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30 June 2020

Dear Sir/Madam,

Glasgow Life
Pollok Country Park Transformation, Planning Application, 20/01352/FUL

Thank you for your email of 06 June alerting GoBike to comment on the proposals for changes to Pollok Park to improve conditions for people who walk and cycle within the Park and to improve access to the Burrell Museum for all visitors.

GoBike is very supportive of many of the proposals and consider that the key aims and proposals are good, if not very good. There is much that we support within the proposals but there are also items about which we have concerns and to which we object. We list these points in turn and next we itemise actions required within the Park to improve the benefits to Park users of the enhancements. Finally, although strictly outwith the scope of the Planning Application we discuss action that is required outside the Park to ensure that people may access the Park in confidence.

We support:

- Improved access to local public transport; infrastructure for walking and cycling is frequently an add-on; we are pleased to see that it has some prominence here.
- Prioritising access to and within the park for people who are walking and cycling. The recent closure, due to the Covid-19 pandemic of much of the park to motor traffic has led to a blossoming in the numbers of people using the park on foot and by wheel. The character of the park has therefore changed markedly to the better; is now a much more friendly and relaxed place to visit.
- The active management of motor vehicles within the park to prevent uncontrolled parking.
- The positive moves to link the park to the active travel network to make the park easily accessible both on foot and by bike.
- The proposal to block traffic from driving through the park is excellent.
- The establishment of a new car park on the edge of the park and only 5 minutes walk away from the Burrell Collection is an excellent initiative and the addition of a regular 15 minute frequency electric shuttle bus service to both the Burrell Collection and Pollok House for those who are unable, or do not wish, to make the short walk should ensure that everyone is provided for.

- GoBike is very much in favour of the proposal in Traffic Assessment Note 8.1.8 for contraflow cycling to be legalised on Herries Road to improve cycle access to and from the Park. Contraflow cycling is a basic requirement of providing permeability for cycling and is recognised as such in the Transport Scotland document “Cycling by Design”.
- The proposal in Traffic Assessment Note 8.1.10 for a Traffic Regulation Order to be raised to prevent on-street and pavement parking by motor vehicles in the area is a “no-brainer” in a civilised society. The implementation and enforcement of such a measure will greatly enhance the local neighbourhood.

We object to:

- The proposal within the plans that the current Burrell car park will remain open for everyone. We are shocked to see in the Transport Assessment, section 5.6.1, that *“The existing car park opposite the Burrell Collection will be retained to provide additional parking capacity in the centre of the park if required.”*

Why do we object to this?

Primarily, there is no indication as to who will determine whether this “additional parking capacity in the centre of the park” is required or not. We suspect that, as prior to Covid-19, parking will be a free-for-all.

Prior to Covid-19 car use within the park was a significant issue. When car parks were full people would simply abandon their cars along paths and roads within the park or worse, park on the grass. The congestion that this caused made using the park dangerous for people walking and cycling, especially if they were with children or people with infirmities. If the car park nearest the Burrell is to be used for general parking we must OBJECT. The existing car park must only be used for public transport, private coaches and blue badge holders, plus deliveries.

We see no proposal to ensure that the above is the case by providing signage to drivers to deter them from making an unnecessary trip into the park and then having to return to the main car park. It might well be appropriate to have a barrier at the existing car park to prevent unauthorised access.

Unfortunately, and particularly in the early stages after reopening of the Park to private cars, there must be monitoring and enforcement of this measure.

It is our view that the car park nearest the Burrell be limited to public transport, private coaches and blue badge holders, plus deliveries. The electric charging points there should be for these vehicles only. If it is felt necessary to provide charging points for private vehicles then this could be done at the new car park, but in both cases we see no reason why there should not be a charge for this power supply.

- We note that there is a proposal to construct almost 1km of new roadway within the park. Why is this considered necessary? With clear guidance of the categories of traffic permitted to use the existing car park, ie the one nearest the Burrell, the provision of a new car park, the provision of a shuttle bus service and improved access to public transport, there is absolutely no requirement in the current times of a climate emergency and a population increasingly suffering the downside of a lack of exercise and healthy lifestyle to encourage the use of private motor vehicles within a Country Park.

