

MESSAGE SENT ON BEHALF OF JAMIE RODDEN

TRAFFIC AND ROAD SAFETY MANAGER, LAND AND ENVIRONMENTAL SERVICES

Dear Ms Fort

I refer to your undernoted email and can respond as follows.

I can advise that existing parking provision on the east side of Maryhill Road and on Napiershall Street has been removed in order to facilitate the signalisation of the Maryhill Road / Napiershall Street junction. Under the current proposals, there would be no parking facility on the east side of Maryhill Road between Queen's Cross and Windsor Street due to the existing 24 hour bus lanes. Therefore adequate parking provision essential for visitors to the Community Centre had to be provided in close proximity to the venue and to reduce the likelihood of illegal parking practices in the vicinity of the junction.

I can also advise that the northbound nearside lane on Maryhill Road between North Woodside Road and Napiershall Street currently has dedicated off-peak loading bays and parking provision. The proposed parking provision on the west side of Maryhill Road, north of Napiershall Street will not further restrict traffic flow which may already be travelling on the offside lane approaching Napiershall Street. It should be noted that Land and Environmental Services sustainable transport team have been consulted on both the traffic flow, public transport and cycling aspects of the proposals and have no adverse comments to make. The only comment made was to increase the distance between the northern pedestrian crossing and the commencement of the parking bay to facilitate safe merging of vehicles.

It should also be noted that the parking and loading facilities located on the west side of Maryhill Road, both north and south of the junction with Napiershall Street has peak restrictions to keep both northbound lanes clear during the busiest traffic periods of the day.

An advanced stop line has been provided on Napiershall Street to provide cyclists with priority over other vehicles. Cyclists will also have an unobstructed sight line northwards to observe any vehicles that may be parked in the proposed parking bay north of Napiershall Street and therefore can position themselves appropriately on the road in advance of making the left turn manoeuvre. Similarly, an advanced stop line has also been provided on the northbound approach to the junction on Maryhill Road which will also allow unobstructed visibility of the approaching parking bay located just north of the junction and thus can position themselves appropriately.

I acknowledge there was a typographical error in our letter which should have referred to Raeberry Street and not Raeburn Street.

Finally, Police Scotland has been consulted and has no issues or concerns with the proposed layout.

I trust this is of assistance. Should you wish to maintain your objection please respond within 14 days from the date of this e-mail to safeparking@glasgow.gov.uk .

Jamie Rodden

Traffic and Road Safety Manager

Land and Environmental Services