



The Glasgow City Council

(BILSLAND DRIVE)

(TRAFFIC REGULATION) Order 20_

Report

1. Background to the proposals

It is proposed to formalise the changes to the cycle measures introduced on Bilsland Drive as part of the Spaces for People programme during 2020, as a response to Covid – 19 and following the City Administration Committee approval granted on the 16th of September 2021.

2. Association with Transport Strategies and Council Policies

The promotion of this Traffic Regulation Order will help to improve safety, accessibility and increase the use of active travel modes on Bilsland Drive and helps to support the following transport strategies/Council policies;

Glasgow City Council Strategic Plan 2017 to 2022

- A Thriving Economy
- A Vibrant City
- A Healthier City
- A Sustainable and Low Carbon City
- Resilient and Empowered Neighbourhoods

Glasgow's Strategic Plan for Cycling 2016 – 2025

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

3. Proposals

Details of the proposed Order:

No waiting at any time No loading or unloading at any time

Bilsland Drive

- On the south side (westbound Carriageway), from the extended west kerbline of Bilsland Court, Westwards to the extended west kerbline of Hazlitt Street.
- On the south side (westbound Carriageway), from the extended west kerbline of Parkbrae Avenue, Westwards to a point 70 metres east of the extended west kerbline of Leyden Street.
- On the North side (eastbound carriageway), from the extended west kerbline of Hayston Street, Westwards to the extended east kerbline of Bilsland Avenue.
- On the North side (eastbound carriageway), from the extended east kerbline of Shannon Street, Westwards to a point 70 metres east of the extended east kerbline of Leyden Street.

Prohibition of being in a Mandatory with flow cycle lane

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