



Connecting Woodside

Phase 2 – St. George's Rd (North) West Princes Street

Online and Public Consultation drop-in event
12 August 2019 to 13 September 2019







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1.0 Introduction

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

- Cycle segregation on Charing Cross and St. George's Road.
- A quietway and placemaking on West Princes Street
- Feedback from previous consultation.

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

1.1 Project background and previous events

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

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

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



'Connecting Woodside' is considered as having four main elements:

- **Place** - Enhancing the road environment is vital to making this area a lucrative place to visit and attractive to pass through.
- **Segregated cycle tracks** - Safe, dedicated cycle tracks, more attractive pedestrian space and excellent public transport connections.
- **Permeability and Connectivity** - for Woodlands area
- **Outreach work** - At least 5% of the project budget will be allocated for outreach activities aimed at encouraging active and sustainable travel, working closely with partners and community organisations.

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

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

- Schools engagement event – (19th September 2019)
- Schools engagement event – (3rd September 2019)
- Woodlands Community Meals (19th August 2019)
- St George's Road (North) Consultation event (27 August 2019)
- West Princes Street Consultation event (15 August 2019)
- Scottish Canals Festival (20th July 2019)
- QCHA Open Day Event Day 1 (23 May 2019)
- QCHA Open Day Event Day 2 (9 May 2019)
- Woodlands and Parks Community Council meeting (8th May 2019)
- St George's Road (South) Consultation event (19 February 2019)
- North Woodside Road Quietway Consultation event (11 February 2019)
- Online and drop-in consultation (04 February – 03 March 2019)
- MSP Winter Surgery (07 December 2018)
- Woodside Community Council Meeting - Presentation (3rd December 2018)
- City Deal Avenues and Underline Consultation (16th November 2018)
- Scottish Canals Festival (25th July 2018)



- Queens Cross Housing Gala Day (18th July 2018)
- Phase 1 consultation - Garscube Rd (26th June 2018)
- Braeside Street Play (8th June 2018)
- Queens Cross Housing Association (QCHA) minorities outreach event (21st May 2018)
- Project Launch at St. Joseph's Primary (27th April 2018)
- Hillhead Area partnership presentation (20th April 2018)
- QCHA Tenant open day (19th April 2018)
- Making Places consultation (11th April 2018)
- Focus Groups (December 2017 to January 2018)
- Online and drop in consultation (23rd June 2017 to July)
- A Pupil and Parent based consultation (20th June 2017)
- Stakeholder event (6th June 2017)
- Claypits Community Consultation (June 2017)
- Presentation of the scheme to Woodside Community Council (June 2017)
- Stakeholder Engagement Workshop (June 2016)
- Woodside – Firhill – Hamiltonhill Charrette (March 2016)



2.0 Consultation Event

2.1 Introduction

Public drop in sessions were hosted at Woodlands Workspace and Woodside Library from 15:00 to 19:00 on Thursday 15 August 2019 and Tuesday 27th August 2019 respectively. The events were advertised by:

- An area wide leaflet based consultation hand delivered to each of 5514 addresses within the project area (residential and business)
- Social Media
- Emails and news sent out to a mailing list
- Emails sent to our project partners and onto their mailing lists
- Posters in 2 public locations (Library, Woodlands workspace)

Consultation



Neighbourhoods and Sustainability
231 George Street
Glasgow
G1 1RX
PHONE 0141 287 9171
EMAIL sustainabletransport@glasgow.gov.uk
WEBSITE www.glasgow.gov.uk/cycling



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

ONLINE CONSULTATION 12 August to 13 September 2019

This consultation will focus West Prince's Street Quietway and St George's Road (north of St George's Place).

COMMENT AT: www.glasgow.gov.uk/connectingwoodside

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

Thursday 15 August 3.00pm - 7pm
at **Woodlands Workspace**,
66 Ashley Street, Glasgow, G3 6HW
focus on West Princes Street Quietway

Tuesday 27 August 3.00pm - 7pm
at **Woodside Library**,
St. George's Road, G3 6JQ focus on
St. George's Road (north of St George's Place)

More information on active and sustainable travel available at:
www.smartertravelgla.co.uk and www.sustrans.org.uk



The main purpose of the events were to:

- Inform the community of the preliminary designs for the St George’s Road (north) and West Princes Street quietway sections of the project
- Seek feedback on different design options.
- To display feedback from previous consultation

The venues were selected based on their location within close proximity to the proposed scheme and used in previous consultations.

During the 4 hours, 55 people attended the Woodlands Workspace event and 58 people attended the Woodside Library event, who all had the opportunity to provide written comments on the proposals and have discussions with the project team. At both events, there was a table outside to attract people on the streets.

There was also a partnership with the "Avenues" programme who had a stall to discuss the 'Underline' with public.

It is estimated that the majority of those who attended were local residents and/or cyclists who currently utilise the routes and had clear views and suggestions to offer. There was one trader we were aware of in attendance.

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

	<i>Overall for 2018/19</i>	<i>For this consultation period</i>
<i>Visitors</i>	1857	749
<i>Online Comments</i>	567	77
<i>Agreements</i>	1751	175



2.2 Event Details

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

Nine consultation boards were available for the public to view, including background information on the project and the preliminary designs for St George's Road (North) and West Princes Street, along with feedback on the previous consultations. GCC and Sustrans officers were on hand to answer questions from those attending. At both events, staff were outside talking to people on the street and inviting them inside. At the West Princes Street event, chalk on the road was used to indicate where build outs could be and Sustrans' street kit was used at the corner of Queen's Crescent to encourage people to stop and be curious. A local walking audit was offered but did not generate much interest. At the St George's Road event, the Underline project team had an outside presence along with Connecting Woodside officers.

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



3.0 Consultation Feedback

All the comments received at the consultations are shown in Appendix A, and all comments on the relevant areas received through the Commonplace website are shown in Appendix B. It should be noted that there is likely duplication between the 2 sources, with respondents leaving the same feedback at the consultation event as on the Commonplace website. Comments from the West Princes Street survey are detailed in Appendix C. There was also a meeting with the Woodlands Community Meals on Monday 19th August 2019 which is detailed in Appendix D.

Due to data protection legislation we do not hold information that would enable us to identify who leaves comments, beyond a basic demographic breakdown. While most comments were about Phase 2 we had a number of comments about other areas of the project. These comments will still be taken on board for the future phases of the relevant sections of the project. The designs were generally well received with feedback received on a number of issues and these are discussed below in further detail.

