

GLASGOW CITY CENTRE AVENUES

NOTE OF WEBINAR ON ARGYLE STREET (EAST) PROPOSALS

WEDNESDAY 27 JULY 2022: 7PM-8:30PM

1. INTRODUCTION

The webinar was an online public information briefing to explain and answer questions about the finalised proposals for the 'Avenues' street redesign project covering Argyle Street eastwards from Hope Street to Trongate and Barrowland Park, also including St Enoch Square and Dixon Street.

The online event complemented an in-person drop-in event held by the Avenues team in St Enoch Centre on Monday 25 July 2022 between 10am and 6:30pm. Appendix A contains a note of the main points of discussion from that in-person event.

The online event was targeted primarily at local residents and businesses. It was promoted by social media, leaflets to individual properties, Community Councils, elected members and the Council's [Avenues webpage](#). Participants were invited to register online in advance via Eventbrite. 70 people registered and around 40 joined the event on Microsoft Teams.

During the webinar, the City Council's team explained the finalised proposals and construction process by sharing plans and drawings on-screen. Participants were encouraged to ask questions via the text/chat function, which were answered during the course of the event.

More information about the City Deal-funded Avenues project can be found online at www.glasgow.gov.uk/avenues. More information on the Argyle Street (east) proposals is available via the 'Story Map' tab. If you have further questions about the proposals, please email the City Council's Avenues team at CityCentreAvenues@glasgow.gov.uk

2. PLANS AND IMAGES

The plans and images shared on-screen during the webinar can be view by following this link: bit.ly/3zcsRrG (6mb PDF).

3. WEBINAR RECORDING

To watch a recording of the webinar, please visit: youtu.be/zC6E_oqCdN4

4. TRANSCRIPTION OF WEBINAR 'CHAT'

A transcription of questions and comments from the webinar's 'Chat' function can be found in Appendix 2. This is best read in conjunction with the video recording.

5. KEY DISCUSSION POINTS FROM THE EVENTS

Although the events were primarily information events, there remains scope for detailed amendments to the proposals before the design drawings are finalised for construction. The Council's design team will review the designs in the light of the points raised during the events, and make adjustments where possible. Improvements to consultation and engagement are also taking place, including the establishment of an Accessible and Inclusive Design Forum to engage disabled people's groups in the design process on an ongoing basis, an enhanced Avenues website, and further information sessions.

This section contains a note of the main points raised at both the in-person event and the webinar.

5.1 IN-PERSON EVENT

The main areas of discussion were as follows:

1. Request for better connections with existing cycling routes east of Barrowland Park and migration of likely rat-running on James Morrison Street.
2. Concerns from residents between High Street and Watson Street relating to additional buses (moving and stationary) on Gallowgate.
3. Concerns about level of consultation to date.
4. Concerns from visually impaired people about proposed "floating" bus stops and delineation between footway / cycle lanes.
5. Concerns about volume of traffic on the precinct section of Argyle Street and impact on cycling.
6. Desire for tighter radii on junctions.
7. Howard Street was highlighted as a hostile area which needs improvements.
8. Questions around operation of traffic on Candleriggs and links to South City Way.
9. Request for more trees and rain gardens.

Appendix 1 contains a more detailed summary.

5.2 WEBINAR

Many questions and comments simply sought clarification of the proposals. In addition, a number raised concerns and questions, the main areas being:

1. **Access for people with visual impairments** – concerns about access to public transport at "floating" bus stops, design of crossing points, conflicts between pedestrians and cyclists, and consultation process.
2. **Cycling** – connections to existing cycling provision, continuous segregated routes, design of crossings, cycle parking

3. **Public space** – aspirations for more planting, outdoor space for businesses, avoiding large dedicated loading bays.
4. **Traffic changes** – impacts on residential property around Glasgow Cross / Barrowland Park, pollution from vehicle emissions, traffic on side streets, access for emergency vehicles
5. **Extent of proposals** – desire to extend along High Street and to connect to existing cycling routes to the east and south
6. **Consultation** – with disabled people, property sector and local residents

The webinar recording and 'Chat' transcription (see sections 4 and 5 above) provide full detail of the discussions.

Please turn over for Appendices 1 and 2.

APPENDIX 1:

SUMMARY OF COMMENTS MADE AT THE IN-PERSON EVENT

A mixture of residents, business owners and representatives from visual impairment and cycling organisations visited the team. Most people who engaged had seen the social media or leaflets promoting the engagement and had specific questions or interests. Discussions were generally quite detailed, and were positive and supportive (particularly in relation to the proposals around Glasgow Cross).

