

Glasgow City Council

City Centre Traffic Management

Review and Update

Briefing (Feb 2009)



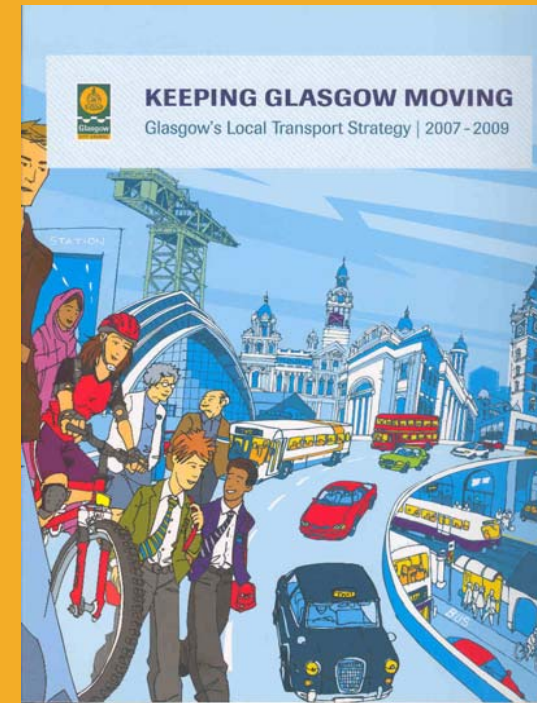
Agenda

- Background
- Key Areas
- Core Area – Proposals
- Core Area - Results
- Accidents
- Development of further phases
- Way Ahead

Background

LTS Consultation Feedback

- Reduce car traffic and congestion
- Extend pedestrian priority(57%)
- Improve pedestrian environment
- Excessive bus traffic (Hope St and Union St)
- Mixed view on terminating bus services outside city centre core area
- Support for mandatory 20mph limit (64%)





Background

LTS Consultation Feedback

- Restrict traffic entering areas where pollution is a problem (70%)
- Introduce more bus priority schemes (even if inconvenience / restrict other traffic (65%)
- Provide cycle lanes, even if restrict opportunities for on-street parking) (65%)
- Against allowing cyclist to use ped areas (60%)



Background

Draft City Centre Objectives

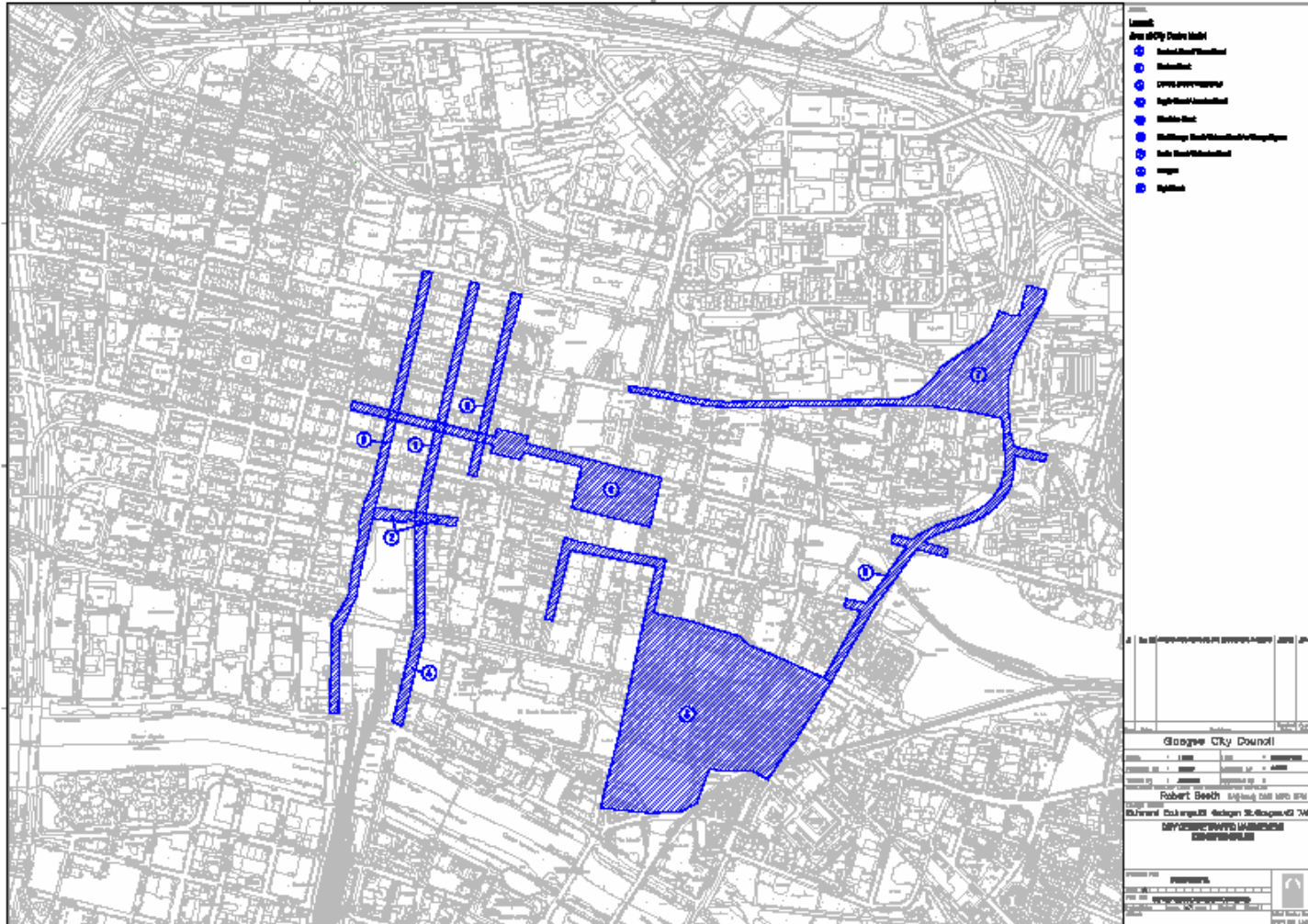
- Increase the number of trips to / from and within the city centre by walking, cycling and public transport
- Reduce the number of private car trips to / from and within the City Centre, while accommodating access for residents, blue badge holders and traffic essential to sustain economic functions
- Enhance the quality and legibility of main pedestrian spaces, key development areas and main access routes
- Improve air quality through reducing harmful traffic emissions to below government standards
- Enhance safety and security (perceived and actual) for city centre users



