

## Councillor Ward Tour - Cowcaddens & Maryhill

<i>Directions</i>	<i>Points to Note</i>
<b>Start</b>	Meet outside Cowcaddens Subway station
Head west through underpass to New City Road	Underpass sometimes floods
Continue straight on along <b>New City Road</b>	Following Colleges Cycle Route
Fork left onto cycle path then immediately right to underpass	
Turn left onto cycle path	After underpass
Continue straight on along <b>New City Road</b>	
Turn 1st right into <b>St Peter's Street</b>	Leave Colleges Cycle Route
Turn right then left into <b>Braid Square</b>	
Turn 1st left into <b>Braid Street</b>	
Continue straight on into <b>North Woodside Road</b>	At St George's Road junction
Continue along <b>North Woodside Road</b>	At Maryhill Road junction
Continue along <b>North Woodside Road</b>	At Napiershall Street mini-roundabout
Turn 1st right into <b>Mount Street</b>	
Turn left at end into <b>Raeberry Street</b>	
Fork right into <b>Striven Gardens</b>	At mini-roundabout
Continue along <b>Striven Gardens</b>	At bollards
Continue straight on into <b>Doune Gardens</b>	At Belmont Street junction
Continue straight on into <b>Doune Quadrant</b>	At unnecessarily obstructive bollards/railing/kerbs (with added car parking)
Fork left on into <b>Queen Margaret Road</b>	
Turn right at end into <b>Queen Margaret Drive</b>	
Turn 1st left into <b>Clouston Street</b>	Note road closure exempts cycles, but way is frequently blocked by parked cars, could be better signed

Turn right at mini-roundabout into <b>Garrioch Street</b>	Note painted cycle lanes completely blocked by parked cars, making them useless, then the road continues without cycle lanes
Turn 4th left into <b>Contin Place</b>	Opposite path from Tesco
Continue straight on along path to Wyndford Drive	Note no dropped kerb at either end of path Path could be moved closer to fence (away from building) to improve sightlines at corner
Turn left at end into <b>Wyndford Drive</b>	
Turn 1st right into <b>Southmuir Place</b>	
Continue straight on along path to Kelvin Walkway	This new path is generally good but its junction with the Kelvin Walkway is a needlessly sharp turn
Turn right at end onto <b>Kelvin Walkway</b>	The lack of sweeping on the Kelvin Walkway allows debris to build up next to fence, reducing path to single file in places, and making overtaking/passing needlessly dangerous due to one side of the path being slippery
Continue across Kelvindale Road along <b>Kelvin Walkway</b>	Barriers at road crossing are an unnecessary hindrance and could be replaced by a single bollard each side Gradient on south side could be reduced by rebuilding ramp over a longer distance
Fork left along path towards riverside	Pass church and fork left down ramp to riverside - this path was recently resurfaced by GCC with whindust, but got washed out during the first heavy rain, so is back to a poor quality path - should have been asphalted
Continue along riverside path and rejoin <b>Kelvin Walkway</b> at Kelvin Aqueduct	Note how main path on Kelvin Walkway kinks unnecessarily at junction of paths next to aqueduct
Continue along <b>Kelvin Walkway</b>	At the bit where the Kelvin Walkway dips down to the river, the recent work by GCC was limited to removing some stonework and repairing a fence - this section could be rebuilt to improve alignment and remove steep gradient