The main points of discussion and general responses as follows:

1. Various residents in the vicinity of Barrowland Park noted desire to extend further into London Road to better link with existing cycling facilities and mitigate rat-running on James Morrison Street with London Road being stopped up. *The Avenues team explained that further extensions of the project along London Road will depend on relocation of the existing Taxi Rank (discussions ongoing).*
2. Concerns from residents between High Street and Watson Street about additional buses on Gallowgate, vibration issues and drivers smoking in doorways. *The Avenues team responded that discussions will be arranged with bus operators to try and address vehicle idling and misuse of doorways. Location of bus shelters will also be further reviewed.*
3. A Visibility Scotland representative expressed concerns regarding level of consultation to date and delineation between footway and cycle lanes, social media post after exchange highlighting displeasure with interaction. *The Avenues team explained that consultation and engagement took place during 2018/19 for concept development, including specific engagement with representatives from disabled people including site walkovers and a half day conference, and highlighted the use of delineation kerb in line with tactile paving guidance.*
4. Concerns raised about the number of vehicles in reality on the precinct section of Argyle Street and whether an appropriate level of service will be provided for cyclists to utilise the westbound vehicular lane. *The Avenues team explained that the design will be better detailed and traffic volumes in the area assessed as part of the design development.*
5. Desire for tighter radii on junctions. *The Avenues team explained that all radii have been tightened based on existing layout but require to accommodate large vehicles without overrun on footways due to the likely volumes of pedestrian waiting at crossing points.*
6. Howard Street was highlighted as a hostile area which needs improvements. *The Avenues team explained that discussions are ongoing about how best Howard Street can be improved and where it sits within the wider City Centre Transformation plan.*
7. Questions around operation of traffic on Candleriggs and links to South City Way. *The Avenues team explained that discussions are ongoing with the team delivering South City Way and developers on the Candleriggs site.*

8. Concerns raised regarding delineation of cycle lane and “floating” bus stops. *The Avenues team explained that discussions are ongoing regarding the most appropriate delineation for all users.*
9. Trees and rain gardens were welcomed and more were requested, particularly trees. *The Avenues team explained that site conditions dictate the amount and location of “green/blue infrastructure” that can be implemented through the Avenues, but every effort is being made to maximise the amount.*

APPENDIX 2:

WEBINAR QUESTIONS AND COMMENTS FROM WEBINAR 'CHAT'

During the webinar, attendees were encouraged to post questions or comments via the Chat function. This appendix contains a transcription of those questions and comments. Most questions were answered verbally during the webinar, with only a small number answered in Chat; for that reason, this appendix is best read whilst viewing the webinar recording.

Attendees' names are redacted; only the names of the Council's team are shown.

[19:06] SG

Hi I know ST who has phoned in and will want to make a comment so please could you unmute him when it is the time please and let him know that please.

[19:07] JB

My understanding is that questions get posted in here rather than over audio/video.

Where can I find out information about the how public have been engaged as part of this planning proposal? I live at 27 Gallowgate and I have not received anything through the post at all. I'm in favour of city improvements but I'm surprised at how far along the process appears to be without being notified much earlier.

[19:08] SG

ST is blind and he will not be able to do this so please could you ask him if he has made it on to give him time to make his comments please.

[19:11] Nick Wright > SG

Thanks - will do. ST will also be able to ask questions and comment via your colleague [SM] on the Accessible and Design Forum, that's meeting on 16 August.

[19:09] JB

Here's my few questions for the record.

Have affected residents been given the ability to comment on the proposal? If so, what is the process?

What analysis has been done on the level of pollution (both noise and air) that will result from funnelling all traffic (in both directions) along the Gallowgate? There is a large population of residential flats across from the Mercat building and residents are already impacted by idling buses. The plan to double the traffic and add further bus stops at the Mercat Building will increase those levels of pollution. Has the low emission zone been taken into consideration? If nothing else, is it possible to move the bus stops further along the Gallowgate to less populated areas such as across from the Barrowland Park?

Why was the decision made to close traffic on the London Road side of the Trongate instead of on the Gallowgate side where there is a much higher number of residential properties? There is only a single cafe on the London Road side (Rose & Grants) and the rest

is pawn shops. Closing the Gallowgate side would allow for walking tours directly to the Tollbooth steeple and potentially the creation of new cafes.

