



The Glasgow City Council

(Hyndland, Hughenden and Dowanhill West)

(Traffic Management and Parking Controls) Order 2019

(Variation No.1) 202_

Report

1. Background to the proposals

It is proposed to formalise the changes to the cycle measures introduced on Clarence Drive as part of the Spaces for People programme during 2020, as a response to Covid – 19 and following the City Administration Committee approval granted on the 16th of September 2021.

2. Association with Transport Strategies and Council Policies

The promotion of this Traffic Regulation Order will help to improve safety, accessibility and increase the use of active travel modes on Clarence Drive and helps to support the following transport strategies/Council policies;

Glasgow City Council Strategic Plan 2017 to 2022

- A Thriving Economy
- A Vibrant City
- A Healthier City
- A Sustainable and Low Carbon City
- Resilient and Empowered Neighbourhoods

Glasgow's Strategic Plan for Cycling 2016 – 2025

- An integrated network of routes
- A healthier City
- More people cycling
- A safer cycling City

3. Proposals

Details of the proposed Order:

No waiting and no loading at any time

It is proposed to implement no waiting and no loading at any time restrictions on Clarence Drive at the locations described below to ensure that the cycle lanes can be kept clear of vehicles.

- On the north side, from a point 58m west of the extended west kerblines of Hayburn lane, eastwards for a distance of 40m.
- On the north side, from a point 5 metres west of the extended west kerblines of Dudley Drive (northern section), eastwards to the extended west kerblines of Hyndland Road.
- On the south side, from the extended west kerblines of Hyndland Road, westwards to a point 8.5 metres west of the extended west kerblines of Falkland Street.
- On the south side, from a point 6 metres east of the extended east kerblines of Lauderdale Gardens (southern section), westwards then southwards to a point 13 metres south of the extended south kerblines of Blairatholl Avenue.

Prohibition of being in a mandatory with flow cycle lane

It is proposed to implement a prohibition of being in a mandatory with flow cycle lane restriction on Clarence Drive for the extents described below to ensure that the cycle lanes can be kept clear of vehicles.

- On the south side (westbound carriageway), from the extended west kerblines of Hyndland Road, westwards to the extended north kerblines of Crow Road.
- On the north side (eastbound carriageway), from the extended west kerblines of Hyndland Road, westwards to the extended north kerblines of Crow Road.