Continue along <b>Kelvin Walkway</b>	Mud on path and overgrowing vegetation reducing path width, causing conflict between path users  A youth has been using this section of path on a motorbike - tyre marks are clearly visible in the grass either side of railway viaduct - and although he passes me on the grass (with plenty of clearance) the noise and exhaust fumes make the path unpleasant to use while he is about
Continue up hill on <b>Dalsholm Road</b>	Note that turn onto path to Science Park is extremely tight and steep, and that there are sometimes parked cars on the shared-use footway on Dalsholm Road, despite the free car park at the top of the hill behind you
Turn right at traffic signals at end into <b>Maryhill Road</b>	Note that the bus lanes are peak hours only and not the "standard" 7am-7pm now adopted across the city, and that the peak hour waiting restrictions are widely flouted, and rarely enforced by GCC
Turn 2nd left (at First & Last pub) into <b>Duart Street</b>	Note that dropped kerb has quite a bit of upstand, there is a painted loading bay part of the way across the dropped kerb, and there is almost always a commercial vehicle parked across the cycle track at Duart Street
Continue straight ahead along path to Shiskine Drive	Note that unlike other end of Duart Street, no provision has been made for cycling through the road closure
Continue straight ahead along <b>Shiskine Drive</b>	
Turn left at end into <b>Rothes Drive</b>	
Turn 2nd right into <b>Gorstan Street</b>	Just past ASDA store
Continue straight ahead along path at end of road	Summerston has a lot of footpaths away from the main road network, almost like a New Town, but few of these paths are useful for cycling due to the lack of connectivity, lack of dropped kerbs, some short flights of steps, etc
Turn 2nd right onto path past end of Formby Drive	Continue past end of Formby Drive onwards to Hollinwell Road
Continue straight ahead into <b>Hollinwell Road</b>	
Turn right at end onto path	
Turn 1st left onto path to Sunningdale Road	
Continue straight ahead into <b>Sunningdale Road</b>	

Turn right at end into <b>Arrochar Drive</b>	Pass new bus terminus
Turn left at corner onto path to Cadder	
Turn right at end into <b>Cadder Road</b>	
Turn right at end to continue along <b>Cadder Road</b>	Join main road at railway bridge
Turn right at end into <b>Lochburn Road</b>	
Turn 2nd left up ramp to canal path	Turn left just after passing under canal
Continue straight ahead along <b>Forth &amp; Clyde Canal</b>	Note that provision of solar LED marker lights is somewhat random Note that path beneath Ruchill Street bridge (and that at Firhill Road) is very narrow
Turn right onto path to Shakespeare Street	Just after Ruchill Street bridge
Continue straight on into <b>Shakespeare Street</b>	To return to starting point
Continue straight on along <b>Shakespeare Street</b>	At Maryhill Road junction Contraflow cycle lane often blocked by car parking at traffic island
Turn 2nd left into <b>Hathaway Street</b>	Several roads in North Kelvinside are closed to through traffic, some permit through cycling, some don't
Turn right at end into <b>Avenuepark Street</b>	Although this is signed as a through route for cycling, there is no physical provision for getting through the road closure
Turn right at end into <b>Hotspur Street</b>	Note bus gate and see if any non-bus non-cycle traffic is using it
Turn left at end into <b>Garrioch Road</b>	Note first speed cushion on this side of road (after zebra crossing) is installed the wrong way around, with steep side facing traffic, making it a hazard to cyclists
Continue straight on into <b>Kelvin Drive</b>	At Clouston Street mini-roundabout Note road closure that exempts cycles
Continue straight on into <b>Queen Margaret Road</b>	
Continue straight on into <b>Doune Quadrant</b>	
Continue straight on into <b>Doune Gardens</b>	
Continue straight on into <b>Striven Gardens</b>	
Turn right into <b>Garriochmill Road</b>	At Raeberry Road mini-roundabout (towards Henderson Street)

Continue straight on onto <b>Garriochmill Way</b>	Path - High kerbs at each end
Turn right at end into <b>North Woodside Road</b>	
Fork right onto <b>South Woodside Road</b>	Through barriers and down cobbled ramp under the Kelvin Bridge
Continue straight on along <b>South Woodside Road</b>	Cobbled street
Turn 1st left into <b>West Princes Street</b>	
Continue straight on along <b>West Princes Street</b>	At Park Road crossing, rejoining Colleges Cycle Route
Continue along <b>West Princes Street</b>	At various road closures exempting cycles
Continue along <b>West Princes Street</b>	On shared footway where road becomes one-way
Continue straight on onto cycle path, underpass and footbridge	At St George's Road crossing
Turn right into <b>New City Road</b>	Continue via outward route in reverse to Cowcaddens Subway station
<b>Finish</b>	Tour approximately 8 miles, see <a href="http://cycle.travel/map/journey/50398">http://cycle.travel/map/journey/50398</a>