



Glasgow City Council

**Economy, Housing, Transport and Regeneration
City Policy Committee**

Item 4

18th November 2025

**Report by George Gillespie, Executive Director
Neighbourhoods, Regeneration and Sustainability**

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CITY CENTRE AVENUES – ANNUAL PROGRAMME UPDATE: 2025

Purpose of Report:

To provide an update to Members on progress of the City Deal and Sustrans/Transport Scotland-funded Avenues Programme.

Recommendations:

It is recommended that Members:

- i. Consider the contents of the report; and
- ii. Note that further updates will be reported back to Committee on an annual basis.

Ward No(s): 10

Citywide:

Local member(s) advised: Yes ☐ No ☐ consulted: Yes ☐ No ☐

1 INTRODUCTION

- 1.1 Members will be aware that the Glasgow City Region City Deal is investing approximately £123.42 million into Glasgow city centre to deliver the Enabling Infrastructure - Integrated Public Realm (EIIPR) programme – also known as the **Avenues Programme**. This sum has also been supplemented by an additional £21 million from Sustrans/Transport Scotland. The Avenues Programme is a quality place-making scheme that will transform key streets in Glasgow's city centre. This investment will introduce a network of pedestrian and cycle priority routes across Glasgow city centre which will incorporate green/blue infrastructure, increased pedestrian and cycle space, and improved connectivity.
- 1.2 The purpose of this report is to provide an annual update on progress of the Avenues Programme since the last report was presented to [Economy, Housing, Transport and Regeneration City Policy Committee on 19 November 2024](#).

2 BACKGROUND

- 2.1 The City Deal-funded Avenues programme was originally conceived as part of the 2014-19 City Centre Strategy (CCS). The objective of the Avenues Programme was to transform Glasgow city centre from a vehicle-dominated urban core into a space that places people, active travel and public transport at the heart of its agenda. Due to its contribution towards various local and national policies, the Avenues Programme secured significant funding from the City Deal programme.
- 2.2 Sixteen streets and spaces in and around the city centre have been selected to be part of the Avenues programme. These streets, or 'Avenues', have been split into four blocks of activity, and will see a range of improvements aimed at creating a more attractive, greener and better-connected city centre. Interventions being delivered include:
 - Green/Blue Infrastructure such as street trees and rain gardens
 - Reduction in traffic lanes
 - Enhanced and widened footways
 - Segregated cycle infrastructure
 - Improved lighting features
- 2.3 In addition to City Deal funding, the Council secured an additional £21m of grant funding from Sustrans. This funding has enabled the delivery of an additional four Avenue projects which are referred to as the 'Avenues Plus Project', or Block S.

3 GENERAL PROGRESS UPDATE

- 3.1 Following the post-pandemic inflationary issues affecting the construction sector, and the subsequent Revision 10 of the full City Deal Infrastructure Investment Programme, the Avenues programme is now progressing at pace. Four of the 16 Avenue projects are now complete as illustrated below.

The original Sauchiehall Street Avenue pilot



Before - 1



After - 1



Before - 2



After - 2

Holland Street/Pitt Street Avenues



Before - 1



After - 1



Before - 2



After - 2

Cambridge Street Avenue



Sauchiehall Precinct Avenue



- 3.2 These completed Avenues have delivered on a range of tangible outputs which support the physical transformation and broader regeneration of Glasgow city centre. They have primarily sought to address the historical design approach which has prioritised vehicle movement and carriageway construction. The Avenues design has instead created an environment that provides more proportionate use of road space, connected cycle lanes, and introduces green/blue infrastructure.

- 3.3 At the present time, there are seven Avenues in construction and a further five are approaching the later stages of design. The five Avenues which are currently in design phase are scheduled to commence on site over 2026-27. All Avenues are programmed to complete by 2029.

