

**The Glasgow City Council  
(Duke Street and John Knox Street)  
(Traffic Management) Order 202\_**



**TRO Report**

**Background to the proposed Order**

The Duke Street and John Knox Street project is aimed at improving cycling and pedestrian facilities in the area immediately east of the City centre forming an active travel route linking Dennistoun to the City centre. This project forms part of the city-wide Avenues programme. The aim of the programme is to transform 17 main thoroughfares across the City Centre, into tree lined avenues, to create a people-friendly and greener streetscape. The Avenues programme is funded by approximately £115 million of Glasgow City Region City Deal funding.

The Duke Street and John Knox Street project builds on the successful work of the pilot project on Sauchiehall Street, completed in 2019. Proposing a “tree lined” avenue with wide footways and new segregated cycle tracks on the south side of Duke Street, and on alternating sides of John Knox Street. Motorised traffic will be slowed with the movements of pedestrians and cyclists prioritised.

The proposed route on Duke Street extends from, and includes, its junction with High Street to its junction with Bellgrove Street. The proposed route on John Knox Street extends from its junction with Duke Street to the east kerbline of Castle Street.

The new segregated two-way cycle tracks will be accommodated on, what is currently, carriageway, which will reduce the width available to motor vehicles to a single lane in each direction. The cycle track on the south side of Duke Street will extend from the east side of High Street to the west side of Bellgrove Street, and the cycle track along John Knox Street will alternate sides ie. on the east side from Duke Street to Wishart Street and then west side from Wishart Street to Cathedral Square.

Remodelling of the junction of John Knox Street at Wishart Street with a new traffic signal installation will form a safe and controlled interchange for pedestrians, cyclists and motorists.

No changes are proposed to the existing waiting and loading restrictions on John Knox Street. However, there is proposed changes to the restrictions on both sides of Duke Street with the removal of the bus lanes and all parking provision to accommodate the narrowing of the carriageway along the length of the proposed route.

Public realm improvements will be made across the scheme, including new seating, to create new areas to rest and socialise.

This project meets the Council commitments to carbon reduction by:

- Increasing green infrastructure;
- Mitigating against climate change, with improved surface water management;
- Promote and prioritise sustainable transport;
- Tackle poor air quality.

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**Area affected by the proposed Order**

The roads affected by these proposals are:-

Duke Street and John Knox Street, as well as the junctions with side streets along the routes.

**Details of the proposed Order**

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

- Amendments to existing waiting and loading restrictions on both sides of Duke Street, between High Street and Bellgrove Street due to proposed road width alterations, and minor alterations at junctions with Barrack Street, Melbourne Street and Hunter Street.
- Addition of a new two-way segregated cycle track along the south side of Duke Street between High Street and Bellgrove Street.
- Addition of a new two-way segregated cycle track along alternating sides of John Knox Street (i.e. on the eastside from Duke Street to Wishart Street and then westside from Wishart Street to Cathedral Square).