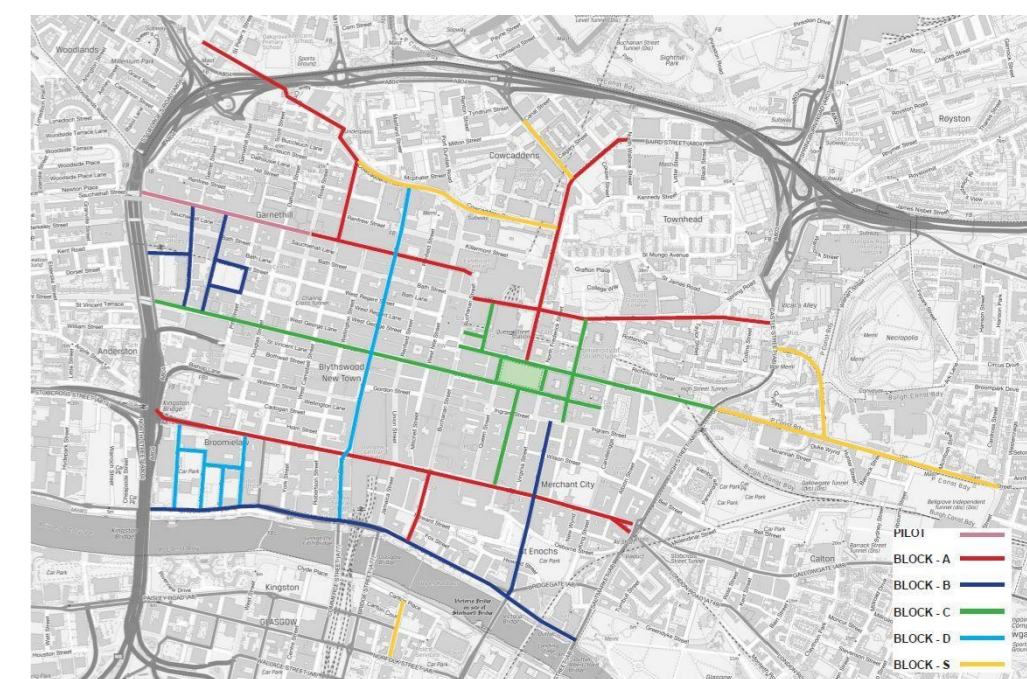


# Introduction and context

## Welcome to the South Portland Street Consultation

The concept design proposals presented are part of the Glasgow Avenues (Plus) projects across the City Centre and some immediately adjacent areas. South Portland Street works are made possible through the securing of Transport Scotland funding, via Sustrans “Places for Everyone” programme.



### The Avenues Programme

To reshape the city centre to protect and prioritise space for active travel, improve connectivity, introduce sustainable green infrastructure and improve the way public transport is accommodated. Specific improvements will include:

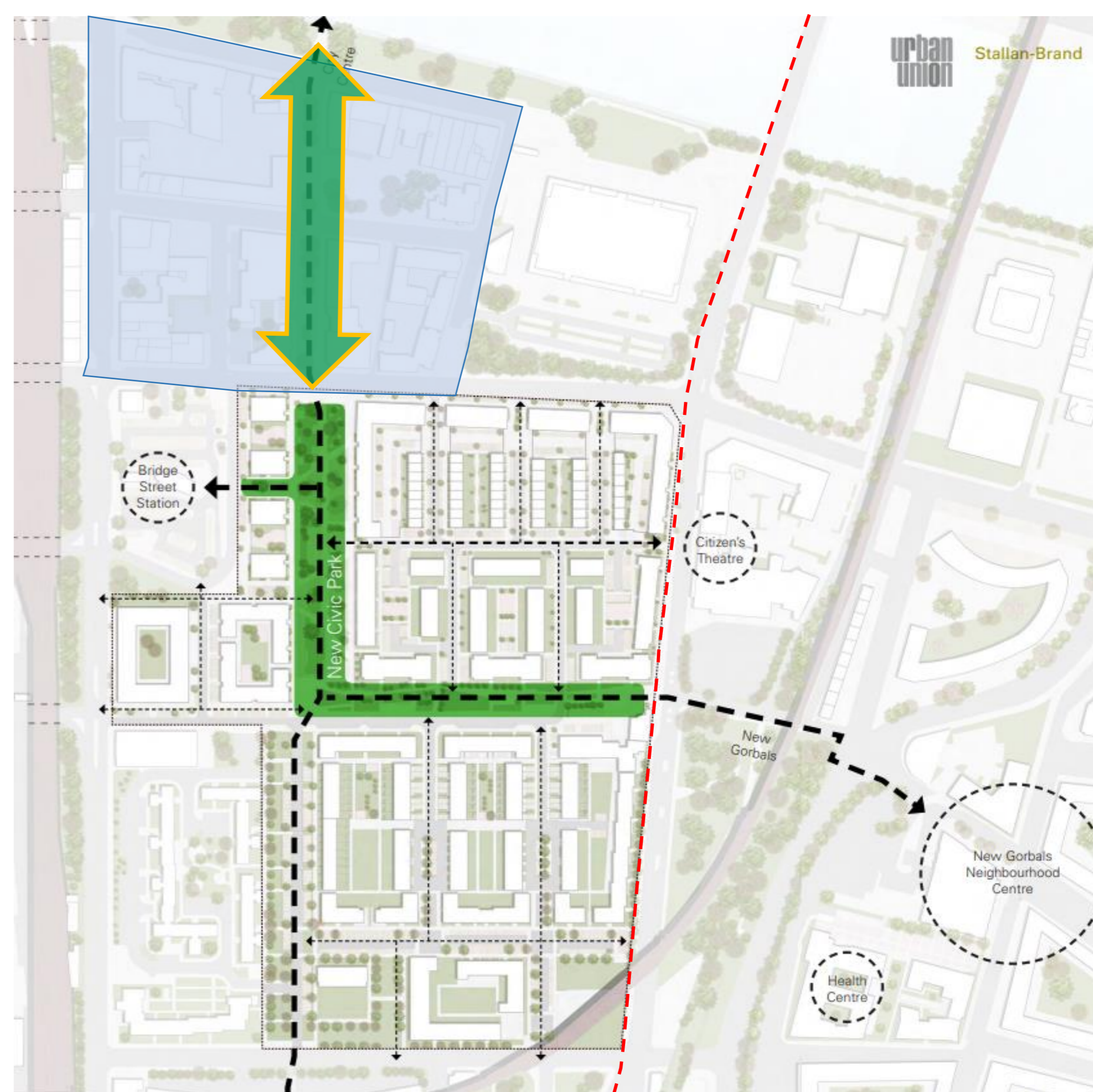
- Green/blue infrastructure (such as street trees, planting and rain gardens)
- Enhanced and widened footways
- Segregated cycle lanes
- Reduced street clutter
- Improved lighting features

### Places for Everyone Design Principles

- Develop ideas collaboratively and in partnership with communities
- Facilitate independent walking, cycling, and wheeling for everyone, including an unaccompanied 12-year-old
- Design places that provide enjoyment, comfort and protection
- Ensure access for all and equality of opportunity in public space
- Ensure all proposals are developed in a way that is context-specific and evidence-led
- Reallocate road space, and restrict motor traffic permeability to prioritise people walking, cycling and wheeling over private motor vehicles