4 AVENUES: BLOCK UPDATES

- 4.1 To simplify programme delivery, the Avenues programme has been sub-divided into smaller packages of works known as Blocks. Each Block contains a number of streets and spaces. Updates on each of these Blocks will be provided as part of this report. A map highlighting each Avenue is provided at **Appendix A** and a summary of the current programme is in **Appendix B¹**. Note: dates have not yet been specified for the Avenues still in design. However all Avenues within the current programme will be complete by March 2029, in line with City Deal requirements.

4.2 Block A

- 4.2.1 Block A of the wider Avenues programme comprises the following Avenues:
- Argyle Street West (Kingston Bridge to Union Street)
 - Argyle Street East (Union Street to Glasgow Cross)
 - North Hanover Street (Cathedral Street to Kyle Street) and Kyle Street
 - Sauchiehall Street Precinct
 - Cambridge Street

4.2.2 Block A Avenue updates

4.2.2.1 Argyle Street West

- Objective:** This Avenue, along with Argyle Street East, will provide the key city centre east/west active travel route connecting the east end of the city with the west end. It includes a full upgrade of the public realm and traffic signal network, and the introduction of green and blue infrastructure where the rail tunnel constraints will permit.
- Progress report:** This Avenue is currently under construction and progressing well with works due to complete in February 2026. This completion date has been delayed from the previous estimate due to a number of reasons including:
 - Underground constraints at Hielanman's Umbrella which extended the works period
 - The need to accommodate Scottish Water works in the same area between York and Robertson Streets
 - The recent storms, during which a private building collapsed on the Broomielaw - the proposed diversion route for Argyle Street West traffic during closures.

¹ Dates have not yet been specified within Appendix B for the Avenues still in design: Argyle Street East, Broomielaw/Clyde Street, George Street (Montrose Street to High Street), High Street, and Stockwell Street. Construction and programme dates will be confirmed upon conclusion of procurement, at contract award. However, all Avenues within the currently programme will be complete by 2029, in line with City Deal requirements. Updates of the Avenues still in design are provided within the following sections of the report.

- Accordingly, the Argyle Street West works have been reprogrammed to accelerate later phases until the required section of Broomielaw can be utilised as a diversion route.

Argyle Street West Avenue



Argyle Street West – westwards



Argyle Street West – eastwards

4.2.2.2 Argyle Street East

- Objective:** This Avenue will enhance the retail experience on Argyle Street, and connect to the Argyle Street West, Stockwell Street and High Street Avenues. It will improve the active travel network by introducing a segregated cycle link, as well as upgrading the traffic signal network and enhancing bus connectivity in the area, while improving bus journey times from the west of the city to the south and east. The location of the low-level rail tunnel is likely to inhibit the introduction of many in-ground trees, in which case potted options will be explored. Pavements will be reinstated using existing materials where suitable within the new high quality public realm.

Argyle Street East concept design



Argyle Street Precinct

- Progress report:** This project is currently out to tender and the contract is expected to be awarded by early 2026. Site start is expected by Quarter 2 (Q2) of 2026.

4.2.3.1 North Hanover Street and Kyle Street

- a. **Objective:** This Avenue will form the main pedestrian and active travel link from Sighthill to the city centre, linking George Square with the new Sighthill Bridge. A segregated cycle link will be introduced, pavements will be upgraded, as will the traffic signal network, and green/blue infrastructure will be delivered where appropriate.
- b. **Progress report:** this contract was awarded in early 2025 and works are well underway on both streets.