3.1 St. George's Road (North)

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

- Crossing points from North Woodside Road and St George's Road seem to be addressed.
- Bike storage in the area for the residents would be a great idea.
- Spacing bike racks more appropriately
- Better lighting means road users feel safer.
- Better draining especially at Gladstone Street.

3.1.1 St George's Road (General)

- Care taken to cross, more awareness of crossing the lanes - dangerous fast cyclists
- Cyclists only – awareness
- Too many Pot holes
- Big vans – Roads needs to be widened



- Lots of traffic and difficult to cross
- Sauchiehall Street bikes going too fast, crossing over

3.2 West Princes Street Quietway

Below are the main topics that arose from consultation on the West Princes Street quietway. This section has general support from respondents. The main comments here were for more green areas and contraflow cycling on the one ways sections. Some key comments were:

- Seating areas - great idea! Will be well used by residents
- Big deterrent to road users is the amount of rubbish along West Princes St (and St George's Cross area)
- Need plenty of bike racks preferably with a pump and/or tools

3.2.1 West Princes Street (General)

- Somewhere for bins as plants are collecting rubbish
- More greenery – more trees
- Better connectivity to surrounding areas
- Secure Bike storage in the area for the residents would be a great idea.

3.2.2 West Princes Street Fire Path

There were comments of people using the fire path at night and there is a constant use by vans. Many residents commented on the need for a well design fire path fit for purpose.

3.2.3 Ashley Street

There were comments about the speed of vehicles on Ashley Street especially at junction with Grant Street. There was generally a preference for some buildouts and raised tables to slow down the traffic. Desire lines to Sainsbury's needs to be considered as it is a local shop. There were some comments about Millennium Park on Ashley Street. There is the need to replace the current benches. The hard block seating has dangerously sharp corners and it is not good to sit on for any period of time. Another comment was to close the street and extend the park to reduce permeability for cars and also to prune the trees around the Park.



3.3 St George's Road (South) update feedback

Detailed designs for St George's Road (South) were presented at Phase 2 consultations with comments generally being positive. Following on from the phase 2 consultation, a fully segregated cycle lane will be constructed on the east carriageway of St George's Road (South). There will be a connection to "the Underline" a new and improved connection to the city centre and a more pleasant space at St George's Cross.

Dedicated cycle crossing from St George's Road into West Princes Street Quietway. Cyclists enter West Princes Street on the road, an exit via a physically separated bike path.

3.4 Charing Cross update feedback

This section is not part of the Connecting Woodside Project, but comments will be passed on to the GCC City Deal Team who are looking to make changes to the junction in the future.

There will be a two-way, physically separated cycle lane 3 metres wide, with 50cm of physical buffer, on the southern side of the road. This is being done to encourage more people to cycle by providing a safe route.

3.5 Garscube Road update feedback

Detailed designs for Garscube Road were presented at Phase 2 consultations with comments generally being positive

There is a significant junction remodel (Possil Junction) to prioritise people walking and cycling and new public spaces with greenery & places to sit at junction with Possil Road.

As per comments from previous events there will be a new signalised crossing at the Royal Conservatoire of Scotland, with the inclusion of bus stop by-passes.



4.0 Stakeholder Comments

It is noted that previous information gained from consultation is still valid and will be available in the previous consultation report. Full comments can be found on Appendix E. These are comments that were sent directly to Glasgow City Council at the consultation events.



5.0 Consultation: Going Forward

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

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



6.0 Appendices

6.1 Appendix A – Consultation Feedback

Public Consultation Comments Connecting Woodside Consultation
West Princes Street - Woodlands Workspace 15th August 2019

Ashley Street	<ul style="list-style-type: none"> • Regulate space at petrol station. Improve pedestrian space • People who run the food wagon (Seitans Lot) mentioned that they are investing in planting and pots to brighten the place up a little. • Glasgow Council for the Voluntary Sector building Ashley Street. Attic Floor not used at the moment • Desire line to Sainsbury's needs to be considered as this is the local shop for most people in the area - crossing points and build outs should align with desire lines • Cars go too fast round the corners at Ashley Street • Bad sight lines. No priority of movement from Ashley Street junction to Grant Street • Wooden boarding is uneven and has caused numerous trip-ups from people at the Old People's Home opposite at the Millennium Park • Paths with sensible incline and growing spaces • Cars travel quickly through junction with Grant Street. Traffic calming measures needed, especially with park adjacent.
Charing Cross/St George's Road	<ul style="list-style-type: none"> • Trees/shrubs are attractive but litter collects among them more easily than on flat grass. Use green fences to absorb CO₂ from M8
Great Western Road	<ul style="list-style-type: none"> • Too much traffic to be able to cycle to school
Queen's Crescent	<ul style="list-style-type: none"> • Plastic bags. Bins outside the doctors surgery on a daily basis • Strong pedestrian flow to the subway. Improvements for pedestrian
Sauchiehall Street/St George's Road	<ul style="list-style-type: none"> • Sauchiehall Street cycleway should continue across 2x lights along North Street into Woodlands and into park!
St George's Road end of West Princes Street	<ul style="list-style-type: none"> • Rubbish is a big problem here, needs a solution. Talk to people as well as design • Cyclists shouldn't be on the pavement here • New Development - consideration of that on parking
St George's Road/M8 off-ramp	<ul style="list-style-type: none"> • Straighten crossings over M8 off ramp and narrow/tighten corners all over.
St George's Road/West Princes Street	<ul style="list-style-type: none"> • Crossings on desire line doesn't need zebra
St George's Road/Great Western Road on-ramp	<ul style="list-style-type: none"> • Pelican crossing over Great Western Road entrance. Cycle lane up Great Western Road on ramp
West Princes Street/Kelvinbridge Subway	<ul style="list-style-type: none"> • Cycle lane should go up Maryhill Road