Key Areas

- Renfield Street / Union Street
- Gordon Street
- Oswald Street / Hope Street
- Argyle Street / Jamaica Street
- West George Street / Nelson Mandela Place / George Square
- Castle Street / Cathedral Street
- Trongate
- West Nile Street
- High Street

Key Areas



Core Area

Renfield Street / Union Street

Issues:-

- High number of buses cause congestion
- High level of accidents
- Narrow footway / high pedestrian activity
- Loading disrupting flow of traffic
- Poor geometry at Gordon Street junction
- Lack of pedestrian crossing facilities on Union St at entrance to Central Station





Core Area

Renfield Street / Union Street

Potential Solutions :-

- Reassign some bus services onto Wellington Street
- Loading bays not operational during daytime (eg 0800 – 1800)
- Removal of on-street metered parking
- Footway widening (on east side)
- Removal of some nibs
- Improve geometry at Gordon Street junction by removing footway nibs on east side
- Provide controlled pedestrian crossing facility on Union Street at Central Station access

Core Area

Wellington Street

Issues:-

- Need to cater for potential of extra buses reassigned from Union Street
- Congestion on approach to Waterloo St due to traffic / buses accessing M8



Core Area

Wellington Street

Potential Solutions :-

- Remove metered parking on east side between Bothwell Street and Waterloo Street
- Provide bus lane between Bothwell Street and Argyle Street
- Some nibs removed
- Make left turn from Wellington St to Argyle St buses / taxis / cyclists only



Core Area

Gordon Street

Issues:-

- Traffic / pedestrian conflict on Gordon St between Renfield St and West Nile St
- High level of illegal manoeuvres outside Central Station
- Taxis accessing Union St cause delays on Renfield St





Core Area

Gordon St

Potential Solutions :-

- Pedestrianise Gordon Street (Renfield St to West Nile St)
- Make West Nile St 2 way between St Vincent St and Gordon St and remove the metered parking on Mitchell Street
- Restrict taxi egress from Gordon St to Union St
- Only allow inter-station bus and servicing (at certain times) to enter Gordon St from Renfield St
- Provide formal turning facility for taxis outside Central Station
- Widen footway and provide entry treatment on Gordon St at Renfield St

Core Area

Oswald Street / Hope Street

Issues:-

- Conflict between vehicles and pedestrians using side entrance to Central Station
- Congestion at bus stops within Hope Street bus gate
- Narrow footway / high pedestrian activity north of St Vincent Street





Core Area

Oswald Street / Hope Street

Potential Solutions :-

- Provide bus gate on Oswald Street north of Midland Street
- Consider widening carriageway to 3 lanes in bus gate between Waterloo St and Gordon St
- Loading bays not operational during daytime (eg 0800 – 1800)
- Removal of on-street metered parking
- Footway widening between West George St and Sauchiehall Street
- Removal of some nibs.

