
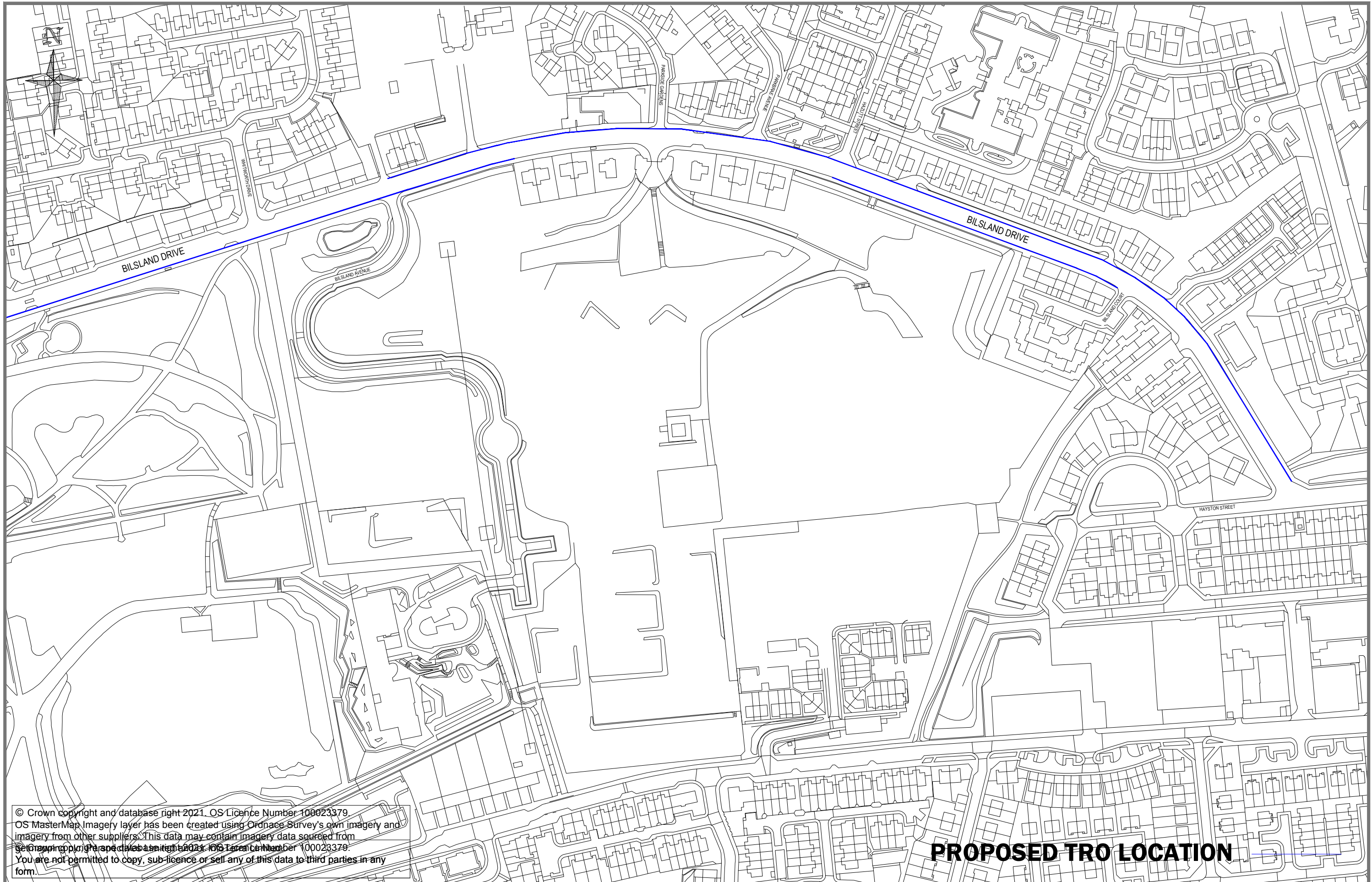


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**PROPOSED TRO LOCATION**

<p><b>Glasgow City Council</b></p> <p>Executive Director of Neighbourhoods, Regeneration and Sustainability :  <b>George Gillespie BEng (Hons) CEng MICE</b></p> <p>Design Office:          Exchange House, 231 George Street, Glasgow, G1 1RX</p>	<p><b>NOTES:</b></p> <p>1. All dimensions are in millimetres and all levels are metres above Ordnance Datum unless noted otherwise.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Prepared by : RB</td> <td>Date : Sep 21</td> </tr> <tr> <td>Checked by : AOM</td> <td>Scale : 1:2500</td> </tr> <tr> <td>Approved by : KA</td> <td>Software : AutoCAD 2016</td> </tr> </table>	Prepared by : RB	Date : Sep 21	Checked by : AOM	Scale : 1:2500	Approved by : KA	Software : AutoCAD 2016	<p><b>THE GLASGOW CITY COUNCIL</b></p> <p><b>BILSLAND DRIVE</b></p> <p><b>(TRAFFIC REGULATION)</b></p> <p><b>ORDER 20_</b></p> <p><b>DRAWING 1 OF 2</b></p>	<p>Drawing No:  <b>TS_5257_BLS_TRO_101</b></p> <p>File Location:</p>
Prepared by : RB	Date : Sep 21								
Checked by : AOM	Scale : 1:2500								
Approved by : KA	Software : AutoCAD 2016								
			 Original Size: 420*297 (A3)						





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**THE GLASGOW CITY COUNCIL**  
**BILSLAND DRIVE**  
**(TRAFFIC REGULATION)**  
**ORDER 20\_**  
**DRAWING 2 OF 2**

Drawing No:  
**TS\_5257\_BLS\_TRO\_102**  
 File Location:

  
 Original Size:  
 420\*297 (A3)



**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 16<sup>th</sup> 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:

Prohibition of being in a Mandatory with flow cycle lane

Bilsland Drive

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

No waiting and no loading at any time

Bilsland Drive

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

**THE GLASGOW CITY COUNCIL  
(BILSLAND DRIVE)  
(TRAFFIC REGULATION) ORDER 202\_**

Glasgow City Council proposes to consider the introduction of the above named Traffic Regulation Order in terms of the Road Traffic Regulation Act 1984, as amended.

