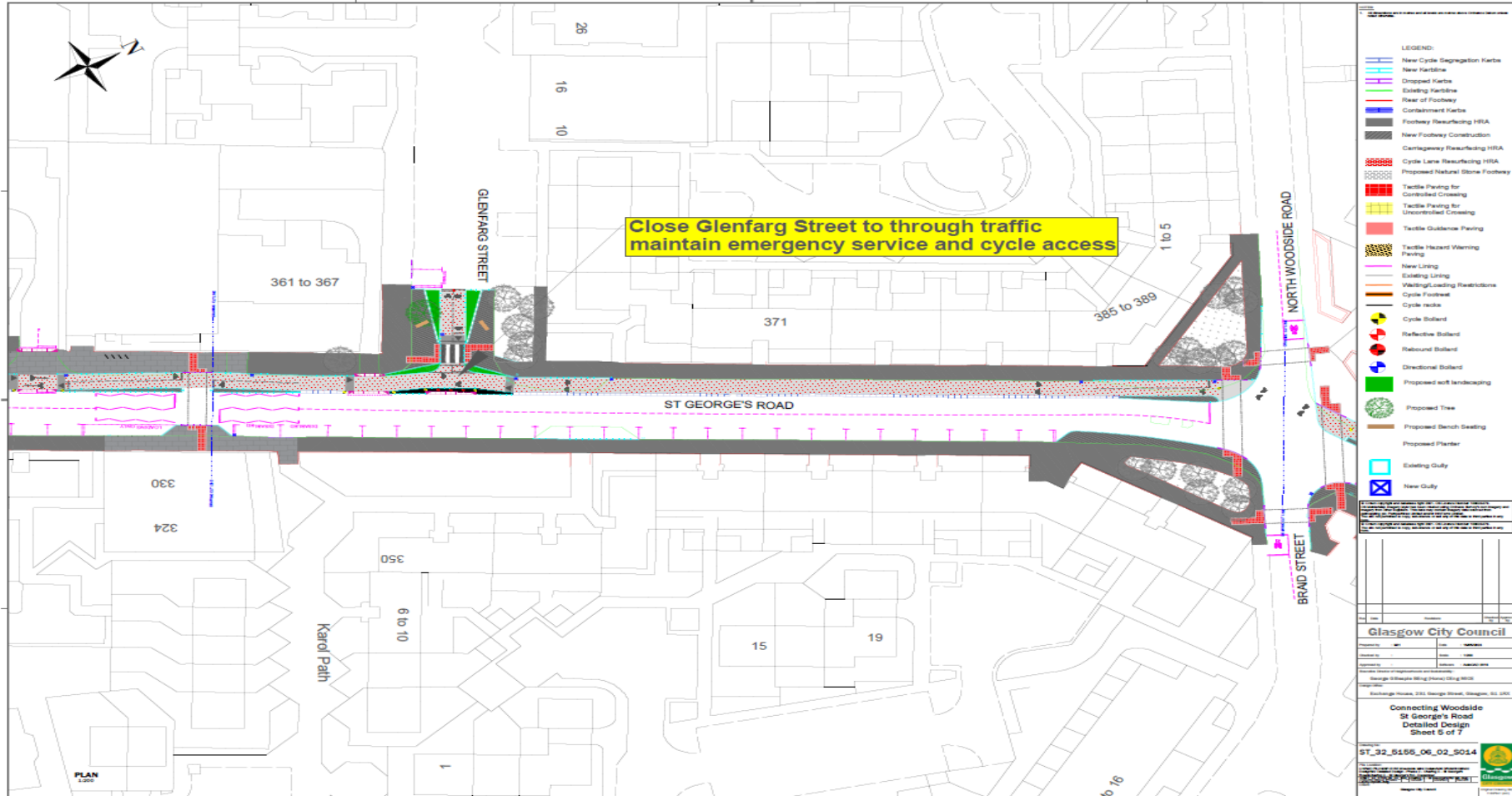
# CONNECTING WOODSIDE – ST GEORGE’S ROAD PHASE 2 COMMUNITY ENGAGEMENT REPORT

Technical Design Drawing 4



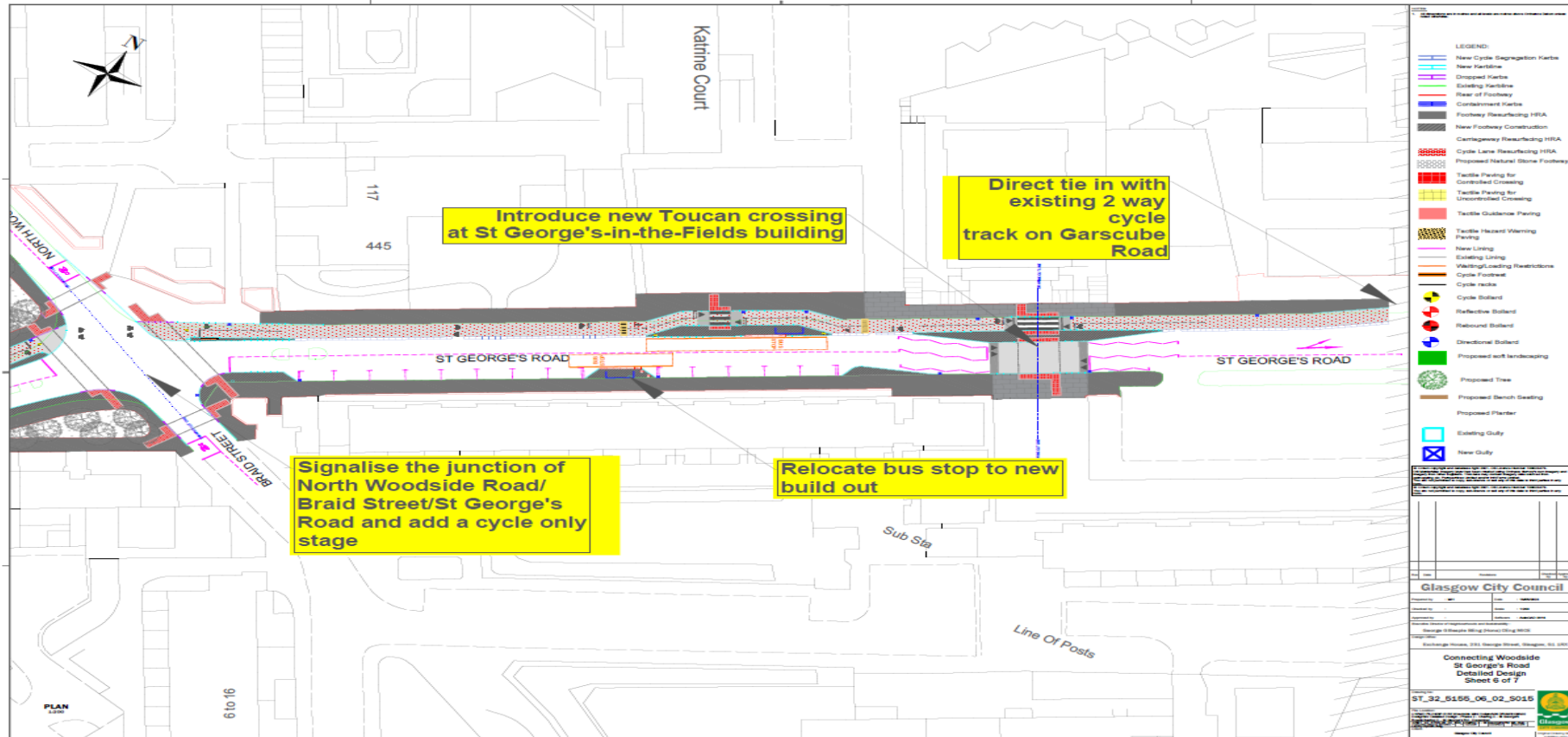
# CONNECTING WOODSIDE – ST GEORGE’S ROAD PHASE 2 COMMUNITY ENGAGEMENT REPORT

Technical Design Drawing 5



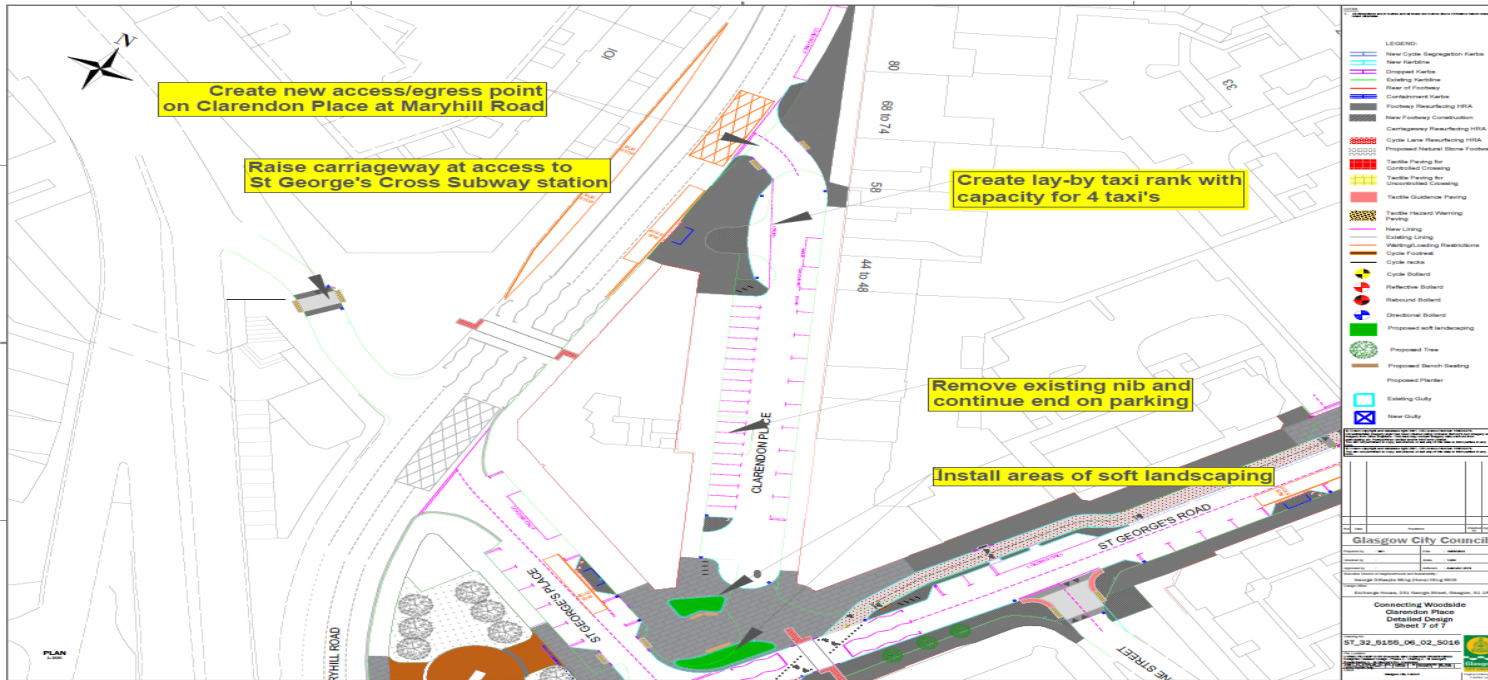
# CONNECTING WOODSIDE – ST GEORGE’S ROAD PHASE 2 COMMUNITY ENGAGEMENT REPORT

Technical Design Drawing 6



# CONNECTING WOODSIDE – ST GEORGE’S ROAD PHASE 2 COMMUNITY ENGAGEMENT REPORT

Technical Design Drawing 7





## Appendix B. Survey Questions

### CONNECTING WOODSIDE ST GEORGE'S ROAD - PHASE 2

#### Introduction

During October 2022, Glasgow City Council held a consultation regarding proposed changes to the layout of St George's Road to improve walking, wheeling and cycling. 66% of respondents to that engagement stated that they were in favour of the proposed changes as presented.