4.2.3.2 Sauchiehall Street Precinct

- a. **Objective:** The Sauchiehall Street Precinct Avenue extends from the junction of Rose Street to West Nile Street and continues the Sauchiehall Street Avenue pilot that was completed late 2019. The existing Precinct is primarily retail which has been in relative decline for several years, and the upgrading of the public realm will assist in the regeneration of a key retail destination while also ensuring a key gateway to the city centre is fit for purpose. Work included reinstatement of public realm, upgrade of the traffic signal network, rationalisation of the central strip with removal of level changes, introduction of blue/green infrastructure and new feature lighting, and a range of new seating opportunities.
- b. **Progress report:** Project is complete. Data sources for the city centre indicate that retail sales were up 9.4% in August 2025 in comparison to the previous year, with Glasgow outperforming its UK competitors and the UK overall picture in the same period. Work on the former M&S building is ongoing as it transforms to a mixed-use development, supporting both the retail sector and the strategy to increase the city centre population. The Council's Development Team continues to engage with landowners in the area to find positive regeneration solutions to vacant buildings and sites. The number of vacant units is now starting to decline on Sauchiehall Street, with new food, drink and retail uses popping up².

4.2.3.3 Cambridge Street

- a. **Objective:** The aim of the project was to establish an active travel link adjacent to complement the Sustrans-funded Cowcaddens Road Avenue, improve the public realm, introduce blue/green infrastructure, and upgrade the traffic signal network.
- b. **Progress report:** Project is complete. The Cambridge Street Avenue has re-established connections between the west end and the city centre via New City Road and Cambridge Street, with the improvement works linking to the existing *Connecting Woodside* active travel scheme. A range of rain gardens and in-ground trees have been introduced to the street.

² GCC City Centre Regeneration Group, Dashboard, Oct 2025

- c. Across Sauchiehall Precinct and Cambridge Street Avenues a range of outputs have been delivered, including approximately:
- 13,000m² enhanced public realm
 - 750m enhanced walkways
 - 800m² of new raingardens
 - 40 new trees
 - 300m of enhanced road network
 - 200m of new cycle track
 - 6 junctions upgraded

4.3 **Block B**

- 4.3.1 Block B of the wider Avenues programme comprises the following Avenues:
- a. Holland Street/Pitt Street
 - b. Stockwell Street
 - c. Broomielaw/Clyde Street
 - d. High Street

4.3.2 **Block B Avenue updates**

4.3.2.1 **Holland Street/Pitt Street**

- a. **Objective:** The key objective with these Avenues was to create an improved physical environment to attract further investment into residential development, the local visitor economy, and potential commercial opportunities. In addition, the additional allocation of Transport Scotland funding allowed for the creation of a north-south segregated cycling link on Pitt Street. Works included full pavement/road reconstruction and the introduction of green/blue infrastructure.
- b. **Progress report:** Project is complete. The Holland Street and Pitt Street Avenues have supported the overarching regeneration objectives and development interest in the local area by making the area more accessible with greater visual amenity for the growing residential population, visitors, local hotels and businesses. This has been achieved by increasing footway widths, the use of high-quality public realm materials and provision of servicing areas. A segregated cycleway has been provided on Pitt Street and connects existing cycle routes on Sauchiehall Street and Waterloo Street.
- c. The direct outputs from Holland and Pitt Street Avenues include approximately:
 - 4,004m² new public realm
 - 1,035m new walkways
 - 327 sq m of green infrastructure created
 - 15 new trees
 - 550m of enhanced road network
 - 535 m of new cycle track
 - 11 junctions upgraded

4.3.2.2 Stockwell Street

- a. **Objective:** to provide an additional link from the South City Way to the city centre, extending the South City Way network into the heart of the city centre. Works will include segregated cycling infrastructure, upgraded traffic signals, improved public realm, and green/blue infrastructure.
- b. **Progress report:** this project is currently out to tender and the contract is expected to be awarded by late 2025. Site start is expected in Q1 2026.