	<ul style="list-style-type: none"> • Route through SPT Subway car park from bridge to West Princes Street diagonally • Drop kerbs along Great Western Road blocked road ends for access for bikes
West Princes Street/West End Park Street	<ul style="list-style-type: none"> • Something to slow bikes down for people/pets crossing. Education/signage. Raising crossing points
West Princes Street/Woodlands Drive	<ul style="list-style-type: none"> • Planting/planters- new spaces • Seating areas - great idea! Will be well used by residents. • Need plenty of bike racks preferably with a pump and/or tools
West Princes Street/St George's Road	<ul style="list-style-type: none"> • Big deterrent to walkers'/cyclists is the amount of rubbish along West Princes St (and St George's Cross area) • New pavement is very slippery when it's icy here.
West Princes Street	<ul style="list-style-type: none"> • Takeaway parking on West Princes Street - Charing cross side so no cycling on pavement and enough room for contra-flow • Low level natural planting would be much better • The plants are good - planters are ugly • Create rain gardens and retain spaces on the street that are same size as planters so "greenery" and flowers in street view • Herbs + fruit bushes apple trees • Long term roots may damage pavement surface • Keep planters don't plant in ground. Talk to the residents on the streets. Use a community council. Watering of plants • Build outs at junctions - good! • Loved the street kit (the bright colours, the seating and the planting) and asked if this sort of thing could be permanent • Diagonal parking makes it difficult to see approaching cyclists when backing out • Pavements are uneven and damaged, not good for walking on especially in winter. Number of people on mobility scooters just use the road instead.
West Princes Street Fire Path	At night, some drivers use this stretch to show off their cars. Very high speeds and sometimes ignore the Fire Path.
West Princes Street at Dunearn Street	It would be nice to have some planting and additional greenery on this stretch of West Princes Street, as this is a long stretch of the street and feels quite built-up since the student accommodation was built, it feels dark.
Woodlands Road/West End Park Street	Appreciated that this wasn't part of the event focus, but wanted to let us know that a lot of people use this route to get to Uni or the park. The junction with Woodlands is bad for those on foot or bike.
Woodlands Drive	<ul style="list-style-type: none"> • Short stay spaces for shops - 15 mins. Nib build outs for pedestrians. • More attractive for commercial properties.



<p>What do you like about these ideas for West Princes Street?</p>	<ul style="list-style-type: none"> • Safe and very secure bike parking. I'd use my bike more often if it's not in my top floor flat • Designated pedestrian crossing areas • More space for cyclists and pedestrians to co-exist • Secure bike parking • Use of dead space for more growing spaces! Need to properly look at these spaces • Great to priorities people on foot and wheels with footway level crossings and squared-off corners at junctions so drivers have to slow down when turning • Greenery, trees, community garden!
<p>What don't you like about West Princes Street now?</p>	<ul style="list-style-type: none"> • Rubbish dumping • Noisy cars, exhausts firing off. People who dump rubbish • Rubbish overflowing bins • Crossing of Woodlands - West End Park St, New City Road junction very busy, Planters maintenance • Rubbish / overflowing bins. Should be better dedicated recycling areas - not on pavements – eyesore • People who empty their rubbish from their cars onto the street • The back lanes are always messy & an eyesore. People from elsewhere dump at end of streets. Need to have dedicated bulk pick up days and larger fines for people flouting the laws • Landlords who empty flats (don't use skips) onto the street • Decking uneven and slippery. Seating hard and cold. • Too much rubbish and fly tipping • Fire path (major issues) 1 bollard not enough • Green 'crater' underused (Millennium Park) - fill in and make more used • Road crossing safety for kids is not good - hard to see past cars • Speed of traffic especially down West Princes Street • Cyclists going too fast on pavements • Ongoing issues with rubbish and fly tipping - especially at the St George's Road end of West Princes Street • Grant Street - people don't follow one-way. Speeds along - when doing wrong way. At St George's end of street - double yellow or signs saying you can't park here
<p>What don't you like about these ideas for West Princes Street?</p>	<ul style="list-style-type: none"> • less Parking spaces - 1 less space won't make much difference, we need a proper cycle lane • Cars should be lowest priority - we need safer streets with less cars • Need improvement to bus system and integrated information - to reduce cars



	<ul style="list-style-type: none"> • How to stop people parking on the extended pavement areas created by extended squared off corners at side turns? • Speed reduction - especially evenings. Permit parking limits – number per household - cost increases. Reduce car parking. • Secure bike storage unit. Apple trees to replace lost trees - useful - community. Prioritise pedestrian and bikes at St George’s Road • Pedestrianise West Princes Street • Concerned about the developing practice of concentrating decent cycling provision in isolated islands, instead of a city-wide approach enabling cycling from anywhere to anywhere (need filtered permeability and good crossings) • Need to commit fully to pedestrianise priority at side road crossings by keeping materials and level constant across side roads • Arlington Street needs a bin!
<p>General comments</p>	<ul style="list-style-type: none"> • Link to naming of back lanes organised by Woodlands and Park Community Council • Concrete in this area slippery when wet. Decking still very slippery • Ashley Street big trees to border neighbourhood in blocked off sections • West End Park Street - planter damaged crash - shared space issue • Park Road - filtered turn on Great Western Road • Painting the cycle paths • Somewhere for bins, planting collecting rubbish, maybe paint planters, trees in the street • Bike pumps at Glasgow Uni • Idling cars • Outdoor gym at Barrington Drive • Impact on Kelvin Walkway if more cycling space • Charing Cross Housing Association - need bike shelters out the back. Locked ones would be even better. Let’s use car parking spaces for secure bike parking. • Filter light for cyclists to turn right into Park Road. • Something to indicate to cars about cyclist contraflow in Woodlands • No connections to Hillhead from quietways • Area around Belmont Street is good for cycling but doesn't have good connectivity. this area would link into Byres Road <p>Local resident and cyclist.</p> <ul style="list-style-type: none"> • This is an exciting and innovative project and I look forward to its implementation, however long term maintenance is key to sustaining interest and usage although if it takes off should maintain pressure to maintain the investment



	<ul style="list-style-type: none"> • Could secure cycle storage be provided at Kelvinbridge and St George's underground • On Woodlands Road bus platform / nibs should be created e.g. as at the Dram Pub. It would put public transport first - not the car. • In longer term GCC should phase out residents parking on West Princes Street.
Event feedback sheet	<p>GREAT! What did you like about it? Consulting with people in their area</p>
Event feedback sheet	<p>OK - room for improvement. What did you like about it? Better cycling and walking routes</p> <p>What could we change for next time? Less parking bays on West Princes St from St George's Road to Ashley Street</p>
Event feedback sheet	<p>OK - room for improvement. What did you like about it? Need for traffic survey at the fire path at Ashley Street / West Princes Street. Constant use by vans. Face to face discussion with tenement households overlooking and GoBike</p> <p>What could we change for next time? Concrete planters bought by the community - speak to Woodlands and Park Community Council</p>
Event feedback sheet	<p>GREAT! What did you like about it? Talking to staff</p> <p>What could we change for next time? Nothing</p>



