

MESSAGE SENT ON BEHALF OF JONATHAN BROWN

HEAD OF CITY DEAL

NEIGHBOURHOODS, REGENERATION & SUSTAINABILITY

Dear GoBike,

THE GLASGOW CITY COUNCIL

(CITY CENTRE) (TRAFFIC MANAGEMENT) ORDER 2010

(VARIATION NO 30) (ARGYLE STREET WEST) ORDER 2023

Thank you for your comments in relation to the above named Traffic Regulation Order. They have been noted and considered prior to the proposals being finalised for publication.

In response to your specific points:

1 – I can advise that after thorough consideration and consultation with Police Scotland, it has been concluded that introducing a 'No Entry Except Cycles' restriction at the junction of North Wallace Street poses significant safety risks. Police Scotland expressed concerns that this proposal could potentially lead to accidents, as drivers may not anticipate cyclists entering the street. Furthermore, permitting cyclists into North Wallace Street may encourage them to take shortcuts, increasing the risk of collisions with vehicles exiting the street. Given these safety concerns, the Council cannot consider the proposal of exempting cyclists from entering a 'No Entry' at this location without the support of Police Scotland.

Please note that the pedestrian crossing point referred to on Kyle Street is currently a Toucan crossing point, and the design team for the North Hanover Street/Kyle Street Avenue Project does not propose altering this crossing point as part of their design.

Regarding the steps being removed on the east side of North Hanover Street, these comments pertain to the design of the North Hanover Street/Kyle Street Avenue Project and not the Traffic Regulation Order or the proposed restrictions. However, your comments regarding the design have been forwarded to the design team. While the team considered installing a ramp to facilitate access from St Mungo Avenue to North Hanover Street, it was determined that due to limited distance and differences in levels between St Mungo's Avenue and North Hanover Street, installing a ramp would not be feasible as the gradient would not comply with current design standards. It's important to note that there are currently two ramps connecting St Mungo Avenue and North Hanover Street, which will be retained as part of the North Hanover Street Avenue Project.

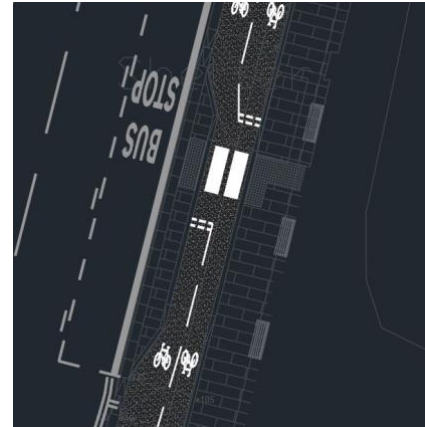
Additionally, the metal railings are confirmed to be removed as part of the proposed North Hanover Street/Kyle Street Avenue design.

2 - The preferred option for North Hanover Street/Kyle Street resulted from significant discussions and consultations with various parties, leading to several options being considered and dismissed. The objective of this process was to ensure that all road users were considered, providing a safe, fair, and

well-balanced solution while considering existing physical constraints. The proposed layout was adopted because it was deemed to offer the best solution for all potential users.

I can advise that bollards are proposed to be installed to prevent vehicles from accessing the cycle path and pedestrian footway.

Please note that modifications have been made to the zebra crossing location at the bus stop on North Hanover Street following the initial email regarding the consultation for this traffic regulation order. Please refer to the attached image - NHS 001. The zebra crossing has been downsized to a mini zebra crossing, similar to the observation mentioned in your response.