4.3.2.3 Broomielaw/Clyde Street

- a. **Objective:** the overarching objective of these Avenues is to improve access to the River Clyde by reducing vehicular traffic and improving pedestrian and active travel connections. This investment will help to create a sense of place and recognises that the river is a key asset that must be accessible and animated. Works are yet to be finalised but are expected to include segregated cycling infrastructure, blue/green infrastructure, upgrade of traffic signals, and enhanced public realm.
- b. **Progress report:** these streets are likely to be split into two contracts and work is currently ongoing to scope out the extents of the proposed Avenue interventions.
 - In relation to **Broomielaw**, traffic modelling has been undertaken to assess the impact of various intervention options and this is currently being assessed, after which there will be external engagement with key partners. Thereafter the preferred option will be selected and developed.
 - For **Clyde Street**, design is almost complete however delivery options have been assessed alongside the City Deal Custom House Quay development proposal, and also with Scottish Water in the context of their planned investment at the River Clyde which was recently notified to the Council. The City Deal proposals are scheduled to commence/complete within the next five years. The key interdependencies lie between the Custom House Quay and Scottish Water projects. Clyde Street Avenue is on the periphery of the zone in question, and it is considered appropriate and best value for Clyde Street Avenue to progress independently. As such, Clyde Street Avenue is now being prepared for formal approval, with site start expected to be late 2026.

4.3.2.4 High Street

- a. **Objective:** This Avenue will support the regeneration of the historic High Street area and will provide a key north-south link between Trongate, George Street/Duke Street, and the Strathclyde University Campus. Works will include a segregated cycling lane, green/blue infrastructure where possible, traffic signal renewal, and enhanced public realm.

High Street concept design



Lower High Street area



Upper High Street area

- b. **Progress report:** this Avenue has recently completed its final direct stakeholder engagement and is now concluding Stage 4 design and is expected to commence on site by late 2026.

4.4 Block C

4.4.1 Block C of the wider Avenues programme comprises the following Avenues:

a. **Section 1 (planned completion August 2026):**

- George Square
- St Vincent Place
- West George Street (Buchanan Street to George Square)

b. **Section 2 (planned completion April 2027):**

- George Street (George Square to Montrose Street)
- Cochrane Street
- North Hanover Street (George Square to Cathedral Street)

- c. **Section 3** will conclude the design (to stage 4 RIBA) of George Street (Montrose Street to High Street) by early 2026, after which this Avenue will progress to construction.

4.4.2 Block C Avenue updates

4.4.2.1 George Square, Section 1

- a. **Objective:** The redevelopment of George Square and surrounds will bring essential improvements to the city's most important civic square through a comprehensive redesign underpinned by public engagement and consultation. The design intention for the Square will:
- Upgrade all surfaces with natural stone products, including granite paving and setts
 - Install sensory "play" areas, new seating and picnic stations
 - Include a raised lawn platform, with new tree species, including ginkgo, redbud, cherry, rowan and sweetgum

- Incorporate feature lighting and flexible event spaces
- Restore and conserve the statues and monuments

Examples of George Square works



Works outside City Chambers



Removal of Robert Burns statue

- b. **Progress report:** Section 1 is comprised of a number of phases which will deliver wall-to-wall transformation of the space. To date, works have focused on the peripheral areas outwith the hoarding and enabling works within the main Square, including the removal of statues for restoration, restoration of the stonework, creation of the new statue locations, and excavation for the new green areas.

The main works are proceeding well and scaffold will shortly be erected around the Sir Walter Scott monument to enable the condition survey and associated restoration works to be undertaken. As the main contract progresses, the hoarding line will move at intervals, extending closer to the building lines as works accelerate within the main Square. Monthly updates are issued to the George Square mail list and individual visits are made where required.

The statues are being cleaned and restored off site and will be moved back to the Square in time for the planned completion of August 2026.

4.5 Block S

- 4.5.1 Block S (Avenues Plus Project), which is fully funded by Sustrans, comprises the following Avenues:
- a. South Portland Street
 - b. Dobbie's Loan
 - c. Cowcaddens Road
 - d. Duke Street and John Knox Street

4.5.2 Block S Avenue updates

4.5.2.2 South Portland Street

- a. **Objective:** This Avenue will provide a new active travel link south of the river connecting the city centre with Laurieston. Existing green infrastructure will be enhanced and measures to better manage surface water run-off will be introduced

via raingardens. This Avenue will also help to encourage footfall across the river, supporting the third-sector organisations in the area. Works will include segregated cycling infrastructure, enhanced public realm, green/blue infrastructure and traffic signal renewal. This investment will also complement the planned Custom House Quay River Park development on the north bank of the river.

