

Welcome

Introduction

This investment programme is termed the Enabling Infrastructure Integrated Public Realm (EIIPR) project, and it has become colloquially known as the “Avenues” project due to its underlying ethos of creating connected, green routes across the city centre.

Your Involvement

We would like to hear your thoughts. Your input will be valuable in shaping how we finalise the design proposals for public realm improvements for Glassford Street and Stockwell Street.

We undertook some initial consultation in August 2019, and have:

- Considered feedback received
- Collaborated with Glasgow City Council, businesses and residents
- Developed an emerging concept design

You are invited to view and comment on the concept designs online at:
www.glasgow.gov.uk/avenues

Thank you for your attention. Your input is much appreciated.

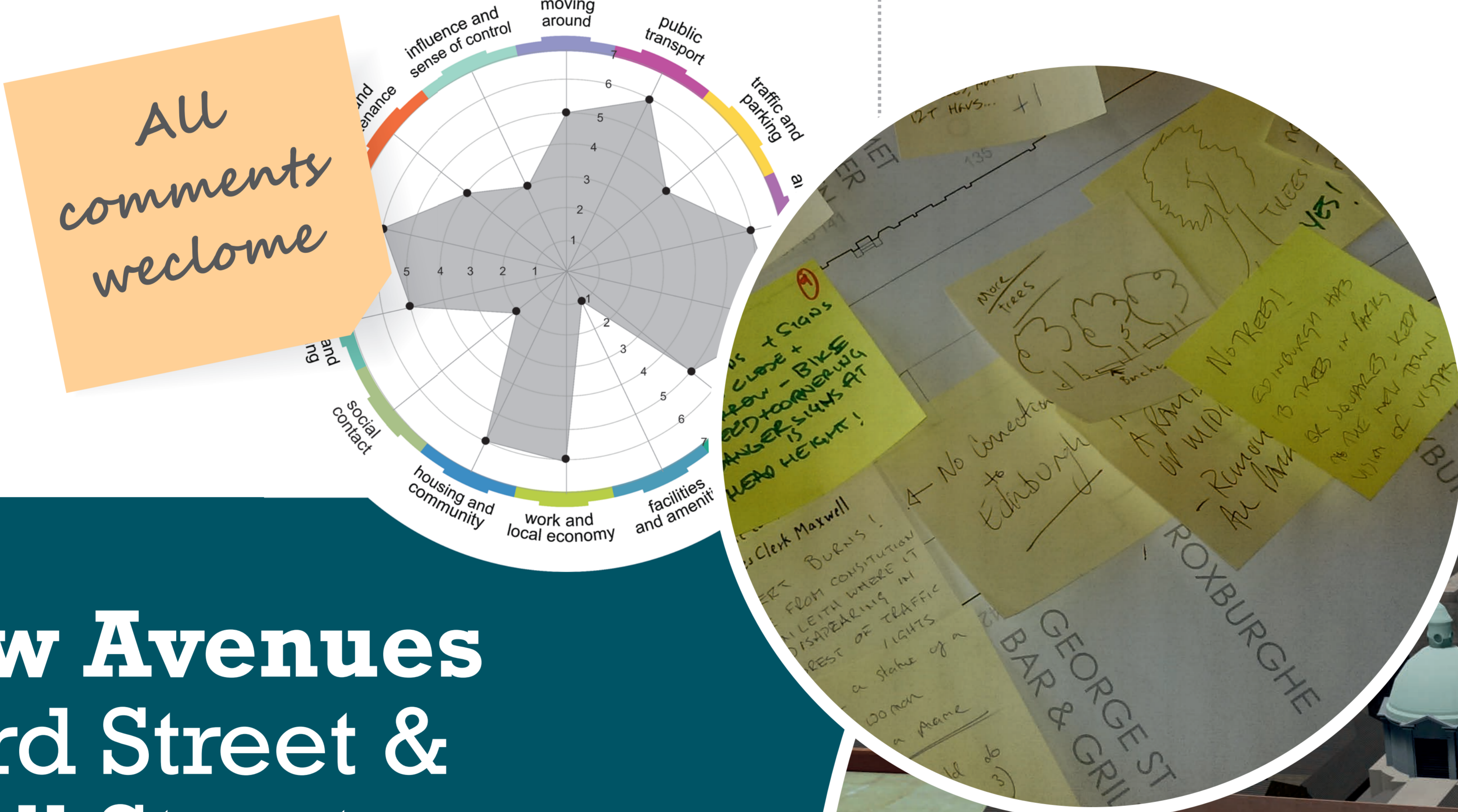
Vision

- A DISTINCTIVE STREET
- A GATEWAY TO THE CITY CENTRE
- A VIBRANT STREET
- A SAFE AND ATTRACTIVE THOROUGHFARE
- A COHESIVE STREET
- A GREEN STREET