Public Consultation Comments Connecting Woodside Consultation

St George's Road (North) Woodside Library 27th August 2019

Location of Comment	Comment
Charing Cross/St George's Road	<ul style="list-style-type: none"> Trees/shrubs are attractive but litter collects among them more easily than on flat grass Use green fences to absorb CO₂ from M8 and Public transport links from Woodside to Anderston/SECC Emergency Services could use cycle lane in emergencies Look at traffic lights on the M8 U-turn section
Firhill Rd	<ul style="list-style-type: none"> Pedestrian crossing on Firhill Road
Garscube Road	<ul style="list-style-type: none"> No proper consultation meeting for the elderly
Gladstone Street	<ul style="list-style-type: none"> Drains at Gladstone Street when junction is raised. This can affect the properties at 39 Gladstone Street (worst side)
Maryhill Junction	<ul style="list-style-type: none"> Important to make safer so can go to shops
North Woodside Road	Retain a crossing for the nursery. The "pinching" of St George's Road is welcomed
North Woodside Rd junction with St George's Road – South east side	<ul style="list-style-type: none"> This side of the junction needs to be built out for cyclists heading from the City Centre to North Woodside Road. Because of the "elbow" in St George's Road it is hard for cyclists to see cars coming from the north and for drivers to see emerging cyclists
North Woodside Road - Proposed crossing at St George's Road in the Fields	<ul style="list-style-type: none"> I welcome the crossing here and the "pinching". This gives good access to St Joseph's Primary School They address the crossing of North Woodside junction and crossing at St George's in the Fields
Possil Junction	<ul style="list-style-type: none"> Footrest barrier for bikes at Possil Road
Raglan Street	<ul style="list-style-type: none"> Better lighting for safety reasons
St George's Road in general	<ul style="list-style-type: none"> Lots of traffic and difficult to cross. Sauchiehall Street bikes going too fast, crossing over. Care taken to cross, more awareness of crossing the lanes. Cyclists only – awareness Too many potholes. Big vans – widen the road
St George's Rd and Garscube Rd	<ul style="list-style-type: none"> Speed camera needed on St George's Road and Garscube Road
St George's Road/Great Western Road on-ramp	<ul style="list-style-type: none"> Pelican crossing over Great Western Road entrance. Cycle lane up Great Western Road on ramp
St George's Road - North Woodside Road junction	<ul style="list-style-type: none"> Phasing of lights to link together to help bikes
General	<ul style="list-style-type: none"> Better spacing of bike racks Bike storage for the residents "Underline" the sooner the better- get people off the flyover from St George's Cross to West Graham Street - Nightmare.
Woodside Nursery School	<ul style="list-style-type: none"> Love them especially outside Woodside Nursery School. Thank you Connecting Woodside.



West Princes St- Woodlands Workspace, 15th August 2019



St George's Road (North) - Woodside Library 27th August 2019



6.2 Appendix B – Commonplace Feedback

West Princes Street Available to View comments at www.glasgow.gov.uk/connectingwoodside

Extension of the project area to include the entire length of West Prince's St
West Prince's St has been part of the Colleges' Cycle Route for decades, and is a useful quiet route. However, because of the lack of consultation when the controlled parking zone was established (I support the CPZ) the original cycle lanes were converted to parking spaces. One way systems were introduced but there were no signs indicating that cyclists could travel contraflow. The most easterly section moved cyclists on to the footways

Move or remove large tree planters
where they are right next to access for cyclists. This is a problem at several points on W Princes St - it's safer to cycle on the road between the "No Entry" signs than to disappear out of sight of oncoming drivers only to emerge suddenly in front of them a couple of seconds later.
Poor road surface where the lane crosses the pavement to the lights on Park Road - and the lowered kerb there is usually blocked by inconsiderate parking.

Cycling here can be hazardous because of traffic not stopping at junctions or traffic making U-turns. Prohibiting parking close to junctions to improve visibility and something to slow traffic approach such as ramps at junctions.
Cycle route at St. Georges Road end of West Princes Street is unmarked shared path which is often cluttered. Eye-level signage and at least white line segregation would be useful. More effort to keep path clear of rubbish

Flower tubs & railing planter boxes.
Really like the flowers & plants along this street, makes the area feel welcoming & shows that the local residents care about the area.

Introduction of speed cameras and actually prosecuting transgressors of the 20mph speed limit. Not sure if there's sleeping policemen on the roads feeding W Princes Street, but if not, introducing speed-regulating humps might help. Cars approaching from the south travelling towards W Princes St. sometimes come up too fast for a cyclist travelling in an East-west direction on W Princes St. I couldn't say for sure if they are exceeding the 20mph speed limit for cars, but I have been made to feel like they wouldn't see me in time/stop in time

Road one way system
Unclear that this is a cycle route - need designated lanes. Could be joined on to the other side of West Princes St cycle way for a route into Sauchiehall St from the Kelvin cycle way.

Road quality on West Princes and Park Road junction
The quality of the road from west prince's street to Park road is very poor. Either have signs telling cyclists to dismount or improve the paving on the sides of the road, since this leads to a cycle crossing.

Road one way system
Unclear that this is a cycle route - need designated lanes. Could be joined on to the other side of West Princes St cycle way for a route into Sauchiehall St from the Kelvin cycle way.

A plaque and wayfinders for tourists to recognise the home of Postcard Records

The cycle access to the traffic lights is poorly thought out
When cycling to the end of the street parked cars block access to the crossing, and waiting at the lights with bike blocks the narrow pavement for pedestrians. It's not even clear it's a bike crossing or where it leads to the west.
There is a lot of available space for a better solution here, a wider crossing, off a wider pavement with direct access from the end of the road.

Replace the broken pavements, resurface the road and plant trees (not in planters) the whole length of the street.
The little cycle way traffic islands are silly, cars park directly behind them so cyclists can't use them, it's just more clutter.

The cycle route along West Prince's Street that goes against car traffic in the one way section is quite confusing.
I really appreciate the cycle route along this road, but found the signposting quite confusing. I wasn't sure if I should have been on the road going against cars or not. (I appreciate it is quite a quiet road so there aren't many cars anyway) Make the route clearer for cyclists.

Scope for creating a high quality cycle corridor along West Princes Street instead of Woodlands Road where it could worsen congestion.