[19:10] Nick Wright

City Council Avenues webpage: www.glasgow.gov.uk/avenues. To view low resolution versions of the plans being shown tonight, go to 'Story Map' and then the 'Argyle Street East' tab. Over the next few days, higher resolution versions will be emailed to all those who have registered on Eventbrite, together with a link to the recording of a meeting and a note of comments.

[19:11] JB

Follow on from JB's second question - what information has been provided on the impact to adjacent streets? Currently London Road is used by Kilbirnie Fire Station with a number of engines using Bell Street. With the reduction in capacity on London Road, has any thought or impact been assessed of impact to the adjacent streets?

[19:13] JB

How far up the High Street do these plans go? I noticed there is still no notice of funding for the remainder of High Street - will this be integrated or just stop dead?

[19:13] GC

Which Block includes the Barrowlands Park area? It is not covered on the current map.

[19:14] RG

Will the old low level station at Trongate be re-opened?

[19:14] SG

Nick allowing just one person from the National Federation of the Blind of the UK at the workshop is not enough, there needs to be more people to be allowed to attend from our group please. Including myself and ST.

[19:19] Nick Wright > SG:

ST - noted. We've been discussing this with your colleague [SM], he'll be able to update you - or please contact me after the meeting and I can update you.

[19:21] SG

Thank you Nick but we still need more people to attend the workshop please from our charity.

[19:15] JB

Sorry Ciaran, not me :-)

[19:17] Nick Wright

For those of you who've just joined, if you've got any comments or questions as Ciaran is talking through the proposals, please post them here in Chat and we will try to cover them all.

[19:18] JB

what are the grey blocks on the plan there?

[19:19] TF

Vehicles park in the current cycle lane west of Buchanan Street - what will be done to stop this?

[19:21] RG

what is tactile paving?

[19:22] Nick Wright > RG

Tactile paving is the coloured and textured 'blister' paving which you can feel through your shoes - to indicate you're at a crossing point.

[19:22] LH

What level of attenuation will be provided by the trees / rain gardens? I noted surface water flooding issues near the Buchanan Street / Argyle Street / St Enoch Square junction on the pavement the other day. Thanks

[19:22] JB

will this enforcement work both ways in that cyclists will be required to use the paths not the pavements?

[19:22] JB

How long will the construction take in each stage? Thinking about the disruption outside my business on the corner of argyle st and mitchell st.

[19:22] SP

Will there be a dedicated cycle lane going east bound or have I missed that? Thank you! It feels very unsafe cycling eastbound from glasgow central to salt market at present!

[19:23] MM

What are the black blocks between the street trees? Cycle parking?

[19:23] PM

Why would you want to go underground when there is a live railway tunnel under the street?

[19:23] SP

are there any plans for sheltered cycle parking?

[19:24] PM

Surely alternative arrangements would be more efficient?

[19:24] MM

thanks

[19:24] SG

What is the red bricks at Buchanan Street?

[19:24] LH

That's great Mark, thanks. 1:200-yr, plus CC uplift, would be very impressive. Agree that any improvement is beneficial

[19:25] SG

And along the road where the pedestrian crossings are please?

[19:25] MC

What disability organisations are a part of the more focussed consultation that you speak if? I'm here and am concerned after shortcomings in the Avenue as built so far on Sauchiehall Street. No disability organisation that I am a part of has publicised any positive consultation you see. Thank you.

[19:28] Nick Wright > MC

The organisations that will be involved include GDA, RNIB Scotland, Guide Dogs, Glasgow Access Panel, Centre for Sensory Impairments [and MACS]. More may be added. We've had 2 online meetings so far to organise how the Forum works. The first full meeting will be on 16 August, and will be looking at these and other plans in detail.

[19:26] SG

What about the red blocks on the road too?

[19:31] Mark Solley > SG

Hi [SG], the red either denotes a red chipped surfacing or pink/red granite setts. The red is proposed at areas where the carriageway surface is raised up to footway level at crossings.

[19:28] TF

Are the cycle lanes going to have a red coloured surface or the usual low cost, hard to see red chips? Sustrans was trying to obtain a supplier for a lower cost coloured surface.

[19:29] Mark Solley > TF

Hi, the cycle lane is proposed to be a buff coloured surface, similar to the colour on the Sauchiehall St pilot scheme.

[19:29] SG

If anybody wants to contact the National Federation of the Blind of the UK you can contact myself on sarahgayton@yahoo.co.uk and I will be able to connect you with ST from our West of Scotland Branch.