- b. **Progress report:** this Avenue is proceeding well on site and is due to complete in May 2026.

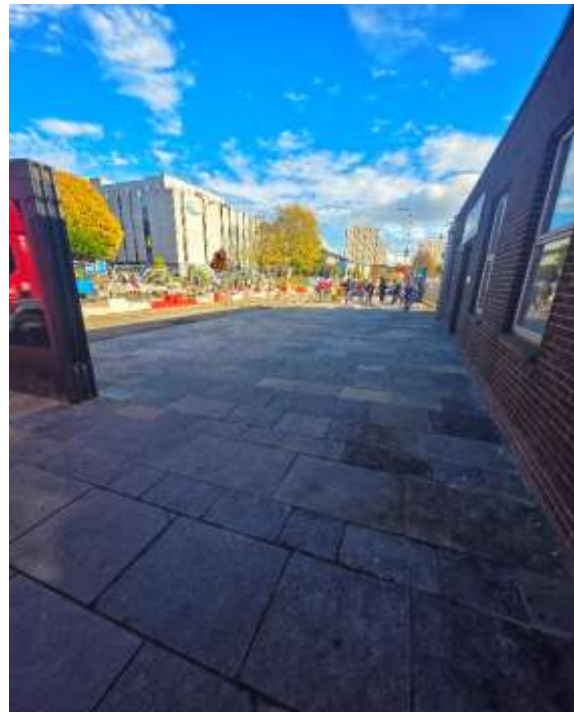
4.5.2.3 Cowcaddens Road and Dobbies Loan

- a. **Objective:** The investment into these areas will enhance the connectivity to Glasgow Caledonian University and introduce green/blue infrastructure to the area. Port Dundas Road will be closed to traffic with the exception of emergency vehicles which supports the principles of the People First Zone. New segregated cycling infrastructure will be introduced on Cowcaddens Road Avenue linking to North Hanover Street and Cambridge Street Avenues. Works will include enhanced public realm, green/blue infrastructure and traffic signal renewal.
- b. **Progress report:** these Avenues are proceeding well on site and are due to complete by April 2026.

Cowcaddens Avenue



Port Dundas junction



Cowcaddens Road

4.5.2.4 Duke Street and John Knox Street

- a. **Objective:** These Avenues will deliver a segregated cycle link to connect Dennistoun and the city centre, linking with the forthcoming Avenues at High Street and George Street, and supporting local residential, student and commuting

groups. Works will include enhanced public realm, green/blue infrastructure and traffic signal renewal.

- b. **Progress report:** this Avenue is also proceeding well with completion anticipated in April 2026.

4.6 Cycling outcomes

- 4.6.1 As well as delivering local placemaking improvements, the Block S Avenues attracted Sustrans funding due to their ability to enhance active travel opportunities in the city. The Council monitors active travel outcomes through cycle counters installed throughout the cycle network, and while no counter technology is yet in place for the recently constructed Avenues, these will be installed in due course.
- 4.6.2 However, data from 88 existing cycle counters elsewhere on the city's active travel network has shown a 43% year-on-year increase in recorded cycle journeys in the past year, as the Council has continued to expand the network of safer, segregated infrastructure. This is a significant uplift which the Avenues programme is expected to continue to support as gaps in the city's network are filled and cycle connectivity to and within the city centre is enhanced.³

