Item 12

11th April 2023

Glasgow Community Planning Partnership

Hillhead Area Partnership

Report by Executive Director of Neighbourhoods Regeneration and Sustainability

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Glasgow City Region Bus Partnership (GBP) Hillhead Walkover

Purpose of Report:

To provide members with an update on the Hillhead walkover in relation to the Glasgow City Region Bus Partnership (GBP)

Recommendations:

The Area Partnership is asked to:

1) Note the report; and
2) Review and discuss the outcomes outlined in the table provided by NRS below

1 Hillhead Walkover

1.1 A walkover along Great Western Road (GRW) was held on Thursday 19th January 2023 in relation to bus priority project work being undertaken the Glasgow City Region Bus Partnership (GBP). This was requested at the Hillhead Area Partnership Meeting on 8th November 2022.

1.2 Members of the Area Partnership were invited to come along and highlight issues being experienced along this strategic bus corridor that can be captured as part of the STAG Appraisal. The walkover commenced from Woodside Library and continued along GRW before finishing at the Byres Road junction.

1.3 The walkover was attended by Cllr Andrew, Cllr Wardrop, Rory O'Sullivan (GCC) Stephen Macleod (GCC) and Andrew Kelly (external consultant working on the GBP projects) who took down notes and answered any queries other attendees had on the day.

2.0 Key Points raised for consideration

2.1 Great Western Road at Carrington Street (nr St George's Cross Subway)

2.1.1 Members of the Hillhead Area partnership highlighted several issues across this section of GWR including:

- Bus stops located further from St George's Cross Subway Station
- The difficulty in accessing St George's Cross Subway Station from the other side of the road
- Heavy pedestrian footfall and traffic on football match days at nearby Firhill

2.1.2 Area Partnership Members in attendance suggested a number of possible solutions to explore to address the issues above:

- Bus stops located closer to St George's Cross Subway Station that would act as a transport interchange
- A pedestrian crossing located closer to the entrance of St George's Cross Subway Station

2.2 Great Western Road at Woodlands Drive / Dunean Street

2.2.1 A few issues in this section of GWR were highlighted by Members of Hillhead Area Partnership who attended the walkover:

- Cars overtaking buses at the bus stop before the traffic lights in this section of GWR
- Delivery drivers parking on or close to the westbound bus stop in this section of GWR

2.3 Great Western Road at Montague Street

2.3.1 Issues raised by Area Partnership Members along this section of GWR were as follows:

- Cars overtaking buses at the westbound bus stop before the traffic lights
- Bus road markings are being worn away
- Park Road junction: direction of traffic resulting in congestion that is having an impact on the eastbound bus stop at this location

2.3.2 Members asked why some bus stops have real time indicators on a separate post, why some are located in the bus stop itself on a screen and why others have none. Members were advised that bus stop shelters vary in their size / design / type / construction and can be limited by their environment. Some bus stop shelters are also of an older design, as not every bus shelter is replaced at once whenever a new design or function is introduced – this can only happen over a period of time. As a result, there are various "types" of bus stop shelters, and the most appropriate type of bus stop shelter will be picked for the area depending on these environmental factors (i.e. space available).

2.4 Great Western Road at Kelvinbridge Subway

2.4.1 Members of the Hillhead Area Partnership indicated that there is poor access from bus stops to Kelvinbridge Subway Station.

2.4.2 Area Partnership Members in attendance queried if the bus stop at Oakfield Avenue/Hamilton Park Avenue (eastbound) could be moved further east.

2.4.3 A bus stop on the Kelvin Bridge itself was initially suggested, however the external consultant advised that this is not likely to be possible for technical as well as historical preservation reasons.

2.5 Great Western Road at "Inn Deep"

2.5.1 Issues highlighted by Area Partnership Members along this section of GWR are as follows:

- Cars parking along the westbound bus lane
- The eastbound section becomes congested during school pick-up and drop-off times
- Box junction markings are being worn away

2.5.2 Area Partnership Members in attendance asked about possible solutions to explore to address the issues above, including:

- City-wide bus lane operating hours to improve adherence
- A bus stop at the eastbound section near the school to try and exacerbate traffic issues at pick-up and drop-off times
- Pedestrian crossing at Otago Street

- Raised tables in regard to road junctions in this area
- Repaint and enforce box junctions – particularly at Belmont Street junction

2.6 Great Western Road at Oakfield Avenue

2.6.1 Area Partnership Members felt that that bus stops in this location (westbound as well as eastbound) are far away from Kelvinbridge Subway Station. They did however highlight that these bus stops are particularly useful for Hillhead High School students.

2.6.2 At this observation point, it was highlighted by Area Partnership Members that Ruskin Terrace and Buckingham Terrace have their own parking on their segregated terraces. Members suggested that this could potentially pave the way for the removal of parking along GWR (eastbound).

2.7 Great Western Road at Alfred Terrace / Hillhead Street Bus Stop

2.7.1 Area Partnership Members pointed out that the westbound bus stop at this location is prone to crime, with the Police often called to this area.

2.8 Great Western Road beyond the Botanic Gardens

2.8.1 Bus stops located further up GWR adjacent to the Botanic Gardens have become redundant. These bus stops were only meant to be temporary relocations due to work on the roads and pavements in that area, but have remained in their temporary location. Area Partnership Members felt that these relocated bus stops are underutilized and not close enough to the Byres Road junction and the entrance to the Botanic Gardens.

2.8.2 Area Partnership Members queried if a new diagonal crossing would be more appropriate at the Byres Road junction (from the south east corner, to the north west corner at the entrance to Botanics).

2.9 General Observations

2.9.1 Area Partnership Members felt that free bus passes are undersubscribed in Glasgow and are keen to maximise the benefits of this scheme.

3.0 Further Information

3.1 Additional information can be found on the GBP Webpage or be emailing the team at connecting communities@glasgow.gov.uk