Contraflow cycle lane on West Princes Street is hidden behind street furniture, parked vans and parked cars. It must be improved by either a city-wide policy of contraflow cycling on one-way streets, as per Cycling by Design, with clear signage, so that all road users are aware of this policy, or by management and enforcement of parking and refreshment/upgrading of the signage to ensure that it is available for use.

The 'fire engines only' through way
This spot is a mess with an ugly big recycling bin permanently in the road which gets in the way of bikes. I can't see a good reason why it is there. Also the cycle ways that go round the speed bumps are in a terrible state and so badly designed. They are way too narrow. This whole spot is badly in need of a rethink

This road could be really enhanced as a cycle route due to the very length and end points of the road. However old street furniture badly designed non cycle friendly design for fire routes makes it more hassle than it's worth to cycle along. It could be transformed with some thought into how cycling is accommodated whilst maintaining the restrictions on cars but allowing fire engine access

Any enclosed bike shelters should have green roofs.
Street trees proposed do not appear to be used to manage surface water runoff from adjacent impermeable areas - hopefully that is not the case.

Junction could be changed so it is pedestrian/ cycle responsive.
Currently it takes ages for the lights to change, and I personally often get bored of waiting and cut across long before the green man appears, which is obviously dangerous. It's like the pedestrians are the lowest priority. It would be easy to change this sequence and make it easier and safer for pedestrians/ cyclists.

At this end of West Princes street there are often bins overflowing and currently there is so much rubbish on the pavement that I am finding that I need to walk on the road so I don't have to walk over rotting food waste and rubbish. If this area could be regularly cleaned up that would be great. Also maybe more regular bin emptying would greatly help. I love the idea of secure bike stores on the street. I live on the 3rd floor of my block and as there is nowhere on ground level to store a bike it has completely put me off cycling.

Glenfarg Street is frequently used by traffic as a short cut between Maryhill and St George's Roads, avoiding the traffic lights at the New City Road junction.
 This increased cross flow of traffic makes cycle travel along both adjoining roads much more hazardous
 Designers for new cycle lanes to St George's and Maryhill Roads must carefully review permeability from road routes and consider traffic calming or prioritizing of entry for traffic to protect cycle routes.

Surfacing is in very poor condition
 The ghost island in the middle can feel a bit exposed when need to cross in two stages as the road is very busy. Not sure what the best

Crossing for nursery school?
 There is an existing signalised crossing here, but the new proposals remove it. There is a new crossing further north at St George's in the Field which is an excellent idea because it gives easy direct access for children who live in the tower blocks and the surrounding area to the primary school. I think that there should be an additional crossing for the nursery.

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

Cycle paths along St George's Road would link well between Charing Cross and the canal

Driveway access to garages is at the corner of St George's Road and Glenfarg Street. We are worried about what will happen about driveway if cycle lanes are run past the houses. There are five houses involved here.

Bus stop location
 Move this bus stop no 6090812, further south on St Georges Rd where it will be closer to the subway station for interchange and as part of the integrated approach for the area. (It is currently too close to the previous stop).

Segregated cycle lane each side.
 The proposal for the cycle lane to be 2-way and to cross St George's Road somewhere near the shops shown in the 23 June display is clunky. A 2-way cycle lane, while far better than nothing, is awkward for people trying to access it from a side street on the other side of the road. At the very least the cycle lane should be consistently along one side of the full length of St George's Road, but with good quality access and egress, particularly at the south end.

Proposal to raise road to pavement level at corner of Gladstone Street and St George's Road - will prevent water getting to drains and cause flooding to corner property.
 Am concerned that the proposal to raise the road to pavement level is going to cause an issue with flooding to property at the corner of Gladstone Street and St George's Road. Currently water flows down Gladstone Street into the drains on St George's Road - if the road is raised it is going to block the flow of water and cause this area to flood.
 Cars are constantly doing U-turns at this corner and it is going to be even easier for them to do this and more dangerous for pedestrians if the road is raised to pavement level. At least when there is a kerb it prevents cars from mounting the pavement - there has already been an accident with a car mounting the pavement and crashing into the corner property - a raised road is going to make this more likely.

Strictly enforce 30mph upper speed limit all along St George's Road
 Currently I avoid cycling on St George's Road as much as possible because the traffic feels too fast and unforgiving. I slip on to St George's road only for the minimum time necessary to get to the quieter side streets

Cycle lanes required and more greenery
 Segregated cycle lanes and more greenery

New pedestrian crossing - it's too far up the street
 People will not walk all the way up St George's Road from Clarendon Place to use a new pedestrian crossing half way up the street past the Woodside Library - it's too far away from the corner and people will just take a chance crossing the road

Cycle infrastructure
 The proposed changes to the area to create segregated cycle lanes and cycle zebra crossings would be a welcome improvement in both safety and appearance to a dangerous part of my own and my partners daily cycle commute. The proposed changes could also encourage less confident and younger people to cycle in the area, improving the health and fitness of the community. At the time of writing there are no cycle lanes, separated or not, on Great Western Road, Maryhill Road or St Georges Road. This area needs to become safer for cyclists, while providing less disruption to drivers in the area.

Dropped Kerbs/ Crossing places
 Dropped kerbs and crossing places in this vicinity are not on desire lines eg Clarendon Place to New City Road, and St Georges Place to New City Road

St Georges Cross junction
 This is another key junction of central Glasgow that is underdeveloped; rebuild the underground station at the street level of a four or five storey building, and create a more dense cityscape by constructing three or four new landmark buildings to create a proper urban junction. Declutter the road layout and remove the underpasses.

St Georges Rd proposals
 Lacks any obvious greenspace / permeable surface improvements to help manage surface water.

Pedestrian crossing.
 Move this pedestrian crossing further south on St Georges Road, to opposite New City Road where it is much more convenient for people walking or cycling to and from the City Centre from Gt Western Road or Maryhill Road areas via New City Rd. this could be part of the integrated approach for St Georges X including bus, pedestrian, subway and cycle facilities.

Crossing from Clarendon Place to New City Road (cycle route)
 This is a very dangerous crossing, you have to cycle across both lanes of car to get to the New City Road cycle route. There are often cars stopped in front of the dropped curb.
 Cycle and pedestrian crossing across St Georges Road, from Clarendon Place and New City Road, with traffic lights to stop both lanes of traffic and give cyclists time to cross.

