


From: CityDeal CityDeal@glasgow.gov.uk 
Subject: ASE - Map error? TRO Stage 1 consultee notification (OFFICIAL)
Date: 17 December 2025 at 12:47
To: Patricia Fort consultations@gobike.org



OFFICIAL

**MESSAGE SENT ON BEHALF OF JONATHAN BROWN
HEAD OF SERVICE (CITY DEAL)
NEIGHBOURHOODS, REGENERATION AND SUSTAINABILITY**

To whom it may concern

**The Glasgow City Council (City Centre) (Traffic Management) Order 2010 (Variation No.51)
(Argyle Street East) Order 202_**

Firstly, thank you for your detailed feedback and support for the proposed Argyle Street Avenue.

I have commented your concerns as follows:

- The map will be updated to show the current arrangement at the King Street/Candlerigg junction as suggested.
- The reduction in space is an inevitable outcome of the bus gate; however, this modification allows for the creation of a segregated bi-directional cycle lane between Queen Street and Glassford/Stockwell Street.
- Given the existing utilities and the shallow rail tunnel running the length of Argyle Street, the design has been carefully considered to minimize impact. Installing kerbing more centrally to accommodate a uni-directional protected cycle lane is not feasible and as such, a compromise solution has been implemented along the street. In summary, this compromise allows for all infrastructure to be included within this Avenue Project.
- Given the limited space available, the angled cycle lanes are intended to accommodate bus stops rather than serve as a traffic-calming measure for cyclists. Nonetheless, this arrangement naturally reduces cyclist speeds at pedestrian crossing points, which is viewed as a beneficial outcome.
- The clarity of the plans will be improved for Stage 2 Statutory Consultation of the project and re issued in due course.

I trust this is of assistance; however, should you require any further information please contact citydeal@glasgow.gov.uk.

Yours faithfully

**Jonathan Brown
Head of City Deal
Neighbourhoods, Regeneration and Sustainability**

From: GoBike Consultations <consultations@gobike.org>
Sent: 12 October 2025 17:59
To: CityDeal <CityDeal@glasgow.gov.uk>
Subject: Re: ASE - Map error? TRO Stage 1 consultee notification (OFFICIAL)

From: GoBike Consultations <consultations@gobike.org>
Sent: 12 October 2025 17:59
To: CityDeal <CityDeal@glasgow.gov.uk>
Subject: Re: ASE - Map error? TRO Stage 1 consultee notification (OFFICIAL)

Hi,

Thanks for the opportunity to comment (apologies for slightly late reply).

GoBike supports the overall plans for Argyle St East but with some caveats.

Map error?

The map seems to have an error in the King St junction, where it shows old car parking spaces instead of the current bi-directional cycle lane (end of South City Way – see attached photo). Also, it seems to be out of date at the Candleriggs side of that junction. It currently has a traffic island that seems to be preparing for a contraflow cycle lane (but doesn't have the relevant signage yet). GoBike had hoped this TRO would pave the way for that contraflow. Please, if plans are amended, could you use the convenor's preferred wording of "*prohibition of motor vehicles being in a cycle lane*" (to cover both driven or parked cars).

Positives

The Argyle St East Avenue, and its protected cycle lanes, are important because:

- it continues from Argyle St West at Hielenman's Umbrella,
- serves busy retail locations,
- links with Mitchell St for future W Nile St Avenue,
- simplifies the junction at Glasgow Cross,
- links with London Rd (hopefully with a continuous East City Way in future), links
- with the South City Way on King St at junction with Trongate.

Caveats:

- GoBike has reservations about the loss of pedestrianised space between Queen St and Stockwell St/Glassford St but we understand the rationale of speeding up buses. We hope the reduction in traffic around Royal Exchange Sq allows further measures to improve active travel (over and above the visuals of raised crossings).
- GoBike's policy is to prefer uni-directional protected cycle lanes where practicable. It's not completely clear why these plans have mostly bi-directional lanes then a section of uni-directional lanes between Stockwell/Glassford and High St. It seems it may be to put cycling on the other side of the road from bus stops between Buchanan St and Virginia St. London Rd has bi-directional lanes on the northern side then they switch to the southern side. It would be safer and easier to use the route if they stuck to one side of the road.
Bus stop bypasses between Stockwell/Glassford St and Candleriggs are welcome but we note the angle of the cycle lanes before the bus stops. If this is
- intended to slow people cycling (or food delivery motorcyclists) then we are sceptical about that. Instead, it may be better to use one of the techniques in Cycling by Design – 'rumble strips' painted across the lane. The use of pattern in the drawing makes it hard to tell if this is planned or not.

Our members found the plans very hard to use – some had trouble getting them to load on their computers at all. This may be due to the amount of pattern increasing the filesize. We recommend simplifying the shading/reducing the filesize of the PDFs for any future consultation which goes to the public.

Regards,

GoBike Consultation team



On 10/09/2025 15:15 BST CityDeal <citydeal@glasgow.gov.uk> wrote:

OFFICIAL

**MESSAGE SENT ON BEHALF OF JONATHAN BROWN
HEAD OF SERVICE (CITY DEAL)
NEIGHBOURHOODS, REGENERATION AND SUSTAINABILITY**

Dear Sir/Madam

The Glasgow City Council (City Centre) (Traffic Management) Order 2010 (Variation No.51) (Argyle Street East) Order 202_

The Council propose to consider the introduction of the above named Traffic Regulation Order and I wish to establish the preliminary views of your organisation prior to the publication of these proposals.

Please note that at this stage these proposals are not for public distribution.

Background to the proposed Order

The proposal is to amend the existing traffic regulation order - The Glasgow City Council (City Centre) (Traffic Management) Order 2010. This amendment is being proposed to accommodate the construction of the Argyle Street East Avenue Project. This project consists of a new segregated cycle track, Public Realm upgrades/improvements including new seating, cycle parking etc.

The list of roads affected by these proposals are:

Argyle Street
Trongate
Gallowgate
London Road
Moir Street

Details of the proposed Order

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

- No waiting at any time. No loading or unloading at any time.
- No waiting at any time
- Prohibition of Vehicles
- Loading.
- Parking Places.
- Bus Stand.
- Changes to one way operation on Trongate.
- Changes to one way operation on Gallowgate.

Please provide any comments you wish to make on these proposals by **10th October 2025** to citydeal@glasgow.gov.uk

In the meantime, should you require any further information or clarification on any points arising from the proposals, do not hesitate to contact using the above email address.

Should the Council proceed with these proposals; a copy of the Notice of the proposed Order will be forwarded to you and it is at the next stage that the public will be given the opportunity to lodge any objections or support to the proposals.

Yours faithfully

Jonathan Brown
Head of Service (City Deal)
Neighbourhoods, Regeneration and Sustainability

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