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THE GLASGOW CITY COUNCIL (TRAFFIC MANAGEMENT) (BUNHOUSE ROAD) ORDER 201_



Report

1. Reason for proposals

Glasgow City Council (GCC) proposes to consider the introduction of the above named Traffic Regulation Order in terms of the Road Traffic Regulation Act 1984 to promote new cycle infrastructure in the vicinity of the Kelvin Hall.

GCC and a range of other organisations are currently engaged in major redevelopment programmes across the west and southwest of the city. The provision and connectivity of sustainable transport routes, including walking and cycling routes has been identified as a key driver in encouraging development and motivating stakeholders to use transport modes other than the car.

When considering cross-area movement in the Partick / Hillhead area, an improved link was required connecting the Riverside Museum, proposed Govan Partick bridge and National Cycle Route 7 to Kelvingrove Museum, University of Glasgow, Byres Road and Yorkhill via Ferry Road, Old Dumbarton Road, Benalder Street and Bunhouse Road.

2. Expected outcomes from proposals

The proposal is to introduce the following measures in support of new cycle infrastructure:

- Removal of metered parking on Bunhouse Road and extending 'No waiting, no loading at any time' restrictions on the West kerbline.
- Relocation of disabled parking on Bunhouse Road from West to East kerbline.
- Proposed segregated two-way cycleway on West footway of Bunhouse Road.
- Proposed two-way cycleway along east kerbline of Benalder Street at carriageway level.

In addition to the above it is also proposed to remove existing parking on Old Dumbarton Road, Ferry Road and Benalder Street within the existing TRO.

Development of the route will provide links to a network of existing walking and cycle routes spanning the city and surrounding areas, serving: parks, medical centres, shops, academic, leisure and cultural establishments along and close to the core route helping make cycling and walking the most convenient modes of transport over short distances.

These proposals will provide an urban area that does not rely on the car as the primary form of transport, resulting in reduced air pollution, improved air quality, and improved health.

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