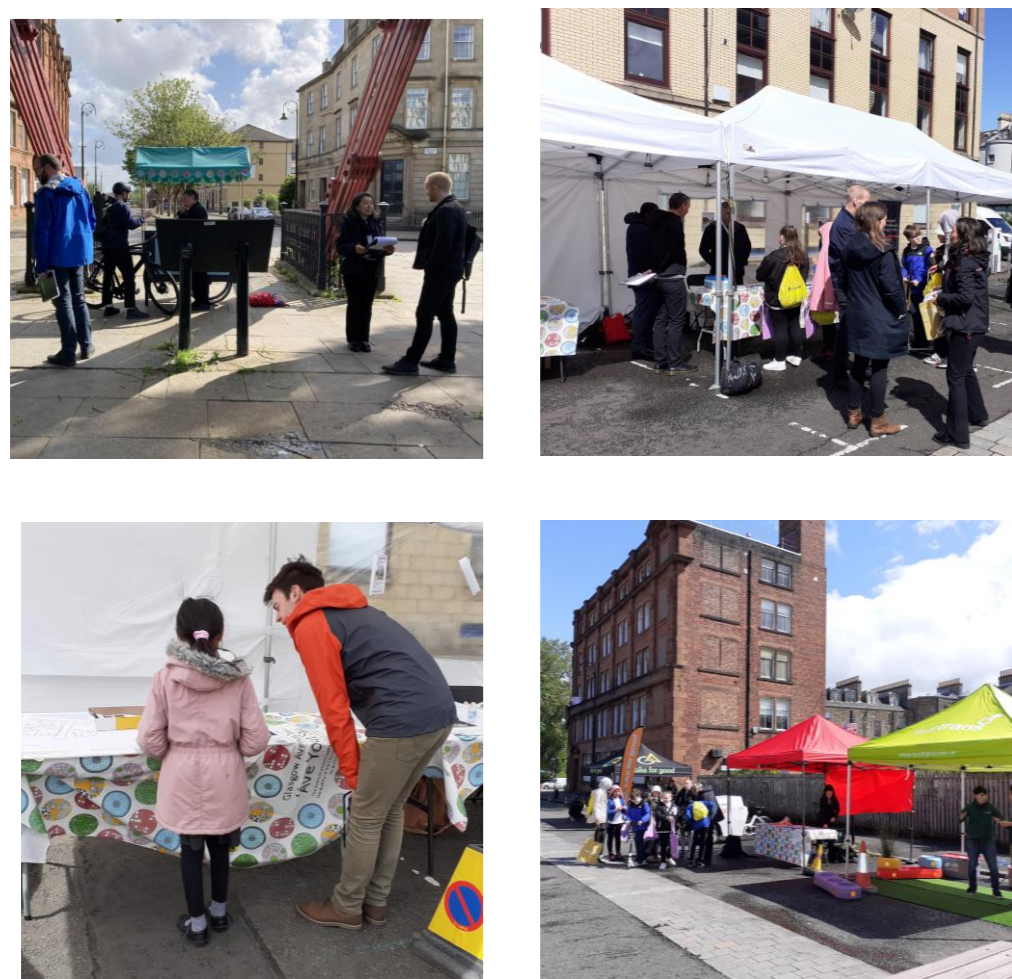
Historically South Portland Street was designed as part of Laurieston, Glasgow’s first residential area south of the Clyde. This was the broadest street and centre piece of the ambitious Georgian development by the Laurie Brothers – Architect Peter Nicholson. The original bridge was replaced by the present suspension bridge in 1853.



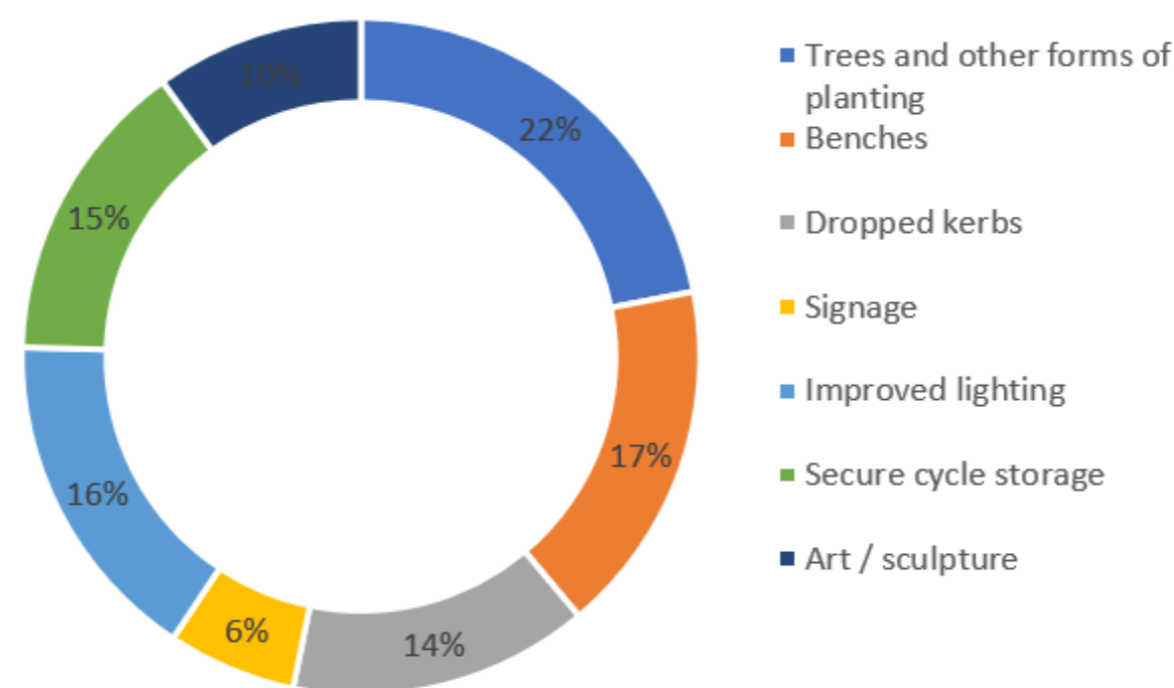
The on-going regeneration of the Laurieston area includes a wide linear park that relates to the original alignment of South Portland Street. This helps to form a green link to the Clyde and provides strong connectivity for people walking, wheeling or cycling.



