

**The Glasgow City Council
(City centre) (Traffic Management) Order 2010
(Variation No.40) (George Square & Avenues) Order 202_**



TRO Report

Background to the proposed Order

As a consequence of the proposals to redevelop George Square and adjacent streets, this Traffic Regulation Order (TRO) will be required to amend the existing waiting and loading restrictions as well as traffic movement restrictions appropriate to the proposed road layouts.

The George Square and adjacent Avenues projects are aimed at improving cycling and pedestrian facilities in the central part of the City centre and also to strengthen links to both the north and east of the City via North Hanover Street and Duke Street/High Street respectively. This project therefore forms part of the city-wide Avenues programme. The aim of the programme is to transform 17 main thoroughfares across the City Centre into tree lined avenues to create a people-friendly and greener streetscape.

The Avenues programme is funded by approximately £115 million of Glasgow City Region City Deal funding. Whereas GCC will utilise Capital funding for the redevelopment of the central part of George Square.

The George Square and adjacent Avenues project builds on the successful work of the pilot project on Sauchiehall Street, completed in 2019 and will connect with several other Avenues projects currently planned or under construction in the city centre. It will provide “tree lined” avenues with wide footways and new segregated cycle tracks on the north and south sides of George Square and also the south side of George Street, the north side of Cochrane Street and the east side of North Hanover Street. The installation of modern street lighting, together with ambient feature and festive lighting will complement the new layout and all junctions in the vicinity will benefit from new or upgraded traffic signal installations, with both pedestrian and cycle priority stages.

Cycle Routes:

1. The proposed cycle route on George Square (North) extends from its junction with North Hanover Street, which provides cycle access to the east entrance of Queen Street rail station, eastwards along the south side of George Street to its junction with Montrose Street.
2. The proposed cycle route on George Square (South) extends from its junction with St. Vincent Place eastwards along the north side of Cochrane Street to its junction with Montrose Street.
3. The proposed cycle route on North Hanover Street extends from George Square northwards along its east side to Cathedral Street, where it will connect to another Avenue project being developed connecting the north of the city centre.

All new segregated two-way cycle tracks will be accommodated on what is currently carriageway, which will reduce the width available to motor vehicles on all affected roads and will have the effect of slowing vehicles with the movements of pedestrians and cyclists therefore being prioritised.

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As the existing carriageways will be narrowed, it will be necessary to alter the current waiting and loading restrictions including changing the on-street loading provisions to allow goods vehicles only 24hrs per day access, which will typically allow more space for pick ups and drop offs for private hire cars particularly at night times.

Public realm improvements will be made across the scheme, including new seating and cycle parking in order to create new areas to rest and socialise.

This project meets the Council commitments to carbon reduction by:

- Increasing green infrastructure;
- Mitigating against climate change, with improved surface water management;
- Promote and prioritise sustainable transport;
- Tackle poor air quality.

Area affected by the proposed Order

The roads affected by these proposals are:-

West George Street, George Square, George Street, St.Vincent Place, Cochrane Street, Cathedral Street, John Street, Queen Street and North Hanover Street.

Details of the proposed Order

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

- Amendments to existing waiting and loading restrictions, such as the removal of all Pay & Display parking; relocation of Disabled parking bays and Motorcycle parking bays; extension of Taxi rank on West George Street, and changing the on-street loading provisions to allow goods vehicles only 24hrs per day access.
- Addition of new two-way segregated cycle tracks as described above.