

Barras (North)

(Traffic Management) Order 2014

(Variation No.1 - Calton Village Development) Order 202_

Glasgow City Council proposes to consider the introduction of the above named Traffic Regulation Order in terms of the Road Traffic Regulation Act 1984, as amended.

This order is being proposed in order to accommodate a proposed re-development of the existing derelict area.

THE ROADS AFFECTED BY THESE PROPOSALS ARE BOUNDED BY:

Wellpark Street to the North; Bellgrove Street to the East; Gallowgate to the South and Barrack Street to the West.

THE LIST OF ROADS AFFECTED BY THESE PROPOSALS ARE:

Armour Street, Melbourne Street, Sydney Street, Unnamed Road on the western end of Armour Street, leading southwards to the rear of 42-46 Barrack Street and Off Road Parking Area off Armour Street.

DETAILS OF THE PROPOSALS ARE AS FOLLOWS:

- The proposal is to amend/introduce no waiting restrictions within the area and the relocation of parking bays on Melbourne Street due to installation of build outs.

A copy of the Draft Order, relevant map, statement of reasons and detailed report for proposing to make the Order are available for inspection 9am-5pm, Monday to Friday inclusive at: Reception, Exchange House, 231 George Street, Glasgow, G1 1RX.

Further information and copies of the relevant maps, statement of reasons and detailed report can be viewed online at www.glasgow.gov.uk/proposedTRO.

Any person wishing to object to the proposed Order must submit this in writing to Andrew Mollon, Head of Roads, Neighbourhoods, Regeneration and Sustainability, Exchange House, 231 George Street, Glasgow, G1 1RX or email parkingproposals@glasgow.gov.uk and it must be **received** by **Thursday 25 August 2022**.

It is the responsibility of the person making the objection to ensure that the Council **receive** it by the date stated above.

Glasgow City Council asks that all persons making a written submission state their name and address. All objections must be made in writing and must contain a written statement of the grounds of the objection.

Support of the proposals can also be submitted using the above contact details.

www.glasgow.gov.uk

Annemarie O'Donnell, Chief Executive,
City Chambers, George Square, Glasgow, G2 1DU





Glasgow City Council (Barras (North)) (Traffic Management) Order 2014 (Variation No.1 – Calton Village Development) Order 202_

Report

This order is being proposed in order to accommodate a proposed re-development of the existing derelict area.

Each element of the proposals is detailed below:-

No waiting at any time.

These restrictions are proposed at locations where waiting and loading is deemed unsafe in terms of road safety or pedestrian safety or could negatively affect traffic flow or manoeuvres.



**GLASGOW CITY COUNCIL
(BARRAS (NORTH))
(TRAFFIC MANAGEMENT) ORDER
2014
(VARIATION NO.1 – CALTON VILLAGE
DEVLOPEMENT) ORDER 202_**

**Glasgow City Council
(Barras(North)) (Traffic Management) Order 2014
(Variation No.1 – Calton Village Development) Order 202_**

Glasgow City Council in exercise of the powers conferred on them by the Road Traffic Regulation Act 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Constable of Police Scotland hereby make the following Order:-

Citation and Commencement

This Order may be cited as "The Glasgow City Council (Barras (North)) (Traffic Management) Order 2014 (Variation No.1 – Calton Village Development) Order 202_" and shall come into operation on

The Orders specified in Schedule 1 to this Order shall have the effect subject to the variations specified in that Schedule.

Sealed with the Common Seal of Glasgow City Council and subscribed for it, and on its behalf by
GEORGE GILLESPIE, EXECUTIVE DIRECTOR OF NEIGHBOURHOODS, REGENERATION AND
SUSTAINABILITY, AT GLASGOW ON THE

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**Glasgow City Council
(Barras(North)) (Traffic Management) Order 2014
(Variation No.1 – Calton Village Development) Order 202_**

The Glasgow City Council
(Barras(North))(Traffic Management)
Order 2014

In Schedule 1 (No waiting at any time)

In the entry for **Armour Street**

Delete item 1

Substitute with:

1. On both sides, from its western extremity to its eastern extremity.

Add new item 2 to read:

2. At its western extremity, across the carriageway.

In the entry for **Melbourne Street**

Delete item 1

Substitute with:

1. On the east side, from a point 10m south of the extended south kerbline of Duke Street southwards to a point 8m north of the extended north kerbline of Gallowgate.

In the entry for **Sydney Street**

Delete item 1 and 2

Substitute with:

1. On the east side, from a point 14.5m south of the extended south kerbline of Duke Street to the extended north kerbline of Wellpark Street.
2. On the west side, from a point 14.5m south of the extended south kerbline of Duke Street to the extended north kerbline of Wellpark Street.

Add new item 3 to read:

3. On the west side, from the extended north kerbline of Armour street, northwards to its northern extremity.
4. On the east side, from the extended north kerbline of Armour Street, northwards to its northern extremity.

Add new entry '**Unnamed Parking Area Off Armour Street**'

Add new item 1 to read:

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1. On both sides, from the extended north kerbline of Armour Street to its northern extremity, across the carriageway.

Add new entry '**Unnamed Road on the western end of Armour Street, leading southwards to the rear of 42-46 Barrack Street**'

Add new item 1 to read:

1. On both sides, from the extended south kerbline of Armour Street to its southern extremity, across the carriageway.

In Schedule 2 (Parking Places – Pay and Display during Monday to Saturday 8am to 6pm)

In the entry **Melbourne Street**

Delete item 1

Substitute with:

1. On the east side, from a point 10m south of the extended south kerbline of Duke Street southwards to a point 8m north of the extended north kerbline of Gallowgate.

In the entry **Sydney Street**

Delete item 1

Substitute with:

1. On the east side, from a point 14.5m south of the extended south kerbline of Duke Street to the extended north kerbline of Wellpark Street.

Delete item 2

Substitute with:

2. On the west side, from a point 14.5m south of the extended south kerbline of Duke Street to the extended north kerbline of Wellpark Street.

Add new item 3 to read:

3. On the east side, from the extended north kerbline of Armour Street to its northern extremity.

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	<p>Add new item 4 to read:</p> <p>4. On the west side, from the extended north kerbline of Armour Street to its northern extremity.</p>
<p>Glasgow City Council (Faifley – Bailleston Quality Bus Corridor) (Ross Street to Old Shettleston Road) (Traffic Regulation) Order 2003</p>	<p>In Schedule 1 (No loading at any time – No waiting at any time)</p> <p>In the entry for <u>Melbourne Street</u></p> <p>Delete item 2</p> <p>Substitute with:</p> <p>2. On the east side, from the extended north kerbline of Gallowgate, northwards for a distance of 8m.</p>

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Statement of Reasons

In accordance with the Road Traffic Regulation Act 1984, it is considered necessary to make the above Order:-

'for preserving or improving the amenities of the area through which the road runs'

NRS
George Street
Glasgow
G1 1RX

Note: Further details and reasoning behind the proposals, the specific elements of the proposals and the outcomes expected to be achieved from these proposals can be found within the associated report.