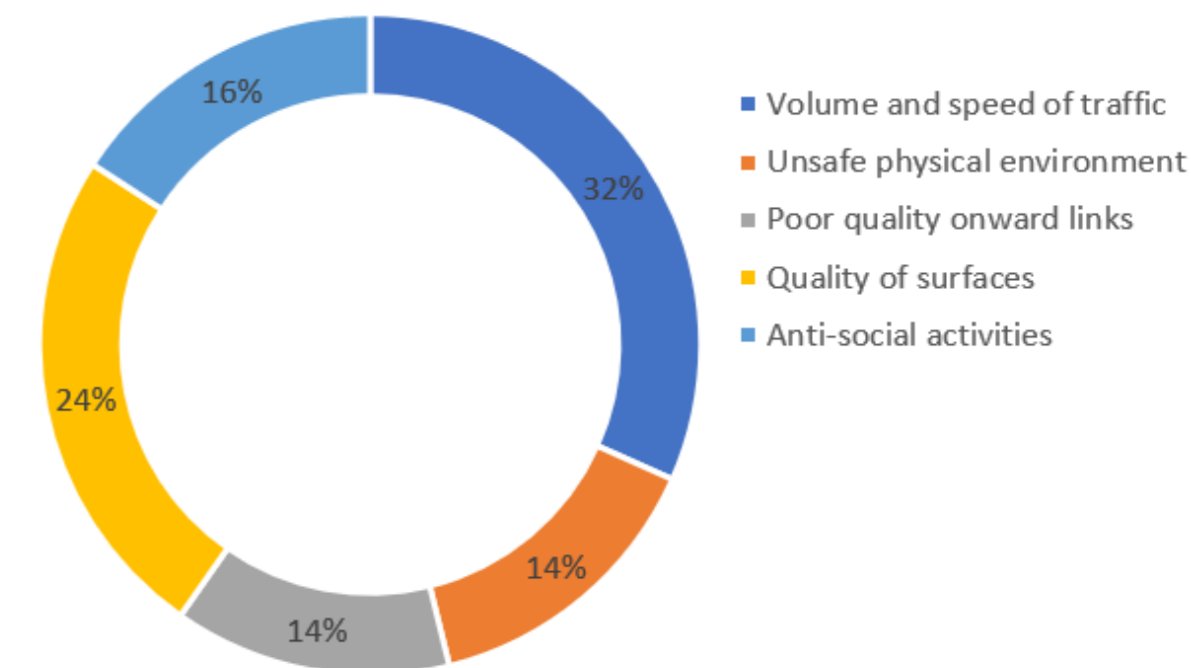
# Engagement and Response



What would you like to see more of in South Portland Street?



What issues do you see as particular barriers to active travel at South Portland Street?



The design has been informed by undertaking detailed technical analysis, consultations with stakeholders and through the results of a public engagement – on street and online held in May 2022. Thanks to all those who have participated so far, including those who completed survey forms.

## You said:

The character of northern section of South Portland Street close to Suspension Bridge is important

**Response:**  
Design sensitive to location and setting – and aims to extend this high-quality traditional character southwards



Norfolk Street was considered a particular barrier for active travel

**Response:**  
Design include an accessible pedestrian and cycle friendly controlled crossing. (Traffic lights)



A street with lower traffic volumes and speeds was viewed as being highly desirable

**Response:**  
Design includes reallocation of road space, provision of safer crossings and protected cycle / pedestrian routes. Work is being undertaken to explore other traffic management measures



A street that had trees and planting linking Clyde with Lauriston was strongly supported

**Response:**  
Design include a wide central green strip with trees and planting



There were many local vulnerable users and therefore accessibility was of high importance

**Response:**  
Design increases pedestrian space, adds controlled crossing at Oxford Street and Norfolk Street, minimises crossing distances, includes tactile surfaces and provides rest points



Anti-social behaviour was an issue, and lighting was regarded as being poor

**Response:**  
Design to be compatible with regeneration plans helping facilitate positive change. Design includes additional lighting



# Project Elements

## An Inclusive Design

Inclusion and accessibility are at the heart of design. The proposals provide safer crossings throughout – including two controlled crossings, (traffic lights) use of tactile surfaces, provision of drop kerbs and the creation of rest points – seats with arm and back-rests. The design will continue to evolve to ensure that appropriate detailing that best serves the needs of all is undertaken.



## A sustainable material palette

Sustainability of paving materials requires consideration of source, durability and carbon footprint.

Within South Portland Street we are keen to reutilise the remaining traditional materials found (Scottish granite / whin setts and cubes) and kerbing (Scottish whinstone). It may also be possible to source further reclaimed materials or consider new local materials to match. The design recognises the quality and durability of surfacing at Carlton Place and would aim to extend that character further into South Portland Street.



## A design that considers trees carefully

Unfortunately, the existing trees in South Portland Street are in poor condition – most dead or dying. This is likely to have been as a result of roots being constrained due to the need, at planting, to protect adjacent services such as sewers. The present proposal therefore has considered carefully the location of underground services within South Portland Street and positioned trees accordingly. It has also utilised soft landscape to maximise the potential for good tree health and longevity. Potential trees could include birch which has white bark, light foliage or traditional street trees such as lime or elm. All can be varieties of native species.









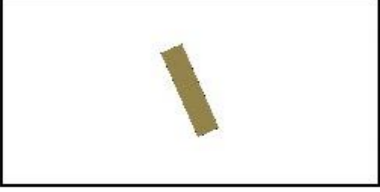

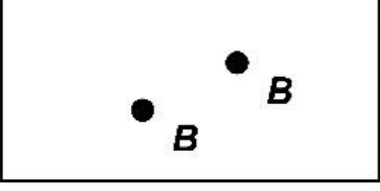



## A design that manages water responsibly - rain gardens

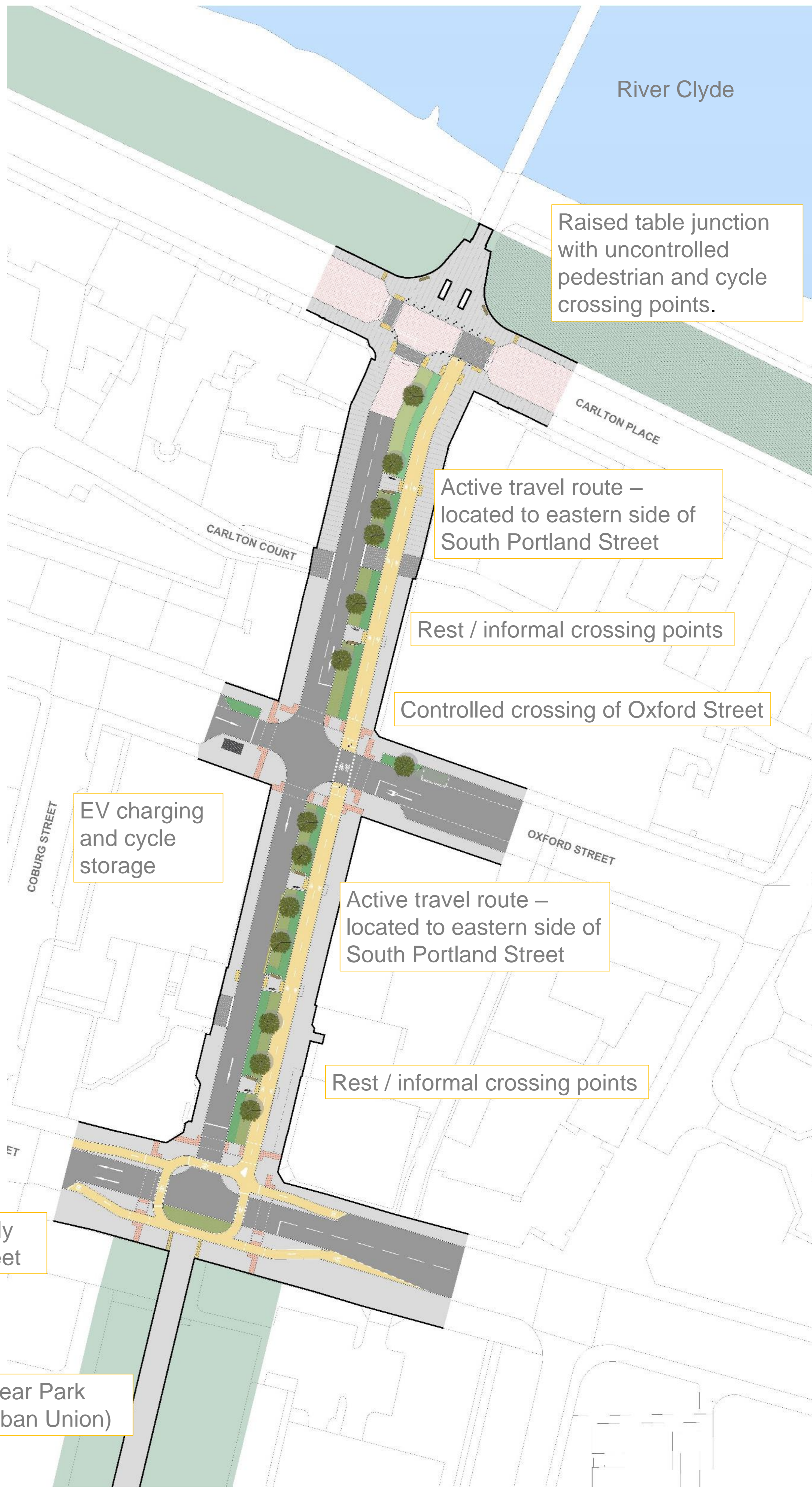
Climate change provides many challenges for our cities. These include issues associated with storm water management. “Rain gardens” provide a means to both store water beneath planting and allow for the slow filtration and release of water. Well detailed they can provide not only an appropriate engineering response but also add to the visual amenity and bio-diversity of the street.



