

SECTIONS

A M8 @ FINNIESTON

- The M8 is grading downwards to **pass under** St. Vincent Street and retain that course for the remainder of the Western Flank
- Two high speed slip roads allow **connection** to the City Centre
- **Social Housing** dominates the Western border

B M8 @ ANDERSTON STATION

- The **convergence site** of the Clydeside Expressway and the M8
- Pedestrian transport is extremely **difficult and dangerous**; this is a motorist's zone
- The rail station is **poorly located**, at the intersection of major N / S and E / W barriers

C M8 @ ANDERSTON

- Just after the Kingston Bridge, the M8 still **looms ominously** at 18 metres in height
- Almost all lands remains derelict, vacant or used as makeshift parking lots
- The area has **lost all traces** of the vibrant life that existed before the M8

D M8 @ KINGSTON

- Here, the M8 is the main riverfront attraction
- Although a river-crossing, the Kingston Bridge is **not accessible** to pedestrians and does not accommodate local / district traffic
- Almost touching **historical** buildings, the Kingston Bridge has clearly **disrupted** the viability of the Kingston / Tradeston area

A ANDERSTON PARADE @ FINNIESTON

- The Anderston Parade boulevard will run from Charing Cross at Sauchiehall, all the way to Paisley Road, South of the River, creating an **essential** and long needed N / S **connection**
- The boulevard will have **space allocated** for through traffic, local traffic, pedestrians, bicyclists and green space

B ANDERSTON INTERCHANGE STATION

- **THE MOST INFLUENTIAL SITE FOR GLASGOW @ HAND 2037**
- The vibrant station will be a **direct link** between major N / S and E / W routes as well an **indirect link** to the subway loop
- Entrance will be gained through a **new plaza** adjacent to the Argyle Street **extension** and new district node

C ANDERSTON PARADE SOUTH

- Here, the boulevard will be an essential connection between the Riverfront, IFSD and new residential area in Anderston / Finnieston

D SOUTH CENTRAL STATION

- The South Central rail station will be centred at a new District node and at the heart of **newly established density**
- The station is accessed via a **short pedestrian walkway** through the centre of the node, adjacent the new Kingston Bridge
- Visual attractions such as the Ferris Wheel across the river, along with four new bridges will make **cross-Clyde activity** enticing, purposeful and safe.

1 ELLIOT STREET

Like many of the streets in Anderston, these roads are very **wide**. Glasgow @ Hand will make slight changes to **incorporate** street trees and make the streets more local.

2 ELDERLIE STREET

Trees will be used to beautify the streets and more importantly, **define appropriate space** for bicyclists and pedestrians.

3 MORRISON STREET

Some streets in the City Centre leading to the M8 are **strictly** vehicular, from building to building. Streets like Morrison street will be made **complete and safe** for pedestrians, possible because of the connections to the new Anderston Parade rather than the M8.