We have taken on board your views expressed via the survey and during in-person drop-in events. Designs have been amended based on the feedback received.

The design is now substantially complete; however, we would still like to gather feedback on some of the finer details.

Thank you all for feeding into the design process.

The deadline for completing this survey is Friday 20th October 2023.

#### GDPR

Glasgow City Council is now required to process personal information in line with the General Data Protection Regulation (GDPR). For more information about this please visit <https://www.glasgow.gov.uk/index.aspx?articleid=22793>

#### Alternative Formats

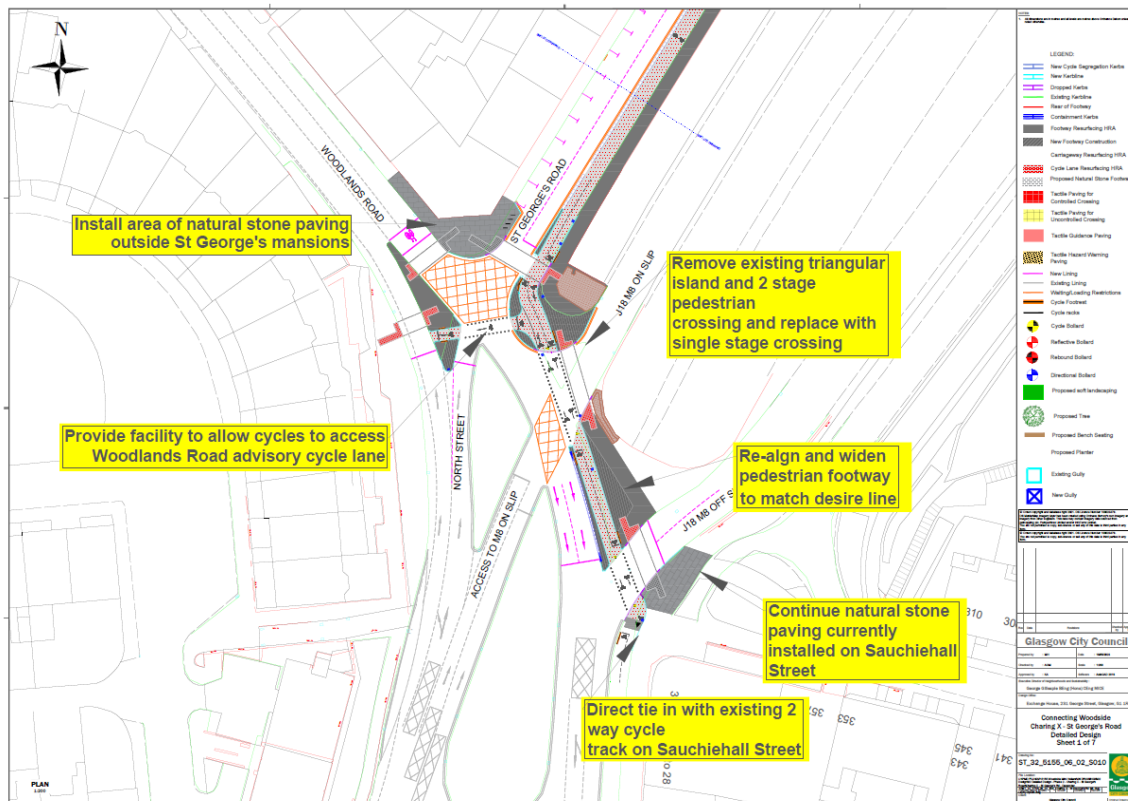
This information can be made available in a variety of alternate formats and community languages on request. If you would like more information about this or would like to request an alternative format or language, please contact [NRSPIMU@glasgow.gov.uk](mailto:NRSPIMU@glasgow.gov.uk)

1. Do you currently walk or cycle through the junction at Charing Cross? (See map below)

- I use this daily
- I use this at least once a week
- I use it less often than once a week
- I do not use this

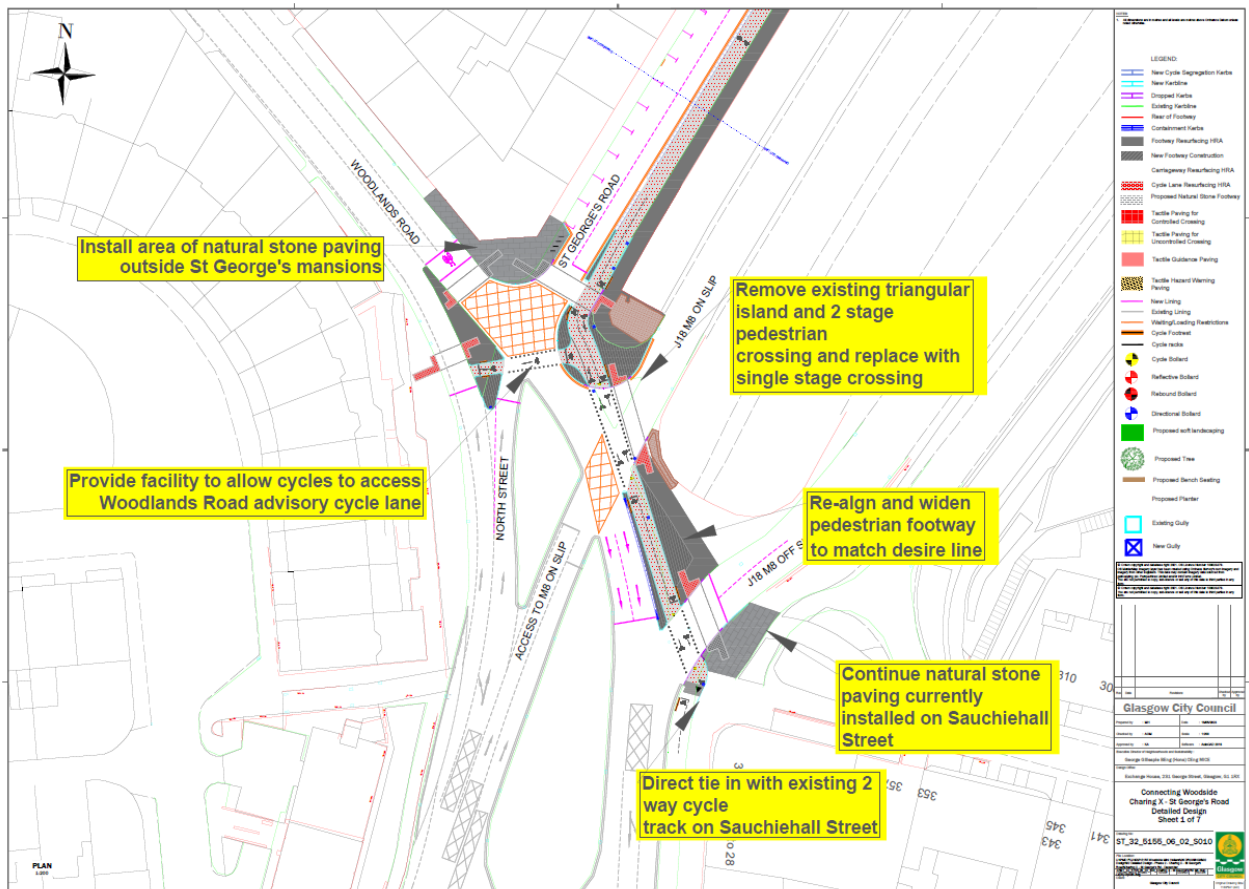
2. Would implementing the changes below make it safer for you or not?

- Significantly safer
- Somewhat safer
- Neither safer nor less safe
- Somewhat less safe
- Significantly less safe
- Don't know/no opinion



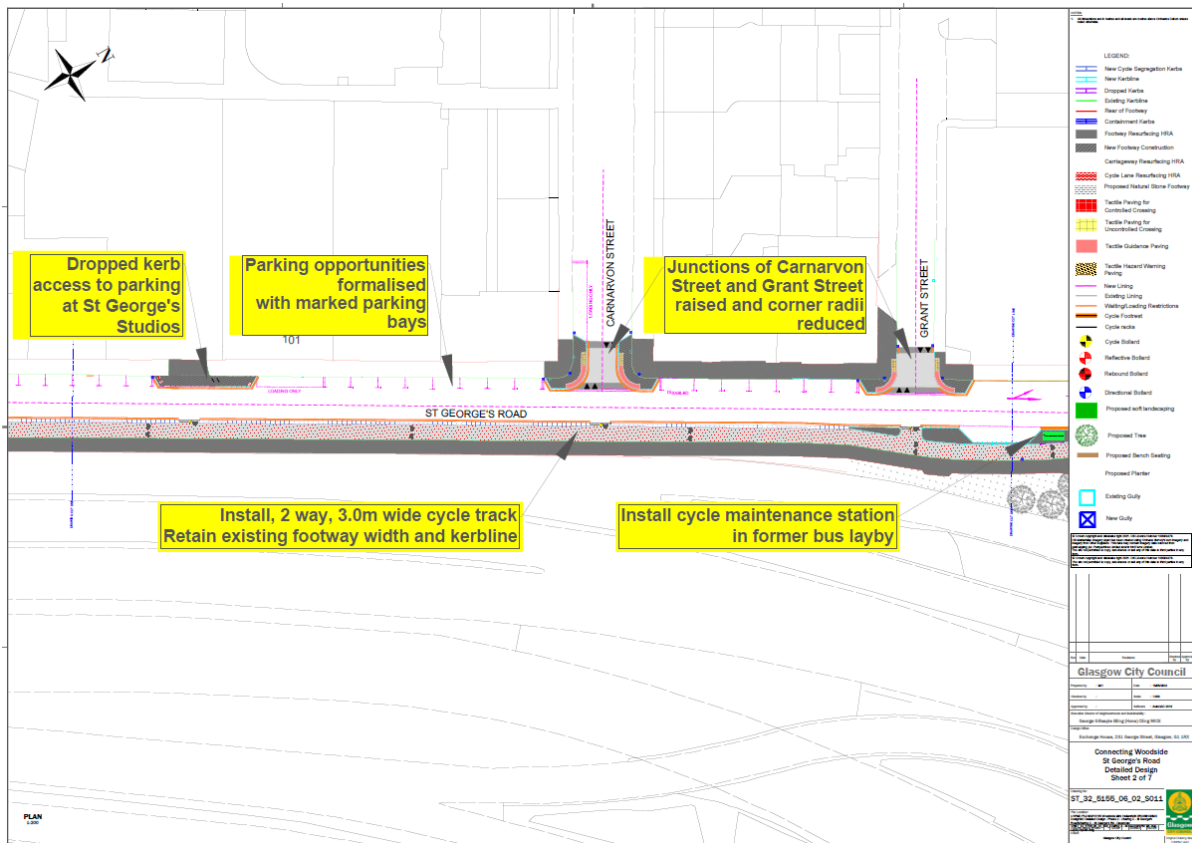
3. Once the changes below are implemented, would you be more likely to use the junction or not?