# Concept Plan

**LEGEND:**

-  Carriageway
-  Carriageway setts: existing / reclaimed
-  Carriageway setts: new sawn whinstone setts
-  Footway - Caithness Stone
-  Footway (asphalt)
-  Cycleway (asphalt)
-  Seating
-  Cycle stands
-  Bollards
-  Grasses / Perennial Planting
-  Rain Garden Planting
-  Tree



# Sketch visualisations



View to South Portland Street from Suspension Bridge



View looking towards Suspension Bridge



# Sketch visualisations

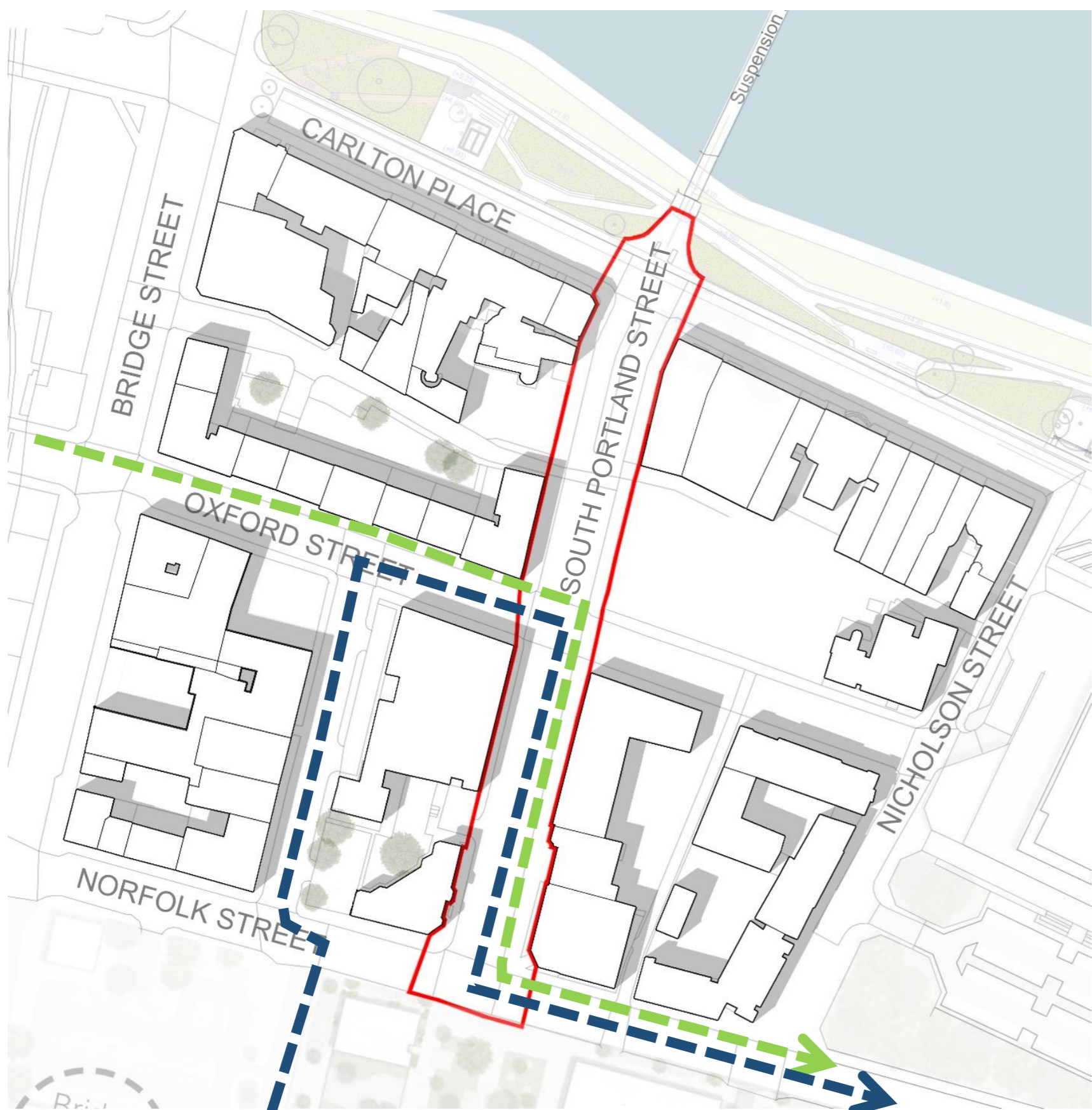


View from Oxford Street looking north





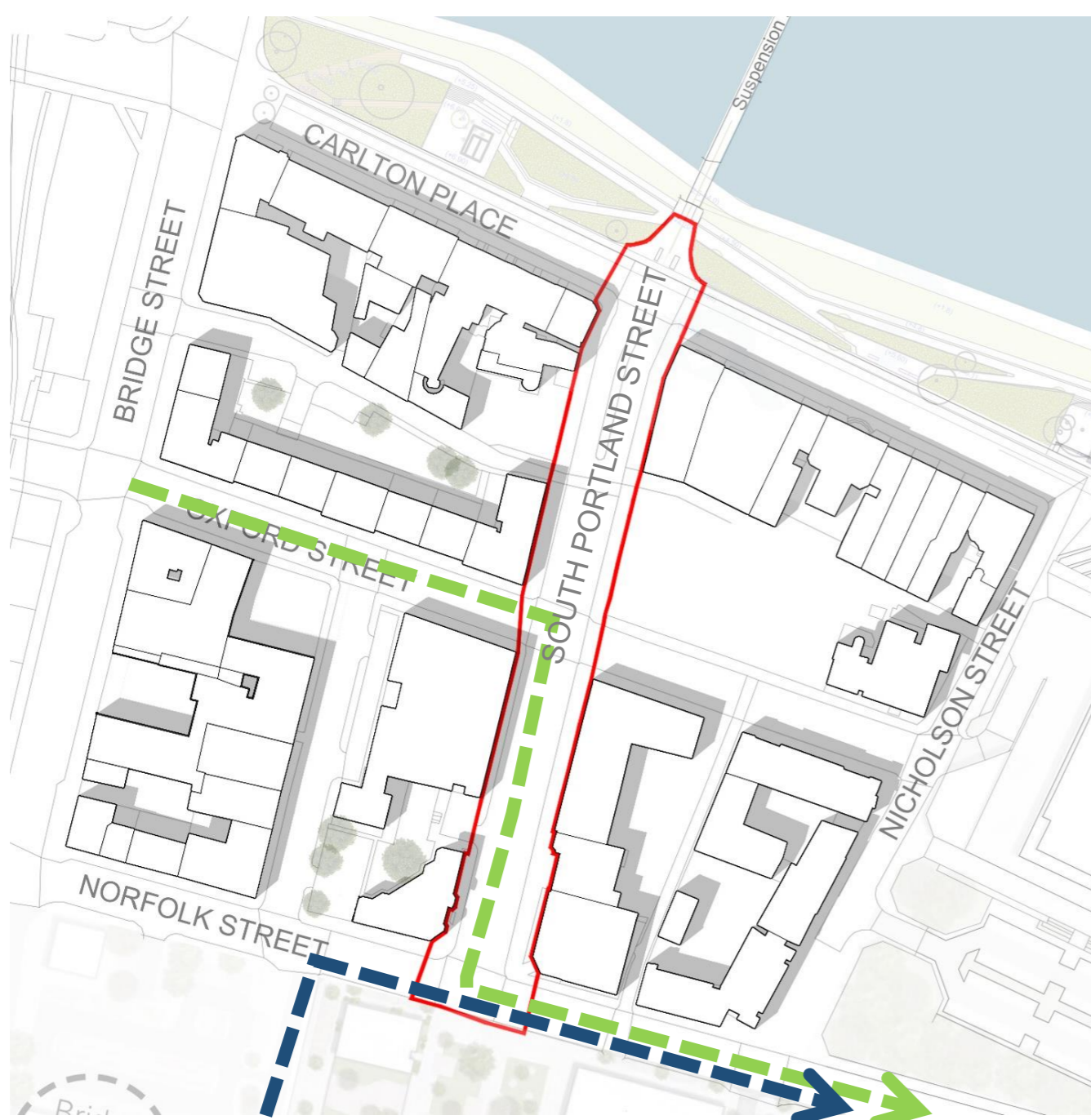
# Possible Traffic Management

The concept proposal presented has been designed without change to present one-way arrangements within