5 PUBLIC ENGAGEMENT APPROACH

- 5.1 The process for the Avenues in relation to public engagement has been extensive. The broad approach mirrors the requirements of RIBA, with a range of widely publicised engagement events to inform the design or development work, and thereafter to test the resulting findings. The City Centre Regeneration Group holds a large mail list for city centre stakeholders and organisations, including a broad range of cultural and tourism bodies, community organisations, and groups that represent people with protected characteristics. Regular updates are also provided to the city centre community councils.
- 5.2 As the scale of activity ramps up in the city centre, the approach to public engagement is evolving. While most of the design and development work is now complete or nearing completion, the next period of implementation will inevitably result in some disruption due to the scale of transformation works being delivered in the city centre. Council communication plans will continue to engage key stakeholders to ensure information is provided throughout this period. A new Avenues Dashboard was created in early 2025 to provide monthly reports on progress. This is published on the first week of each month and made available through the Avenues website and mailing list updates.
- 5.3 General enquiries on any related matter can be directed to the Avenues website where there are contact details for the team. The website contains a range of

³ [Glasgow is seeing a boom in active travel, with 4.65 million cycling trips recorded between January and August this year - a 43% increase compared to the same period in 2024.](#)

information about each Avenue including plans, images and information on timescales and scope. The website can be accessed here:
[Avenues - Glasgow City Council.](#)

6 POLICY AND RESOURCES IMPLICATIONS

Resource Implications:

<i>Financial:</i>	There are no new financial implications arising from this report. The capital investment in the Avenues programme is met through external grant funding secured via Glasgow City Region: City Deal and Sustrans/Transport Scotland.
<i>Legal:</i>	No immediate legal issues are raised by this report however these continue to be assessed as the Programme expands. Dedicated Legal resources, funded through City Deal, are in place to support this work.
<i>Personnel:</i>	Delivery of the City Deal programme and projects is managed by Council staff resource with specialist support procured as necessary. These resources are funded through City Deal.
<i>Procurement:</i>	All works and services required are procured in line with the Council's standing orders. There are dedicated resources in place, funded through City Deal, within the Council's Corporate Procurement Unit to support all City Deal related procurement activities.

Council Strategic Plan:

<i>Specify which Grand Challenge (s) and Mission (s) the proposal supports. Where appropriate the relevant Commitment can also be listed.</i>	The project supports the following items: GRAND CHALLENGE ONE – Reduce poverty and inequality in our communities MISSION 3: Improve the health and wellbeing of our local communities Commitments: 2 GRAND CHALLENGE TWO – Increase opportunity and prosperity for all our citizens MISSION 1: Support Glasgow residents into sustainable and fair work Commitments: 1,5
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GRAND CHALLENGE THREE – Fight the climate emergency in a just transition to a net zero Glasgow

MISSION 1: Deliver sustainable transport and travel aligned with the city region

Commitments: 3,4,10,11,16,26

MISSION 2: Become a net zero carbon city by 2030

Commitments: 9,14,15

GRAND CHALLENGE FOUR – Enable staff to deliver essential services in a sustainable, innovative and efficient way for our communities

MISSION 1: Create safe, clean and thriving neighbourhoods

Commitments: 18,19

Equality and Socio-Economic Impacts:

Does the proposal support the Council's Equality Outcomes 2021-25? Please specify.

The Avenues programme considers inclusion, accessibility and sustainability. These apply to public realm, enhanced active travel and community wealth. Equalities Impact Assessments (EqIAs) are produced for each Avenue project and are published on the Council's web site.

What are the potential equality impacts as a result of this report?

Positive - The Avenues programme will encourage, employment opportunities and opportunities for all city centre residents and beyond by improving connectivity and accessibility.

Please highlight if the policy/proposal will help address socio-economic disadvantage.

The Avenues programme will encourage skills development and business development more generally by improving access to jobs and areas of prosperity.

Climate Impacts:

Does the proposal support any Climate Plan actions? Please specify:

The Avenues programme provides surface water management measures through street trees and SUD's. Green infrastructure and reduced carriageway space for motorised vehicles will improve air quality and help contribute towards carbon net zero by 2030.