Core Area

Argyle Street / Jamaica Street

Issues :-

- Buses travelling northbound between Howard Street and Argyle Street cause congestion and add to traffic movements at Argyle St / Jamaica St junction
- Location of Highest Accident Rate in the City





Core Area

Argyle Street / Jamaica Street

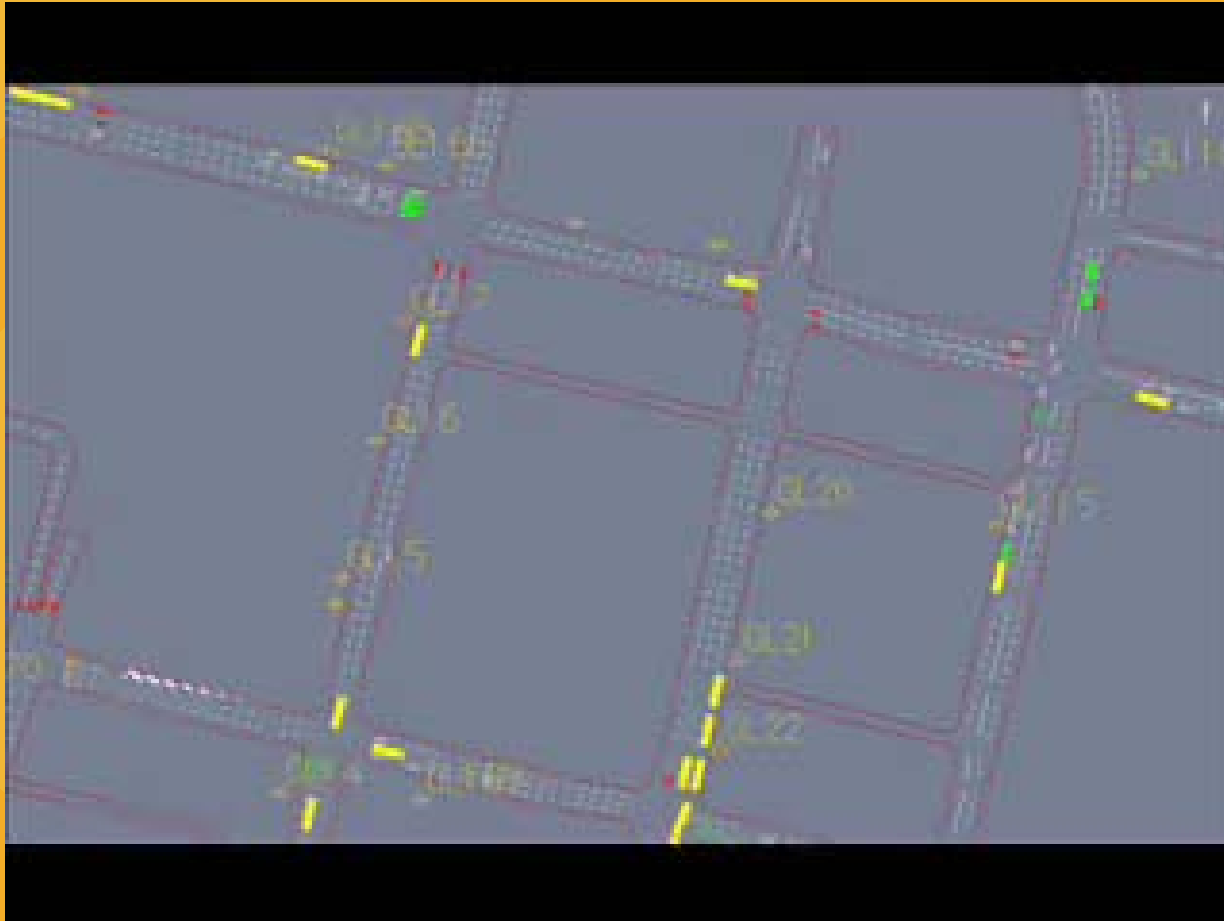
Potential Solutions:-

- Remove contra-flow bus lane on Jamaica Street between Howard Street and Argyle Street
- Redirect buses via Jamaica St, Broomielaw and Oswald Street
- Review pedestrian guardrail provision
- Implement Traffic Signal Improvements

City Centre Traffic Management Review

City Centre Traffic Model

Updated Paramics Traffic Simulation Model has been developed.

