

OFFICIAL

**MESSAGE SENT ON BEHALF OF CHRISTINE FRANCIS
HEAD OF TECHNICAL SERVICES
NEIGHBOURHOODS, REGENERATION AND SUSTAINABILITY**

Dear GoBike

**THE GLASGOW CITY COUNCIL
(CITY CENTRE) (TRAFFIC MANAGEMENT) ORDER 2010
(VARIATION NO. 30) (ARGYLE STREET WEST) ORDER 202_**

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(a) – I can advise that having examined the Traffic Regulation Order(TRO) for St Andrew's Drive and the variations of existing TRO article for 'prohibition of driving' within the City Centre order, it has been concluded that the wording "Being in" a cycle lane is not appropriate for this article/schedule. Having reviewed the Traffic Signs Regulations and General Directions(TSRGD) and Traffic Signs Manuals there is no signage to legally support enforcement of this wording in a cycle lane/path. Please note that as there is a waiting/loading restriction that runs parallel to the cycle lane/path which means that any vehicle that is parked or abandoned within a cycle lane/path can be dealt with by Glasgow City Council's, Parking Enforcement Team. Prohibition of driving can only be enforced by Police Scotland as this is a moving vehicle offence and if this restriction was to be removed, it would mean any vehicle that does decided to travel along the cycle lane/path could not be enforced by Police Scotland or by Glasgow City Council. The wording "Being in," that is used in schedule 46b relates to a Bus Lane and not a cycle lane/path. I can advise that there is currently legislation in place for cameras which are used to capture the contravention of "being in" a bus lane. This is the reason for schedule/article 46B, being worded in this way. Unfortunately, there isn't similar legislation for this type of enforcement of cycle lane/path in Scotland.

1(b-f) – I can advise that the comments that you have raised in points 1b, c, d, e, and f are all comments on the design of the Argyle Street West Avenues Project and are not comments in regards 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. I can confirm that the preferred option for Argyle Street West was the product of significant discussions/consultations with various parties, resulting in a number of options being produced and discounted. The objective of the optioneering was to ensure that all road users were considered, to ensure a safe, fair and well balanced solution is provided while taking into account of the existing physical constraints. The proposed layout was adopted because it was considered that it provided the best solution for all potential users.

1(g) – Please note that this was an error within the drawing and the correct hatching will be rectified. The TRO schedule will also reflect the correct restriction as noted in point 1(g).

2 – The lining will be amended on the drawing to show the double yellow lining on the carriageway side as suggested.

3(a-b) – I can advise that Glasgow City Council is not revoking the bus gates between Oswald Street/Hope Street and Union Street/Jamaica Street. Due to space re-allocation to active travel, the number of vehicle lanes has been reduced from three to two. There will no longer be a dedicated right turn lane but buses will still be able to turn right onto Argyle Street. It should be noted that since the introduction of Oswald Street bus gate in 2019, all lanes on Oswald Street operate as a bus lane from 7am to 7pm, north of Midland Street.**3(c)** – Please be advised that the proposal to allow goods vehicles access through the bus gate on Argyle Street is to accommodate delivery of goods to this section of Argyle Street. The definition of a 'Goods Vehicle' within the existing City Centre order is as follows - "Goods vehicle" means a motor vehicle or trailer, constructed or adapted for use for the carriage of goods or burden of any description and taxed as one of the following:- Light goods Vehicle, Euro 4 Light Goods Vehicle, Private HGV, Rigid, two and three axled articulated vehicles, Rigid vehicles, Trailers, Two axled tractive unit articulated vehicles and Three axled tractive unit articulated vehicles, but not including a dual-purpose vehicle. The bus gate camera at this location operates 24 hours, 7 days a week and any vehicle that does not match the description of the definition of a goods vehicle will be issued an Penalty Charge Notice(PCN).

I trust this is of assistance, however should you require further information please contact SustainableTransport@glasgow.gov.uk.

Should the Council proceed with these proposals; a copy of the Notice of the proposed Order will be forwarded to you.

Yours sincerely

Christine Francis
Head of Technical Services
Neighbourhoods, Regeneration & Sustainability