the neighbourhood. However, some explorations are being undertaken at present to ascertain whether there is both advantage and support for measures to the volume of traffic utilising South Portland Street without impacting upon local access. The concept proposal has been designed to be adaptable to allow these changes should they be feasible and supported.

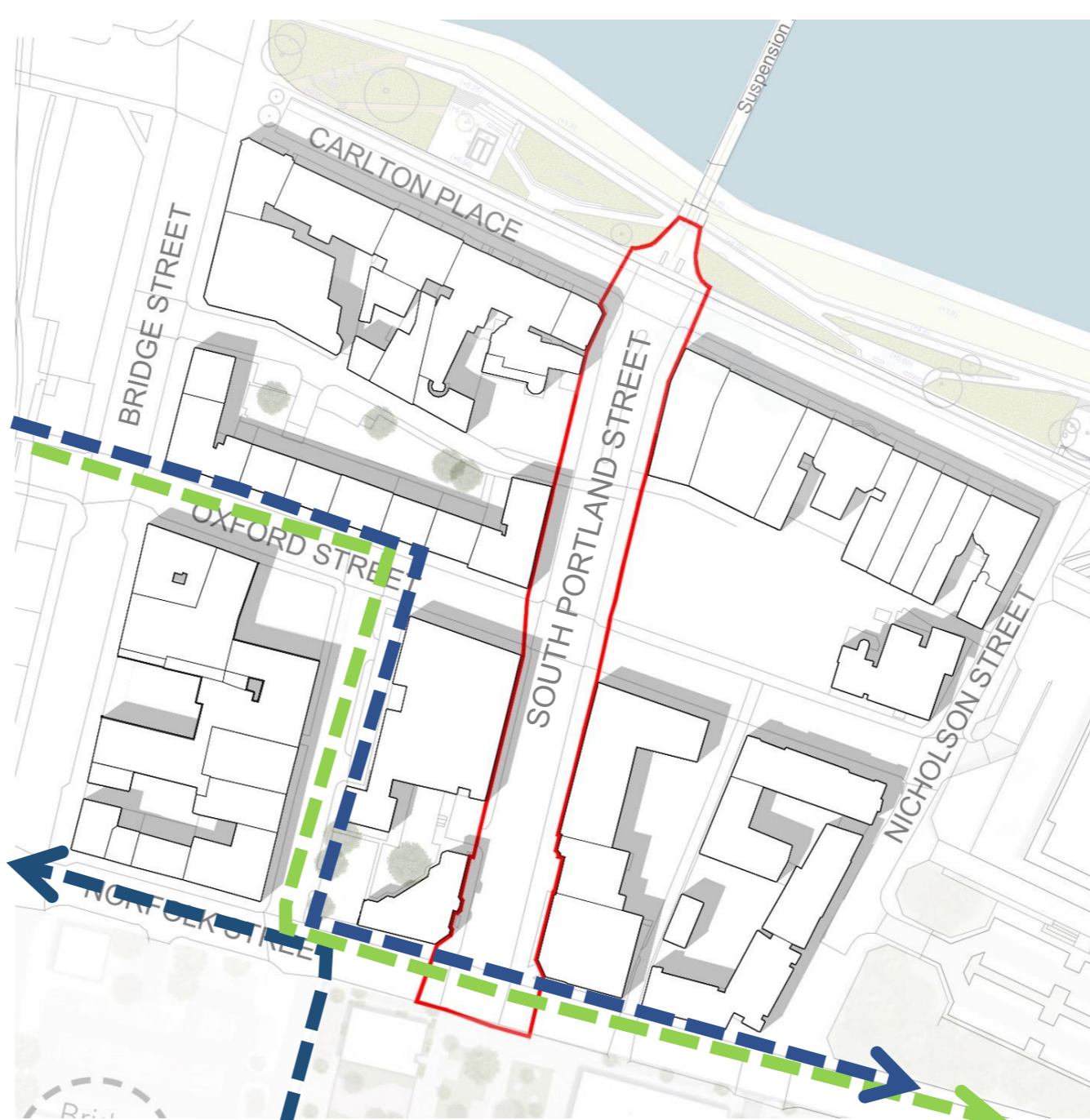


## Existing through traffic movements utilising South Portland Street

-  **Through traffic from south**  
Coburg Street to Oxford Street to South Portland Street to Norfolk Street travelling eastwards.
-  **Through traffic from west**  
Oxford Street to South Portland Street to Norfolk Street travelling eastwards.