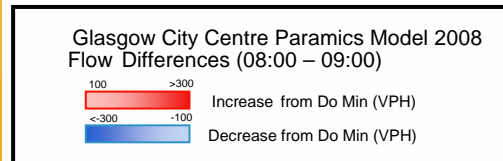
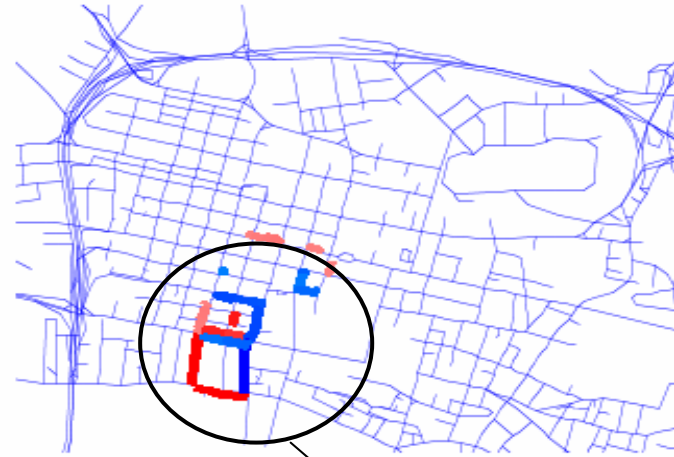


City Centre Traffic Management Review

Test 1- Modelling Results

Traffic Flow Changes

- Reduction in traffic n/b on Oswald St / Hope St and w/b on Argyle St (Oswald St to York St)
- Increase in traffic w/b on Broomielaw (Commerce St to York St) and n/b on York St / West Campbell St
- Reduction in traffic s/b on Renfield St approach to Gordon St





Test 1- Modelling Results

Bus journey Time Changes

- Renfield St / Union St / Jamaica St
 - Average reduction in journey time of 7% in am peak and 13% in pm peak
- Oswald St / Hope St
 - Average reduction in journey time of 8% in am peak and 23% in pm peak
- Wellington Street
 - buses reassigned from Renfield St - 1% reduction in am peak and 8% reduction in pm peak



Test 1- Modelling Results

General Traffic (excl buses) Journey Time Changes

- Reduction of 0.5 minutes in am peak and 1 minute in pm peak from Renfield St at Renfrew St to Jamaica St at Clyde St
- No significant change for vehicles travelling up York St and West Campbell St

Accidents

Summary

- 8 out of top 10 injury accident sites are within City Centre
- 2 out of top 5 injury accident sites are on Renfield St / Union St
- Worst site is Argyle St / Union St / Jamaica St junction (twice the number of casualties than any other site)





Accidents

Renfield St / Union St / Jamaica St Corridor

Junction Specific Measures

- Argyle St / Union St / Jamaica St
 - Physical changes to junction, including Jamaica Street one way southbound
- Gordon Street / Union Street
 - Pedestrianise Gordon St (Renfield St to West Nile St)
 - Restrict taxi egress from Gordon St to Union St



Accidents

Renfield St / Union St / Jamaica St Corridor

- Other Measures
 - Widen footway on east side
 - Remove parked cars from west side
 - Reduce the number of buses travelling on Renfield St and Union Street
 - Provide pedestrian crossing on Union Street at side entrance to Central Station
 - Consider introducing 20mph zone



Early Actions

Measures not requiring TRO

- Provide pedestrian crossing on Union Street at side entrance to Central Station
- Implement junction improvements at Argyle St / Jamaica St junction (excluding Jamaica Street one-way)

Development of Further Phases

- West George Street / Nelson Mandela Place / George Square
- Castle Street / Cathedral Street
- Trongate
- West Nile Street
- High Street





Wider Strategy

Non Traffic Management Options

- Quality Partnership Schemes
- Bus Lane Camera Enforcement
- Legislation to Control Moving Violations e.g junction boxes
- 20mph Zone
- Low Emission Zone
- Traffic Regulation Conditions
- Freight Quality Partnership

Way Ahead

Future Consultation Strategy

- Key stakeholder workshop(s) – local members, police, SPT, TOA, Chamber of Commerce etc
- Evening Times





City Centre Traffic Management Strategy

Way Ahead

Programme

Feb – Apr 2009	Consult local members and key stakeholders + Evening Times Consultation + Implement any early action measures
May – Oct 2009	Undertake detailed design and prepare for statutory consultation
Nov – Dec 2009	Undertake statutory public TRO consultation
Jan – April 2010	Make TRO procure resources for implementation
May 2010 – July 2010	Implement measures requiring a TRO