

Subject: THE GLASGOW CITY COUNCIL (FINNIESTON BRIDGE) (EXPERIMENTAL TRAFFIC REGULATION) ORDER 2018 (OFFICIAL)

Date: Tue, 24 Jul 2018 15:00:45 +0000

From: Hubbert, Brian (LES) <Brian.Hubbert@glasgow.gov.uk>

To: consultations@gobike.org <consultations@gobike.org>

CC: McDonagh, Stephen (LES) <Stephen.McDonagh@glasgow.gov.uk>

OFFICIAL

MESSAGE SENT ON BEHALF OF ANDY WADDELL, HEAD OF INFRASTRUCTURE AND ENVIRONMENT, LAND AND ENVIRONMENTAL SERVICES

Dear Patricia Fort

THE GLASGOW CITY COUNCIL

(FINNIESTON BRIDGE), (EXPERIMENTAL TRAFFIC REGULATION) ORDER 2018

Thank you for your correspondence regarding the above named Experimental Traffic Regulation Order.

With regards to the points raised in your letter I confirm that each of the points raised shall be addressed.

1. The objective for the promotion of the Experimental TRO is to determine the effect of use of the segregated Fastlink infrastructure by taxis with a view to enhancing the operational efficiency of the junction. The implementation of this TRO should not be seen as piecemeal and should be seen as the first phase in the alteration to the Finnieston Bridge / Finnieston Street / SEC area which from the traffic modelling undertaken to date should result in a significant improvement to the operation of the junction for all users.

As is the case with all roads Glasgow City Council review the operation of the infrastructure and the amendments implemented to the north and south limits of the bridge were undertaken following observations received once the infrastructure was operational.

2. I note your comment in relation to permitting different classes of user access to different sections of the Fastlink infrastructure and note that signing in accordance with the Traffic Signs and General Directions has been implemented detailing the classes of vehicles permitted to use the individual sections and to date this arrangement has generally been observed by all road users.

3. As part of the Fastlink project improvements to the cycling facilities have been implemented along the length of the project and as you state a number of changes to the original proposals were implemented both during the design and construction phases. The proposed amendments to the TRO are to be implemented within the current layout of the junctions however amendment to the layout of the infrastructure is likely to be implemented as part of the second phase of works.

4. As noted above, alterations to the overall area are currently being investigated with a view to enhancing the operational efficiency of the junction at which time the views of all road users will be considered when determining the optimum solution.

5. The traffic signals at the north end of the Finnieston Bridge are "on demand"

therefore the signals should not allow for green time unless the signals have been triggered by an approaching bus. I thank you for notification of this situation and I confirm that the phasing of the signals shall be investigated to determine if there is an error.

6. Traffic counts for vehicles using the Finnieston Bridge were undertaken and monitoring, before and after implementation of the experimental order to determine the effect of the change is to be undertaken. A review of the data collected will be undertaken as it is collected.

7. Appropriate signing has been erected along the length of Fastlink, which became operational in June 2015 at this location, and to date there have been very few notifications of vehicles entering the Fastlink infrastructure by accident therefore the system is functioning as designed. Permitting taxis to access the segregated Fastlink infrastructure may result in more vehicles inadvertently accessing the segregated Fastlink infrastructure however it is the intention to monitor this during the life span of the experimental TRO.

8. The proposed changes require minimal changes to the existing infrastructure, replacing 2 number signs at either end of the Finnieston Bridge and minimal changes to lining, therefore the overall setup will essentially be maintained and the area shall be monitored as noted above.

9. Prior to the implementation of any changes an assessment of the traffic signal installation will be undertaken to ensure that all traffic movements are safe to complete.

10. The two Traffic Regulation Orders referred to are not directly related, the objective for the amendment to the TRO for the Finnieston Bridge is detailed above whereas the objective for the amendment to the SEC TRO is for security reasons. The Traffic Regulation Order for the SEC is required as part of the development of the SEC, which includes measures of vehicle mitigation to enhance with the security and safety for all attending events at the SEC.

Please note that the proposed TRO is experimental and the effect of the change will be monitored and can be removed at any time during the experimental period if it is found to be unsuitable in any way.

Having considered the above, should you wish to withdraw your objection I would be pleased if you would inform me by 14th August 2018 by writing to Stephen McDonagh or e-mailing Stephen.mcdonagh@glasgow.gov.uk.

If you do not wish to withdraw your objection then there is no requirement for you to write to us again.

Your objection will be considered and included within the final report which will inform the decision. Once a decision has been taken in regards to these proposals I shall write to you again and advise of the outcome.

Yours sincerely