**Option A**  
Allow right turn from Coburg Street at Norfolk Street (Bridge Street Subway car park)



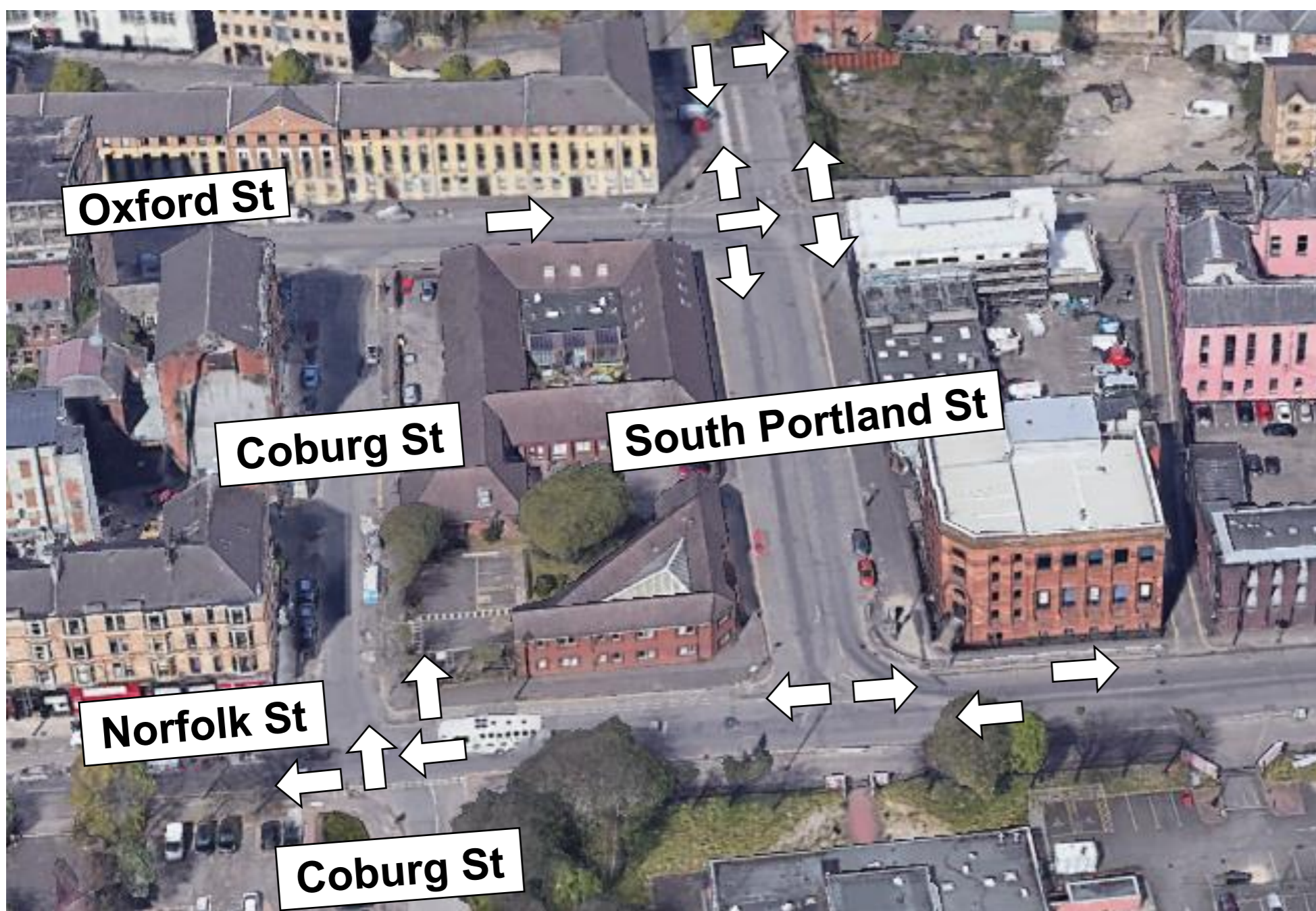
**Option B**  
Reversing the direction of Coburg Street and South Portland Street.