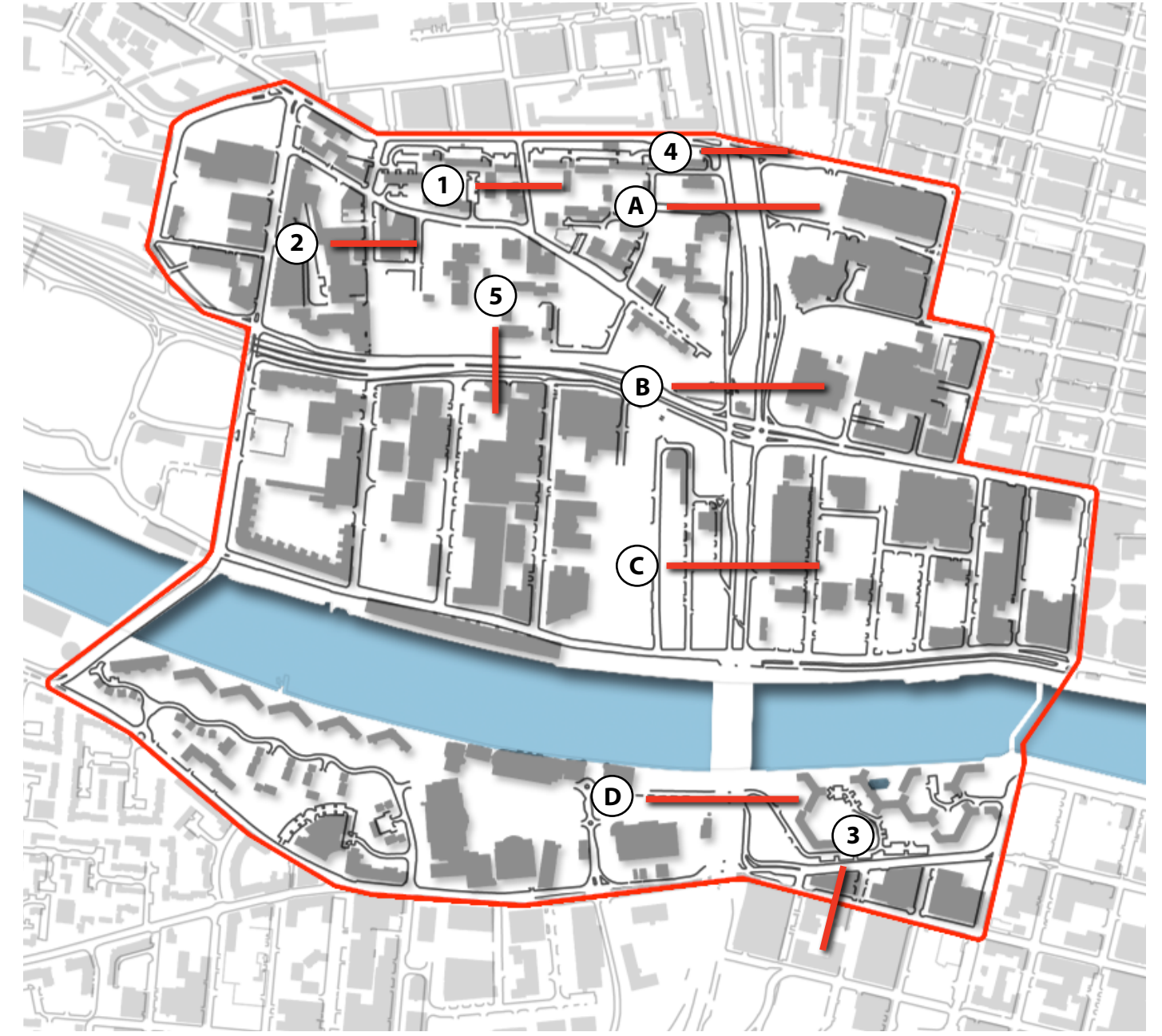
4 SAINT VINCENT ST JUNCTION

Two lanes flanking the Anderston Parade Boulevard will **surface from the tunnel**, serving as the Western flank's **main junction** with the City.

5 THE CLYDESIDE BOULEVARD

The former expressway will be **converted into a boulevard**. In addition to handling the through traffic from the Expressway (will **retain its form** outside the City), the boulevard has local access roads, bicycle lanes and pedestrian space.

