



Christine Francis
Head of Sustainability and Technical Services
Neighbourhoods and Sustainability
Glasgow City Council

PO Box 15175, Glasgow, G4 9LP

e-mail: consultations@gobike.org

web: www.gobike.org

Ref: TF/SI

By e-mail to: [Sustainable Transport@glasgow.gov.uk](mailto:SustainableTransport@glasgow.gov.uk)

22 February 2022

Dear Sir/Madam,

**THE GLASGOW CITY COUNCIL
(BILSLAND DRIVE)
(TRAFFIC REGULATION) ORDER 20__**

I write on behalf of Go Bike - Strathclyde Cycle Campaign. We welcome this proposal, which formalise the temporary Spaces for People lanes which were introduced in 2021, because they provide a cycle route between the west end and Possilpark. However, we have concerns:

A. Junction of Bilsland Drive and Maryhill Road: this is a wide junction which carries a heavy volume of traffic. We urge that specific crossing provision be made for cyclists, between Bilsland Drive and Queen Margaret Drive. The opening of the new North Kelvinside PS in August, 2022 should be taken into account.

B. At the section close to, and underneath, the Canal Aqueduct at Leyden Street, Bilsland Drive makes two sharp turns within a short distance, with no clear lines of sight for road users approaching the Aqueduct.

- Notices should be placed on either side of the Aqueduct alerting road users that there is a sharp bend ahead with poor lines of sight. A reduction in speed limit to 15 or 10mph should be considered.
- The level of lighting is low here, because of the inadequacy of the present lighting. The canal embankment and high walls on either side of Bilsland Drive north of the Aqueduct reduce the amount of natural light entering. More and higher illumination street lighting be installed.
- he section of road directly beneath the Aqueduct is at a local low point. Rainwater runs down into their area. The gullies are usually choked resulting in extensive puddling. Drainage should be improved and the section swept regularly.
- The footways on either side underneath the Aqueduct are very narrow and it is difficult to manoeuvre prams and wheelchairs. This deters pedestrians because of the closeness of moving traffic. The puddling subjects pedestrians to splashing. The footways should be widened. As space is limited, alternate single vehicular movement controlled by traffic lights to allow alternate directions of travel as at the Aqueduct on Lochburn Road should be considered.

C. There are sections on the northbound route where there is no cycle lane. A full great a length of continuous cycle lane is required.

D. The cycle lane ends on Bilsland Drive before it reaches the junction with Balmore Road and the continuation on to Hawthorn Street. The lane should be continued to the junction. This is a busy junction with heavy traffic on both Balmore Road and on Bilsland Drive/Hawthorn St. Cycle crossing should be added to the existing traffic lights.

Yours sincerely,

Alasdair MacDonald
for Consultations, GoBike