**Option C**  
A combination of both A & C

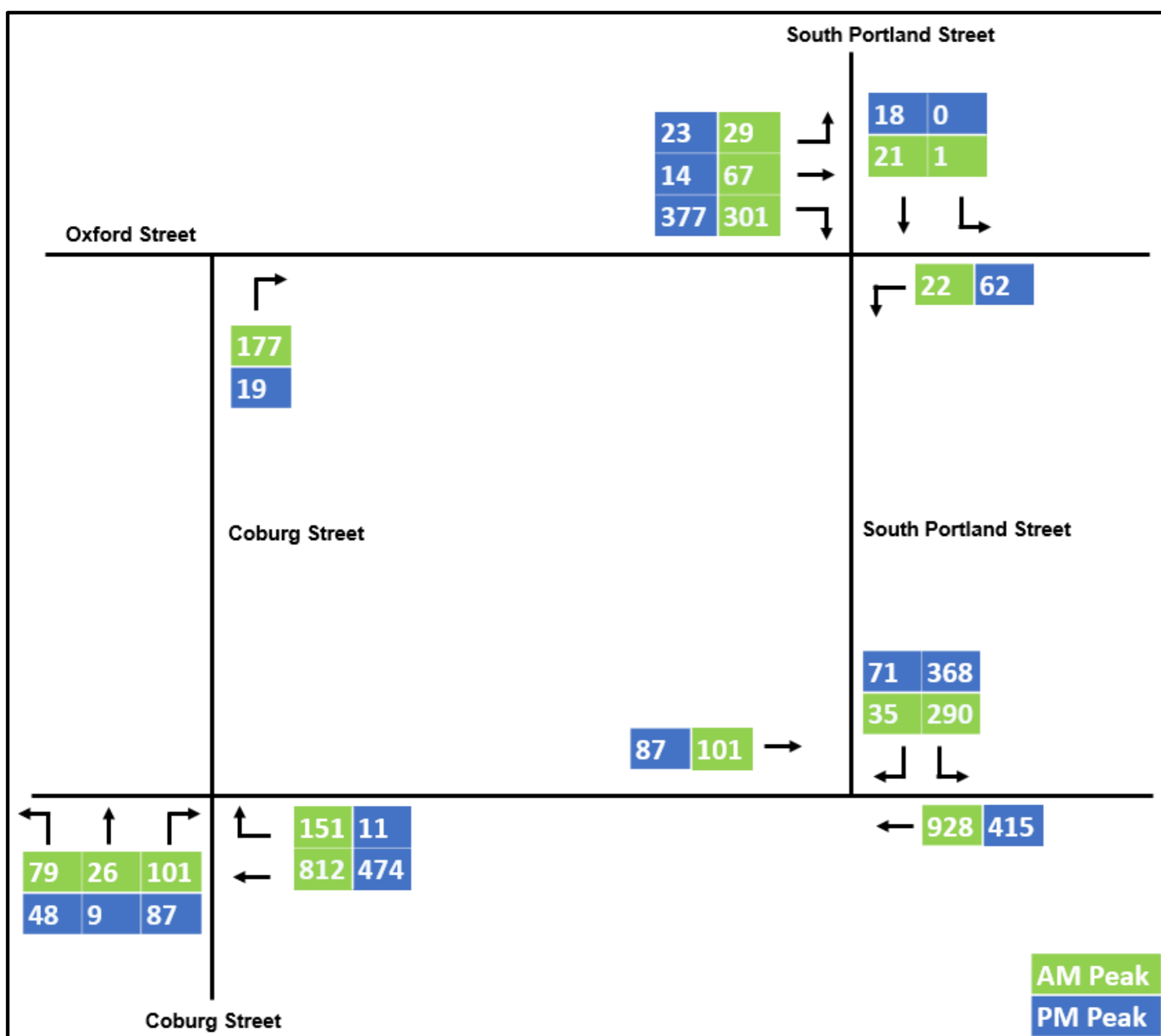
# Traffic Operation

Existing traffic operation arrangement provides for clockwise travel from Coburg Street, Oxford Street, and South Portland Street to Norfolk Street for anyone in the area wishing to travel east towards Gorbals. Access is also provided for Carlton Place and Nicholson Street from South Portland Street with no other vehicle access / exit available.

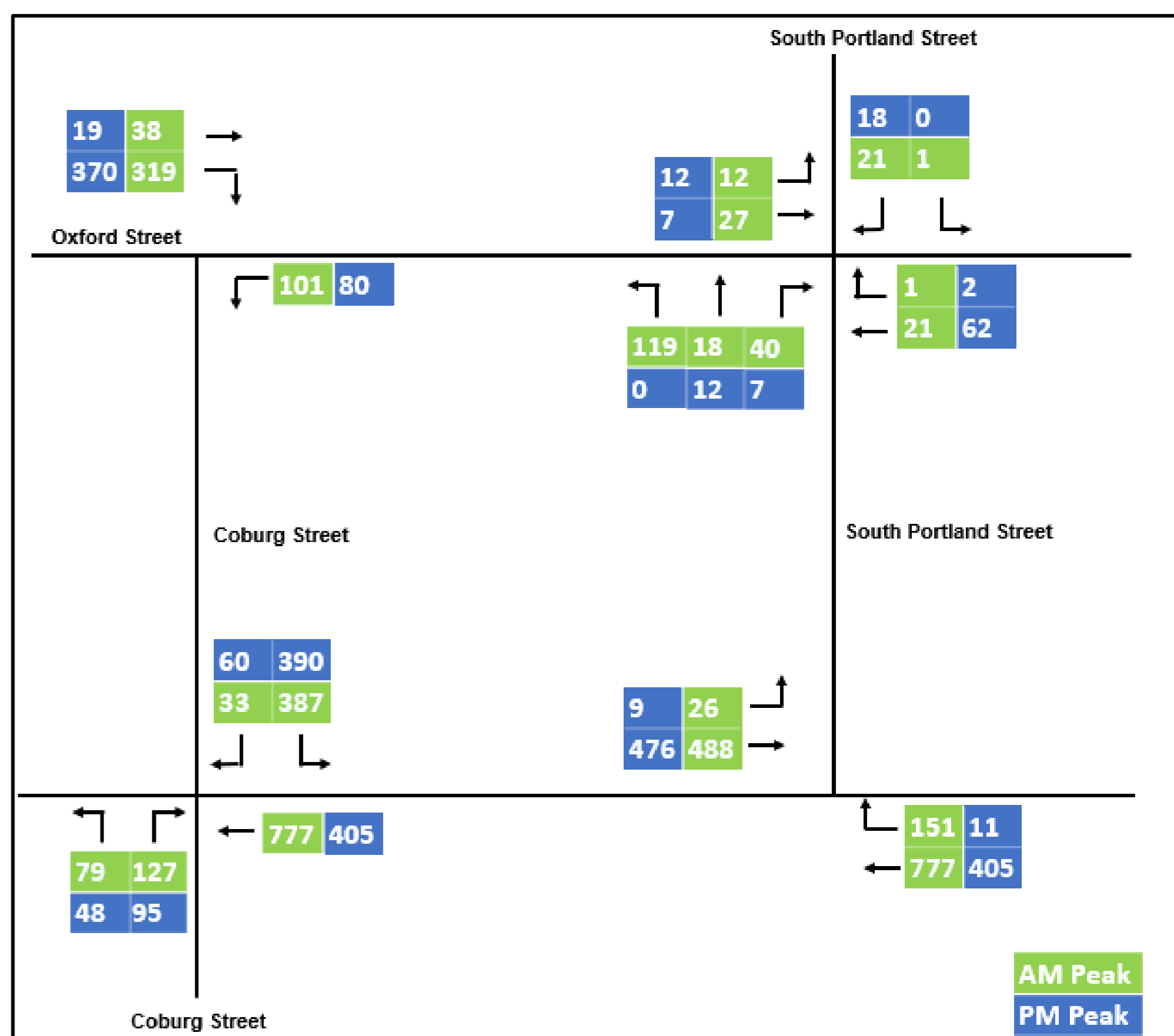


Traffic Option A will see the introduction of a right turn from Coburg Street onto Norfolk Street. This will extend the existing two-way section of Norfolk Street from South Portland Street to Coburg Street. This will remove the current need for vehicles on Coburg Street who wish to travel east to travel along the southern section of Coburg Street, east along Oxford Street and then south on South Portland Street to access the eastbound section of Norfolk Street and continue their journey eastbound. This will result in a reduction of 97 morning peak hour vehicles and 80 evening peak hour vehicles entering South Portland Street and a reduction of 217 morning peak hour vehicles and 86 evening peak hour vehicles entering Coburg Street..

Note figures for Option B – have not been separately collated.



Traffic Option C will see the introduction of a right turn from Coburg Street onto Norfolk Street and the direction of travel on Coburg Street and South Portland Street changed. Currently Coburg Street is one-way northbound while South Portland Street is one-way southbound. Option 2 will switch this operation and have one-way northbound traffic on South Portland Street and one-way southbound traffic on Coburg Street. This will also require the introduction of two-way traffic on the section of Oxford Street between Coburg Street and South Portland Street to ensure continued access and exit to Carlton Place and Nicholson Street. This will result in a reduction of 264 vehicles in the morning peak and 517 vehicles in the evening peak entering South Portland Street and an increase of 26 morning peak hour vehicles and 344 evening peak hour vehicles entering Coburg Street.





# Questionnaire

These presentation boards illustrate the concept proposals for South Portland Street. These have so far been informed by the first public engagement process, stakeholder consultation and technical assessments and appraisals. To assist the continuing evolution and development of the design, your comments would be appreciated. The associated questionnaire can be filled in by hand or online.