Purpose

- CONNECTIVITY
- SUPPORT REGENERATION
- SUPPORT CITY ECONOMY
- MODAL TRANSPORT INTERCHANGE
- CITY IMAGE
- ACTIVE TRANSPORT
- ENHANCE AND PROTECT THE ENVIRONMENT

Tell us what you think
 All comments welcome

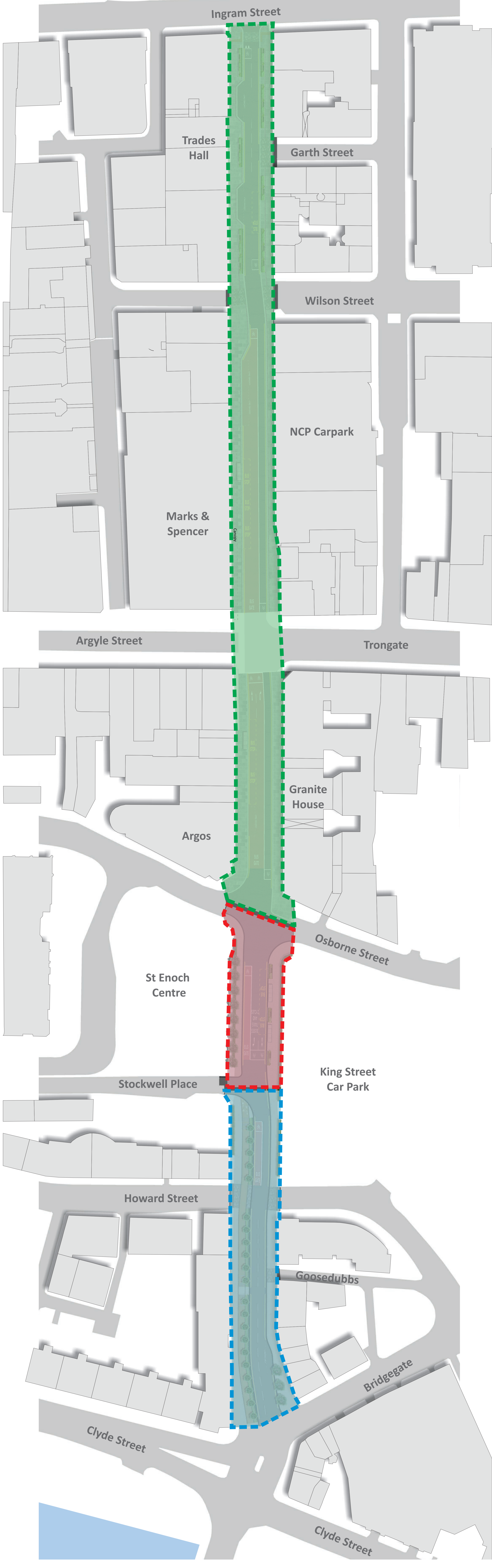


Glasgow Avenues Glassford Street & Stockwell Street Public Realm Design Project



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Representation of City Deal investment. This image is an illustration of potential investment and not the final design.

Character Zones

The site is split into three distinct character zones that reflect use, function and adjacent architectural forms and materials. These require to be understood and reflected within the design whilst also considering interventions that will improve cohesion.

Zone 1: Ingram Street to Osborne Street

This is a key arrival zone to the city from the South (typically by bus). Existing footways are already constructed to a high standard and the approach is to augment and extend these areas to tie more closely to the Merchant City character and provide a setting for key buildings such as the Trades Hall.

Zone 2: Osborne Street to Stockwell Place

This zone is heavily influenced by the large number of bus services and the adjacent gap site car parks. The proposal would be focused on pedestrian/bus user comfort to create wider footways, improved accessibility at bus stops and enhanced setting.

Zone 3: Stockwell Place to Bridgegate

This Zone is heavily influenced by its proximity to the River Clyde and is dominated by the 5 arm junction at the Clutha. The design character will link with separate proposals for the Broomielaw and Clyde St.

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Visualisations



Zone 1: View looking south on Glassford Street



Zone 2: View looking south on Stockwell Street



Zone 3: View looking north on Stockwell Street

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Glasgow Avenues
Glassford Street &
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