- I would definitely use more frequently
- I would possibly use more frequently
- I would possibly use it less frequently
- I would definitely use it less frequently
- No difference
- Don't know/no opinion

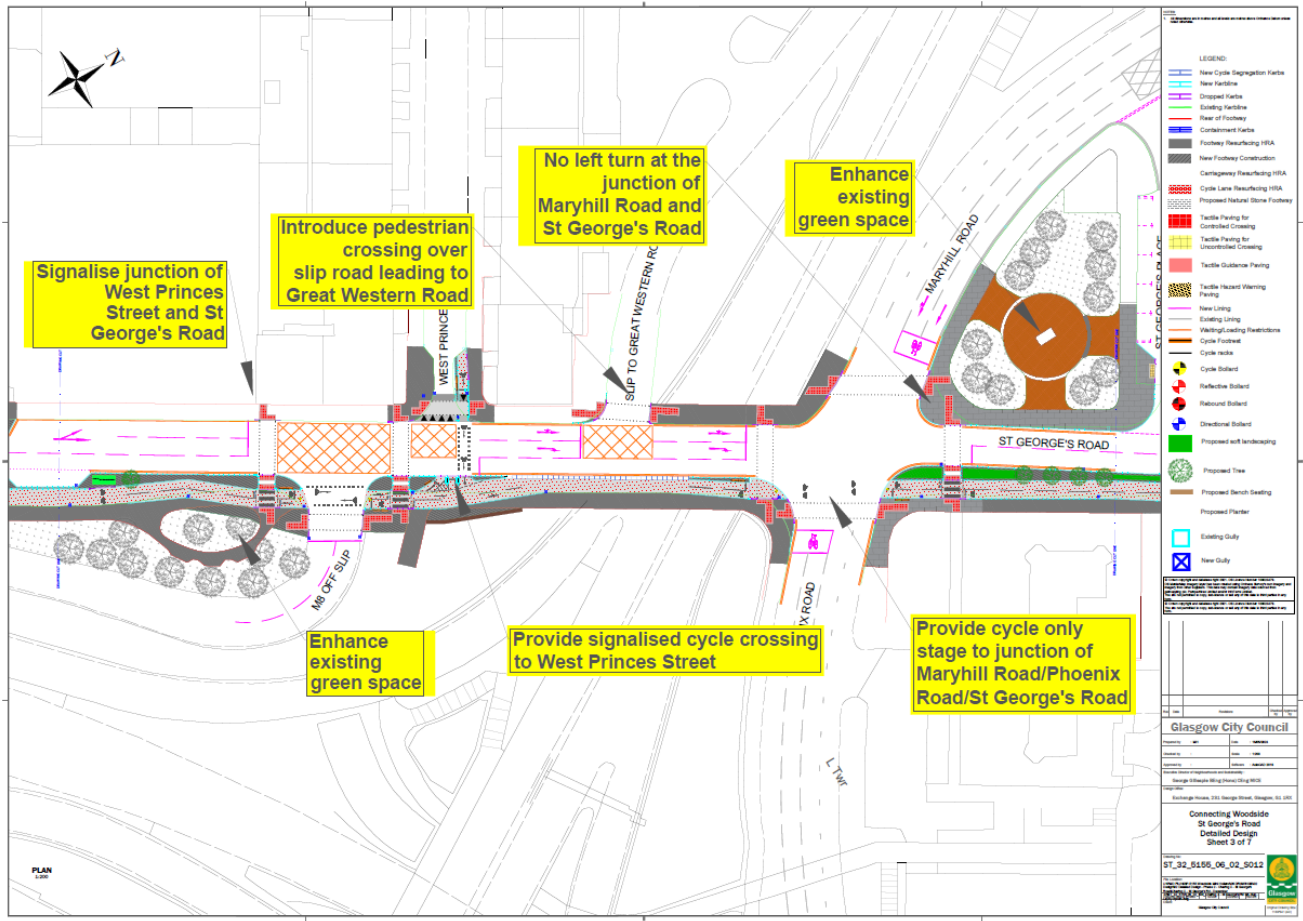


4. Do you agree or disagree with the installation of a secured cycle maintenance station at the location below?

- Strongly agree
- Tend to agree
- Neither agree nor disagree
- Tend to disagree
- Strongly disagree
- Don't know/no opinion



In 2022 we consulted with local residents during drop-in events regarding two options for how cycles cross Maryhill Road/Phoenix Road. Option 1 was a separated cycle crossing, and Option 2 was a Toucan crossing where pedestrians and cyclists would cross at the same time. Following the feedback that was received, we can confirm that option 1, a separated cycle crossing will be taken forward as shown below.

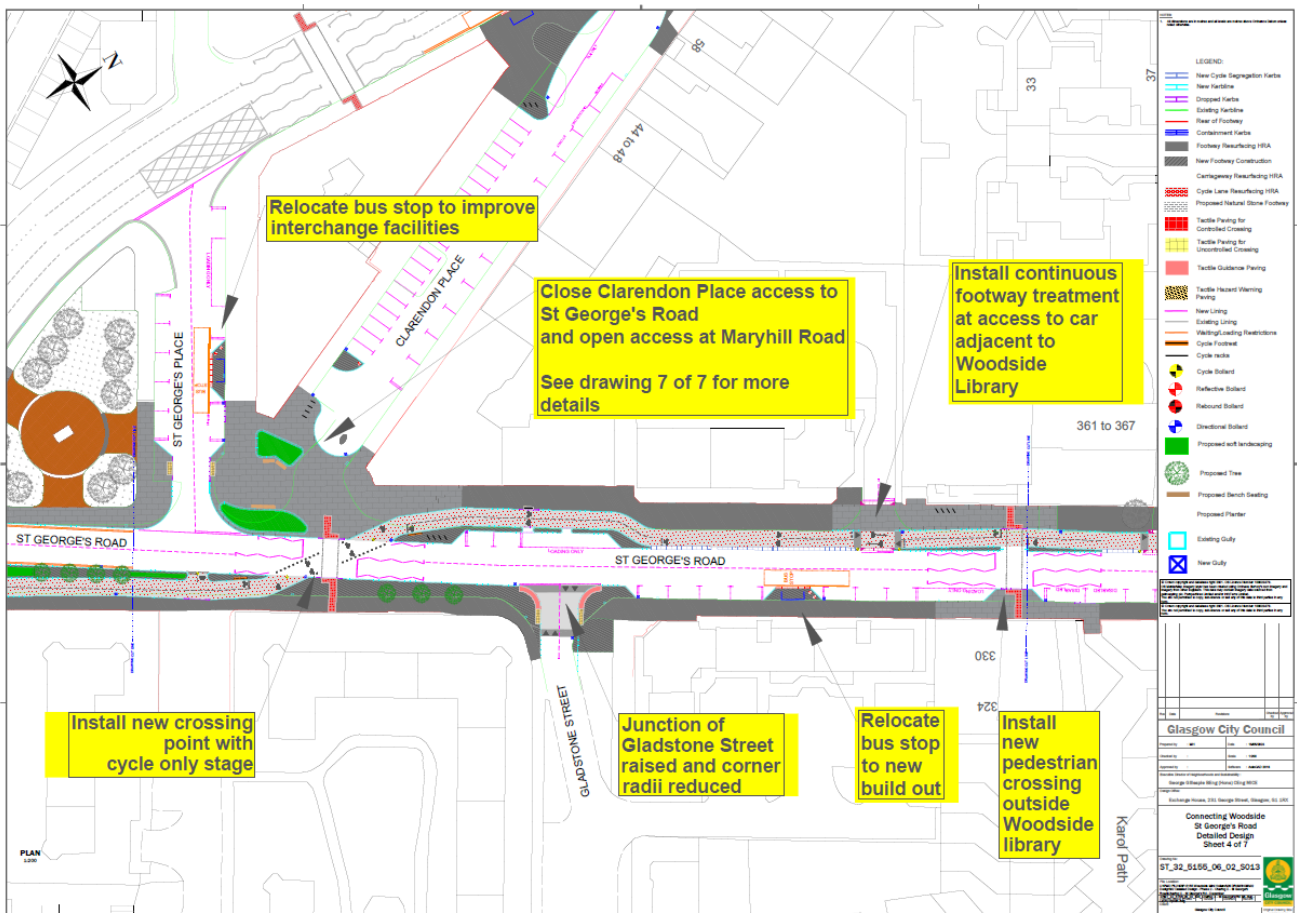


5. Are you in favour or not in favour of these plans for a separated cycle crossing?

- Yes, I am in favour of these proposals
- No, I am not in favour of these proposals
- Don't know/no opinion

