

Christine Francis  
Head of Sustainability and Technical Services  
Neighbourhoods and Sustainability  
Glasgow City Council

PO Box 15175, Glasgow, G4 9LP

e-mail: [consultations@gobike.org](mailto:consultations@gobike.org)

web: [www.gobike.org](http://www.gobike.org)

Ref: TF/RL/SI

By e-mail to: [Sustainable Transport@glasgow.gov.uk](mailto:SustainableTransport@glasgow.gov.uk)

15 March 2021

Dear Sir/Madam,

**GLASGOW CITY COUNCIL,  
(HAGGS ROAD) (TRAFFIC MANAGEMENT) ORDER 20\_\_**

Thank you for your email of 04 March and the opportunity to comment on the preliminary proposals for the management of traffic into and out of Pollok Park. I have discussed the proposals in detail with one of our members who lives on one of the streets detailed in your documents. We reply below to your proposed changes in turn but initially we must comment on two aspects that might be missing from your full proposals:

1. All the traffic lights must include active travel phases or advance signals. Pedestrian and cycle traffic is heavy accessing and leaving Pollok Park and will only increase with the extension of the South West City Way. With young children and wheelchair users crossing Haggs Road timing must be appropriate for them. See also our response to your first bullet "No through road from Shawmoss Road to Pollok Park below.
2. The existing footway along the west side of Haggs Road is a shared use route and while it is currently sub-standard, this facility must be retained and upgraded to meet current standards. An extension of the SWCW onto Haggs Road will be welcome. Pollokshaws Road, Haggs Road and Dumbreck Road, which all pass entrances to the park are currently four lane vehicle roads (2 lanes each way) and so there is ample space to repurpose an active travel lane on each side that connects each of the entrances, the extension of the SWCW on St Andrews Drive, and ideally beyond.

We also note that the Traffic Impact Assessment included in the 2020 Planning Application in respect of works to the Park included, in reference to the shared footway:  
*8.1.7 Visible markings or raised table over the new park entrance to ensure cars give-way to pedestrians.*

We trust that, should it be determined that active travel lanes will not be provided, the minimum to be done will include this provision at the entrance.

In addition:

*8.1.11: Consider creating a shared use pavement on the east-side of Haggs Road to match/complement the provision on the west side.*

Can we take it that in the absence of providing on-road cycle/active travel lanes this will be the minimum provision?

We now address directly the proposed restrictions in your email:

- *No through road from Shawmoss Road into Pollok Park*

This is a counter-productive restriction for motor traffic. A significant emphasis of the works for Pollok Park has been to reduce motor traffic within the park. Hence the new car park adjacent to the Haggs Road entrance/exit for the majority of park traffic, rather than the car park at the Burrell. If motor traffic from Shawmoss Road is denied access then drivers will have to turn right at the lights, drive north to the Dumbreck entrance and then proceed round the park to the

smaller Pollok House car park. This extended journey will increase pollution and make the Park less attractive to general users. We understand that the entrance gateway opposite Shawmoss Road is narrow but a raised footway/cycle path as noted above and signage should ensure that motor traffic proceeds slowly through to the Park

In addition it will not work for cycle traffic. Haggs Road is currently a four-lane highway where motor vehicle speeds are high, posing a significant hazard to cycle traffic. The options you leave are either to turn left and then cross four lanes of traffic to enter at the next entrance south, or to turn right, marginally safer since crossing with the lights, to enter at the next entrance north. Our proposed solution is to exempt cycle traffic from this restriction.

We also note that the Traffic Impact Assessment referred to above contains, at 7.2.15, *The junction has been modelled with an all red stage for vehicles (green man comes on across all arms simultaneously)*. If this is amended to include cycles etc being able to cross during the all red stage for motor vehicles a more realistic solution will be realised.

- *No right turn from Haggs Road (southbound) into Pollok Park*

We have concerns about this for all traffic. We understand that it is proposed to direct M77 traffic to use the junction at Silverburn, allowing them to drive round the southern edge of the park and enter the park from Haggs Road northbound. This is a long detour, causing additional pollution but not as objectionable as the restriction, above, from Shawmoss Road. However, not all southbound motor traffic will be coming from the motorway, but from Govan, the Clyde Tunnel and from the west of Glasgow in general. Prohibiting southbound motor traffic here means that this motor traffic will enter and leave the Park at the Dumbreck entrance, thus extending their journeys, increasing pollution, and being directed to the small Pollok House car park, rather than the new parking area. We understand your desire to simplify the motor traffic movements and we have heard concern expressed about the tightness of the turn but a right turn southbound would also allow a left turn phase exiting from the park.

- *No right turn from Haggs Road (northbound) on to Shawmoss Road*

This proposal is ill-conceived for all road-users. How does traffic access Crossmyloof? Motor traffic will no doubt turn in to Whins Road and then Herries Road, both of which are residential streets not designed for through traffic, adding to disruption for residents. Our local resident member also fears that this restriction will add to the rat-running on Ravenswood Drive near Shawlands Academy, a concern that was raised in the Traffic Impact Assessment.

- *No waiting, no loading or unloading at any time on sections approaching and leaving the Pollok Park entrance/exit*

GoBike supports this restriction.

We thus consider that your proposed restrictions would affect more than the limited number of streets quoted in your email and add to the inconvenience suffered by local residents from extended motor journeys and motor vehicles cutting through local streets.

However, of prime importance is the absence of consideration for active travel from your proposals. We look to you to provide safe access and egress to and from Pollok Park for cycle traffic and all others not using motor vehicles. It is disappointing, but sadly reflective of much active travel provision in Glasgow, that active travel pockets are provided but are not connected to form a usable network.

Yours sincerely



Tricia Fort  
for Consultations, GoBike