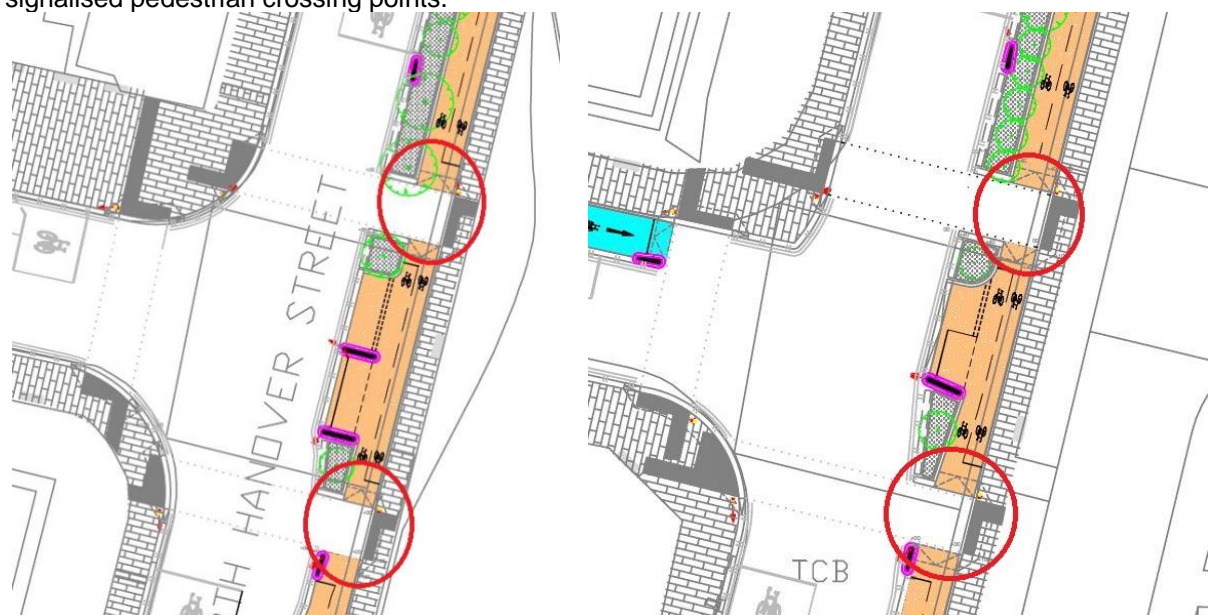


3 – It is proposed that cycle crossings will have their own signal phase at the Killermont Street/North Hanover Street junction, the Cowcaddens Street/North Hanover Street junction, and the Dobbies Loan/North Hanover Street/Kyle Street junction.

4 – I can confirm that at the signalised junctions of Cathedral Street and North Hanover Street, there is a proposed two-stage right turn cycle crossings which provides a dedicated solution for cyclists to safely navigate intersections. This innovative approach involves cyclists initially proceeding straight ahead and then waiting at a designated staging area on the far side of the junction. From there, they can make a right turn when the signal permits, completing their journey across the intersection in two stages. This method enhances safety by reducing conflicts between cyclists and other traffic, minimising the risk of collisions. It also improves the overall efficiency of the junction by streamlining traffic flow for both cyclists and motorists. Two-stage right turn cycle crossings exemplify a proactive approach to urban planning, prioritising the needs of cyclists while promoting sustainable and safe transportation options within the city centre.

5 – Regarding your comment on travelling from George Square/Queen Street Station to North Hanover Street, this refers to the design of the North Hanover Street/Kyle Street Avenue Project and is not a comment with regard to the Traffic Regulation Order or the restrictions that the Council are proposing. However, your comments in relation to the design have been passed to the design team for consideration and they have advised that the section of North Hanover Street between George Square and Cathedral Street is part of the George Square refurbishment proposals and will include a bidirectional lane on the east side to provide full connection along the length of North Hanover Street and Kyle Street.

6 - Please refer to attached image KS001 and CR001 – The gap that you have referred to is for the signalised pedestrian crossing points.



Should you require any further information on the above named Order please contact SustainableTransport@glasgow.gov.uk.

Yours sincerely

Jonathan Brown

Head of City Deal

Neighbourhoods, Regeneration & Sustainability