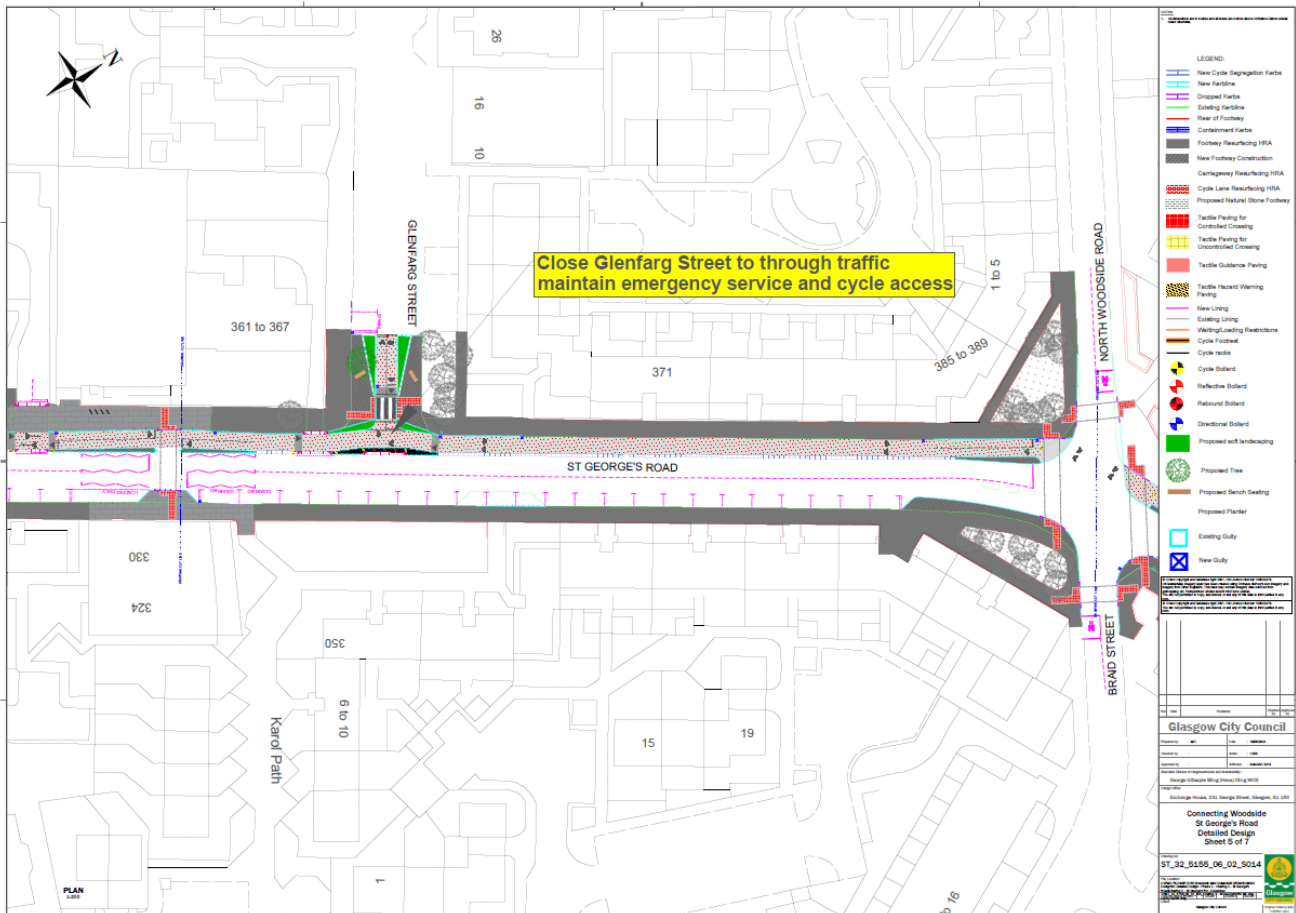
6. It is proposed to install a pedestrian crossing outside Woodside library where cycles will be held on a red traffic signal whilst the green man for the pedestrian crossing is active. Do you agree or disagree with the installation of a new pedestrian crossing outside Woodside library where pedestrians are prioritised over those cycling?

- Strongly agree
- Tend to agree
- Neither agree nor disagree
- Tend to disagree
- Strongly disagree
- Don't know/no opinion



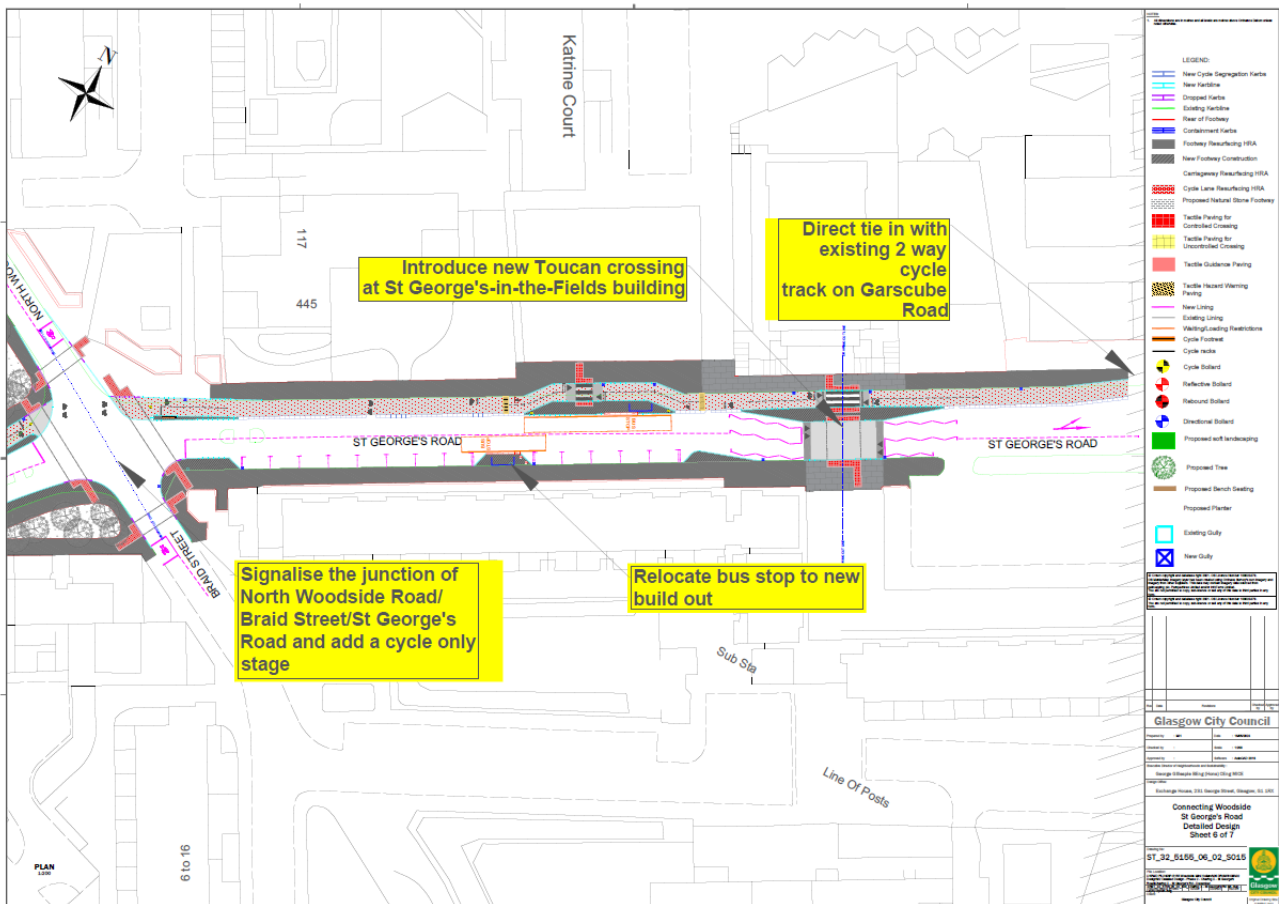
7. It is proposed to install areas of low-level planting and benches at the junction of Glenfarg Street and St George's Road. Do you agree or disagree with the installation of low-level planting and benches at this location?

- Strongly agree
- Tend to agree
- Neither agree nor disagree
- Tend to disagree
- Strongly disagree
- Don't know/no opinion



8. It is proposed to install areas of natural stone paving outside and opposite number 485 St George's Road. Do you agree or disagree with the installation of areas of natural stone paving at this location?

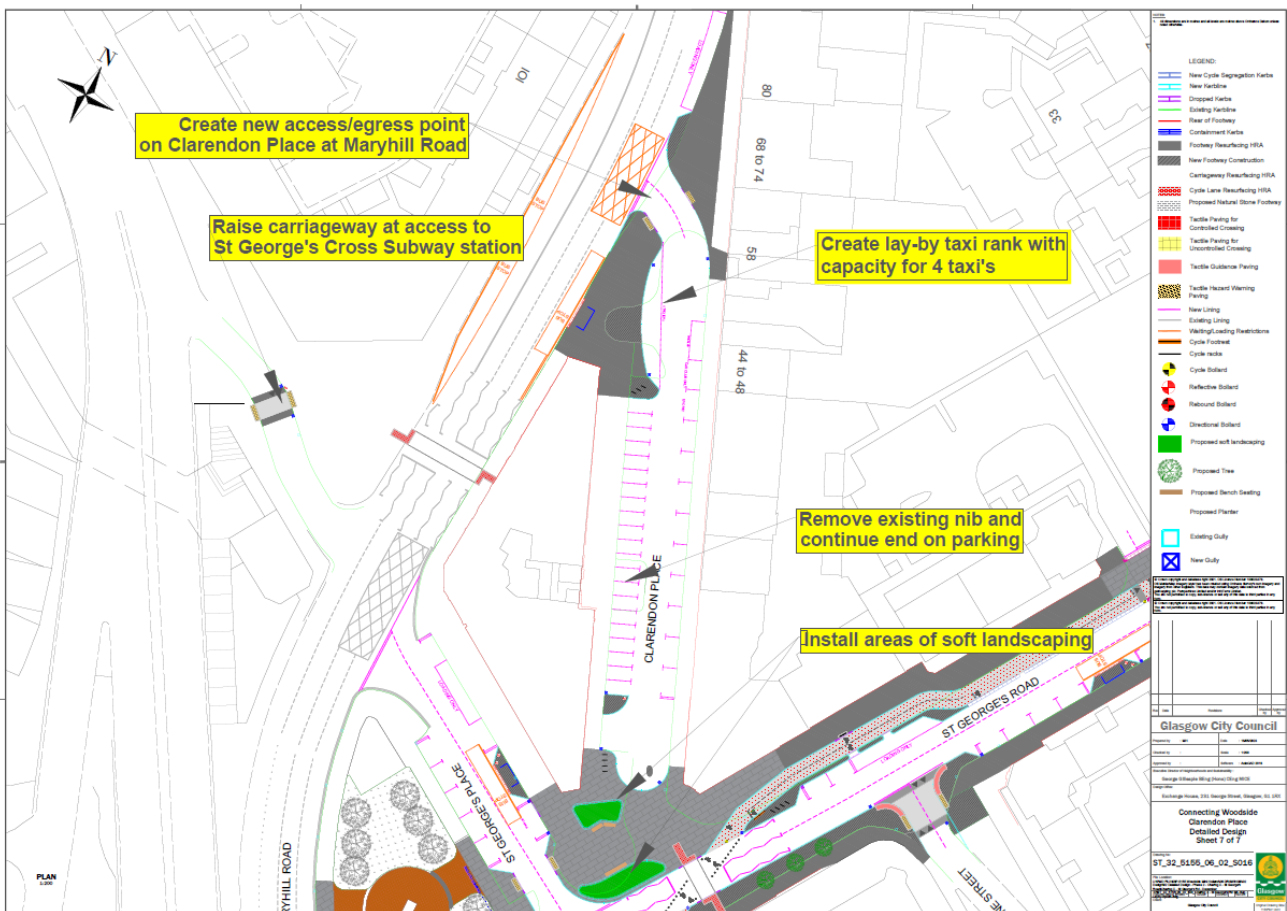
- Strongly agree
- Tend to agree
- Neither agree nor disagree
- Tend to disagree
- Strongly disagree
- Don't know/no opinion





9. It is proposed to install areas of low-level planting and benches at the junction of St George's Place and St George's Road. Do you agree or disagree with the installation of low-level planting and benches at this location?