What are the potential climate impacts as a result of this proposal?

The potential impacts are on carbon reduction, increases in active travel, connected green and open spaces, support for circularity, public realm that promotes well-being and empowers local communities and community wealth building.

Will the proposal contribute to Glasgow's net zero carbon target?

The proposals contribute to Glasgow's net zero target. The delivery of the Avenues will reduce the space for private vehicles, will improve bus journey times in the city centre and will improve SUDS and greening.

Privacy and Data Protection Impacts:

Are there any potential data protection impacts as a result of this report

No

If Yes, please confirm that a Data Protection Impact Assessment (DPIA) has been carried out.

NA

7 RECOMMENDATIONS

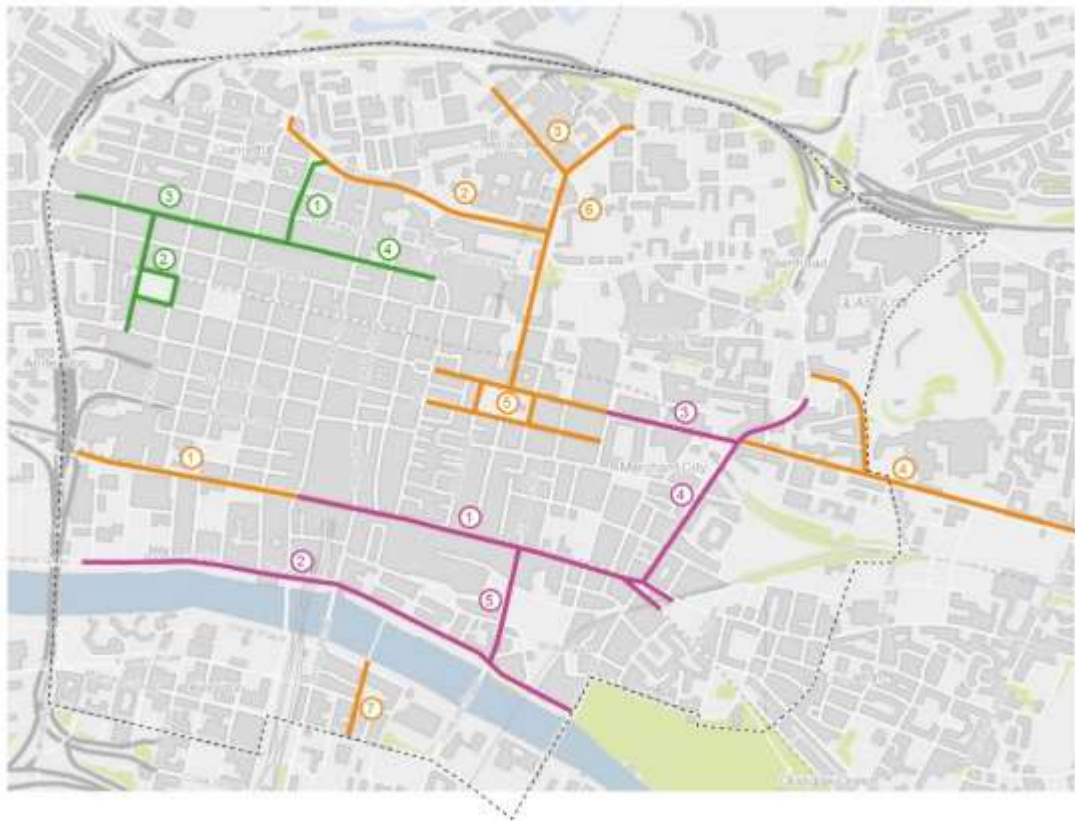
7.1 It is recommended that Members:

- i. Consider the contents of the report;
- ii. Note that further updates will be reported back to Committee on an annual basis.