The purpose of this Order is to enable the provision of on carriageway cycle facilities on Bilsland Drive. Therefore enabling safer and more sustainable travel options within the local area and connections to the wider cycle network.

The roads affected by these proposals are bounded by:-

- Leyden Street to the western extent, Hayston Street to the eastern extent.

The list of roads affected by these proposals are:-

- Bilsland Drive

Details of the proposed Order

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

**Prohibition of being in a Mandatory with flow cycle lane**

**Bilsland Drive**

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

**No waiting and no loading at any time**

**Bilsland Drive**

- On the south side (westbound Carriageway), from the extended west kerblines of Bilsland Court, Westwards to the extended west kerblines 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.

A copy of the Draft Order, relevant map, statement of reasons and detailed report for proposing to make the Order are available at:-

[www.glasgow.gov.uk/proposedtro](http://www.glasgow.gov.uk/proposedtro).

Any person wishing to object to the proposed Order must submit this in writing to 231 George Street, Glasgow, G1 1RX or email: [sustainabletransport@glasgow.gov.uk](mailto:sustainabletransport@glasgow.gov.uk) and it must be **received** by 14<sup>th</sup> March 2022.

It is the responsibility of the person making the objection to ensure that the Council **receive** it by the date stated above.

Glasgow City Council asks that all persons making a written submission state their name and address. All objections must be made in writing and must contain a written statement of the grounds of the objection.

Support of the proposals can also be submitted using the above contact details.

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

**Statement of Reasons**

It is considered necessary to make the above Order for the following reason, In accordance with the Road Traffic Regulation Act 1984, as amended:-

- for preserving or improving the amenities of the area through which the road runs.

**Note:-** Further detail and reasoning behind the proposals, the specific elements of the proposals and the outcomes expected to be achieved from these proposals can be found within the associated report.