- Strongly agree
- Tend to agree
- Neither agree nor disagree
- Tend to disagree
- Strongly disagree
- Don't know/no opinion



10. Having now had an opportunity to view all the design revisions made (in the yellow boxes), to what extent do you agree or disagree that these represent an improvement to the design?

- Strongly agree
- Tend to agree
- Neither agree nor disagree
- Tend to disagree
- Strongly disagree
- Don't know/no opinion

11. If you have any other comments, ideas or suggestions please use the space below to leave your feedback.

12. Which of the following describes how you think of yourself?

- Male
- Female

In another way

13. Do you have any long-term illness, health problem or disability which limits your daily activity or the work you can do?

Yes

No

Don't know/No opinion

If yes, please provide more details

14. Which of the following best describes your ethnicity?

Scottish

British

Irish

Other white background

Mixed background

Indian

Pakistani

Bangladeshi

Other Asian background

Caribbean

African

Other black background

Chinese

Any other background (please specify)

15. Which of the following best describes your current religion, denomination, body or faith?

- No religion
- Church of Scotland
- Roman Catholic
- Other Christian
- Buddhist
- Hindu
- Jewish
- Muslim
- Pagan
- Sikh

Another religion (please specify)

16. Age:

- 16 – 24
- 25 – 34
- 35 – 44
- 45 – 54
- 55 – 64
- 65+

## **Finish Survey**

**Please return your completed survey to:**

**Woodside Library, 343 St George's Rd, Glasgow, G3 6JQ by Friday 20th October 2023.**

**Thank you for taking part in this survey.**

**Your feedback is greatly appreciated and will help us to develop the project.**

## Appendix C. Example Consultation Materials

### Material 1 – A copy of the consultation Postcard

### Connecting Woodside





Glasgow City Council is undertaking the next phase of the St George's Road consultation. Following on from consultation held in 2022, we would like to share how your input has helped shape the design for St George's Road and Charing Cross.

In this round of consultation there will be a focus on:

- Updated designs for St George's Road and Charing Cross

The updated design will see:

- New and enhanced public spaces and footways
- Pedestrian and cycle crossings
- Reallocation of road space
- Segregated cycle lanes
- Narrowed carriageway to reduce vehicle speeds
- Improved dropped kerb access

We aim to deliver a desirable streetscape which is suitable for, and accessible by all.




### Engagement



#### About Connecting Woodside

Connecting Woodside is an area-wide project through Sustrans' Places for Everyone programme funded by Transport Scotland.

We want to work with the community to rebalance streets to reduce the dominance of road traffic and to improve streets and public spaces for people.


More detail on the project, and our progress so far, can be found on our website:

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

## Consultation



**Neighbourhoods, Regeneration and Sustainability**  
231 George Street  
Glasgow  
G1 1RX  
EMAIL: [sustainabletransport@glasgow.gov.uk](mailto:sustainabletransport@glasgow.gov.uk)  
WEBSITE: [www.glasgow.gov.uk/connectingwoodside](http://www.glasgow.gov.uk/connectingwoodside)


**We would like to invite you to comment online and, have your say in the creation of a new look for St George's Road**

**ONLINE CONSULTATION FROM: 04 September 2023 to 20 October 2023**  
*This consultation will focus on possible designs for segregated cycle route on St George's Road and Charing Cross*  
 Comment at [www.glasgow.gov.uk/connectingwoodside](http://www.glasgow.gov.uk/connectingwoodside)

**Public Drop in Event – meet the project team**  
**Tuesday 03 October 3.30pm – 7.00pm at Woodside Library,**  
**343 St George's Road, G3 6JQ**

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)



## Material 2 – A picture of the lamppost ‘Toblerones’



## Appendix D. Open Comments

|  |
|--|
| <p>1. Additional traffic calming measures and considering the removal of the m8 on ramp from Woodlands Road would be welcome. The junction beside the Sainsbury's garage is particularly dangerous and sees several cars running red lights, stopping in the box area during light changes, and performing illegal turns up Lyndoch Street. I have both witnessed and experienced several near misses due to dangerous driving.</p>  |
| <p>2. Agree in principle with all measures to reduce motor traffic. More space needed to encourage walking/wheeling and active travel. Do all you can to improve safety and reduce pollution. Well done so far</p>   |
| <p>3. Any sort of improvement to the area for active travel is desperately needed. Is just a matter of time before there are serious injuries or deaths related to these areas.</p>  |
| <p>4. As a cyclist, I am concerned that existing cycle lanes (e.g., Clarence Drive, south Brae drive, Bilsland Drive) are either NOT maintained or infrequently maintained by Glasgow City Council. There are issues of flooding and mud collecting especially at ramps for bus stops and pedestrian crossings, also under bridges e.g., Clarence Drive which make the facilities dangerous or sometimes impossible for cyclists to use unless the proposed new facilities are maintained the same problem will exist.</p> <p>It is difficult to see how the new facilities will be any better unless maintenance budget is increased to allow adequate maintenance. If this is not done, what will happen is that cyclists will prefer to use the roadway as being safer, clear of debris and probably in winter, gritted whereas cycle lanes are seldom, if ever gritted.</p> <p>Example: Clarence Drive cycle lanes are not gritted in icy conditions. NOW cycle lanes - short section in North Woodside Road between Maryhill Road and Lidl store NOT gritted in icy conditions.</p> <p>In conclusion, the proposed facilities are great in theory but would soon fall into dis-use if not maintained.</p> <p>Most of the current pedestrian crossing do not give pedestrians sufficient time to cross quickly</p> |

5. As a resident of Baliol Street who does drive occasionally but mostly walks in the area I am in favour in principle with the increase of planting and landscaping as well as cycle provision. I think this is great for the community in general.

I am, however, also highly concerned about the traffic flow at peak times along woodlands getting to and from the M8. Traffic fumes along that road, combined with the fumes from the petroleum station, feel significant to me as a resident. My worry is that the increase in idling time and aggressive drivers along a school walking route is going to put more danger to pedestrians along woodlands road as well as to the residents who already are exposed to fumes from the M8.

The idling time for cars at the Garscube road junction that has been upgraded for cycling is quite long, but the housing stock is further away than found along my area of St George's Road. There is no information about air quality changes here for local residents and so the questionnaire focusing only on safety from a walking or cycling perspective is not broad enough for local resident purposes.

Many of the cars in this area are avoiding the city centre LEZ zone and are not clean running vehicles. I am deeply concerned that the traffic conditions on woodlands have not been considered in this proposal especially given the air quality and the safety of children commuting to school which I have seen to be put at risk on several occasions.

Please reconsider this whole proposal from this wider traffic perspective. We need a joined-up plan that includes woodlands road traffic!

6. Benches and planting will only get destroyed by vandals. Seems a waste of money.

7. Bidirectional lanes are not as good as unidirectional, and their placement on the non-residential and non-business side of St. George's Road near Charing Cross is exclusionary and car-centric design (the lanes have obviously been placed as proposed to retain parking for local businesses). Glasgow City Council has adopted the principles of Hierarchy of Transport, which places the needs of pavement and active travel users above those of private road users (cited as the "National Transport Strategy Sustainable Travel Hierarchy for Personal Travel" in page 36 of the Glasgow Transport Strategy - Policy Framework 2022) and Feminist City/Town Planning design (principles of which "... looks at every decision that is made within planning and assesses whether or not it meets a wide variety of needs, whether it's accessible enough, affordable enough, convenient enough, and is built with diversity in mind"). Bidirectional lanes do not meet either of these principles as they are harder to access by all types of cyclists (the design does not include safe junctions for access to the lane from the residential areas of Carnarvon Street and Grant Street, for example. This creates an expressway effect that creates a lane that is good for getting from A-Z, but in hard for people in areas B-Y to access). The fact that these types of lanes are being allowed to get to this stage of development is a worrying indication of ignorance of the two principles I cited above.

8. Causing Traffic and Problems to local. Spend money on something more useful



9. Concerned about conflict between pedestrian and cycle crossings. Already experience when cycling that some pedestrians don't respect cycles right of way and when walking that some cyclists don't respect pedestrians right of way. Important for this to be minimised but any solution which involves each waiting for the other rather than crossing at the same time is extremely unlikely to work in practice based on experience.

10. Could more road space be taken to create rain gardens

11. Cycle lane should be on the other side of the road at St George's Road at St George's place, and it should cross over to the other side of road at north Woodside Road

12. Enhancing the quality of the public spaces in this location demands significant attention. We should envision a transformation of the area above the M8 into a lush and vibrant environment. This can be achieved by nurturing green spaces and preserving them, while also rejuvenating the streetscapes with eco-friendly and enduring materials. To elevate the area's appeal, we might consider incorporating features such as rain gardens or even a small park. Furthermore, introducing contemporary and colourful lighting designs can inject life into this currently bleak connection between two sections of Glasgow.

The M8 corridor currently presents a gloomy, unwelcoming appearance and is in dire need of an extensive revitalization effort. As we work towards this, let's explore additional ideas:

Incorporating art installations or murals along the M8 to add visual interest and character. Introducing public seating areas and resting spots for pedestrians to create a more inviting atmosphere.

Implementing sustainable transportation options, like bike lanes and bike-sharing programs, to encourage eco-friendly commuting.

Enhancing wayfinding signage to guide people seamlessly from one part of the city to another.

Exploring the potential for street markets or events to foster community engagement and economic activity.

Prioritizing safety measures, such as well-lit pathways and improved crosswalks, to make the area pedestrian-friendly.

13. Feel there could be more opportunity to put trees in along the route as that's an easy way to quickly improve the look and feel of a place

14. For pedestrian safety, cyclists should not in any way be using the same pathway as pedestrians and for cyclist safety the cycle lane should be completely separate so that pedestrians can't stray out in front of them. As a cyclist I find the ideal is bus lanes (when no parking rules are enforced) such as on Maryhill Road or Great Western Road. The next best thing is the type of lane like in Possil/Bilsland Drive, although having it run across in front of a bus stop feels dangerous, both as a cyclist and a passenger wanting to stop a bus (I'm always anxious that I won't be able to cross over in time to stop the bus and as a cyclist I'm always scared someone walks out in front of me. However, it's easy to move out on to the main road at these points and the lack of a concrete kerb is surely more environmentally friendly.

The design of some of the cycle lanes (such as Garscube Road and Sauchiehall Street only reinforce the idea that cyclists can cycle on pavements and go down one-way streets the wrong way. We need to educate cyclists to use the roads and to do so safely. As someone who mainly walks (as I get older my ability to cycle is decreasing) I feel increasingly unsafe with the amount of bikes using pavements, especially the electric bikes with the motorbike style tyres.

By narrowing the roads (such as the design at the round toll and the junction of Cambridge/Renfrew Street) we not only cause congestion for cars, but also for public transport. There are many more people who would benefit from improved public transport than will ever benefit from the cycle lanes, particularly in winter.

