

Text of email sent on 27 August

**MESSAGE SENT ON BEHALF OF ANDY WADDELL
DIRECTOR OF OPERATIONS
NEIGHBOURHOODS AND SUSTAINABILITY**

Dear Ms Fort

**THE GLASGOW CITY COUNCIL
(MOUNT FLORIDA)
(TRAFFIC REGULATION) ORDER 201_**

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

I can advise that these proposals have been implemented following discussions with the local community council.

Proposed one way streets

With regards to the proposed one way roads, the southern section of Clincart Road currently has vehicles parking parallel to the kerb on both sides, however, if the one way proposals are implemented, there is a desire from the local community to park their vehicles at an angle facing into the kerb on one side of the road in order to maximise parking provision. The section of Bolton Drive that would become one way under these proposals currently has angled parking on one side of the road and parallel parking on the other. As such, the road width between parked vehicles would be of similar width to roads within the West End of Glasgow where Police Scotland have previously raised concerns with one way except cyclists proposals.

The northern section of Clincart Road (between Cathcart Road and Florida Street) currently has vehicles parking at an angle on both sides of the road which leaves a minimal amount of space for a vehicle to pass through. For the same reason as stated above, it is unlikely that Police Scotland would support one way except cyclists at this location due to the limited carriageway width between the parked vehicles.

The middle section of Clincart Road (between Bolton Drive and Florida Street) currently has parallel parking on both sides of the road, however, if a one way operation is implemented, it is possible that vehicles may change to angled parking on one side of the road. If they continued to park in the manner as they do just now, allowing contraflow cycling within this small section of road could lead to confusion given that it would not be permitted on the other sections of Clincart Road.

The carriageway width between parked vehicles on Florida Street is approximately 3.8 metres however, as mentioned above, allowing contraflow cycling on one street where it is not permitted within its adjacent streets would likely create confusion for both drivers and cyclists.

It should also be noted that on one way roads, the Council aim to have a minimum carriageway width of 3.5 metres for vehicles to pass through. In accordance with Cycling by Design 2010 (Revision 1, June 2011) guidelines, dedicated cycle lanes for cyclists should be no less than 1.2 metres in width. As such, if the carriageway width on one way roads for vehicles/cyclists to pass one another is less than 4.7 metres, the Council would be unlikely to propose contraflow cycling on the grounds of road safety.

Buildouts

With regards to a number of proposed buildouts at bus stops on Cathcart Road, the reason for doing so is to maximise parking and loading provision adjacent to local businesses. As you may be aware, if buildouts were not considered, bus stop cages would require to be marked on the road at a length of at least 25 metres which would have a knock on effect on parking and loading provision for local businesses.

Parking/loading restrictions at junctions

Whilst I note your comments relating to the Highway Code, I can advise that parking attendants can only carry out enforcement where there are restrictions in place which are covered by a traffic regulation order. As such, the proposed waiting/loading restrictions are necessary in order to prevent the current indiscriminate and obstructive parking practices being experienced within the area.

Restricted Parking Zone surrounding Hampden Stadium

Restricted Parking Zones (RPZ) are generally implemented within areas which suffer from high levels of commuter parking. Whilst there are a number of railway stations within the Mount Florida area, there has been no major concerns expressed to the Council relating to commuter parking.

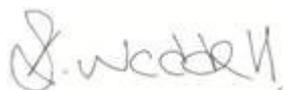
As such, unless there is a sudden increase in commuter parking within the area, there is no requirement to proposed a RPZ surrounding Hampden Stadium at this time.

Having considered the above, should you wish to withdraw your objection I would be pleased if you would inform me by **17 September 2019** by writing to Andy Waddell, Director of Operations, Neighbourhoods and Sustainability, Exchange House, 231 George Street, Glasgow, G1 1RX or by e-mailing land@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



Andy Waddell

Director of Operations

Neighbourhoods and Sustainability