The new road, effectively forming a dual carriageway with trees on its central reservation is thought to be required only because there is to be no circular route for motor vehicles within the park and because it is proposed to maintain 109 private motor parking places

in the car park nearest the Burrell. This contradicts the documented aims of the overall proposals to remove motor vehicles from the centre of the park.

There is an economy of fact within the documentation in relation to the parking figures. A reduction in parking is being claimed but that is only when estimates of the unofficial roadside parking is included. The failure to eliminate the uncontrolled parking that has made the Park so unpleasant and hazardous for many visitors is now being used to justify the construction of this new roadway.

If the car park nearest the Burrell is restricted to the traffic we propose then the existing roadway, with passing places, will be adequate. GoBike OBJECTS to the proposal to construct a new roadway.

Another area of concern is:

- All motor vehicle parking must be charged in line with other visitor attractions in the city, in an attempt to deter people from driving to the green space. It is our view that all parking of private motor vehicles within the city must be at a rate that does not make driving a more attractive option than using public transport or cycling or walking.

Items for inclusion or improvement within the enhancements:

- Cycle parking provision is currently woefully inadequate, particularly at busy times such as park runs and must be generally increased and upgraded to cope for the anticipated future demand.
- Cycle rack provision needs to be provided at the existing Burrell car park and not just at the new car park.
- Cycle parking needs to be upgraded and provision increased around Pollok House.
- All the traffic barrier arms that prevent motor vehicle access but do allow through access for cycles MUST take into account, and provide for, oversized and accessibility cycles and wheelchairs.

Provision required outwith the Park to ensure that there is good access for people walking and cycling:

- The current shared use footway from Pollokshaws West Railway Station is inadequate both in terms of condition and suitability for use at the present time and thus completely inadequate for the numbers of people expected once the enhancements to the Park and the Burrell Collection are complete.
- There has long been a call for good cycle infrastructure on both Pollokshaws Road and Hags Road. Currently, during the Covid-19 pandemic, one lane of the roadway adjacent to the Park is being used by Park visitors for private car parking. This lane, and the existing footway, must, after the pandemic and the reintroduction of car parking within Pollok Park, be transformed to provide a good footway and also a cycleway to allow all visitors the option of cycling from the Railway Station to the Park and further north to access routes into the city.
- Traffic light phasing from Shawmoss Road at the junction with Hags Road should be adapted to allow cycles to be able to enter straight on into Pollok Park without waiting in the middle of the junction to do so. Consider the example of someone cycling who has to turn left into Hags Road and then make an immediate right turn to access the Park.

This would be a barrier for many people using bikes who would have to put themselves in danger in the centre of moving traffic.

- Traffic management at the St Andrews Drive / Titwood Road pedestrian access must be considered. Currently, despite “No Entry” signs, drivers are entering this area to park their vehicles while they visit the Park. On leaving this unofficial car park these drivers put themselves, and others, in danger by exiting onto the junction without there being a traffic signal for that purpose. Logs beyond the Park gate have formed a successful traffic barrier during the Covid-19 closure and it might be an appropriate move if logs are also placed at the entrance end of this avenue.
- At the St Andrews Drive / Titwood Road junction a traffic control light is required to allow people to cycle out of the park without having to use pedestrian caged crossings.
- At this same junction, on the north west side, a lack of priority for pedestrian light phases and a lack of crossing points makes crossing the junction on foot extremely unfriendly. The phasing of the lights and the layout of the junction should be redesigned to encourage pedestrian traffic.
- We understand that local residents have been plagued by car parking outside their homes during the pandemic. In readiness for the transformation of the Park we suggest that moves, such as those in Traffic Assessment Note 8.1.10 for a Traffic Regulation Order to be raised to prevent on-street and pavement parking are made to prevent free, uncontrolled parking on the surrounding streets.

To summarise, GoBike supports the overall aims of the proposals but objects to aspects of proposed provision for motor vehicles, which contradict the overall aims, and strongly suggests that improvements be made on the periphery of the Park to maximise the number of visitors who walk or cycle to the park.

Yours sincerely



Tricia Fort
for Consultations, GoBike