6.3 Appendix C – Survey Responses – West Princes Street

Survey 1

Q1- Do you live, work and/or travel along or near West Princes Street?

I work on or near West Princes Street or come here regularly

I travel along West Princes Street

Q2 - How do you travel along West Princes Street (select all that apply)?

Walk

Cycle

Q3 - How often do you travel along West Princes Street?

Once a week

Q4 - What do you think is currently good about West Princes Street for walking, cycling and wheeling? What do you think is currently not good?

The cycle lane takes cyclists out of and back into oncoming traffic. Never good and particularly dangerous as the turn back onto the road is too tight in place (parking spaces and tubs with flowers too close to the cycle gates.) At the St Georges Road end, the combined use path is unclear for people new to the area (feels like you shouldn't be on it on a bike.)

Q5 - Looking at the early ideas and plans for West Princes Street that you have seen at the event or online, what do you like? What do you not like?

Q6 - Did you attend our consultation event on Thursday, 15th August?

No, I viewed the plans online

Q7 - What did you think of the West Princes Street consultation event on Thursday 15th August (if you attended)?

What did you enjoy about the event? What do you think we should change for next time?

Could not attend.

Q8 - What did you think of our online consultation materials (if you viewed them)? What did you think worked well about the online materials? What do you think we should change for next time?

Not seen



Survey 2

Q1 - Do you live, work and/or travel along or near West Princes Street?

I work on or near West Princes Street or come here regularly

Q2 - How do you travel along West Princes Street (select all that apply)?

Walk

Cycle

Q3 - How often do you travel along West Princes Street?

One or two times a month

Q4 - What do you think is currently good about West Princes Street for walking, cycling and wheeling? What do you think is currently not good?

Good, low traffic volumes. Wide enough that easy to negotiate with oncoming vehicles. Nice Planters. Surface is poor, modal filters need nimbleness to negotiate on a bike, when cycling and crossing A804 at lights it's hard not to block pedestrians on the footway, also the shared footway doesn't work for anyone,

Q5 - Looking at the early ideas and plans for West Princes Street that you have seen at the event or online, what do you like? What do you not like?

I like almost everything, really nice neat simple ideas that I'm sure will work well. The only thing I don't like is the kind of "suggested crossing routes" for pedestrians across West Princes Street. I think these are a bit ambiguous and confusing where they have been put in other places. Maybe they were just for illustration, but I've never seen those designs do anything helpful.

Q6 - Did you attend our consultation event on Thursday, 15th August?

Yes, I attended the event

Q7 - What did you think of the West Princes Street consultation event on Thursday 15th August (if you attended)?

What did you enjoy about the event? What do you think we should change for next time?

Great!

There were enough staff so it was easy to find people to talk to and ask questions. Staff were also super friendly and quite happy to engage in critical feedback on the designs. Maps were great and really made the whole thing simple to understand.

Q8 - What did you think of our online consultation materials (if you viewed them)?

Great!

What did you think worked well about the online materials? What do you think we should change for next time?

They were super. Low jargon levels with great clear images.



Survey 3

Q1 - Do you live, work and/or travel along or near West Princes Street?

I live on or near West Princes Street

Q2 - How do you travel along West Princes Street (select all that apply)?

Walk

Car

Q3 - How often do you travel along West Princes Street?

Daily

Q4 - What do you think is currently good about West Princes Street for walking, cycling and wheeling? What do you think is currently not good?

Large and often overflowing bins make walking difficult at George's Road end of the street. Lack of signage and adequate cycle lanes mean cyclists have to go the wrong way along one way street. Traffic calming is quite successful though, although people go too fast around into Ashley Street.

Q5 - Looking at the early ideas and plans for West Princes Street that you have seen at the event or online, what do you like? What do you not like?

Additional traffic light for cyclists at St George's Road would be useful, and improvement to that section of cycleway, separating pedestrians. More prominent raised or lowered crossings at junctions would be good, as would redesigning firebreak and adding trees. There is a problem with rubbish and dumping in the street, so I'm less sure about the new communal areas at Woodlands Drive - upkeep would be necessary. More 20 signs on road surface could be good. Car parking is necessary at Queen's Crescent area due to businesses, doctor, vet, visibility etc.

Q6 - Did you attend our consultation event on Thursday, 15th August?

No, I viewed the plans online

Q7 - What did you think of the West Princes Street consultation event on Thursday 15th August (if you attended)?

What did you enjoy about the event? What do you think we should change for next time?

Couldn't attend

Q8 - What did you think of our online consultation materials (if you viewed them)?

OK - room for improvement

What did you think worked well about the online materials? What do you think we should change for next time?

Nice clear plans but hard to view in mobile device.



Survey 4

Q1 - Do you live, work and/or travel along or near West Princes Street?

I travel along West Princes Street

Q2 - How do you travel along West Princes Street (select all that apply)?

Walk

Cycle

Q3 - How often do you travel along West Princes Street?

One or two times a month

Q4 - What do you think is currently good about West Princes Street for walking, cycling and wheeling? What do you think is currently not good?

Good: quieter street parallel Great Western Road.

Not good: pavement quality and clutter is appalling - even council bins are on the pavement blocking junctions. Curbs are uneven, particularly on the North side, and too high. Puddles often collect at the pavement curbs. Diagonal parking feels unsafe - people often drive in and reverse out and so don't see me cycling. Junctions are too wide and people often speed down West End Park Street. Two way cycle right of way is not obvious to drivers, so people driving aren't looking for people cycling in both directions.

Q5 - Looking at the early ideas and plans for West Princes Street that you have seen at the event or online, what do you like? What do you not like?

I like the general direction the plans are going, interested to see more detailed plans later on. Not keen on keeping the diagonal parking - currently people mostly drive in, so I don't see why they would suddenly change and all reverse in - it requires behaviour change to make this safe - I'd prefer all the parking be consistent and parallel - easier for everyone to know how it works and designs out any behavioural reliance.

Q6 - Did you attend our consultation event on Thursday, 15th August?

No, I viewed the plans online

Q7 - What did you think of the West Princes Street consultation event on Thursday 15th August (if you attended)?

Respondent skipped this question

Q8 - What did you think of our online consultation materials (if you viewed them)?

Good

What did you think worked well about the online materials? What do you think we should change for next time?

Liked the sliding before/after.



Survey 6

Q1 - Do you live, work and/or travel along or near West Princes Street?

I travel along West Princes Street

Q2 - How do you travel along West Princes Street (select all that apply)?