I have said I am not in favour of benches at Glenfarg Street and St Georges Place, simply because I don't think anyone would ever want to sit on them. Low level planting, if it is maintained, would be preferable to concrete.

15. Good design! Thank you. Please build ASAP.

16. Great proposals. Currently, the bus stop and loading bays at St Georges Cross (Outside Mian Shamy) are used by cars for parking, causing chaos when a bus has to stop on the main road as multiple cars are parked in the bus lane. Please ensure this is policed correctly

17. Great to have the link between Sauchiehall St and St George's cross, Maryhill and great western road made usable for bike and safer and more pleasant for pedestrians

18. Great work - improvements are desperately needed especially at south end to get across Charing cross

19. How does fit in with underway connecting into town  
Also what are your plans to realign road and cycle crossings north south across great western road

20. I agree in principle with the separate crossings for cyclists and pedestrians but have found that this arrangement on Garscube Rd where it meets Firhill does not work - the cycle phase very often does not come on leaving cyclists with no easy way to exit the cycle path.

21. I am concerned that rogue drivers will park on the cycle lane on St George's Road; it must either be sufficiently physically protected to prevent this, or enforcement measures must be in place. As we have seen on Byers Road, these may be necessary even during the construction phase.

22. I am delighted with these proposals. I should like to highlight several which particularly please me.

- 1, the transitions between St George's Road and Woodlands Road are much improved especially to enable people who cycle to turn west along Woodlands Road;
2. I like the simplification and straightness of the route between the St George's Road/Woodlands Road junction and the foot of Renfrew St where the Sauchiehall St lanes are.
3. The broad crossing of St George's Road at St George's in the Field makes it far safer for children going to and from St Joseph's PS to walk, scoot, wheel.
4. The reversal of Clarendon Place plans are excellent and facilitate cycling transitions to and from Maryhill Road.
5. I like the idea of a cycle maintenance Station in what has long been a gloomy location.

I have one small reservation: Where Braid St meets St George's Road, I would prefer the cycle stop lane to be moved closer to St G Road so that there is a clearer sightline north towards Garscube Road. I use this route regularly and cross to North Woodside Road.

23. I am so pleased to see these proposals as currently many sections of this route are very unpleasant to walk or cycle along. The additional of a cycle crossing at Charing Cross will make such a positive difference, as will the addition of a segregated cycle path up St George's Road. I avoid going this way on my bike, despite it being the most direct route for some of my regular journeys. This will be a huge improvement!

24. I don't think the design takes into account the extent of ill health in the community. Respondents in previous surveys showed a very low level of reporting ill health. However, the area is rated as 1st to 3rd decile on the Scottish Index of multiple deprivation which includes health inequalities. To fully take this into account I believe the design of Clarendon Place and at George's place needs to be revisited to remove St George's place and improve the attractiveness of the green space. Speed reduction measures should be included, such as widening pavement to reduce traffic speed to reduce ill health caused by noise pollution. The junction at St George's Road and Maryhill Road needs to be narrowed to slow traffic. It's a mistake to remove cycle facilities on Clarendon place and isn't in keeping with improving cycling infrastructure. The cycling maintenance station should be located at Clarendon place - no one is going to stop on a busy road to maintain their bicycle, it would be a stressful experience. Previous schemes have not been successful at creating a sense of place - such as the junction at north Woodside Road and Hopehill road - it's an unattractive concrete square, is uninviting and hostile. I'd like to not see the same mistakes made at Clarendon place and at St George's place. This area is very hostile and the needs of those who do not contribute to a consultation need to be thought of - given that the respondents report substantial numbers of no ill health in an area of very high deprivation makes me think the consultation has not reached those who would benefit most for their input.

25. I live on the corner of Gladstone Street, St George's Cross, and St George's Road. I note that there is a proposal to put 3 trees on St George's Road right in front of our property. I would respectfully like to object to this proposal. This installation would block the lights from our flats. We have already had to have 2 trees removed from our property which were causing a problem with roots undermining the building and blocking the light. I have maintained a garden on the corner for the last 27 years to keep the neighbourhood looking

good. I would like to request that you remove the proposed 3 trees from your design or consider relocating them.

26. I massively appreciate the addition of a new crossing point outside Clarendon Place / St George's Place. I cross here almost every day and see multiple other people doing the same thing, and I think it is a much more intuitive place to cross than the current lights system. I am also a huge fan of closing Clarendon Place on St George's Road and opening instead on Maryhill Road - I'm not sure how useful/necessary a lay-by taxi rank is on this street but am not opposed to it strongly. I am really pleased with the addition of soft landscaping here. The raised carriageway access to the subway station also seems really well thought through, I think these designs really consider pedestrians and cyclists well - as someone who lives in Clarendon Place and crosses this road multiple times a day, and who also cycles 3-4 times a week, often down St George's Road. It really feels like it will make the road a lot safer and also more pleasant.

27. I think any improvement to help facilitate walking in this area is very important, and improvement for cycling is also important. There is an over-emphasis on motorised traffic which needs to be redressed

28. I think the areas need to be clearly marked and implemented I am scared to walk down the pavement the amount of electric delivery bikes that go about 20mph is terrifying someone is going to die, any changes to this area are welcomed also signs saying quiet residents as the tooting of horns outside with road rage is terrible

29. I would begin by saying that this is a really welcome development, and the design looks absolutely spectacular. Well done to all involved in developing it to this stage, and I hope that the excellent proposals contained within will be used to strongly influence other developments elsewhere in the City. I do have a few comments perhaps worth considering:

#### Section 1 - Charing Cross

Can consideration be given to amending the broken/staggered pedestrian crossing, and creating a two-stage signalled crossing in a straight line?

Further, I would suggest that there needs to be greater clarity for the route that cycles are supposed to take when joining the Woodlands Road advisory lane westbound to avoid potential conflict with pedestrian crossing. If the crossing is moved, perhaps this could be achieved by a separate cycle signal, or an advanced stop line (though they are largely disrespected by drivers).

Finally, the coherence of the proposal might be improved by making it clearer how cycles coming eastbound along Woodlands Road are able to join the segregated infrastructure, without crossing at the pedestrian crossings. Perhaps this could be achieved by widening the proposed egress point, to allow cycle traffic heading Eastbound towards the City Centre to join more seamlessly and create fewer hazards in traffic.

#### Section 2 (and others)

I strongly welcome that this is a segregated route. Grateful for clarity on how segregation is to be achieved. I hope that it will be the same, larger, horizontal kerbs providing a high degree of segregation as seen in the first phase of Connecting Woodside. If that is not to be the case, I would strongly urge the use of traffic wands in combination with some planters or greenery if at all possible.

#### Sections 3 &4 -

Recognising that there cannot be an ideal solution to this problem, I wonder if you might give further consideration to maintaining the cycle lane on the western side of St. George's Road and then crossing over at the Maryhill Road/Phoenix Road junction? The amount of lights would be the same, but it may reduce the potential number of conflicts between cyclists and pedestrians.

30. If Glenfarg Street is to be closed to vehicles, something will need to be put in place to ensure vehicles can enter Maryhill Road from either Clarendon Street or Windsor street- currently, due to vehicles parking on corners, it is very difficult to exit via these roads as it is sometimes impossible to see the traffic

31. If you make the cycle lane on the opposite side of road at 287 St George's Road that will be good

32. Incredibly unclear diagrams and explanations in this survey therefore very difficult to give informed feedback.

33. It is a fantastic scheme, great work by the team.

Please get it built as soon as you can.

One suggestion: a dropped kerb at the south end of Clarendon Street would be good for cyclists heading towards Maryhill Road from St George's Road/New City Road. This is the route I take, and I have always found the alternative, the right turn from St George's Place to Maryhill Road, to be quite scary/unsafe. Thank you

34. It's a shame a lot of the planting of trees and rain gardens has been removed over the years, especially at the side of the motorway. There was also once talk of sound barriers, but these seem to have quietly been removed.

Overall it will be an improvement and I will be glad to see it finished after years of consultations.

35. Look forward to using this improved route to access the city centre

36. Main Feedback (from a 25yo female):

- Road rage of drivers coning off the M8 off slip and George Road/Maryhill Road crossroad intersection.
- + lack of signalised crossing on the Great Western Road (GWR) on-slip presents a dangerous ped crossing, clear hinderance to active travel.
- perhaps in more detailed design you might address the drainage/flooding issue for pedestrians at the GWR on-slip. E.g., correcting level difference in the carriageway as it slopes towards the eastern footway or designing SuDS between the on slip and GWR.

The on slip to great western road is the main challenge for me or this route to work travelling from subway area to town. Cars will come speeding from behind me at the George Road/Maryhill Road crossroad intersection and make a right turn to the Great Western Road on-slip, they also come from the M8 off slip and go onto Great Western Road on-slip often at speed they almost never indicate, and toot at you! You could get whiplash checking before crossing! The current ped crossing across the GWR on-slip is deeply inadequate as there is no signalised/controlled crossing. It's approx. 8.5m wide and if you don't run across, it can be very difficult to safely cross.

Lastly for me - the issue of drainage. Glasgow is frequented by extremely heavy downpours of rain at times, and due to the grade of the carriageway at the eastern side footway, sometimes it can see all 8.5m of the carriageway flooded as the water pools here. I know there is green infrastructure here (which is overgrown) perhaps there can be a SuDS area here in place of the trees? The flash flooding extends (always) onto Georges Road/Maryhill Road Intersection, and you will often see pedestrians (travelling under the bridge) 'sprayed' by cars as they travel through the flooding at speed. I have been absolutely drenched before! At a high level, this isn't obvious, but these challenges present I think one of the biggest hurdles to get people walking and wheeling. Pedestrians' journeys are delayed significantly avoiding the 'puddle' stepping onto George Road carriageway to avoid being up to their ankles in it across the desire line.

I would particularly like to see what provision will be made for those with disability as I can't

imagine how this route can be used by these persons currently.  
To summarise: can't cross for cars + can't cross for puddles. = ped journey delay.

37. Making cycling safer for cyclists is admirable. There must be an acknowledgement somewhere that people moving around on foot have to be safe too. Across the westend this should mean no bikes on pavements, and policing and conviction of people driving motorised bikes on pedestrian walkways and pavements.

38. On Drawing 3 I am not sure who is affected by: "No left turn at the junction of Maryhill Road and St. George Road", I imagine this is for the vehicles coming from Maryhill Road or the vehicles coming from St. George Road (going from North to South).  
If vehicles cannot turn left, it should be an easy alternative for them.