[19:29] Nick Wright > SG

Thanks [SG]

[19:30] SP

I really hope the cycle lanes do have the bright red surface. The light red of the SCW is ignored by drivers at many of the junctions, maybe they are not easy to notice. Argyle street is very dangerous for cyclists going east, we are not protected at all at present

[19:32] Mark Solley > SP

For cyclists going east, given the low vehicle flow anticipated a high level of service can still be provided for cyclists.

[19:32] PM

Opening up the street outside M&S -- what level of traffic are you envisaging?

[19:33] Nick Wright > PM

As Ciaran says, only buses and taxis - and bus routes are being reviewed at the moment

[19:32] PM

Numbers per hour?

[19:33] PM

Electric buses only?

[19:33] DS

So Argyle Street would no longer be mostly pedestrianised?

[19:33] PH

What is the justification for opening up to taxis as well as buses?

[19:33] JB

Mark Solley what does "high level of service" mean?

[19:37] Mark Solley > JB

Hi, essentially if a street is considered to have low traffic flows then in- carriageway cycling is considered appropriate within the relevant guidance, happy to discuss.

[19:34] SP

There is a great amount of cycle parking along the pedestrian area. will this be preserved with these changes? smile

[19:35] PM

Buses -- both ways?

[19:35] Mark Solley > PM

Just east

[19:36] PM

Thanks

[19:35] MC

Thank you for stating that curbs will be maintained with changes made to current Argyle St precinct. Agree changes make sense for bus routings. You mention levelling of the street closer back to the station, where large parts of the pavement are currently sloped. I'm concerned as to how feasible this will be for maintaining curbs for accessibility, safety and separation of traffic. Wonder if you've surveyed enough to advise on this yet?

[19:35] K

Where will the bikes be relocated to that are currently outside M&S?

[19:35] SP

Will the contra flow cycle lane connect to the junction here to allow cyclists to go left easily?

[19:36] SP

Will these cycle lanes be protected too?

[19:38] Mark Solley > SP

Yes effective segregation will be provided.

[19:36] SG

Are those bus stop by passes in the design?

[19:37] C

will there be a dedicated cycle stage at the signalised junction?

(1 liked)

[19:37] JB

Plan for Old Wynd?

[19:38] SP

Will the contra flow cycle lane connect to the junction here to allow cyclists to go left easily?
- similar to the junction at Trongate / king st / candleriggs

[19:39] LW

Visibility Scotland is pleased to hear that there will be signal crossings over the cycle lane at junctions and also a kerb.

(1 liked)

[19:40] C

the colour, level, and materials of cycleways across side road junctions should be perfectly visually continuous to reinforce the new HC rules. this has been done very poorly in the past, for example on Sauchiehall Street and SCW. Please precisely replicate the exemplars in Cycling by Design.

(1 liked)

[19:42] Mark Solley > C

They will be visually continuous at uncontrolled crossings as per cycle by design.

[19:40] SG

Sorry floating bus stops are not safe or accessible to blind and visually impaired people. The design will have to be redesigned to ensure direct access from the pavement direct to the bus stop is required please. The cycle lane cannot be separated from the pavement by a cycle lane or it cannot run directly in front of the bus stop ie Copenhagen bus stops.

(1 liked)

[19:40] SP

Amazing woman riding bike

[19:41] RM

Are you proposing raised table pedestrian crossings over side roads at some junctions? Copenhagen Crossings. I'm interested in Hutcheson St in particular.

[19:41] SA

are you proactively engaging with developers within the study area?

[19:42] SG

Continuous pavements are also not safe or accessible for blind and visually impaired people and this design will have to be changed as well please.

(1 liked)

[19:44] SG

Sorry can you explain that again please

[19:44] SG

You went quite for a while. Is there a dropped kerb in the last bit you just mentioned.

[19:45] TF

Continuous pavements are in use in other countries, how are they suitable for blind people/visually impaired people elsewhere?

[19:45] M

Great to hear that continuous cycle paths will be provided as per Cycling By Design where possible (i.e. uncontrolled junctions).

(1 liked)

[19:46] SG

Will there be a dropped kerb?

[19:46] CG

[19:47] SG

Not all people can feel the tactile paving,

[19:47] LH

Are there any alternatives to having so much of the public realm space being used as loading areas? Thanks

[19:47] PM

Will there be an active effort to simplify the upgrades to the streets in this project -- some junctions are starting to look like a dog's breakfast.

[19:47] MM

Glad to see the clock pedestrianised, is there scope for street trees in this section or does the train line underneath make that difficult?