What design style for materials, lighting and street furniture would you favour for South Portland Street? (choose 1)

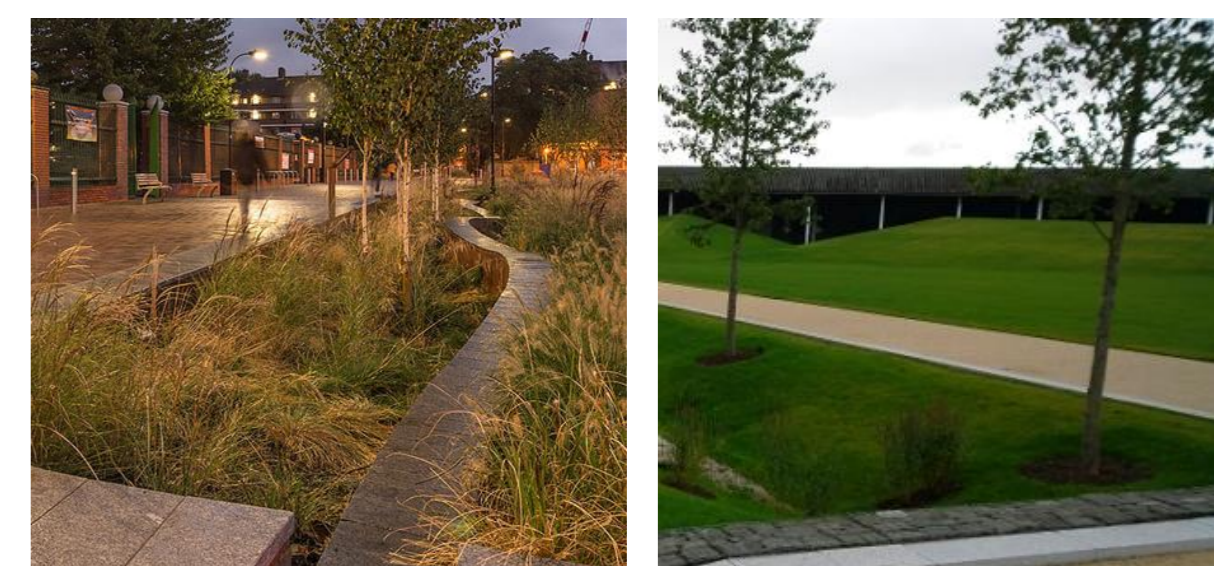
- A Traditional
- B Contemporary / modern
- C A combination of A and B



The design includes green space / rain garden planting and street trees –

What type of planting do you favour? (Choose as many as you wish)

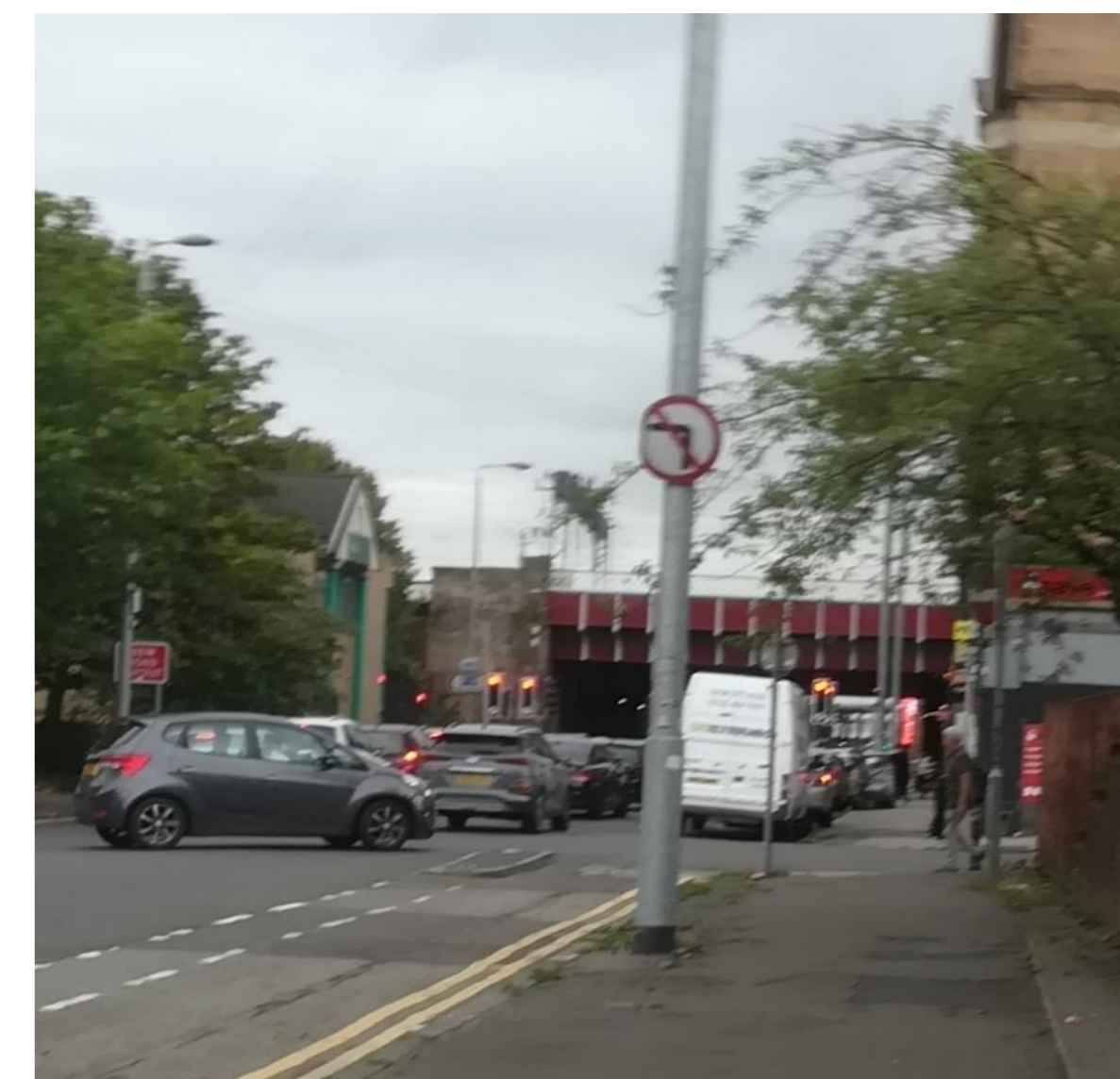
- A Low flowering ground cover plants with seasonal interest
- B Long ornamental grasses and wildflower planting
- C Areas of mown grass
- D Trees with light foliage and white / silver trunks such as birch
- E Traditional large street trees such as lime or elm (disease resistant variety)



Are there any elements that we have not included such as pedestrian signage or artworks that you feel are important to consider?

Options for traffic management are being considered for a section of Norfolk Street, Coburg Street, Oxford Street and South Portland Street. In principle do you support exploring traffic management in the area to reduce through traffic utilising South Portland Street?

- Yes
- No
- Maybe



If yes, would you be likely to support

- Option A – allow right turn from Coburg Street (Bridge Steet Subway)
- Option B - Reverse direction of Coburg Street and South Portland Street
- Option C – A combination of both A&B
- Some other option

Would you like to be contacted in the future to hear about further consultation activities?

Please provide your email address.

Note : Future events will be advertised on Glasgow Council website, press release and by local groups.

Please write down any other comments you have on the Concept Design.



Do you have any comments to make on the consultation process itself. Were the plans/images easy to understand. Did you have any difficulties accessing the information or attending the event(s) ?