REFERENCE MAP



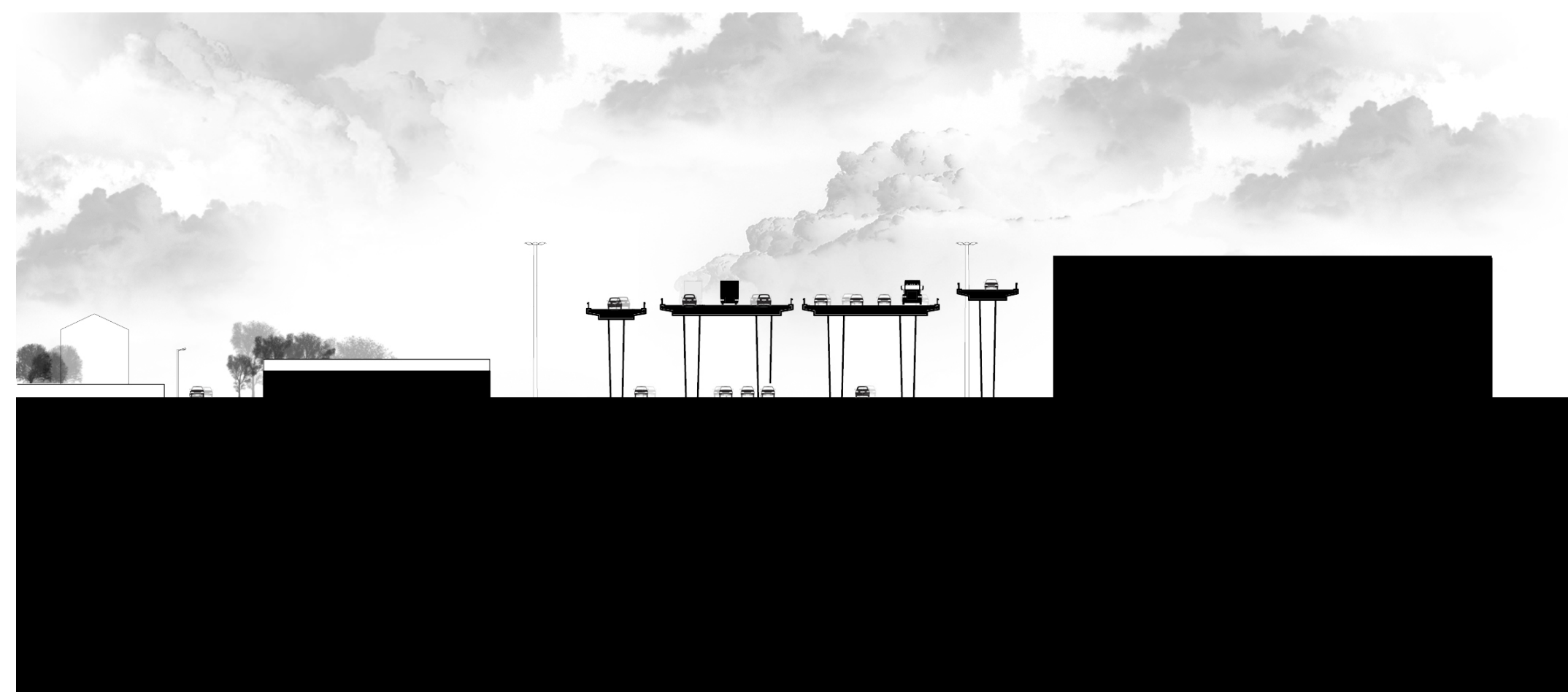
A M8 @ FINNIESTON



B M8 @ ANDERSTON STATION



C M8 @ ANDERSTON



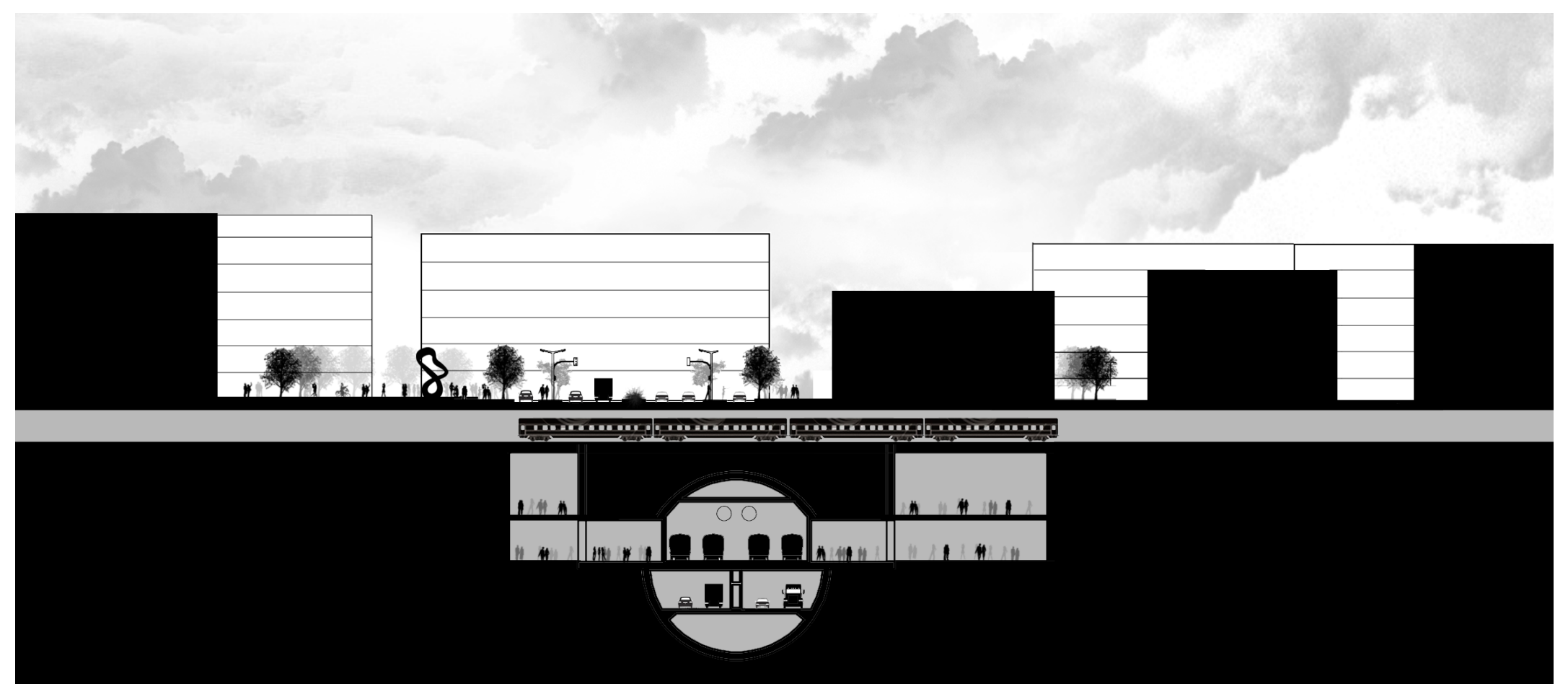
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