[19:48] Mark Solley > MM

Yes, trees are shown within planting beds in this section.

[19:49] MM

thanks!

[19:48] SP

I cycle down this street almost every day and these changes are a very welcome step in right direction. Will we get cycle counters similar to glasgow green and SCW? Would be interesting to see the changes in users as i imagine more people will have the confidence to cycle this route.

(1 liked)

[19:49] Mark Solley > SP

This is not shown in our plans but will be considered as part of the technical design thanks!

[19:48] CR

Will anything be done with the old Glasgow cross train station roof? Seems a waste not to utilise it in any way eg green space

[19:48] DS

Will there be more scope for businesses to utilise this extra outdoor space eg beer gardens or outdoor eating?

[19:49] JB

how will that cycle lane connect to the current one? it looks like its on the other side of the road?

[19:50] Mark Solley > JB

There is a diagonal crossing but cyclists will be provided their own stage to make this movement.

[19:50] LH

Definite improvement but is there scope for more greenery / greenspace? Thanks

[19:50] SP

Does the cycle lane change from contraflo to single direction here?

[19:52] Mark Solley > SP

From one directional to bi-directional yes.

[19:50] SG

You have put the tactile crossings on bends of the junctions and this is not safe or accessible.

(1 liked)

[19:54] Mark Solley > SG

Hi [SG], we have tried to address a balance here between having crossings along desire lines whilst accommodating vehicle movements.

[19:57] SG

Mark thank you however there is no balance when it comes to ensuring safety and accessibility for blind and visually impaired people. What have you described is not safe or accessible. The design needs to change to ensure access this area independently.

(1 liked)

[19:52] JB

Any chance of grants for the hundreds of flats on the corner of high street and Gallowgate to get triple glazing installed?

[19:52] PM

What about large walking crowds on the Gallowgate after football matches at Parkhead? Has any thought been put into this need for space?

[19:53] C

why not keep the bidirectional cycle lane on the south side of London Road, to align with the existing section further east?

[19:54] SG

The explanation of the continuous pavement by the gentleman is not safe or accessible for blind and visually impaired people. It will have to change to ensure blind and visually impaired people will be able to access it independently please.

[19:58] Mark Solley > SG

Hi [SG], this explanation was only for existing uncontrolled crossings, where we feel through the measures proposed will result in much slower speeds and drivers giving way.

[19:55] LH

Are you aware of any future plans to connect these proposed cycle lanes into the existing cycle lanes on London Road? The distance is approx. 200 metres. At present, the existing cycle lanes turns to go south down James Morrison Street. Thanks

[19:55] TF

Is High St going to be an Avenue? It's not in the current plans AFAIK

[19:56] JB

Going back to my original question, has any impact assessment been done on the impact of these road changes to the adjacent roads, specifically for emergency services through bell street?

[19:57] PM

Street trees -- what is the recognised half life in Glasgow currently?
5 years? / 10 years?

[19:57] K

Are the current above-ground raised railway vents along Trongate being replaced? The raised area is currently a waste of space so it would be good to incorporate it into plans.
(1 liked)

[19:57] JB

And again with the enforcement period there is a real issue with cyclists using the pavements on gallowgate, yet the cycle lanes are on london road... will policing of this be ramped up as this seems to go against the current activity
(1 liked)

[19:58] RM

Have you done Road Safety Audits as part of this exercise? Looks like you are at Stage 1 anyway. That should pick up anything that is not safe.

[19:59] Mark Solley > RM

Hi Ross, we will be procuring a Stage 2 RSA on the scheme very soon.

[20:00] RM

Does that mean Stage 1 was missed?

[20:07] Mark Solley

No this has been done.

(1 liked)

[20:10] RM

Good to know that safety has been considered by experts from an early stage.

[19:58] JB

Back to mine too. What analysis has been done on the level of pollution (both noise and air) that will result from funnelling all traffic (in both directions) along the Gallowgate?

[20:00] PM

Would want to push the use of planters for street trees over pits only -- planters will allow more trees to be put in given we have the railway tunnel to deal with.

(1 liked)

[20:03] Mark Solley

We are looking to use planters if pits cannot be installed, approximately every 20m or so.

(1 liked)

[20:04] PM

Quality planters obviously.

(1 liked)

[20:01] MM

are the loading bays present in the visual?

[20:01] M

Is there any chance the loading areas at Glasgow Cross will be time limited, i.e. morning loading only? Then freeing up the space for other uses later in the day? It's the heart of the old city centre, so for such a large space to be taken over for loading seems a huge waste.