Walk

Cycle

Q3 -How often do you travel along West Princes Street?

Two or three times a week

Q4 -What do you think is currently good about West Princes Street for walking, cycling and wheeling? What do you think is currently not good?

Good - the fact that it has been a recognised cycle route for more than 20 years, the fact that it has very little through traffic with most of the cars being there to park. Bad - the cycle lanes have been given over to parking spaces, the street has a couple of one way sections but does not sign that contraflow cycling is allowed, it has a fire-path which is very poorly designed for cycling, it uses a shared use pavement for one block. It is an example of a lack of joined-up thinking.

Q5 -Looking at the early ideas and plans for West Princes Street that you have seen at the event or online, what do you like? What do you not like?

I like the fact that the entire length of the street, including the short section west of Park Road, is included, that it recognises the anomalies and is rationalising the entire provision for cycling, that the fire-path is to be redesigned, that parking will be end-on and require drivers to reverse in so that they are facing the street when they pull out. There is nothing I do not like.

Q6 -Did you attend our consultation event on Thursday, 15th August?

Yes, I came to event and viewed the plans online as well

Q7 -What did you think of the West Princes Street consultation event on Thursday 15th August (if you attended)?

Good

What did you enjoy about the event? What do you think we should change for next time?

No specific comments, because I have not been yet

Q8 -What did you think of our online consultation materials (if you viewed them)?

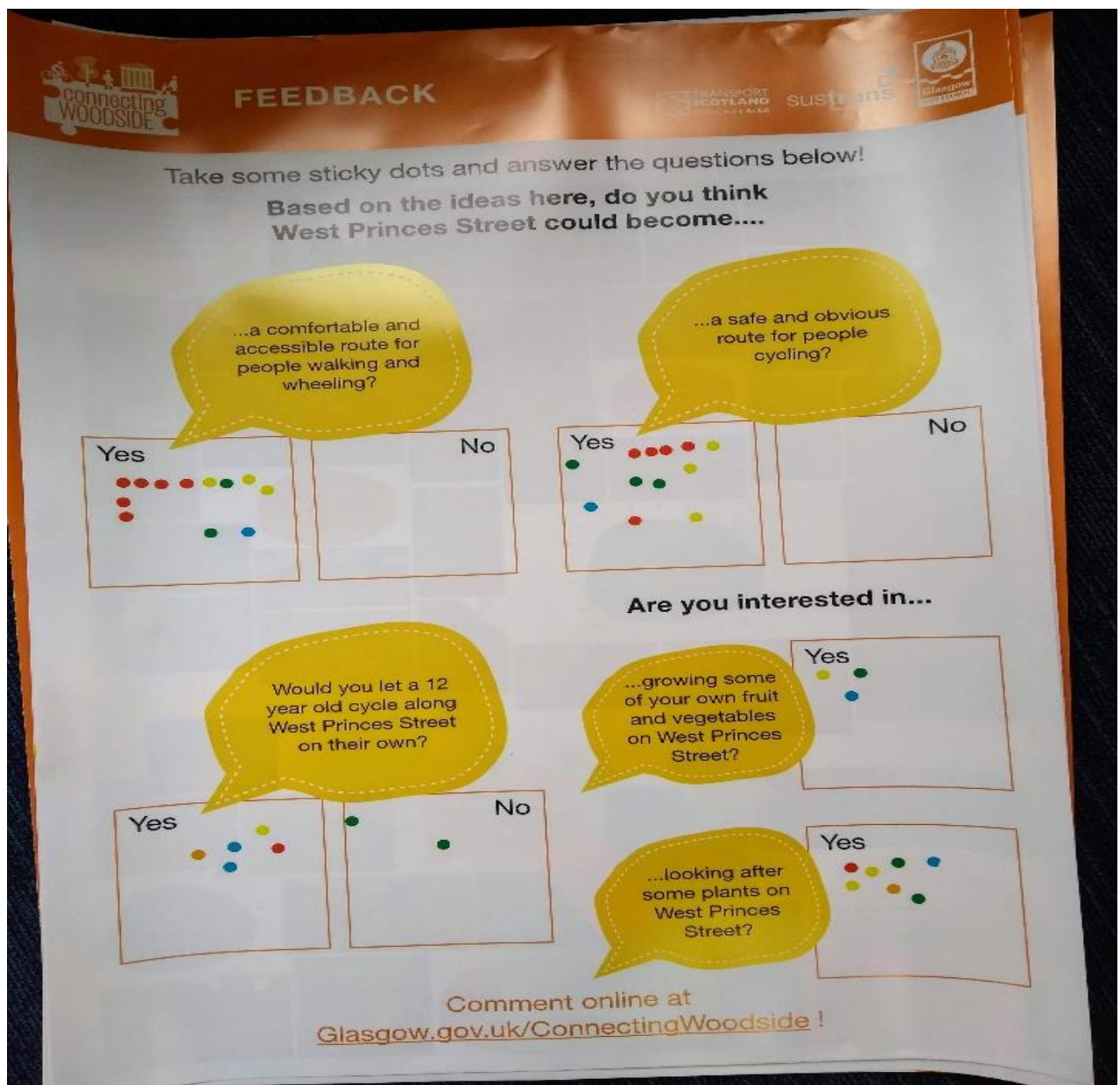
Good

What did you think worked well about the online materials? What do you think we should change for next time?

It is a fairly good site but the process for adding comments and then adding more is a bit cumbersome.



Based on the ideas here, do you think West Princes Street could become...		
	Yes	No
...a comfortable and accessible route for people walking and wheeling?	12	
...a safe and obvious route for cycling?	12	
...would you let a 12 year old cycle along West Princes Street on their own?	5	2
Are you interested in...		
...growing some of your own fruit and vegetables on West Princes Street?	3	
...looking after some plants on West Princes Street?	7	



6.4 Appendix D – Woodlands Community Meal - Consultation

Monday 19th August 2019 5-7pm

There were about 50 people ranging from different ages (including kids and quite a lot of older people), ethnic minorities and people with physical health conditions. There were some local residents and others from further away for the meal eating, cooking and volunteering.

Materials taken – Portfolio of sketches with before after images with two extra copies in A4 polypockets. A 'Today we're talking about West Princes Street' bubble, some slap bands, pins and two A3 printouts of the narrative boards. There were also postcards for the West Princes Street event and stuck post-it notes with details of St Georges Road event on the back.