Appendices

- **Appendix A:** Avenues Programme Map
- **Appendix B:** Avenues Programme summary timetable

Appendix A: Avenues Programme Map



○ Projects In Design

1. Argyle Street East
2. Broomielaw / Clyde Street
3. George Street
4. High Street
5. Stockwell Street

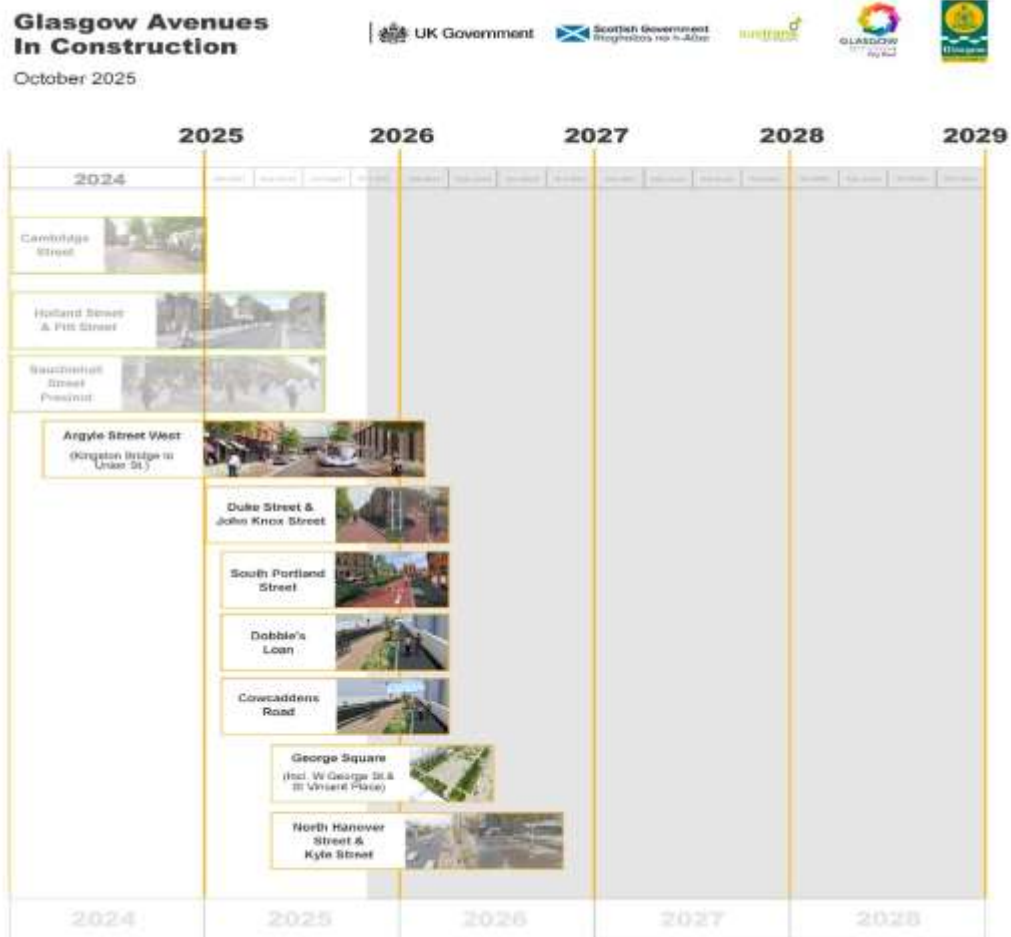
○ Projects in Constuction

1. Argyle Street West
2. Cowcaddens Road
3. Dobbies Loan
4. Duke Street / John Knox Street
5. George Square
6. North Hanover Street / Kyle Street
7. South Portland Street

○ Projects Completed

1. Cambridge Street
2. Holland Street / Pitt Street
3. Sauchiehall Street Pilot
4. Sauchiehall Precinct

Appendix B: Avenues Programme summary timetable (Oct 2025)



End of report