(2 liked)

[20:01] SP

I think too many planters are an eyesore and get in the way of space so i like the decision to minimise them in terms of trees.

(1 liked)

[20:03] JB

same with the end of high street on pollution and traffic... the traffic seems to have been pushed towards the residential buildings and away from the commercial

[20:04] GT

Agree the triangle could use some greenery. Its so smoggy around there.

(2 liked)

[20:04] SG

How are pedestrians going to cross the cycle lane on the left hand side of the picture on the screen please in the pedestrian area.

[Yesterday 20:08] Mark Solley

Hi, there is a pedestrian crossing to the left of the cycle lane

[20:05] JB

Thanks Ciaran

[20:07] RG

Sorry have to leave the meeting. That was very interesting and looking forward to seeing the more finalised plans. Thanks
(1 liked)

[20:08] PM

Thank you.

[20:08] MM

Thanks, very positive

[20:09] SG

What about my question?

[20:10] Nick Wright > SG

[SG], please see typed reply from Mark just above

[20:10] Mark Solley > SG

Hi [SG], I have noted all your points for review in the design development.

[20:09] M

Thanks for the answer on loading Ciaran. The Buchanan Street comparison is helpful! Sounds very positive if it's pedestrianised 'by default' more or less.

[20:10] SG

How are people going to cross the cycle lane to the bottom left hand side of the picture please?

[20:12] Mark Solley > SG

Zebra crossing points will be included for crossing the cycle lane.

[20:15] JB

Just to add. We've got 178 flats at my development and we've not heard a thing via the post. My development is 12,24,36 High Street + 27 Gallowgate + 110 Bell Street and 21 and 27 Watson Street.

[20:16] SG

There are key designs that have been put forward are not safe or accessible for blind and visually impaired people. These will need to change to make it is safe or accessible for disabled people.

[20:18] MC

Can I second the points that bus stop bypasses and levelled side streets are BIG issues for accessibility. RNIB you've name dropped — they stated concerns over Sauchiehall Street that were not heeded to at the time.

[20:18] SG

You will have to allow more than just one of our members at the next event please. ST and myself would like to attend it please along with SM.

[20:18] GC

If local residents have further questions, how can they get them addressed? Are there contact details for your team?

[20:20] Ciaran Buchanan

CityCentreAvenues@glasgow.gov.uk - if you send any questions to this email they will be picked up

[20:19] SP

Thanks for the information, really interesting and I'm looking forward to seeing these changes they look really positive. Have a nice evening all! smile

[20:19] TF

These style bus stops are common in The Netherlands and Germany. Is there something they are doing with the surface/design that should be done here?

[20:21] MC

What disabled people's organisations have been engaged with?

[20:21] M

Thanks also. The plans are much more positive than I had expected in some areas. Thanks for your work on this.

[20:22] GT

Maybe someone could recap the process for this, and the suggested timeline for further consultation / eventual implementation?

[20:22] LH

Many thanks for the presentation and your work

[20:22] MM

Holland/Netherlands/Northern Europe have large volume of cyclists and pedestrians with limited vehicular and people with disability impairments use these spaces often, can learnings be sought from Urban planners within these areas to assist?
(1 liked)

[20:23] DY

Is there a reason 2-way cycle lane from Trongate not link to existing one at James Morrison St?

[20:24] JB

Thanks all for the opportunity for discussion. Always good to hear that improvements are underway. If there's a way to avoid funnelling all traffic including emergency services through Gallowgate that would be great.

[20:24] RM

Thanks. Informative presentation. There must be a huge number of stakeholders on a project like this, and everyone will have their own priorities. The reality is that you will not please everyone. Not to mention the technical difficulties that haven't been touched on here really. A difficult project all round.

[20:24] SA

Thank you

[20:25] Nick Wright

Thank you all for joining and commenting - keep an eye on www.glasgow.gov.uk/avenues over the coming months for updates. The website will be revamped in a few weeks time.
(1 liked)

[20:25] MM

Excellent presentation all. Multi faceted approach required. Thank you all for your valued time and I look forward to the Avenues projects being an exciting addition to the City of Glasgow and the growth that this will bring to the city.

[20:26] GT

Thanks all. Really appreciated ST's contributions. Such important points.

[20:26] GC

Thanks

[20:26] LW

Thank you

[20:26] MC

Thank you

[20:27] DBG

Thanks