Below are some comments from attendees:

Comment 1:

On West Princes Street, would like to see more floral displays which give a bit of all-year round colour. Keen butterfly spotter, would like to see more butterflies and bees. There is a litter problem and the place doesn't feel looked after. Would like to see more of the older-style lighting which is lower down, closer to people walking.

Comment 2:

Liked the sketch visuals shown and was very supportive of the project as a whole, both the designs and our community engagement approach.

Comment 3:

Saw materials online. Was confused by first narrative board which she thought was just about West Princes Street – couldn't tell what was going to change as West Princes Street already quiet and well connected. Talked about what would get people to change the way they travel – allowing bikes onto the subway. Mothers with a pram and/or extra children can't get down the stairs in subway – subway modernisation needs lifts.

Comment 4:

Was there with her partner and 4 year old child. He cycles to nursery in Anderston. She is very scared of cycling on the roads. Really wants some local women-specific cycle training so they can ride as a family. She is nervous and knows other ethnic minority women who have concerns about clothing etc. and would be interested in cycle training. Recommended she look up Bike for Good and see what they're offering for now.

West Princes Street proposals – can we do something at the junction of Ashley Street and Carnarvon Street? Pedestrian crossings? Currently cars make the two turns in one diagonal movement without indicating. It is difficult for pedestrians to know when it is safe to cross or where cars are going. Perhaps we could change the road so that cars have to make to separate turns, slowing them down. High pedestrian traffic area across to Millennium Park.



Comment 5:

Would like to see more green - edible planting like herbs. There aren't enough bins – can we have more and how do we stop them being vandalised? Maybe we could involve youth groups in decorating them?

Comment 6:

Currently cycles most places but usually on pavements because he finds the roads too dangerous. Very keen on the segregated cycle lanes shown in visuals and would use these. Also liked the look of wider pavements and tighter junctions to prioritise pedestrians. Would like more zebra crossings throughout project area.

Comment 7:

Using NextBikes via Bikes for All scheme. Cycles on pavements because the roads are 'like motorways', particularly Maryhill Road. Mostly good experience of NextBike although sometimes the technology does not work and there are sometimes not enough bikes or the bikes are broken. Has his own bike but it is rusty and broken and cannot afford the maintenance. Suggested he check out a list of Dr Bikes online where they might be able to fix it for free. Was interested in the detail about the junction of West Princes Street with St George's Road, would like to be able to safely exit West Princes Street. Sounds like it would only be segregated cycle ways which would get him off the pavement. Would like more fire-gate style infrastructure on West Princes Street so that cars can't get through. Looking at map of Quietways – he pointed out Napiershall Street as not quiet.

Comment 8:

Citizens Adviser giving advice at meal. Drives for work, around different places in Woodlands / North West Glasgow. She didn't see a practical alternative. Nervous but keen to start cycling – recommended she check out Soul Riders in Pollokshields – Soul Sisters program.

Comment 9:

Has to get 2 buses to get here, prefers quiet streets and would like a more direct bus route. Enjoys walking and would like wider pavements and better crossing points, especially along Garscube Road. Has fears of conflict with cyclists on pavement and would prefer cyclists to not be on them.

Comment 10:

Volunteering at meal, was also at the West Princes Street consultation. Supportive of ideas presented and also suggested chicanes as another alternative to slow cars down along West Princes Street. Thinks the community garden has had a huge positive impact on the area.



6.5 Appendix E – Stakeholder Comments

6.5.1 Strathclyde Partnership for Transport.

Strathclyde Partnership for Transport (SPT), as the Regional Transport Partnership for west central Scotland, welcomes the opportunity to respond to the consultation on the Connecting Woodside project.

SPT is supportive of cycling and pedestrian infrastructure provision with the aim of increasing the quality and sustainability of the built environment in the Woodside area of Glasgow. SPT places great importance on the strengthening and long term sustainability of Glasgow's transportation network. There are, however, concerns regarding accessibility and possible implications for bus journey times. While SPT are generally supportive of the project as a whole, consideration must be given to the wider transport system in the area and other projects in the area, particularly with regards to the programming of works

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

St George's Road (North)

The proposal to create a segregated cycleway between St George's Place and Garscube Road, connecting to both the Underline and the Garscube Road cycle routes, is welcome. The proposed infrastructure improvements, such as narrowing of road space, are unlikely to negatively impact on bus service provision in the area.

The proposals for enhanced pedestrian crossing points are welcome. If the crossing points are to be raised to improve the pedestrian experience, the approach gradients must not be those associated with raised tables used for traffic calming. Only gradual gradients should be used in order to minimise the negative impact on bus passengers travelling on the corridor.

We have also observed that a rationalisation of bus stops is proposed. As such, bus stop infrastructure should be provided to an equal or better standard to that which is currently provided, in the circumstance those bus stops are modified, displaced, or moved.



St George's Road (South)

As set out in our response SPT is generally supportive of the principle of the enhancements proposed, however we remain concerned about the allocation of road space and changes to the road network at St Georges Place. This can have a detrimental impact on bus operations as well as car use, either directly through the changes in the road network and additional queuing, or indirectly through displacement to other roads/streets, either in the immediate vicinity or on the wider road network. We remain of the view that further analysis is required to understand the potential impact of these proposals coupled with the City Centre Avenues programme.

West Princes Street Quietway

The West Princes Street Quietway is an excellent example of integrating cycling infrastructure into the area while also limiting vehicle speeds and car use, both of which are improvements supported by SPT. The proposals will also create a more attractive walking and cycling route, allowing users to bypass the heavily trafficked Great Western Road and Woodlands Road. Furthermore, the West Princes Street Quietway will help to enhance pedestrian and cycling access to Kelvinbridge and St George's Cross Subway Stations, furthering the integration of the many forms of sustainable transportation in the area.

Conclusion

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

SPT looks forward to working closely with Glasgow City Council and other key stakeholders to further develop this opportunity.



6.5.2 First Glasgow

Following receipt of the mail below, we have looked over the plans and welcome many of the changes. The proposed changes around St George's Cross, namely the closure of St George's Place raise concerns for Service M3.

Should the closure of St George's Place go ahead, it will require the removal of the banned right turn from Phoenix Road into St George's road to enable us to retain a service along St George's Road.

We would appreciate if you can confirm this is the case and share the concerns with the avenue's team that should the closure go ahead with no other changes, it will result in the service requiring diversion away from this area.

