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Ref: GCC/BL,planning:
10 March 2017

Dear Sir/Madam,

Comments for Planning Application 17/00240/DC Application Summary Application Number: 17/00240/DC Address: Site At Sauchiehall Street Between Charing Cross And Rose Street/ Blythswood Street Glasgow

GoBike! Is delighted to see this reallocation of space on Sauchiehall Street and we fully support the moves to improve the environment.

However, while we are pleased to see the wider footways and the cycle lane, we are concerned that the length of Sauchiehall Street between Charing Cross and Rose Street is being considered in isolation from the natural routes into and out of the street and we would like to see the following improvements to make the scheme more robust and more widely usable:

1. Well designed links into the cycle way from the west. Many people cycle into the city centre from the west via Sauchiehall Street, Woodlands Road and St George's Road. The junction area at Charing Cross is complicated, and thus potentially hazardous for all road users and so we would like to see, ideally in conjunction with this scheme or very soon after, separated cycle routes from these 3 western approaches both into Sauchiehall Street and south into Newton Street. Such measures will enhance the use of the new scheme.
2. Clear access and egress routes along the cycle way to and from all the side streets along the route.
3. Reinstatement of a southbound route on Elmbank Street for cycling. The change to one-way is in clear contravention of the City Council's Strategic Plan for Cycling and your design guide, Cycling by Design.
4. Clarity for people cycling, and walking, from one end of the scheme to the other that there is right of way over motor vehicles turning into or out of Sauchiehall Street as per the Highway Code.
5. A clear path for cyclists (and pedestrians) across Rose Street into and out of the shared use Core Path section of Sauchiehall Street.

The works will encourage motorists to obey the 20mph city centre speed limit but the footway radii at the junction with Rose Street and Blythswood Street look larger than required, even for buses, as do some on the south of the street. Reducing these radii will help pedestrians to cross safely and vehicles go slower.