39. Overall, good plans to help road safety for people cycling and more crossing for people walking too. Especially welcome protected lanes at Charing X but still more that could be done for link to Woodside Rd. Lanes near businesses/junctions should have bollard protection as well as kerb to avoid car parking issues. Some parts may have been better with 1-way lanes, but 2-way is mostly okay (much better than none at present). Remains to be seen if there are issues with side roads. Crossings look a bit complicated in places - diagonal one at library, W Princes St crossing lanes (and how link to existing path under underpass will work). Nice to have repair station but not sure about location for it.  
N Woodside Rd junction issue - southern part of crossroads (towards Braid Sq.): needs markings redrawn to follow curve of road. Currently, straight line across inside of curve means impaired view coming out north onto St George's Rd. Should also have sharper corners/build-outs to narrow bell mouth and encourage drivers to slow when turning.

40. Pedestrians first, cyclists second, cars last. Respect the importance of momentum for cyclists and remember that drivers only need to lightly touch a pedal to accelerate, whereas cyclists require effort. Designs should reflect this.

41. Please close St George's Place to car traffic and landscape it. It would connect to new landscaping nearby and make the area more accessible and pleasant to be in, especially with the M8 nearby.

Low level planting is good, but this should be installed in the ground, not in containers. The installation of trees or shrubs would be welcomed to reduce the impact of the Urban Heat Island Effect and mitigate rainfall during heavy storm or rain events. New low level planting should be considered as part of a SuDs system if there is pooling or puddling of water.

Thanks.

42. Properly protected cycle infrastructure with up-to-standard side turn design is always welcome, but can you look again at some of the details of the cycleway design?

- What's a 'cycle bollard'? Placing them in them in the middle of the bi-directional cycleway at the entrances from crossing will put an unnecessary obstacle in the way of riders who are having to negotiate turns and other riders (and quite possibly misplaced pedestrians as well).

- The drawings don't show any of the street furniture required by the signalised crossings. Cycling by Design (2021) requires 0.5m of clearance from 'vertical features' over 600mm (Table 3.4.6). Quite likely it will be decided that railings are needed as well. The best-intentioned infrastructure becomes unattractive to (especially) inexperienced cyclists when it requires them to wobble round obstacles in tight turns with other cycle traffic.

- The drawings don't define what the various kerb types are. Obviously, they need to be the kind that don't threaten to catch pedals. It doesn't seem to have been stated anywhere that this is a carriageway-level cycleway, which seems likeliest. Are the kerbs enough to keep drivers (and parkers) out?

- There are several sites showing 'SLOW' painted at the threshold of pedestrian crossings of the cycleway - if the warning is deemed necessary (and likely to be effective) it needs to be at the position where someone would stop pedalling or start braking.

- The arrangements for cycle traffic turning into and out of the cycleway at W Prince's St (for example) look over-complicated and (if I've interpreted the drawing correctly) force a near 90 degree on south/west-bound travellers leaving the cycleway. Cycle traffic can mesh much more flexibly than the four-wheeled kind but does need the space to do it.

- Do the angled bends in the cycleway round the parking/loading bay south of Woodside Library (for example) meet the Cycling by Design requirements for horizontal alignment (Table 3.5)?

- How does someone cycling from Great Western Road join the cycleway?

- It's good to see the cycleway changing from one side of the street to the other without 90deg turns being imposed - would be better if it were on the 'western' side from the start (better still if there were lanes on both sides of the street) but I guess the complications at Great Western Road are just too much.

- Is the cycle green at the Woodside Road/ Braid Road crossing going to allow all movements from all arms?

- Is the 'toucan crossing' north of the bus stop really for cycles as well as pedestrians? Where are they going? Or is it just a signalised pedestrian crossing?



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| <p>43. Q7 - I, as a pedestrian like it but notice that business on Glenfarg Street maybe adversely affected. Also, the tactile crossing slab at St George's Place and Road should also have paint (red) between them on the road</p>  |
| <p>44. Question 6 get rid of unnecessary crossing.</p> <p>Please take disabled cyclists using trikes and adapted bikes through the process, reach out to them and wheelsforwellbeing please don't forget about us our bikes are wider</p>   |
| <p>45. Re q7, it will be a disaster like North Woodside Road RE Q9, you can't maintain what has already been done in North Woodside Road and it is a waste of money</p>   |
| <p>46. Really looking forward to these changes at last - as soon as possible please!</p>  |
| <p>47. Reinstate &amp; enforce double yellow lines at the entrance to Gladstone Street. To discourage general parking, bin lorries parking and blocking views of pedestrians and vehicles. School signs and 20mph signs are insufficient to ensure the school route is safe</p> <p>Install fully raised kerbs or planting or something to block new city road being used by vehicles when it has not been an access point to St. George's Road for over 40 years.</p>   |
| <p>48. Removing the pedestrian island at the m8 slip road will risk pedestrians. Vehicles, bikes &amp; scooters do not obey the lights &amp; removing the island gives pedestrians no place of refuge.</p> <p>The pedestrian signals should have an audible warning &amp; the green/red man should be visible in the pedestrian line of sight not at your elbow &amp; silent</p> <p>The suggested paving gets greasy &amp; slippery very easy not to mention heels getting stuck in the grooves. Are the council going to refund £16 each time a pair of shoes need reheeled</p>  |
| <p>49. Several major impediments to cycling in this area will be improved by the proposed changes. The main suggestions I have for improving pedestrian and cycling access are:</p> <ol style="list-style-type: none"> <li>1. Adjust signal timings at the intersection of Maryhill Road &amp; St. George's Road; it can be a very long wait at that intersection for pedestrians.</li> <li>2. Provide protected pedestrian access to St. George's Cross subway station from Great Western Road. Currently the angle and speed of vehicular traffic passing through that area makes it difficult for pedestrians to judge whether it is safe to cross, as vehicles accelerate to cross the bridge over the M8. A below-grade access tunnel which connects from the North side of the road to the subway station would be better than the current arrangement.</li> <li>3. Re-allocate Street space away from parking to create a protected cycle path along Woodlands Road. This would improve cyclist safety, as well as pedestrian safety, by giving delivery riders a safe access route separates from the pavements.</li> </ol> |
| <p>50. Since you closed Kelvin Way, and began to butcher Byres Road, St. George's Road is one of only three remaining arteries to the West End/Yorkhill/Partick/Mitchell Library/Scottish Event Campus for those who travel by taxi (prohibitively expensive), bus (impractical and, at times, non-existent) or motor car (demonised and discriminated against). Further inhibitors to these modes of transport make accessing the West Glasgow Ambulatory Care Hospital, what few Banks and Building Societies remain, quality food shopping, distant Primary and</p>  |

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| <p>Secondary schools, Opticians and Dentists, and even sports facilities, almost impossible for those living to the North of Maryhill Road. Cyclists have their spaces. It's now time for responsible adults with real lives to be treated with respect and equality.</p>  |
| <p>51. SPT has welcomed the opportunity to discuss these proposals with GCC officers on a number of occasions and note that previous discussions are reflected in the current drawings.</p> <p>We have one remaining comment, specifically relating to the reposition of the Maryhill Rd s/b bus stop (stop no 6090830), which requires relocation to accommodate the reopening of Clarendon Place. We request that the area of high access kerbs is lengthened and the quality of the bus stop infrastructure at the stop is improved, with a new shelter and the provision of Real Time Passenger Information to improve the passenger experience at the stop.</p> <p>If you wish to discuss this further, please contact ***</p>                      |
| <p>52. Still find that planting of trees should be favoured to planter (pots). It might cost initially more but long-term maintenance cost of pots/planters (if you want them to enhance the landscape) is higher.</p> <p>Also, a missed opportunity to create an avenue stile (pedestrianised) along Clarendon Place; it's already a no through traffic and only a block long.</p>  |
| <p>53. Still insufficient emphasis on controlling motor traffic; crossings need to allow cyclists to cross with pedestrians</p>  |
| <p>54. Strongly in favour of all the improvements. However previous improvements on Garscube Rd and at North Woodside Rd have been poorly maintained, with cycle paths not swept regularly and planting absolutely filled with litter and weeds. It would be helpful if maintenance could be given proper consideration, and someone be tasked with overseeing that it is carried out. (I litter pick at least 5 black bags of rubbish from Garscube Rd on a weekly basis...)</p>  |
| <p>55. Thank you for improving cycling infrastructure.</p>   |
| <p>56. Thank you for taking into account our requests and for trying to make cycling safer in the city.</p>  |
| <p>57. The alignment of crossing for cyclist should be aligned better with new road and underline</p>  |
| <p>58. The changes to Charing Cross do not make a difference if the infrastructure for cycling, wheeling, walking remain the same elsewhere. Woodlands Road is a major deterrent to people cycling through this route as it accommodates 4 cars across at various points. A more significant change regarding Charing Cross is required - closing the M8 junction and redirecting car traffic from Woodlands would make cycling to and from the town and the West End much safer and more enjoyable.</p> <p>These proposed plans do not lift the barriers and deterrents to safe active travel in this part of the city - it appears no more than a sticking plaster on massive car-centric infrastructure that separates the city so devastatingly.</p> |

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| <p>The proposed changes to St Georges Road are reasonable and linking up with the existing cycle lanes on Garscube Road</p>  |
| <p>59. The City needs a wholistic plan for cycling. Too many cycle paths are just landscaping projects which end up not being used by cyclists as they end up being unsafe to use</p>  |
| <p>60. the comments on the drawings were not a reflection of what the questions were asking. I question whether you are trying to mislead people on this form. It remains a mistake to put a single large cycle lane on St George's Road. Among many other reasons including pedestrian safety, it will make parking more difficult in the area and make the other roads much busier. The design of the cycle paths takes far too much space. the design approach across Glasgow and in particular similar work close by has led to a huge increase in traffic. This whole approach is incorrect, and no cycle lane should be placed here. the existing cycle lanes should be ripped up and redesigned because clearly the design team have done an awful job. In any case you are pushing through faulty planning based on the yeses of 60 people last time against 30 nos' with the vast majority of people not responding. this is not very democratic. or appropriate. Furthermore, the pictures of an empty St George's Road are miles away from reality. when the motorway is shut for service all motorway traffic spills on to here. the idiot drivers that are not familiar with the area tend to use both lanes to travel on St George's Road toward Maryhill including taking up one of the oncoming lanes. this is highly dangerous and reducing the number of lanes will make serious accidents more likely. in the evening there are serious parking issues in the neighbourhood and introducing the cycle lane will make things much worse. this is a bad idea, and you are overlooking it because you have funding you need to spend. well, I say don't spend it doing this.</p> |
| <p>61. The natural stone used at Sauchiehall street is not safe for pedestrians. When frosty or icy it there is no grip to walk on, pavements are not gritted, and it is safer to walk on cycle lanes.</p> <p>The north street lane to St. George's Road should be remodelled to ensure cars can no longer turn down to go through to the m8 when they are in the wrong lane. One stage pedestrian access at that point will also give them more space to do so. Cameras at the junction to stop the continued running of red lights from woodlands road and the m8 access</p>   |
| <p>62. The proposals will cause more traffic chaos. The existing cycle lanes on Garscube Road are a joke and have turned one of the busiest roads in Glasgow into a perpetual queue of no doubt emission generating vehicles sitting with the engine</p>   |
| <p>63. The quality of public realm needs to be severely increased here. The area over the m8 should be green and lively. Green spaces and plant life should be maintained, and streetscapes looked after by rebuilding with sustainable and durable materials. Perhaps rain gardens or even a small park could much lift the areas up. Even colourful lighting that is modern and creates an atmosphere can bring life to this depressing connection between two areas of Glasgow. The m8 is sodden, dark and brutal to look at, in readily need of a drastic redevelopment. The upper roads connecting to the start of the golden z and west end should have a seamless, flowing and lively sense of identity to it. Fairer access to pedestrians and cyclists allowing people to go from one area to another without having to zigzag.</p>   |

