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THE GLASGOW CITY COUNCIL
(QUEEN MARGARET DRIVE)
(TRAFFIC REGULATION) Order 201_

Report

Background to the proposals

This order will implement a new two way segregated cycleway along the existing West footway of Queen Margaret Drive between Hamilton Drive and the existing bus stop located approximately 175m north of Hotspur Street. The order also will remove parking and extend the existing no waiting / no loading restrictions on the West kerb line of Queen Margaret Drive.

This project addresses the following 4 key outcomes from Glasgow Strategic Plan for Cycling 2016 – 2025 policies.

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

Glasgow's transport vision is to provide a world class transport system which is safe, reliable, integrated and accessible to all citizens and visitors and also supports the physical, social, economic, cultural, environmental and economic regeneration of the City. In order to achieve this, the Local Transport Strategy (LTS) concentrates on promoting and enhancing sustainable transport modes such as walking, cycling and public transport.

The proposed Order (as depicted on the attached plans) will comprise of:-

1. Removal of parking and extension of the existing 'No waiting, no loading at any time' restrictions on the West kerblines of Queen Margaret Drive between Clouston Street and Kelbourne Street.
2. Proposed segregated two-way cycleway on West footway of Queen Margaret Drive between Hamilton Drive and the existing bus stop located approximately 175m north of Hotspur Street.
3. Existing bus stops to be retained.
4. Existing loading bays to be retained.
5. Existing taxi rank, on East kerblines of Queen Margaret Drive, to be retained.
6. Removal of the existing bus lane on Queen Margaret Drive from a point approximately 40m North of Kelbourne Street for a distance of approximately 220m north to accommodate a two-way segregated cycleway.

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