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| <p>64. The removal of parking spaces along St George's Road will result in cars that park there (e.g., people using Puregym) having to park on Baliol, Carnarvon, Ashley and Grant Street.</p> <p>A significant number of spaces on these streets should be allocated as 'residents only' protecting spaces for those who live in the area and have no alternative to parking along these streets.</p>   |
| <p>65. The space is shared a little bit more equally with pedestrians and cyclists. Still crazy having a motorway through the centre of the city. Only traffic leaving the motorway should be allowed to mix with pedestrians. The rest should be underground or diverted to M74. Traffic lights should be pedestrian activated on demand.</p>   |
| <p>66. There needs to be bins beside areas where vegetation will be planted, otherwise people will through their rubbish into the bushes. They also tend to become place that people pee, so that's why I objected to those vegetation areas directly next to residential blocks. Raised Zebra crossings would also be better as this gives the pedestrian more priority.</p>  |
| <p>67. There seems to be many consultations for this work and it's taking years. Please build this and give us safe cycling</p>  |
| <p>68. There should be more parking spaces at St George's Road from 281 St George's Road to 297 St George's Road this will have high effect on the businesses that side most of customers are passing trade lack of parking will harm the businesses I will highly suggest to move the cycle lane to the other side of the road</p>  |
| <p>69. This looks so good, please build more across all of Glasgow as fast as possible</p>   |
| <p>70. waste of money</p>  |
| <p>71. While separating the pedestrian and cycle crossing at Woodside Library is perhaps less bad than the previous design which required cyclists to negotiate 2 right-angle bends, I still don't see the point (though now it introduces 2 separate sequences which delays all road users - pedestrians, cyclist and drivers) for longer). It's still a poor design which fails to understand the importance of momentum to cyclists.</p> <p>Why not keep the cycle lane on the North side of Woodland Rd until the junction with Maryhill Rd so that cyclists only stop once (at the junction) and then cross the junction diagonally to continue Westwards along the South side of St George's Rd.</p> <p>Why the insistence on making cyclists stop twice - once at the junction and once at the pedestrian cycle crossing?</p> <p>Good design should minimise the number of times cyclists and/or pedestrians have to wait at a traffic light - especially at a crossing with a beg button. The whole point of riding a bike is to maintain momentum - a pointless signalised crossing with a beg button which guarantees every cyclist using the route will have to stop and wait is very poor design which is likely to be ignored by most cyclists.</p> <p>If you don't believe me, go and have a look at the junction of Elderslie St &amp; St Vincent St. It has a similar unnecessary crossing for cyclists on Elderslie St between Dover St &amp; Dorset St. Southbound cyclists ignore the toucan crossing, instead crossing traffic without the aid of the lights at the crossing. Northbound cyclists who know the route, cross the junction of Elderslie St/St Vincent St diagonally on continue Northwards on the road ignoring the cycle lane on the East side of Elderslie St.</p> |

Please do not repeat this design error because the outcome is inevitable - Eastbound cyclists on St George's Road will ignore your poor design and make their own way on the road after the junction with Maryhill Rd. Westbound cyclists will ignore the beg buttons and red lights, instead crossing the road when they see a gap in traffic.

72. Will create more noises and pollution as traffic would have to wait longer.  
It is surprising that council has a LEZ, but pollution levels are increasing in residential areas.

73. Would be nice to have more tree coverage, instead of just low-level planting.  
Some trees/planters at the entrances to side roads where the pavement has been extended.  
Still looks difficult to get from the cycle lane to the side roads such as Carnarvon Street.  
The gap to enter/exit the cycle lane seems narrow.

## Appendix E. Supplementary Information on Glasgow's Strategic Plans

### A Public Conversation on Transport in Glasgow 2020

GCC held a 6-week **Public Consultation** on Glasgow's transport future from 21 September to 30 October 2020. The purpose of the engagement was to ask Glasgow residents key questions about Glasgow's transport future which would inform future transport and strategies.

For more information visit the [Public Conversation](https://glasgow.gov.uk/index.aspx?articleid=26106) page of our website at <https://glasgow.gov.uk/index.aspx?articleid=26106>.

### Climate Plan

The City acknowledged the stark warning provided by the Intergovernmental Panel on Climate Change, declaring a climate and ecological emergency in 2019.

Glasgow's Climate Plan key target for the City to become Net Zero Carbon by 2030. Glasgow is leading the way in working towards the Scottish Government target of achieving Net Zero as a nation by 2045.

This project is helping to achieve that target through the following actions:

- Action 51 - Deliver a comprehensive active travel network, incorporating the spaces for people measures (following consultation) and enabling 20-minute neighbourhoods through the Liveable Neighbourhood plan.

- Action 56 – Reduce the need to own and use a car through measures in the City Development Plan, Glasgow Transport Strategy and Liveable Neighbourhoods programme.

For more information visit the [Climate Plan](https://www.glasgow.gov.uk/27573) page of our website at <https://www.glasgow.gov.uk/27573>.

## **Glasgow's Strategic Plan**

Following the Public Conversation, GCC developed the City's overarching **Strategic Plan 2022 to 2027** which outlines the missions that cover ambitious aims including improving the health and wellbeing of local communities, delivering sustainable transport, becoming a net zero carbon city by 2030, creating safe, clean, and thriving neighbourhoods.

For more information visit the [Strategic Plan](https://www.glasgow.gov.uk/strategicplan) page of our website at <https://www.glasgow.gov.uk/strategicplan>.

This project aligns with the following Grand Challenges from the overarching Strategic Plan:

- Grand Challenge 3, Mission 1: Deliver sustainable transport and travel aligned with the city region – Deliver the city's Active Travel Strategy, working towards delivery of a comprehensive City Network of active travel infrastructure to support modal shift.
- Grand Challenge 4, Mission 1: Create safe, clean and thriving neighbourhoods - Develop, secure funding for and implement local infrastructure changes in line with a Liveable Neighbourhoods approach for every single community by 2030 so that our local

streets are safe and pleasant for everyone to walk, wheel, cycle, play and spend time in.

## **Glasgow's Transport Strategy 2022 – 2030**

Glasgow's Transport Strategy provides a framework for investment and decision-making on transport issues up to 2030. Part 1 of the Glasgow Transport Strategy is a Policy Framework. This sets out transport policies and related actions, and will influence and direct decision-making up to 2030.

For more information visit the [Transport Strategy](https://glasgow.gov.uk/index.aspx?articleid=25934) page of our website at <https://glasgow.gov.uk/index.aspx?articleid=25934>.

## **Active Travel Strategy 2022 – 2031**

The Active Travel Strategy aims to achieve significant modal shift across the city to walking, wheeling and cycling. This will ensure that walking, wheeling and cycling is the first and natural choice for everyday journeys, for people of all ages and ability, to travel locally to schools, to shops, to work, or to the city centre.

The strategy is framed by three policy and action areas:

- **Connectivity: people and place:** rebalancing our streets and spaces - with a focus on networks and infrastructure in our street environments.
- **Unlocking Change:** enabling everyone to walk, wheel or cycle - focussing on training and education and working collaboratively.



- Thinking Differently: encouraging, motivating and sustaining change - focussing on communication and promotion and inspiring people through larger events and other activities.

In addition, the strategy supports Transport Scotland's Strategic Transport Projects Review 2 (STPR2) with a focus on several recommendations to improve active travel infrastructure and influence travel choices and behaviour.

This project supports all aspects of the Active Travel Strategy.

For more information visit the [Active Travel](https://glasgow.gov.uk/index.aspx?articleid=27582) page of our website at <https://glasgow.gov.uk/index.aspx?articleid=27582>.

## **Delivery Plan for the City Network**

The Active Travel Strategy set out the concept of a City Network, which will provide an accessible, safe, coherent and direct active travel network across Glasgow. To be delivered by 2030, the City Network will connect key amenities and drivers of travel such as education, business, retail and culture.

The Interim Delivery Plan for the City Network sets out how the City Network will be designed and rapidly delivered over a 10 year period.

The Final Delivery Plan for the City Network sets out the phasing of key sectors of the network.

The development of the more informal Neighbourhood Network will focus on improvements for walking and wheeling to enable easy everyday active journeys within neighbourhoods, and to make easy connections to the City Network and public transport networks.

The City Network and Neighbourhood Network will be co-created as part of the Glasgow's Liveable Neighbourhoods programme at a multi-neighbourhood level. This project is an example of collaboration between the two networks.

For more information visit the [Active Travel](https://glasgow.gov.uk/index.aspx?articleid=27582) page of our website at <https://glasgow.gov.uk/index.aspx?articleid=27582>.

### **Glasgow Road Safety Plan**

Glasgow's Road Safety Plan 2020 – 2023 has a target of 'Vision Zero' where no-one is killed or seriously injured on our roads, streets, cycle ways and footpaths. This project will improve pedestrian and cycle user safety through wider footways, more controlled crossing points, segregated cycle infrastructure and protected junctions.

For more information visit the [Road Safety](https://glasgow.gov.uk/index.aspx?articleid=16630) page of our website at <https://glasgow.gov.uk/index.aspx?articleid=16630>.

### **Cycling and Urban Sports Strategy 2023**

The new Cycling and Urban Sports Strategy, working in tandem with the Active Travel Strategy and the Liveable Neighbourhoods programme, is uniquely innovative in its inclusion of wheeled urban sports.

With ever-increasing numbers of people participating, this helps to embed and normalise these activities for everyone across the city.

The vision is to create a vibrant city where cycling and wheeled urban sports are accessible, inclusive, safe and attractive to all.

For more information visit the [Cycling and Urban Sports](https://storymaps.arcgis.com/stories/7f5ad7f6ec5e412191ea50fbb6cf9051) StoryMap at <https://storymaps.arcgis.com/stories/7f5ad7f6ec5e412191ea50fbb6cf9051>.

## **City Centre Transport Plan 2022 – 2030**

The City Centre Transport Plan provides a clear framework for transport decision-making in Glasgow City Centre. The plan will help to deliver transformational change to transport within the centre and ensure the city makes a full contribution to our Climate Change commitments and the transition to net zero carbon.

For more information visit the [City Centre Transport Plan](https://glasgow.gov.uk/index.aspx?articleid=27557) page of our website at <https://glasgow.gov.uk/index.aspx?articleid=27557>.

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